

12-MAY-2016

RTW-UWSS

1-10

A01

A01

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0400-1300, SAT, SUN and CLSD**Airport Information****RFF:** CAT 6**Fuel:** TS-1 (equivalent Jet A-1)**PCN:** RWY 12/30: 27/F/C/X/T**Operation****RWY Restriction**

180°-turn permitted on last turn pad either RWY-end only.

After landing, ACFT above 20t / 44092lbs must perform 180° at the end of RWY.

**TWY Restrictions**

TWY width 21m / 69ft:

- TWY A1
- TWY A2 between TWY A3 and RWY
- TWY A3 on a segment length of 460m / 1509ft from TWY A2.

TWY width 16m / 52ft:

- TWY A2
- TWY A3 on a segment length of 180m / 590ft from the apron.

**Taxi/Parking**

Follow-me AVBL O/R.

**Warnings**

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure:** See CRAR Russia and Caucasus Republics/Russia/U.**Warnings****ILS LOC RWY 30:** AVBL within  $\pm 10^\circ$  from course line.

RWY 30: Should have additional fuel for 15-20min when ACFT is directed to HLDG area.

**DEPARTURE****Take-off Minima**

RWY		12/30	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

**Communication**

**COM Failure:** See CRAR Russia and Caucasus Republics/Russia/U and in addition;

After TKOF: Continue climb to AD traffic circuit height, according to instrument APCH pattern and land at DEP AD depending MET conditions and LDG weight or proceed to ALTN AD at FL1800m / 5900ft along DEP route.

If decision, ACFT may proceed along route to ALTN AD indicated in the FPL in case of COM FAIL at one of flights LVL 4250m (13944ft), 4550m (14928ft) or 7300m (23950ft), 7600m (24934ft). established for flights without radio COM depending on flight direction.

COM FAIL during climb to FL:

Climb to last assigned FL to NDB of DEP Corridor. After passing NDB climb to assigned FL according FPL.

**De-Icing**

AVBL.

Effective 26-MAY-2016

19-MAY-2016

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AGC

AFC

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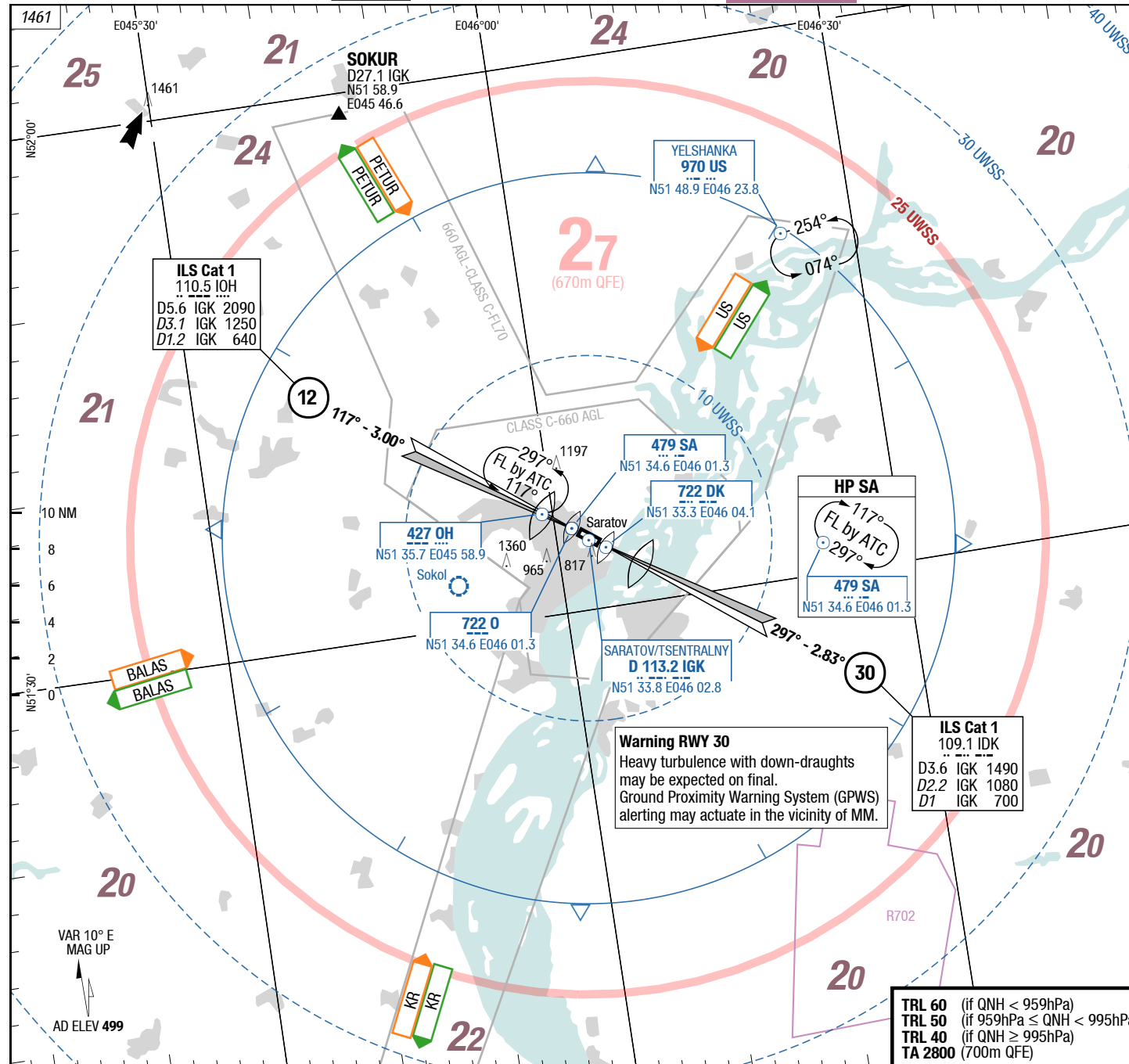
AFC

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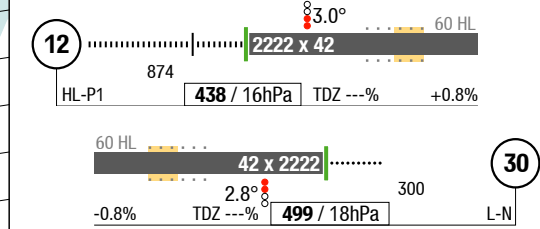
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ATIS 132.800  
RAD 120.400  
TWR 128.100  
GND 119.000 0400-1100  
Transit 131.800  
Zemlya 118.800 Towing, Start-up

Landing RWY system:



Changes: Nil

Effective 26-MAY-2016

19-MAY-2016

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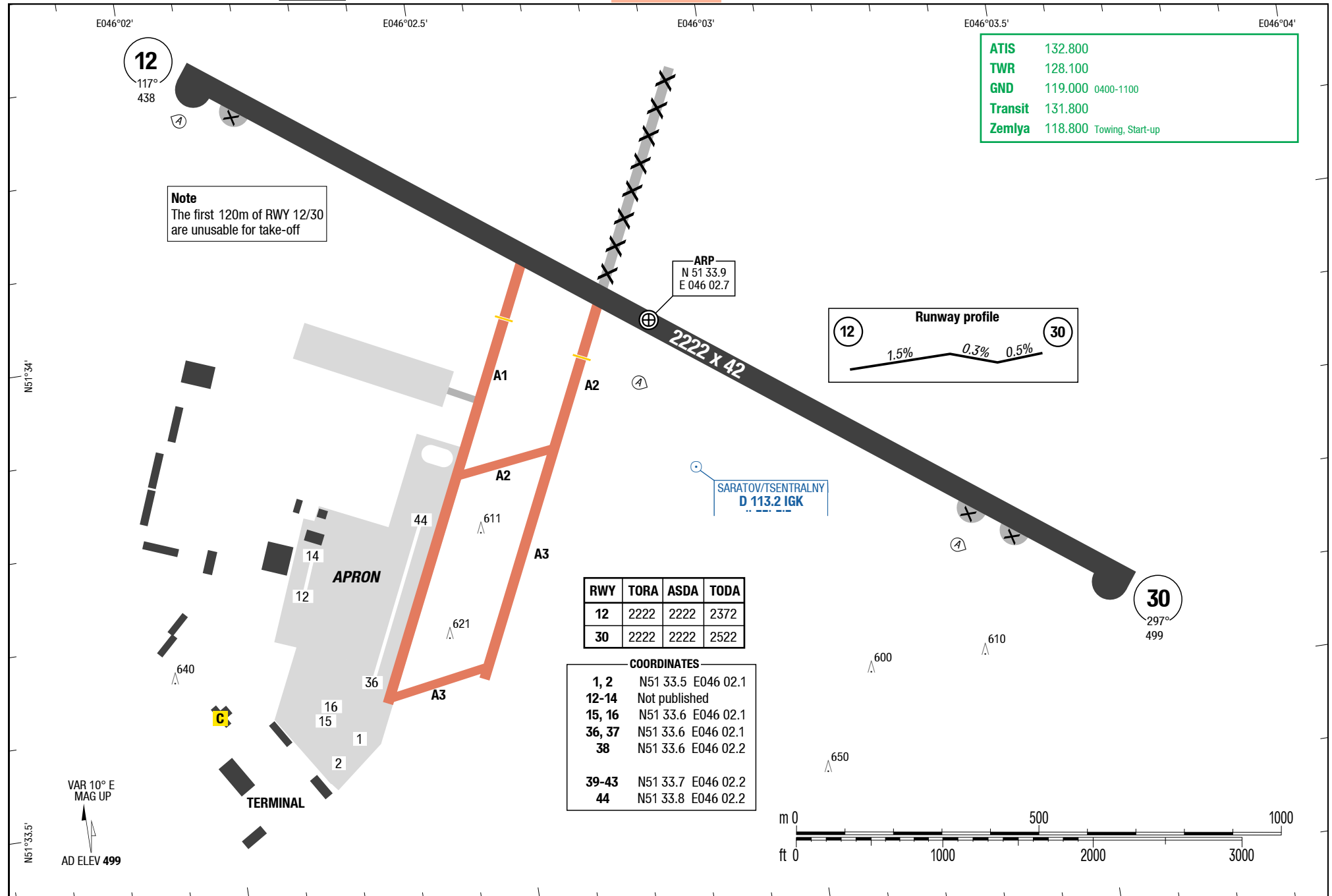
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3-20



Changes: Parking Stands

Effective 16-OCT-2014

09-OCT-2014

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SIDs RWY 30

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SIDs RWY 12

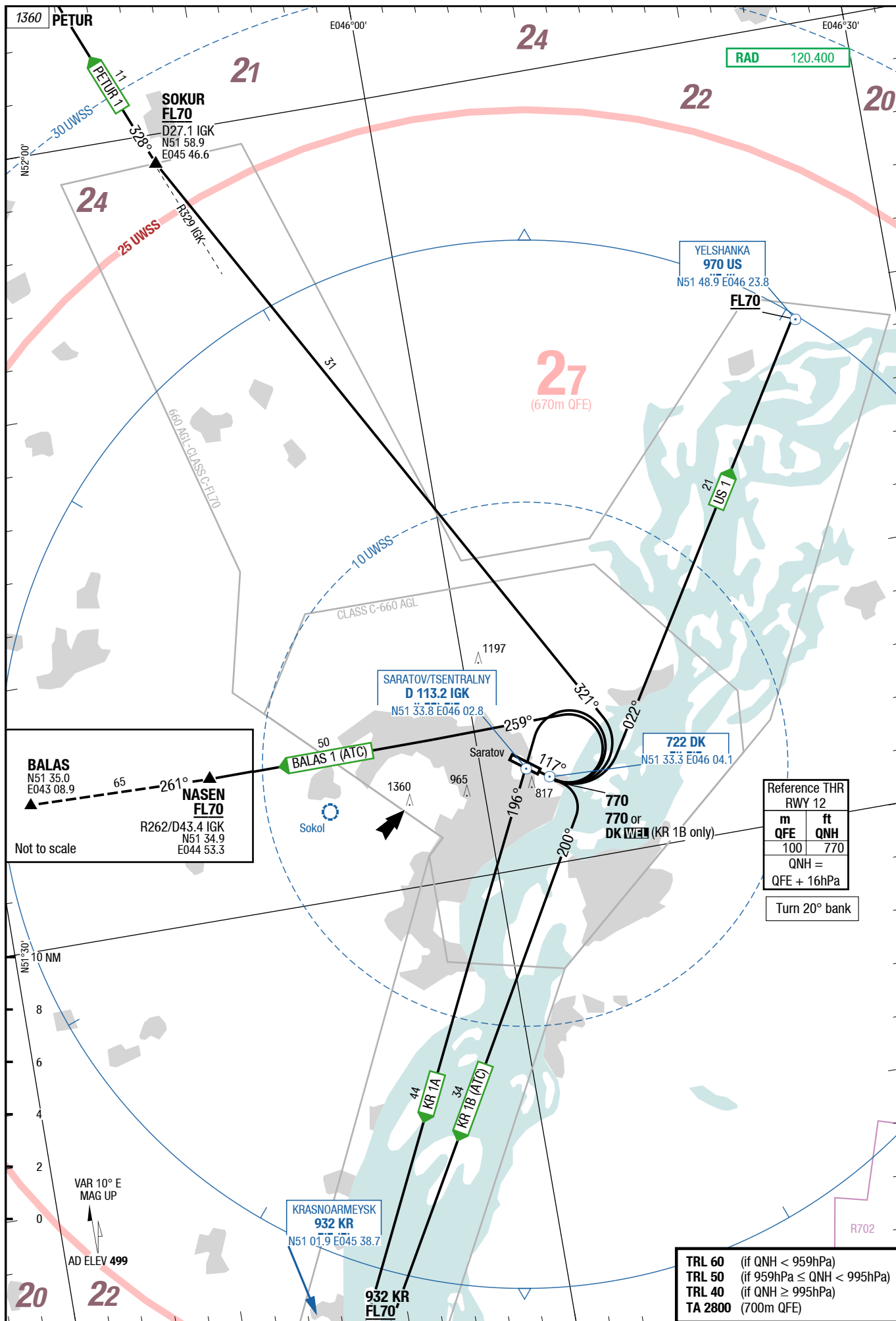
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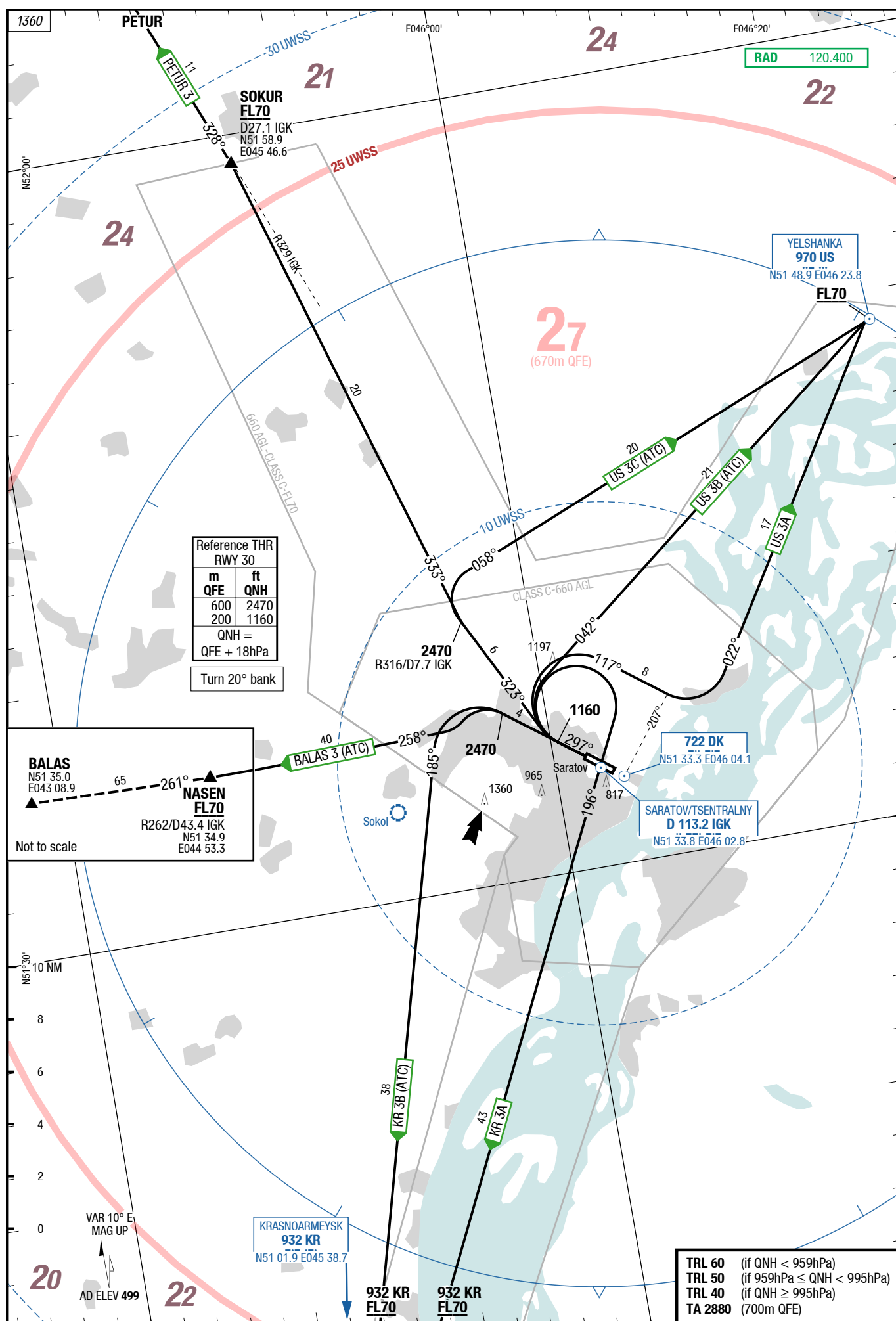
SID

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SIDs RWY 30

SIDs RWY 12





## RTW-UWSS

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## SIDs RWY 12

**BALAS 1 / KRASNOARMEYSK 1A / KRASNOARMEYSK 1B / PETUR 1 / YELSHANKA 1**  
RWY 12 (117°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>BALAS 1</b> (ATC) <b>120.400</b> ①	at <b>770 LT 259°</b> to <b>NASEN - BALAS</b>	<b>NASEN MNM FL70</b>
<b>KRASNOARMEYSK 1A</b> <b>KR 1A</b> <b>120.400</b> ①	at <b>770 LT 196°</b> to <b>KR</b>	<b>KR MNM FL70</b>
<b>KRASNOARMEYSK 1B</b> <b>KR 1B</b> (ATC) <b>120.400</b> ①	at <b>770</b> or <b>DK</b> , whichever is later, <b>RT 200°</b> to <b>KR</b>	<b>KR MNM FL70</b>
<b>PETUR 1</b> <b>120.400</b> ①	at <b>770 LT 321°</b> to <b>SOKUR - PETUR</b>	<b>SOKUR MNM FL70</b>
<b>YELSHANKA 1</b> <b>US 1</b> <b>120.400</b> ①	at <b>770 LT 022°</b> to <b>US</b>	<b>US MNM FL70</b>

① Turn 20° bank.

## RTW-UWSS

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## SIDs RWY 30

BALAS 3 / KRASNOARMEYSK 3A / KRASNOARMEYSK 3B / PETUR 3 / YELSHANKA 3A / YELSHANKA 3B / YELSHANKA 3C

RWY 30 (297°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
<b>BALAS 3</b> (ATC) <b>120.400</b> ①	at <b>2470 LT</b> 258° to NASEN - BALAS	NASEN MNM <b>FL70</b>
<b>KRASNOARMEYSK 3A</b> <b>KR 3A</b> <b>120.400</b> ①	at <b>1160 RT</b> 196° to KR	KR MNM <b>FL70</b>
<b>KRASNOARMEYSK 3B</b> <b>KR 3B</b> (ATC) <b>120.400</b> ①	at <b>2470 LT</b> 185° to KR	KR MNM <b>FL70</b>
<b>PETUR 3</b> <b>120.400</b> ①	at <b>1160 RT</b> 323° - at <b>2470 (R316/D7.7 IGK) RT</b> 333° to SOKUR - PETUR	SOKUR MNM <b>FL70</b>
<b>YELSHANKA 3A</b> <b>US 3A</b> <b>120.400</b> ①	at <b>1160 RT</b> 117° - at abeam <b>DK LT</b> 022° to US	US MNM <b>FL70</b>
<b>YELSHANKA 3B</b> <b>US 3B</b> (ATC) <b>120.400</b> ①	at <b>1160 RT</b> 042° to US	US MNM <b>FL70</b>
<b>YELSHANKA 3C</b> <b>US 3C</b> (ATC) <b>120.400</b> ①	at <b>1160 RT</b> 323° - at <b>2470 (R316/D7.7 IGK) RT</b> 058° to US	US MNM <b>FL70</b>

① Turn 20° bank.



09-OCT-2014

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STARs RWY 12 (ATC)

## STARs RWY 12

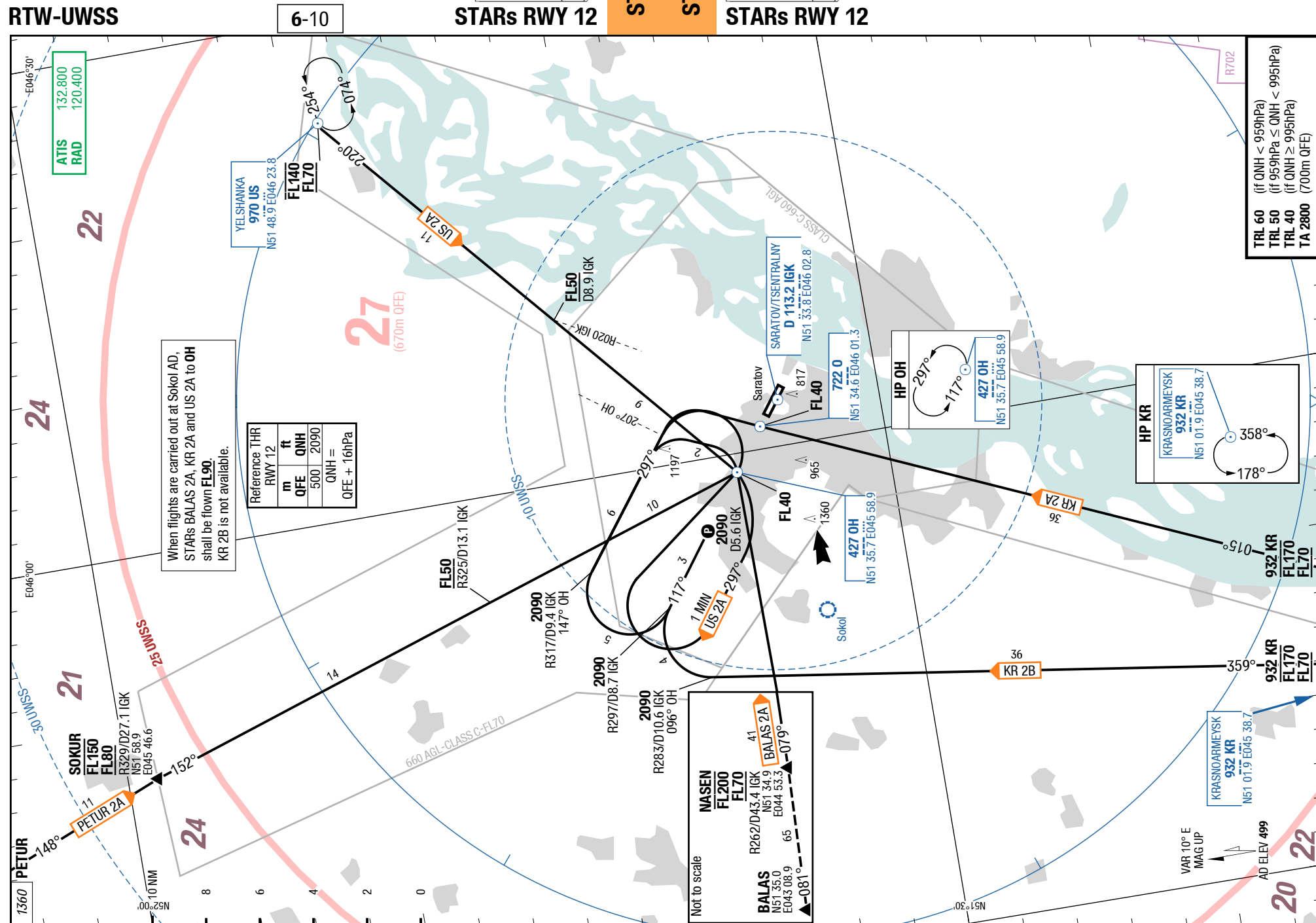
# STAR

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STARs RWY 12 (ATC)

## STARs RWY 12



Changes: Navaid KR, US, OBST, TOPO

09-OCT-2014

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**STAR**

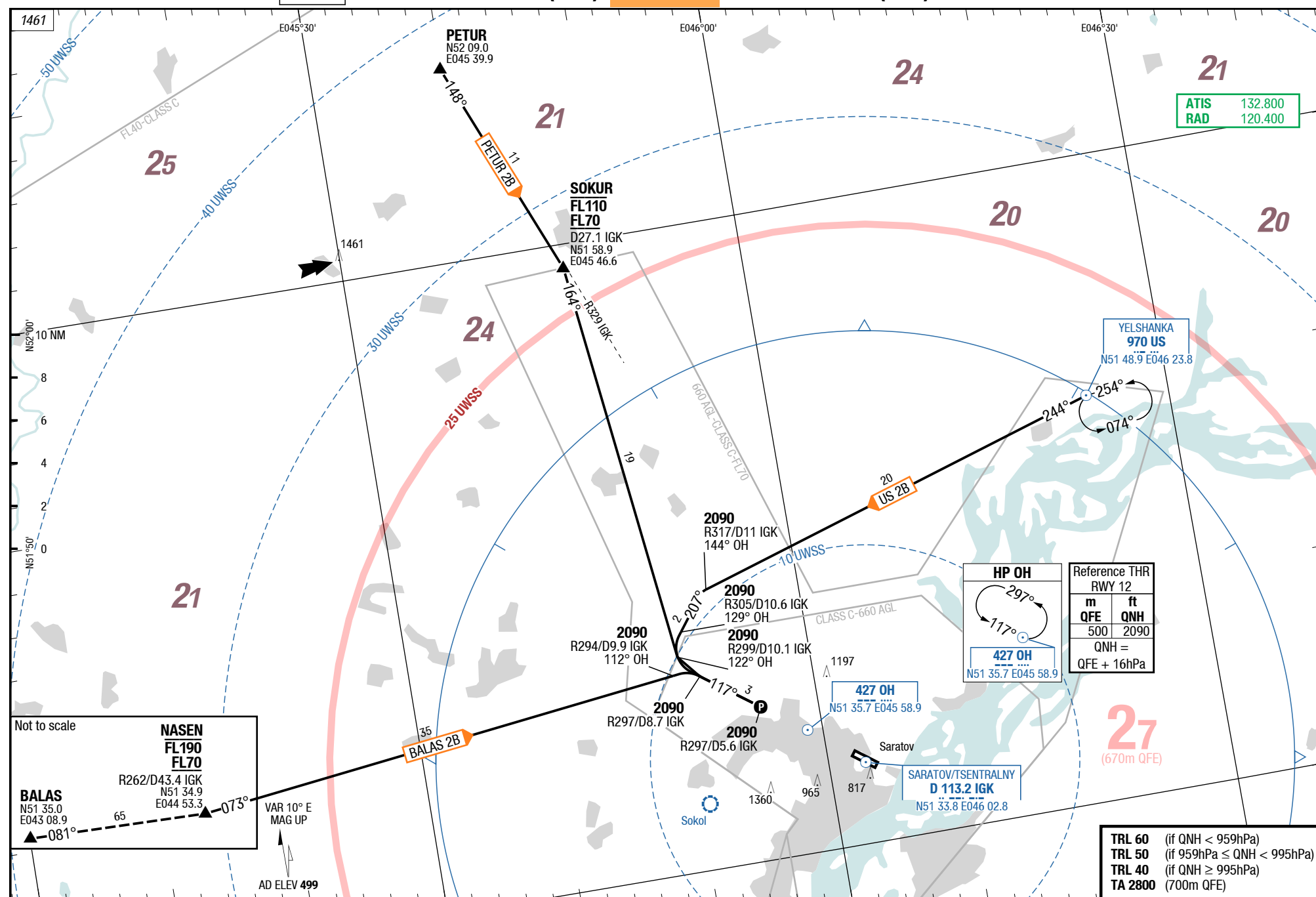
**STAR**

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6-20

## STARs RWY 12 (ATC)

## STARs RWY 12 (ATC)



Changes: Navaid US

## RTW-UWSS

STARs RWY 30 (ATC) One

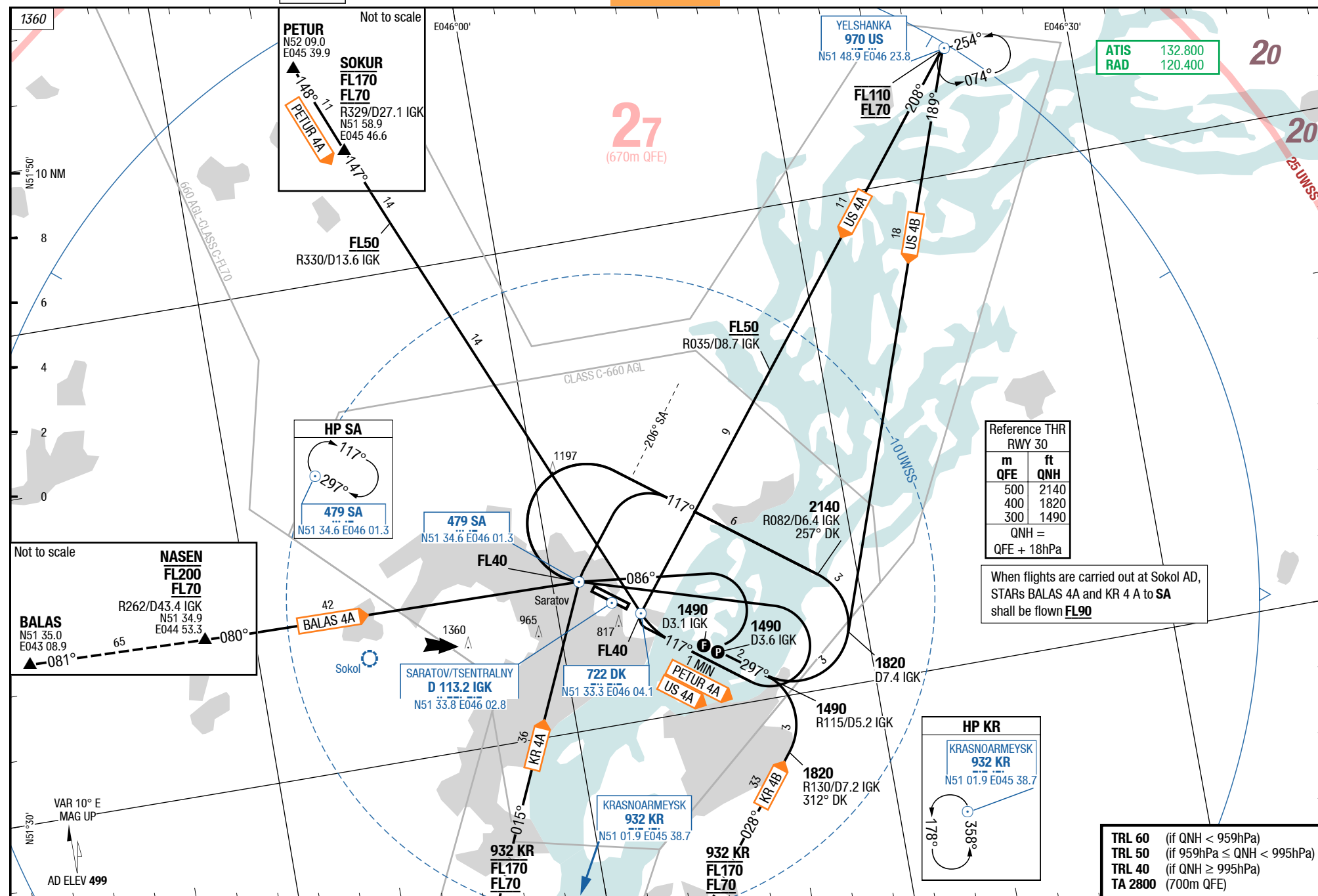
## 6-30 **STARs RWY 30 (ATC) Two**

# STAR

# STAR

STARs RWY 30 (ATC) One

## STARs RWY 30 (ATC) Two



Changes: PROC, chart title

04-DEC-2014

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# STAR

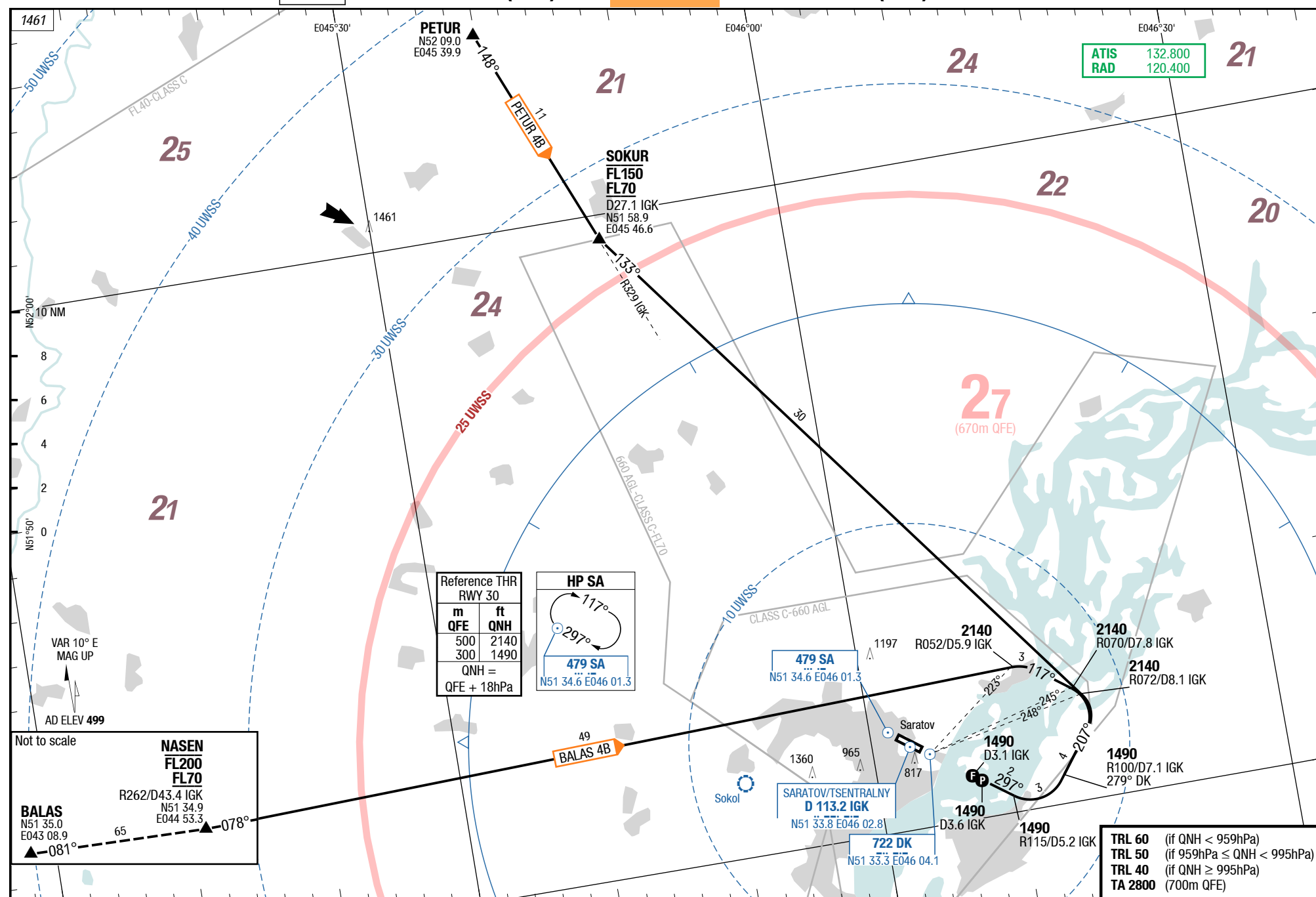
# STAR

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6-40

## STARs RWY 30 (ATC) One

## STARs RWY 30 (ATC) One



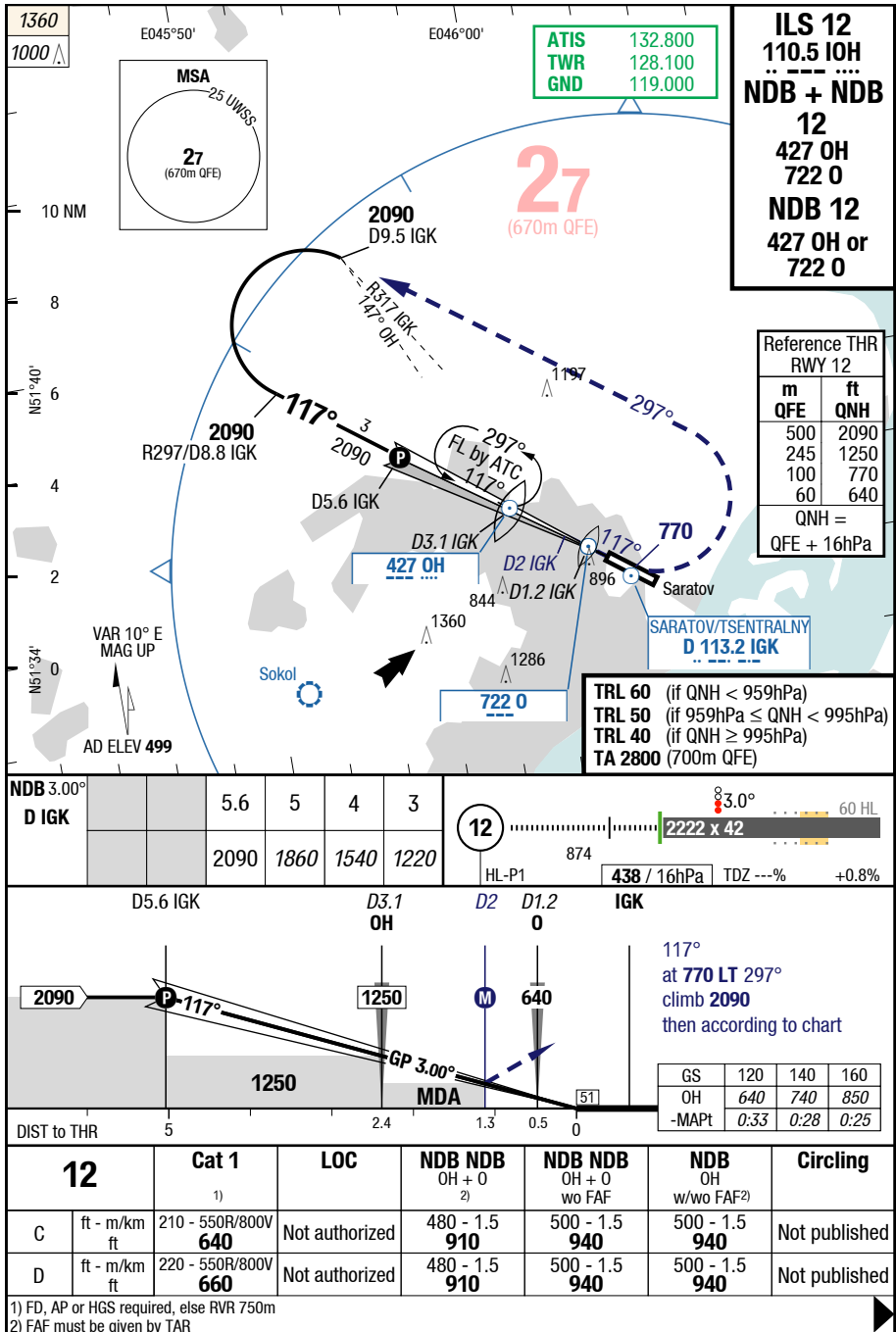
Changes: chart title

19-MAY-2016

RTW-UWSS

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ILS 12 / NDB + NDB 12 / NDB 12

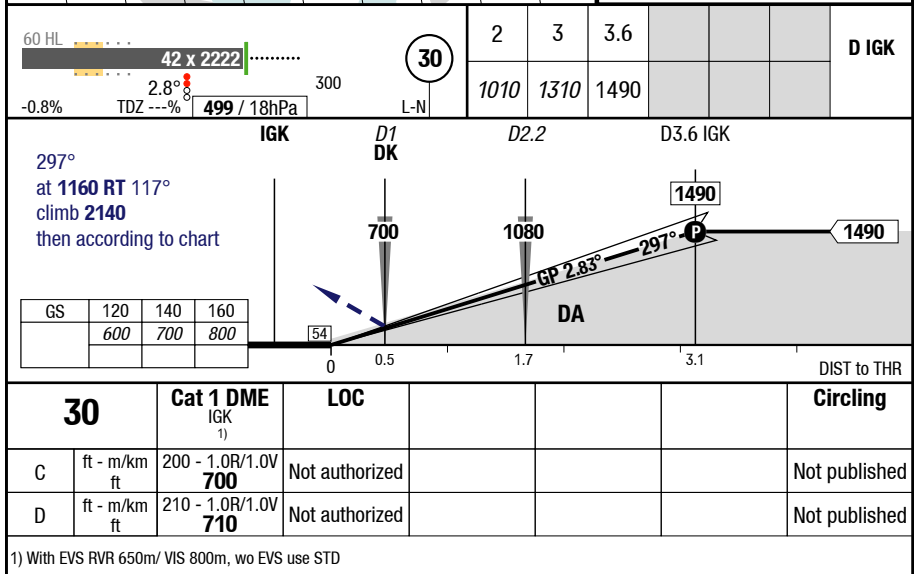
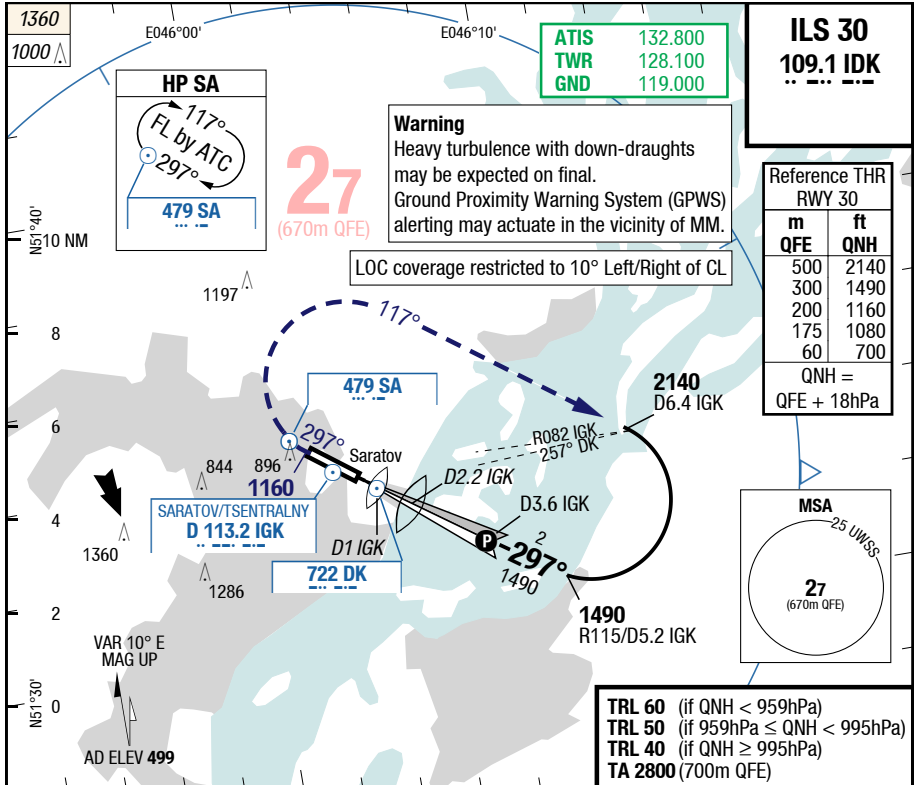


19-MAY-2016

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ILS 30



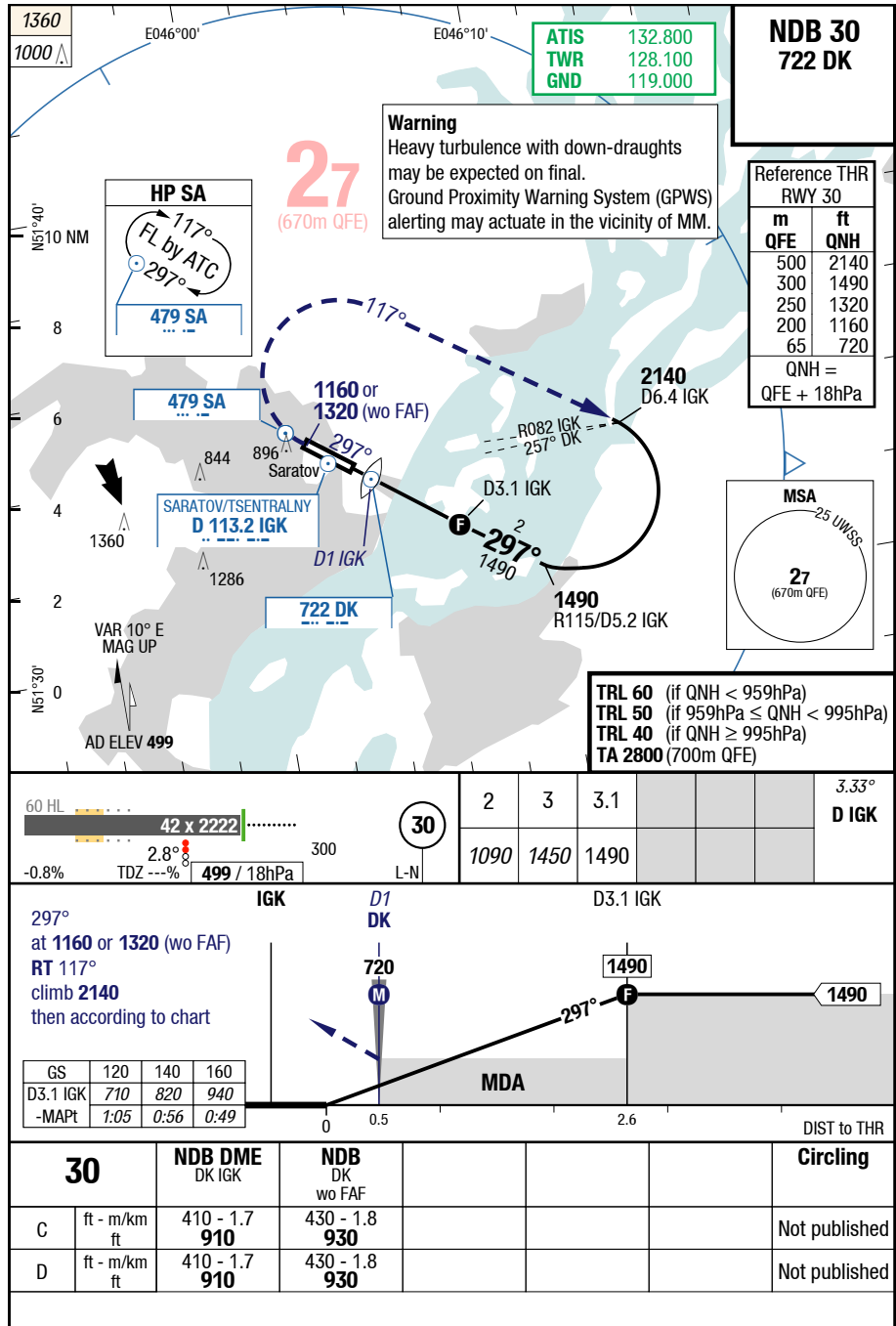
Changes: Note

09-OCT-2014

RTW-UWSS

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NDB 30



Changes: OBST, TOPO

RTW-UWSS

7-50

WxMinima Overflow

12		NDB 0 1)	NDB 0 wo FAF				
C	ft - m/km ft	580 - 1.9 <b>1020</b>	710 - 2.4 <b>1150</b>				
D	ft - m/km ft	580 - 1.9 <b>1020</b>	710 - 2.4 <b>1150</b>				

1) FAF must be given by TAR