

**GENERAL****Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0630-1400; SAT, SUN and HOL CLSD.**Airport Information****RFF:** CAT 6**Fuel:** TS-1**PCN:** RWY 02/20: 44/R/C/X/T**Customs:** Not AVBL**Operation****Preferential RWY:** TKOF/LDG RWY 20.**TWY Restrictions**

TWY A and B width 21m / 69ft.

**Taxi/Parking**

Taxi guide lines may be invisible due to snow, follow-me AVBL O/R via TWR.

Taxiing shall be executed under inboard ENG PWR at reduced speed strictly along taxi guide lines.

Taxiing into stands by marshaller's instructions.

**Noise Abatement Procedure**

Flights over the city and residential areas are prohibited.

**Warning**

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure:** See CRAR.**DEPARTURE****Take-off Minima**

RWY		02/20	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN

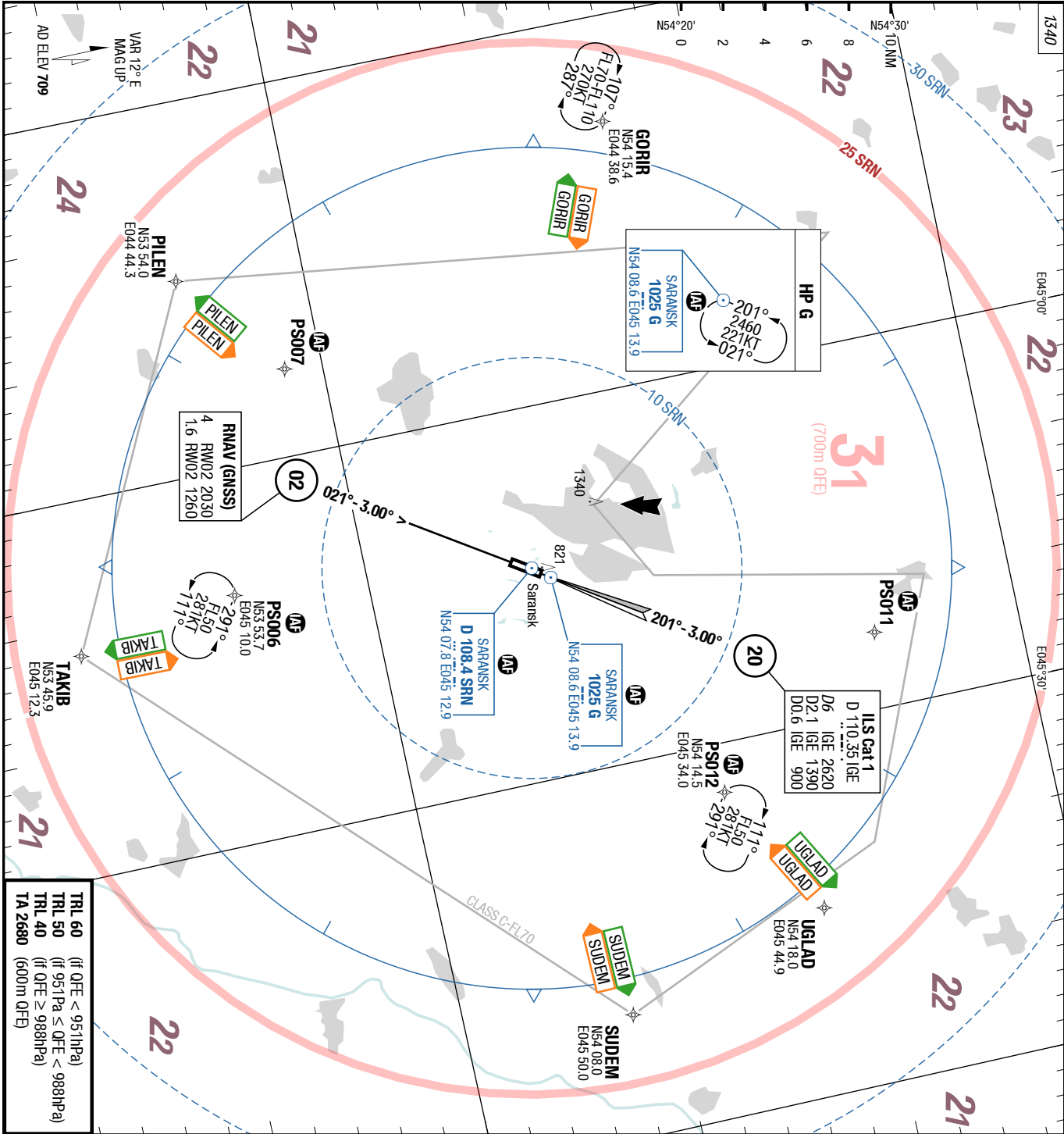
**Communication****COM Failure:** See CRAR and in addition:

In case of COM failure during IFR flight when it is not possible to change to visual flight, proceed to DEST according to FPL. Maintain assigned FL till passing the radio navigation aid of flight planned LDG AD and initiate descent not earlier than ETA indicated in FPL or as close to this time as possible .

Perform instrumental APCH in accordance to the PROC established for the given navigation aid. LDG shall not be carried out later than 30min after ETA.

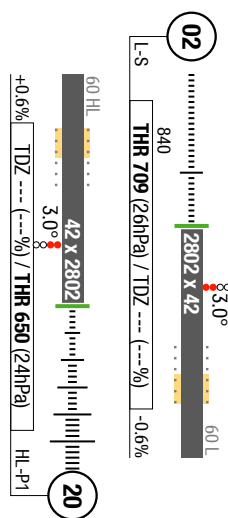
**De-Icing**

AVBL

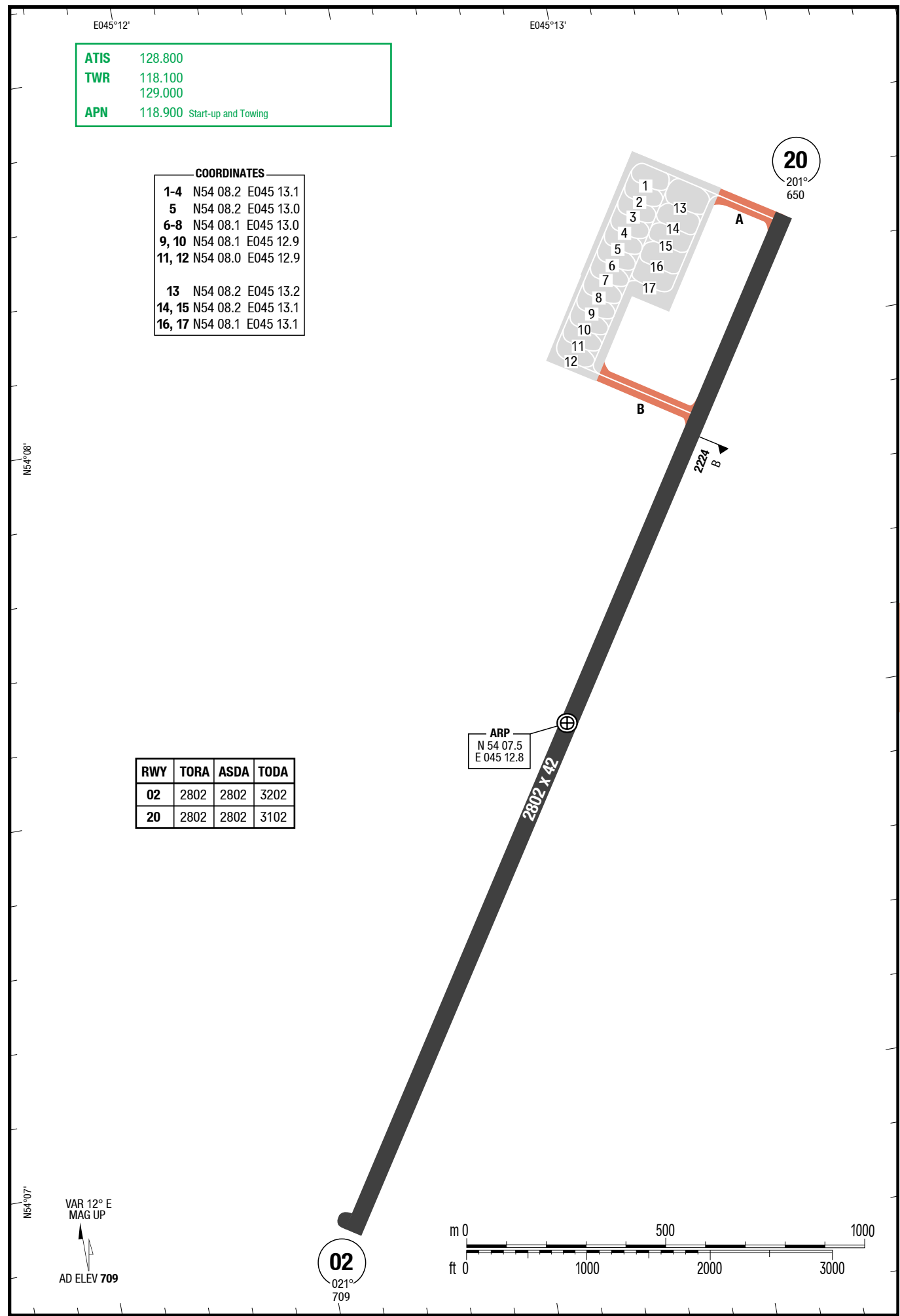


ATIS	128.800
TWR	118.100
APN	129.000
Transit	131.700

Landing RWY system:



Changes: FREQ, Parking Stands



01-MAR-2018  
SKX-UWPS

Russian Federation **Saransk**

RNAV SIDs RWY 20

4-10

RNAV SIDs RWY 02

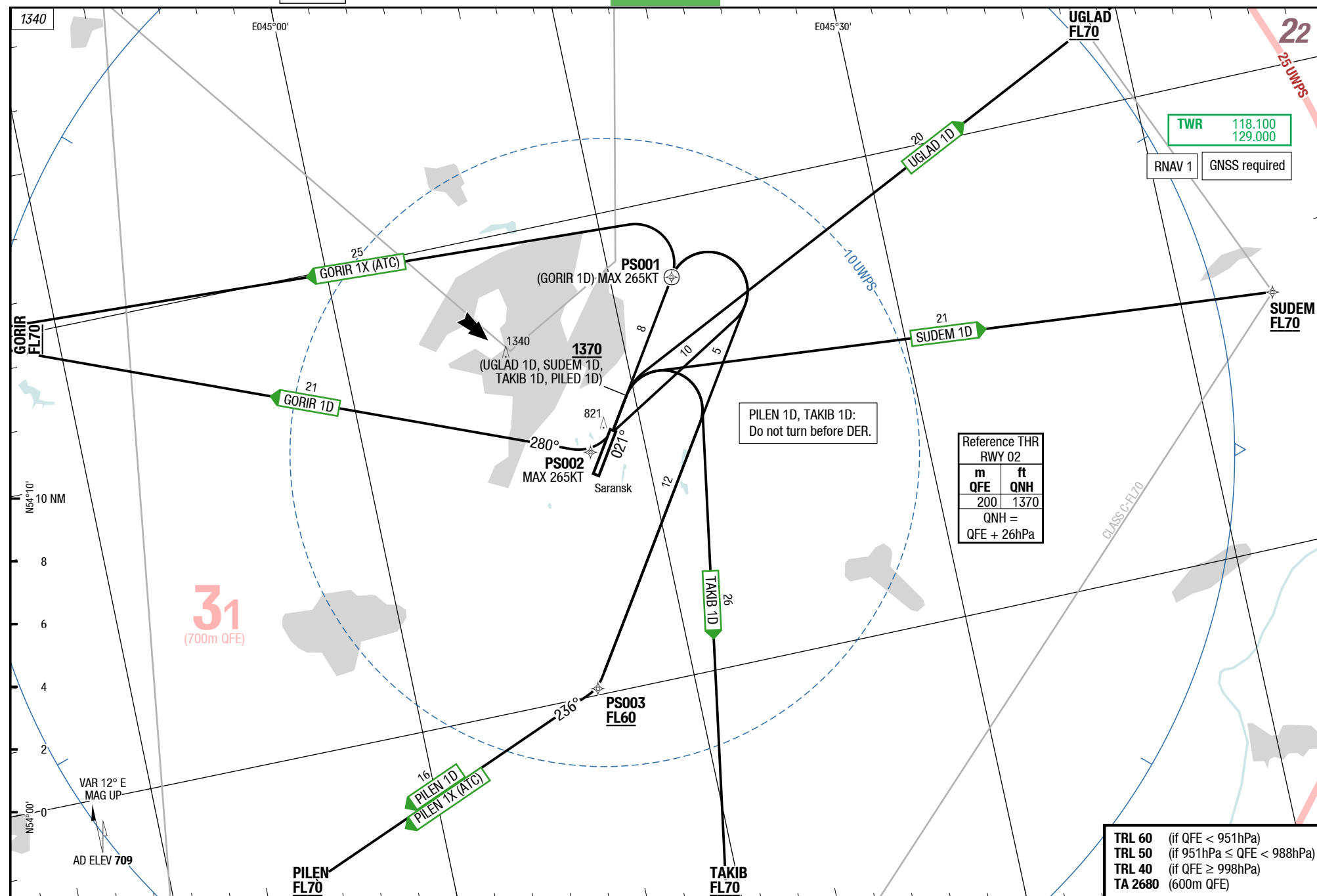
SID

SID

Saransk Russian Federation

RNAV SIDs RWY 20

RNAV SIDs RWY 02



Changes: Note

01-MAR-2018

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Russian Federation Saransk

4-20

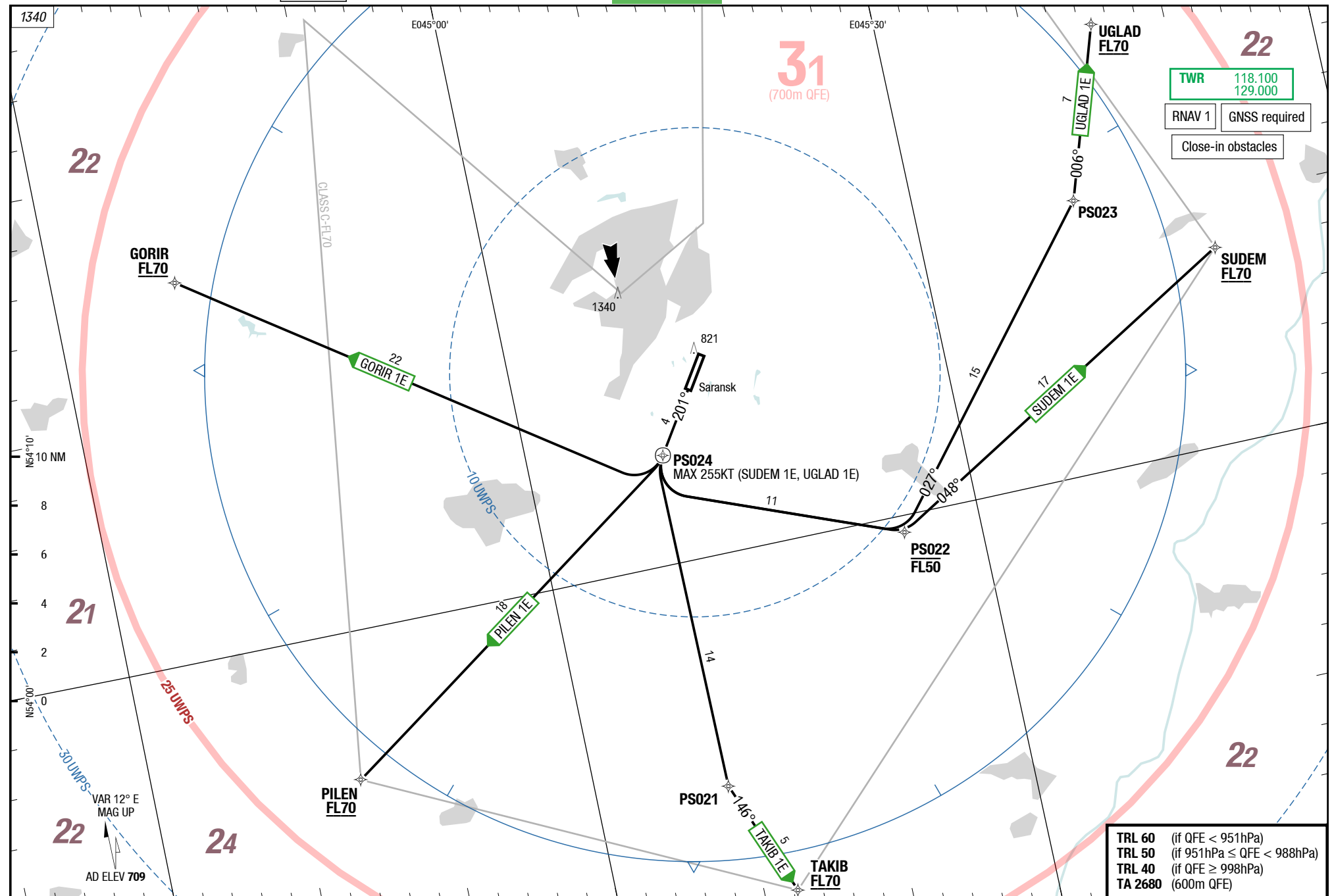
RNAV SIDs RWY 20

SID

SID

Saransk Russian Federation

RNAV SIDs RWY 20



01-MAR-2018  
SKK-UWPS

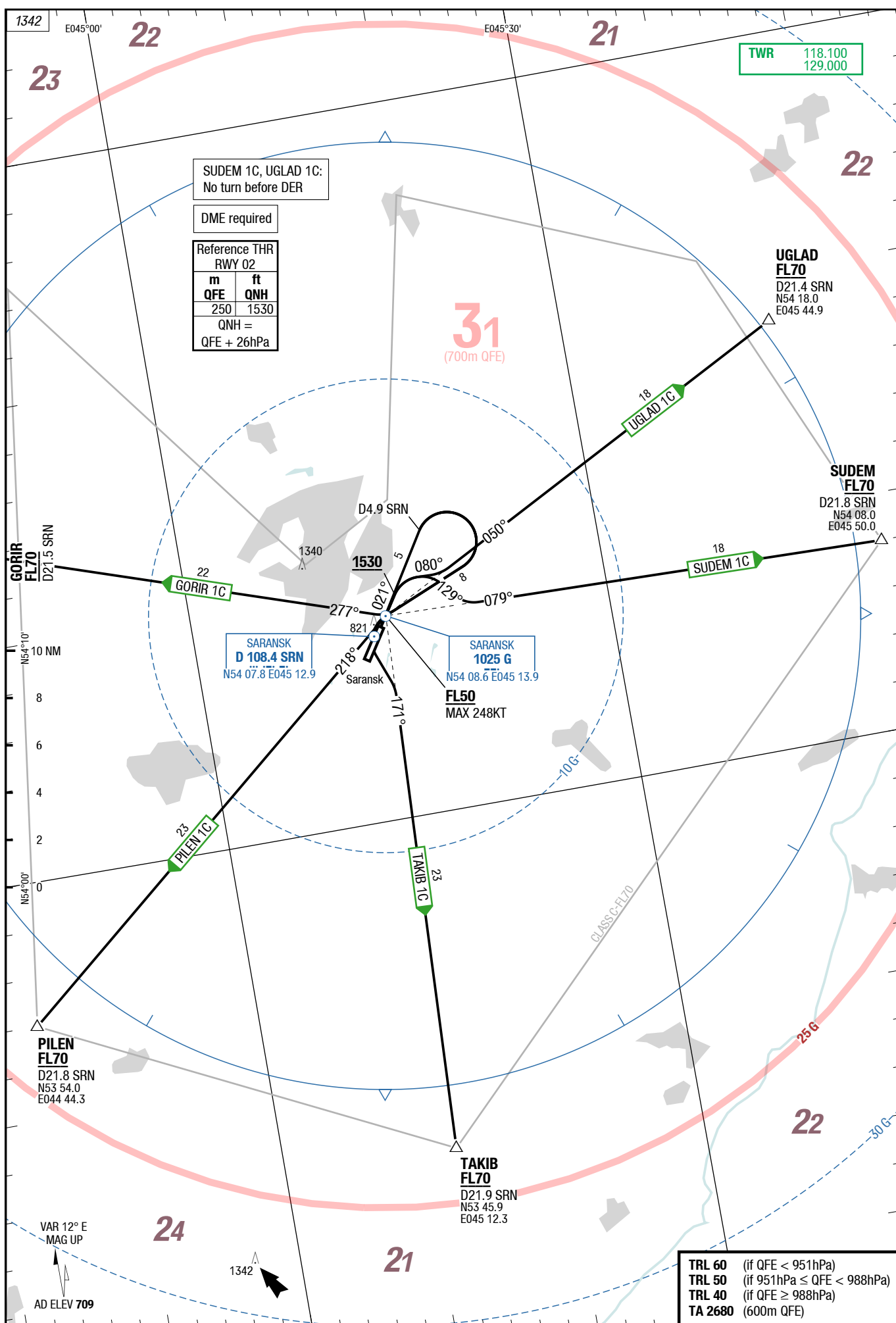
4-30

SIDS RWY 02 (PROCs C)

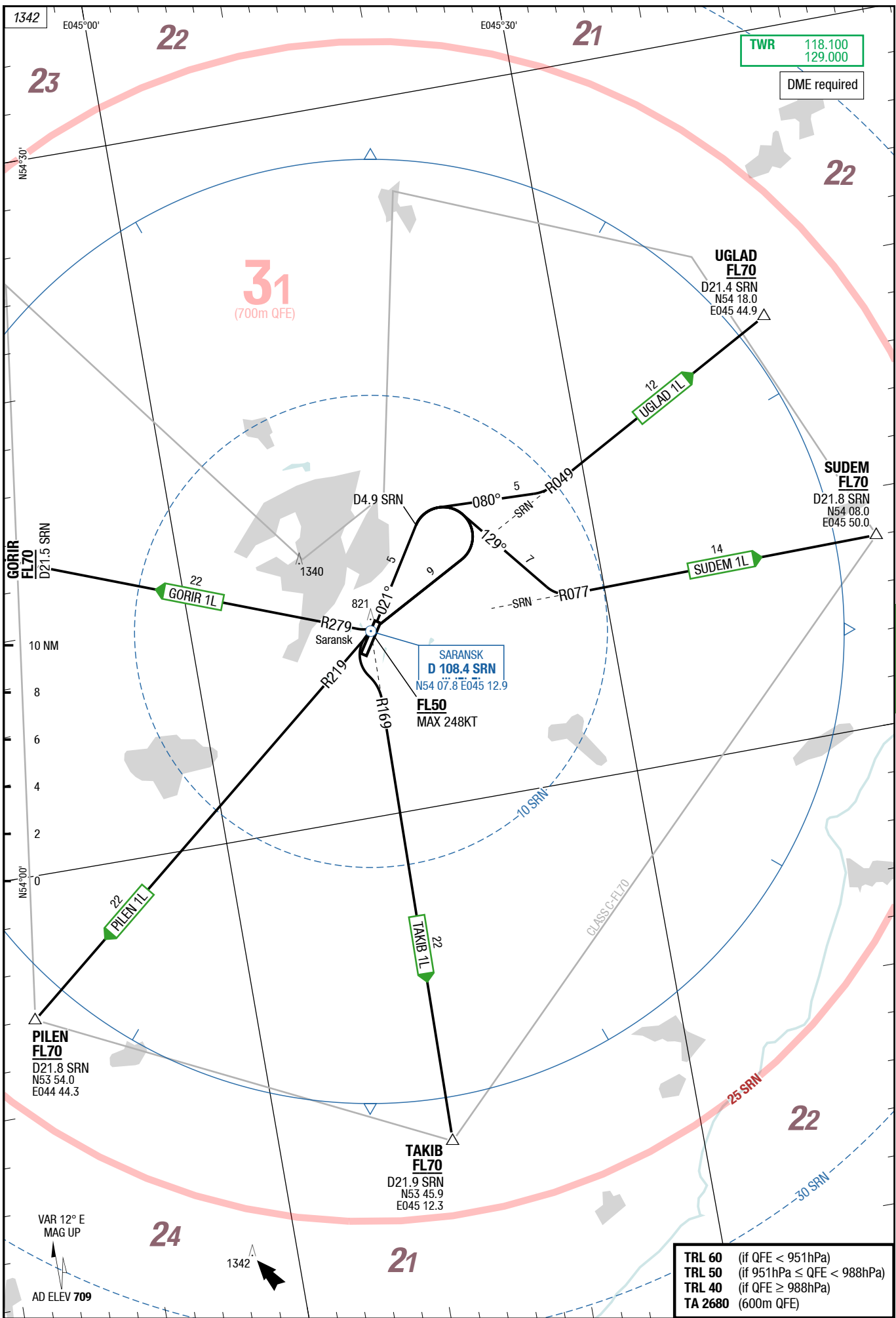
SID

SID

Saransk Russian Federation  
SIDS RWY 02 (PROCs C)



Changes: Note







01-MAR-2018  
SKK-UWPS

4-60

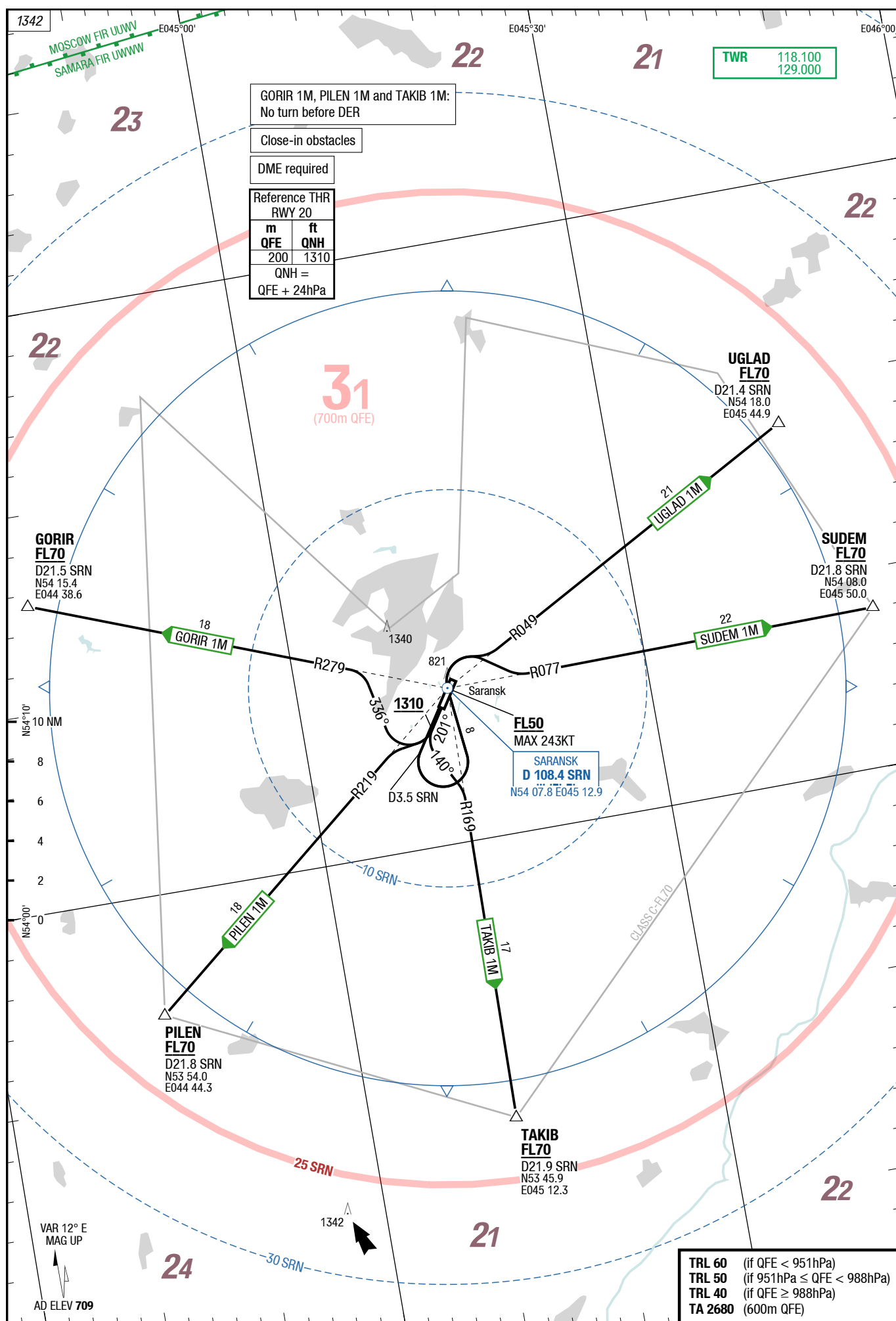
Russian Federation Saransk  
SIDs RWY 20 (PROCs M)

SID

SID

Saransk Russian Federation  
SIDs RWY 20 (PROCs M)

Changes: Note



**GORIR 1D / GORIR 1X / PILEN 1D / PILEN 1X / SUDEM 1D / TAKIB 1D / UGLAD 1D**  
RWY 02 (021°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
4.7%	ft/MIN	600	800	900	1000	1200	1300
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>GORIR 1D</b> <b>118.100</b>	DCT <u>PS001</u> [K265- ;R] - DCT PS002 [K265-] - GORIR	GORIR MNM <b>FL70</b>
<b>GORIR 1X</b> (ATC) <b>118.100</b>	DCT <u>PS001</u> [L] - DCT GORIR	GORIR MNM <b>FL70</b>
<b>PILEN 1D</b> 4.7% to FL60 <b>118.100</b> ①②	DCT <u>RW20</u> - 021° [A1370+ ;R] - DCT PS003 - PILEN	PS003 MNM <b>FL60</b> PILEN MNM <b>FL70</b>
<b>PILEN 1X</b> (ATC) <b>118.100</b>	DCT <u>PS001</u> [R] - DCT PS003 - PILEN	PS003 MNM <b>FL60</b> PILEN MNM <b>FL70</b>
<b>SUDEM 1D</b> 4.6% to FL70 <b>118.100</b> ①	021° [A1370+] - DCT SUDEM	SUDEM MNM <b>FL70</b>
<b>TAKIB 1D</b> <b>118.100</b> ②	DCT <u>RW20</u> - 021° [A1370+] - DCT TAKIB	TAKIB MNM <b>FL70</b>
<b>UGLAD 1D</b> 4.9% to FL70 <b>118.100</b> ①	021° [A1370+] - DCT UGLAD	UGLAD MNM <b>FL70</b>

① Climb gradient due to airspace limitation.

② Do not turn before DER.

## GORIR 1E / PILEN 1E / SUDEM 1E / TAKIB 1E / UGLAD 1E

RWY 20 (201°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
<b>GORIR 1E</b> 4.2% to FL70 <b>118.100</b> ①②	DCT <u>PS024</u> [R] - DCT GORIR	GORIR MNM <b>FL70</b>
<b>PILEN 1E</b> 5.0% to FL70 <b>118.100</b> ①②	DCT <u>PS024</u> - DCT PILEN	PILEN MNM <b>FL70</b>
<b>SUDEM 1E</b> <b>118.100</b> ②	DCT <u>PS024</u> [K255- ;L] - DCT PS022 - SUDEM	PS022 MAX <b>FL50</b> SUDEM MNM <b>FL70</b>
<b>TAKIB 1E</b> 4.8% to FL70 <b>118.100</b> ①②	DCT <u>PS024</u> - DCT PS021 - TAKIB	TAKIB MNM <b>FL70</b>
<b>UGLAD 1E</b> <b>118.100</b> ②	DCT <u>PS024</u> [K255- ;L] - DCT PS022 - PS023 - UGLAD	PS022 MAX <b>FL50</b> UGLAD MNM <b>FL70</b>

① Climb gradient due to airspace limitation.

② Close-in obstacles with MAX ELEV 197ft.

**GORIR 1C / PILEN 1C / SUDEM 1C / TAKIB 1C / UGLAD 1C**

RWY 02 (021°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>GORIR 1C</b> 4.1% to FL50 <b>118.100</b>	at D4.9 <b>SRN RT</b> to <b>G</b> (MAX 248KT) - QDR 277 <b>G</b> to GORIR	<b>G MNM FL50</b> GORIR MNM <b>FL70</b>
<b>PILEN 1C</b> 4.1% to FL50 <b>118.100</b>	at D4.9 <b>SRN RT</b> to <b>G</b> (MAX 248KT) - QDR 218 <b>G</b> to PILEN	<b>G MNM FL50</b> PILEN MNM <b>FL70</b>
<b>SUDEM 1C</b> 4.1% to FL70 <b>118.100</b> ①	at MNM <b>1530 RT</b> 129° - intercept QDR 079 <b>G</b> to SUDEM	SUDEM MNM <b>FL70</b>
<b>TAKIB 1C</b> 4.1% to FL50 <b>118.100</b>	at D4.9 <b>SRN RT</b> to <b>G</b> (MAX 248KT) - intercept QDR 171 <b>G</b> to TAKIB	<b>G MNM FL50</b> TAKIB MNM <b>FL70</b>
<b>UGLAD 1C</b> 4.9% to FL70 <b>118.100</b> ①	at MNM <b>1530 RT</b> 080° - intercept QDR 050 <b>G</b> to UGLAD	UGLAD MNM <b>FL70</b>

① No turn before DER

GORIR 1L / PILEN 1L / SUDEM 1L / TAKIB 1L / UGLAD 1L

RWY 02 (021°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>GORIR 1L</b> 3.8% to FL50 <b>118.100</b>	at D4.9 <b>SRN RT</b> direct <b>SRN</b> (MAX 248KT) - R279 <b>SRN</b> to GORIR	<b>SRN MNM FL50</b> GORIR MNM <b>FL70</b>
<b>PILEN 1L</b> 3.8% to FL50 <b>118.100</b>	at D4.9 <b>SRN RT</b> direct <b>SRN</b> (MAX 248KT) - R219 <b>SRN</b> to PILEN	<b>SRN MNM FL50</b> PILEN MNM <b>FL70</b>
<b>SUDEM 1L</b> 4.1% to FL70 <b>118.100</b>	at D4.9 <b>SRN RT</b> 129° - intercept R077 <b>SRN</b> to SUDEM	SUDEM MNM <b>FL70</b>
<b>TAKIB 1L</b> 3.8% to FL50 <b>118.100</b>	at D4.9 <b>SRN RT</b> direct <b>SRN</b> (MAX 248KT) - intercept R169 <b>SRN</b> to TAKIB	<b>SRN MNM FL50</b> TAKIB MNM <b>FL70</b>
<b>UGLAD 1L</b> 4.7% to FL70 <b>118.100</b>	at D4.9 <b>SRN RT</b> 080° - intercept R049 <b>SRN</b> to UGLAD	UGLAD MNM <b>FL70</b>

**GORIR 1B / PILEN 1B / TAKIB 1B**

RWY 20 (201°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>GORIR 1B</b> 4.1% to FL70 <b>118.100</b> ①②	at MNM <b>1310 RT</b> 336° - intercept QDR 277 <b>G</b> to GORIR	GORIR MNM <b>FL70</b>
<b>PILEN 1B</b> 4.9% to FL70 <b>118.100</b> ①②	at MNM <b>1310 RT</b> intercept QDR 218 <b>G</b> to PILEN	PILEN MNM <b>FL70</b>
<b>TAKIB 1B</b> 4.8% to FL70 <b>118.100</b> ①②	at MNM <b>1310 LT</b> 140° - intercept QDR 171 <b>G</b> to TAKIB	TAKIB MNM <b>FL70</b>

① Close-in obstacles (forest) located to the left and to the right of take-off heading at DIST 0.35NM-0.58NM from DER with MAX elev 197ft.

② No turn before DER

28-DEC-2017

SKX-UWPS

5-60

SIDs RWY 20 (PROCs M)

SIDPT

GORIR 1M / PILEN 1M / SUDEM 1M / TAKIB 1M / UGLAD 1M

RWY 20 (201°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.2%	ft/MIN	600	700	800	900	1100	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>GORIR 1M</b> 4.1% to FL70 <b>118.100</b> ①②	at MNM <b>1310 RT</b> 336° - intercept R279 <b>SRN</b> to GORIR	GORIR MNM <b>FL70</b>
<b>PILEN 1M</b> 4.9% to FL70 <b>118.100</b> ①②	at MNM <b>1310 RT</b> intercept R219 <b>SRN</b> to PILEN	PILEN MNM <b>FL70</b>
<b>SUDEM 1M</b> 4.2% to FL50 <b>118.100</b> ①	at D3.5 <b>SRN LT</b> to <b>SRN</b> (MAX 243KT) - R077 <b>SRN</b> to SUDEM	<b>SRN MNM FL50</b> SUDEM MNM <b>FL70</b>
<b>TAKIB 1M</b> 4.8% to FL70 <b>118.100</b> ①②	at MNM <b>1310 LT</b> 140° - intercept R169 <b>SRN</b> to TAKIB	TAKIB MNM <b>FL70</b>
<b>UGLAD 1M</b> 4.2% to FL50 <b>118.100</b> ①	at D3.5 <b>SRN LT</b> to <b>SRN</b> (MAX 243KT) - intercept R049 <b>SRN</b> to UGLAD	<b>SRN MNM FL50</b> UGLAD MNM <b>FL70</b>

① Close-in obstacles (forest) located to the left and to the right of take off heading at DIST 0.35NM-0.58NM from DER with MAX elev 197ft.

② No turn before DER

Effective 21-JUN-2018

14-JUN-2018

SKX-UWPS

6-10

Russian Federation Saransk

RNAV STARs RWY 20

RNAV STARs RWY 02

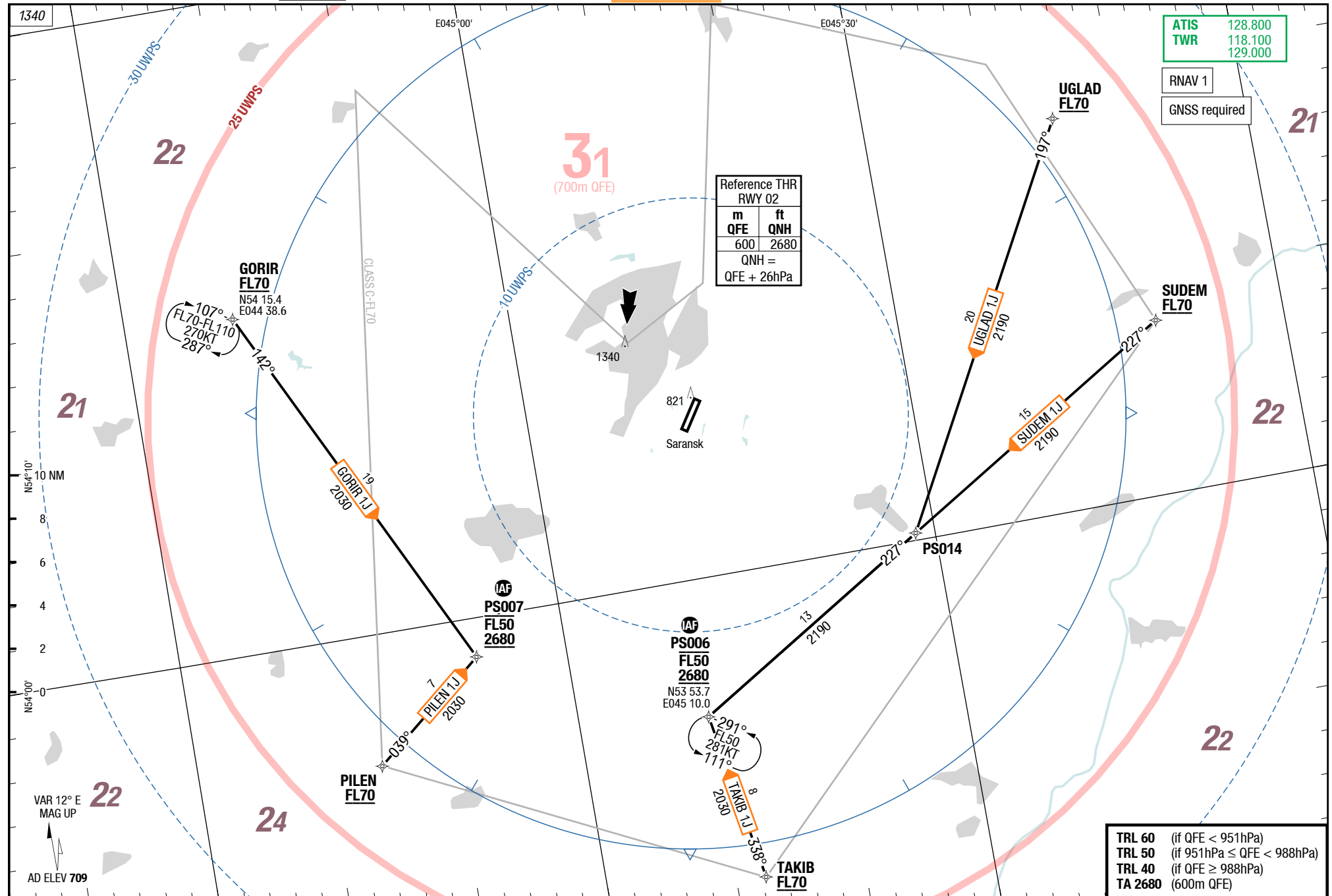
STAR

STAR

Saransk Russian Federation

RNAV STARs RWY 20

RNAV STARs RWY 02



Changes: FREQ



Effective 21-JUN-2018

14-JUN-2018

SKX-UWPS

6-20

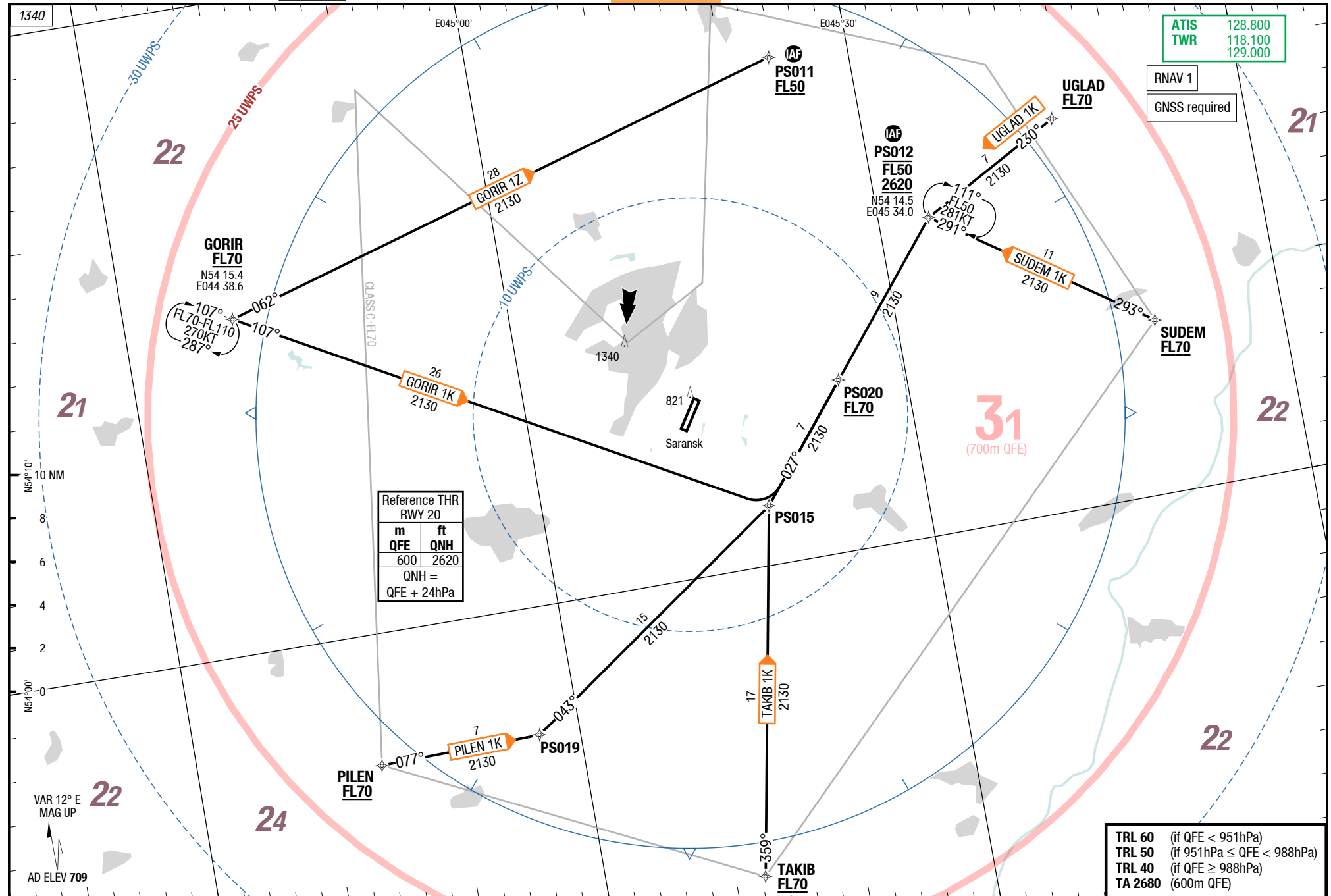
RNAV STARs RWY 20

STAR

STAR

Saransk Russian Federation

RNAV STARs RWY 20



Changes: FREQ

## SKX-UWPS

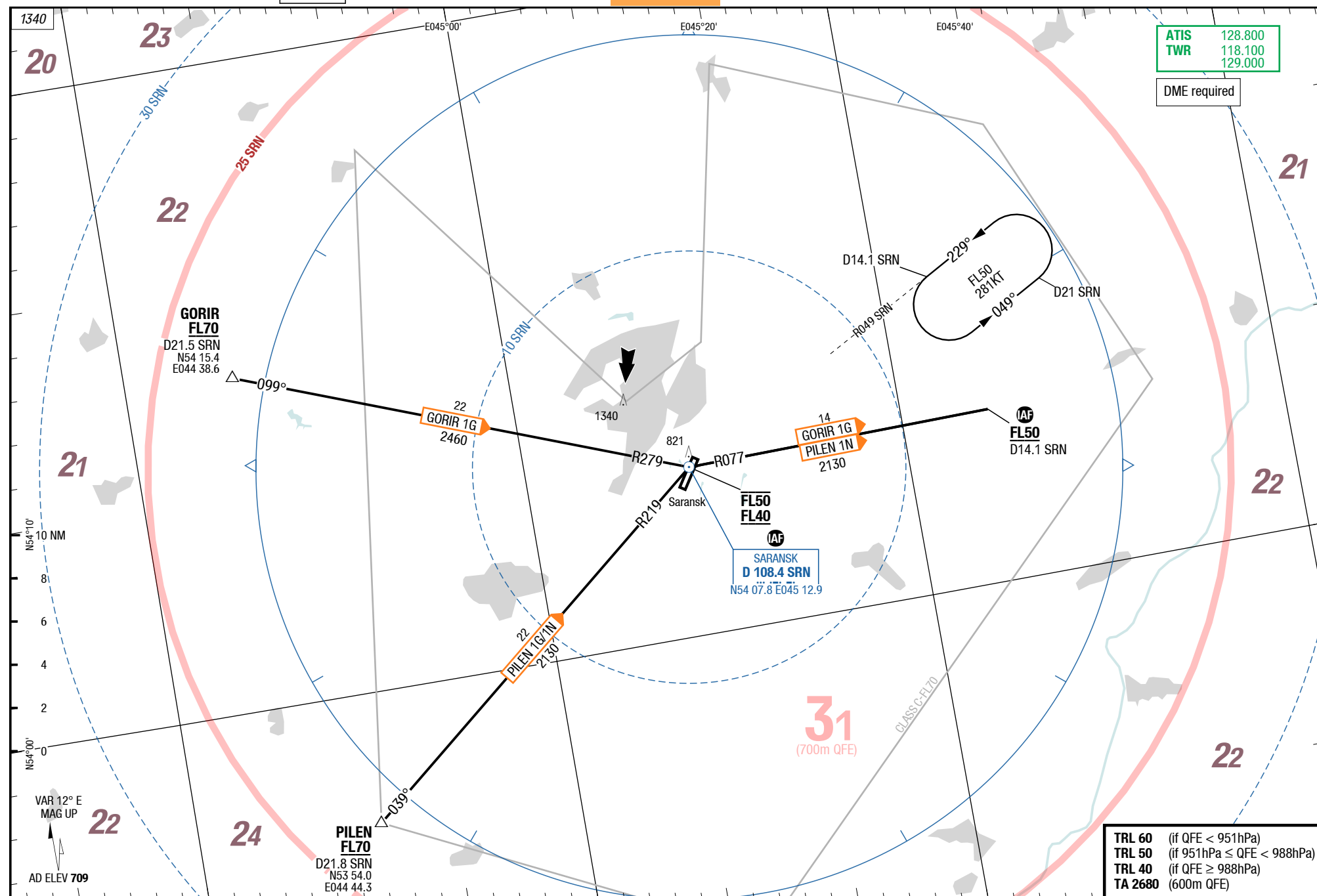
6-30

### STARs RWY 20 (via VOR DME)

**STAR**

**STAR**

### STARs RWY 20 (via VOR DME)



Changes: FREQ

Effective 21-JUN-2018

14-JUN-2018

SKX-UWPS

Russian Federation Saransk

6-40

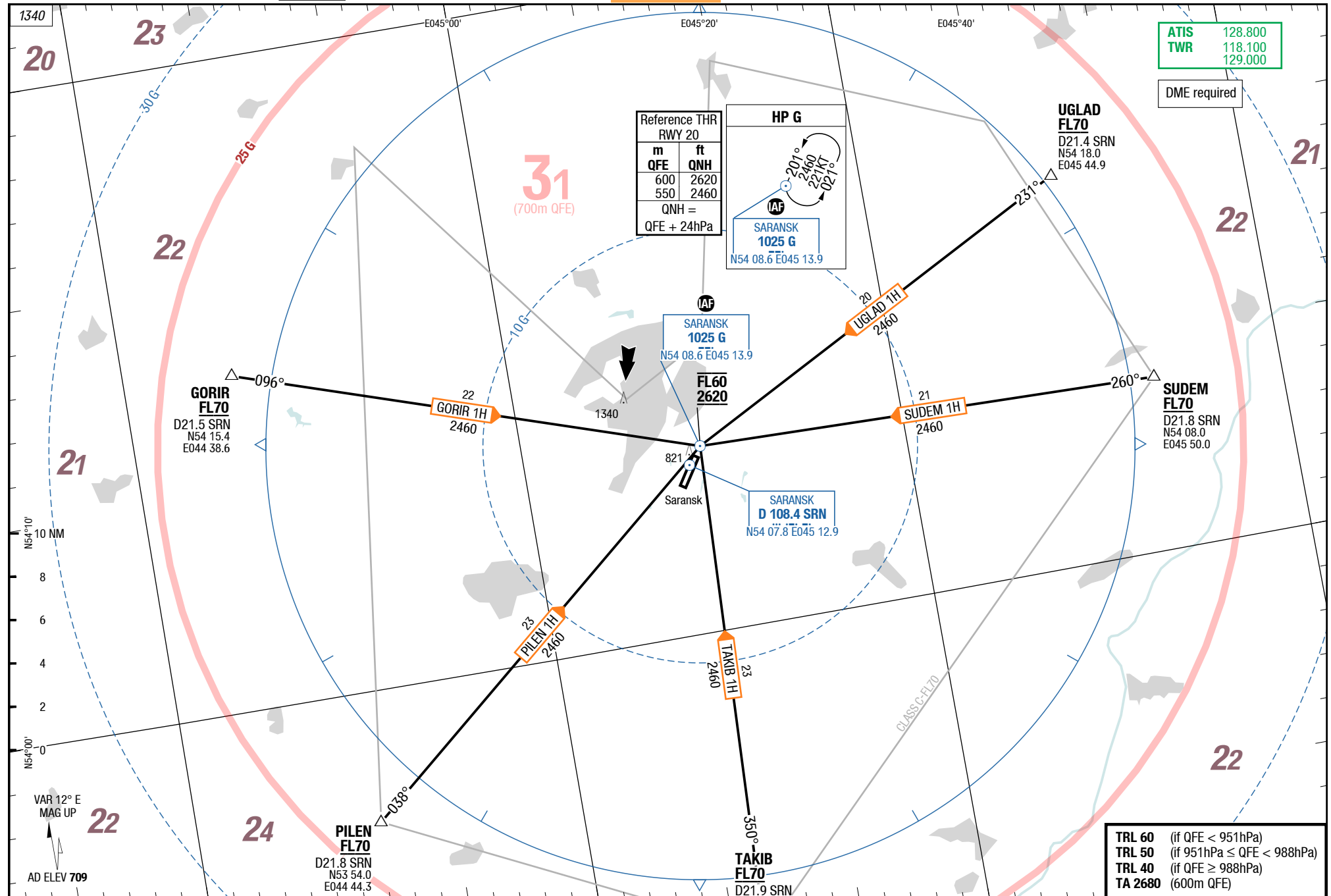
STARs RWY 20 (via NDB)

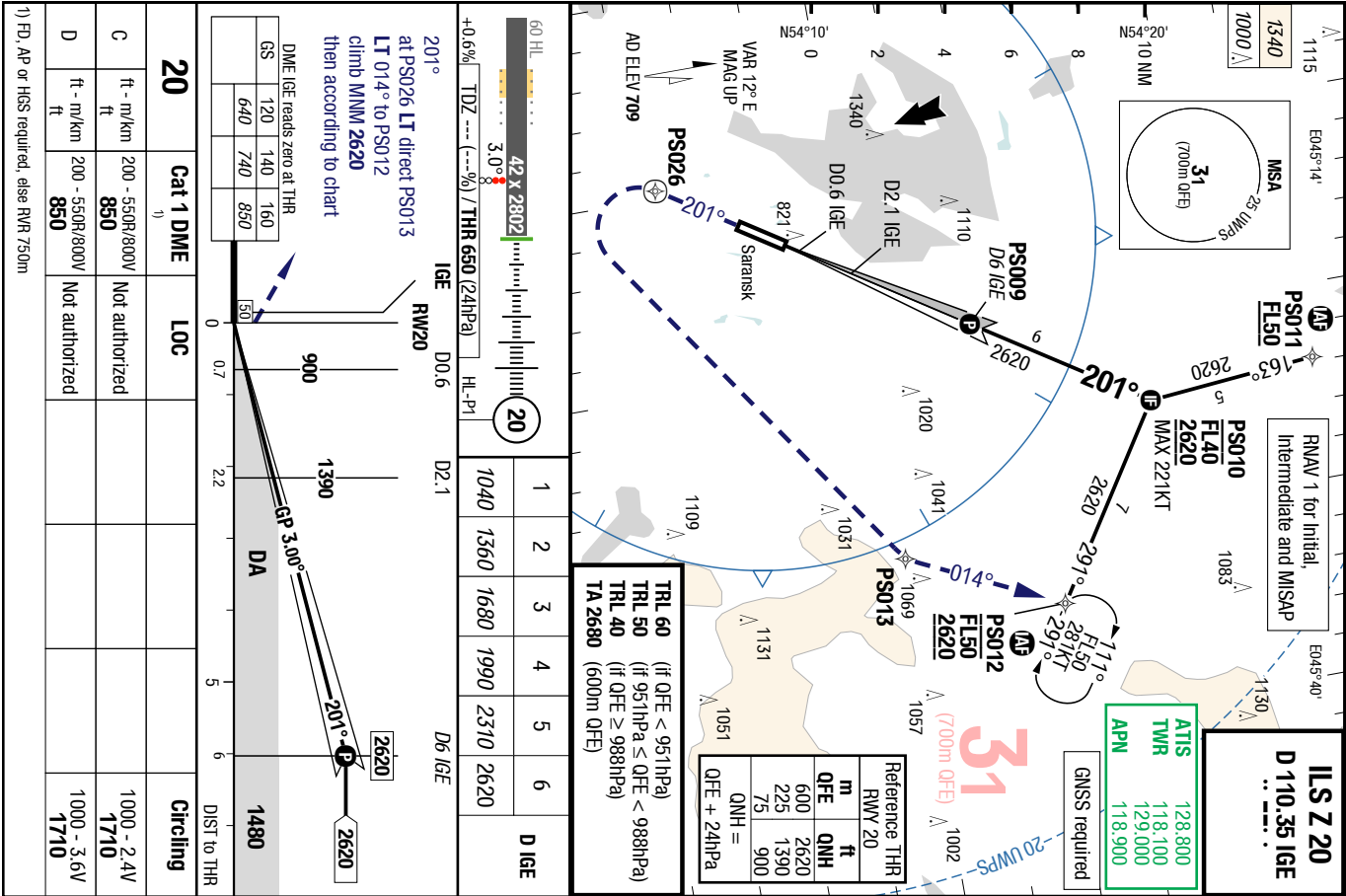
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STAR

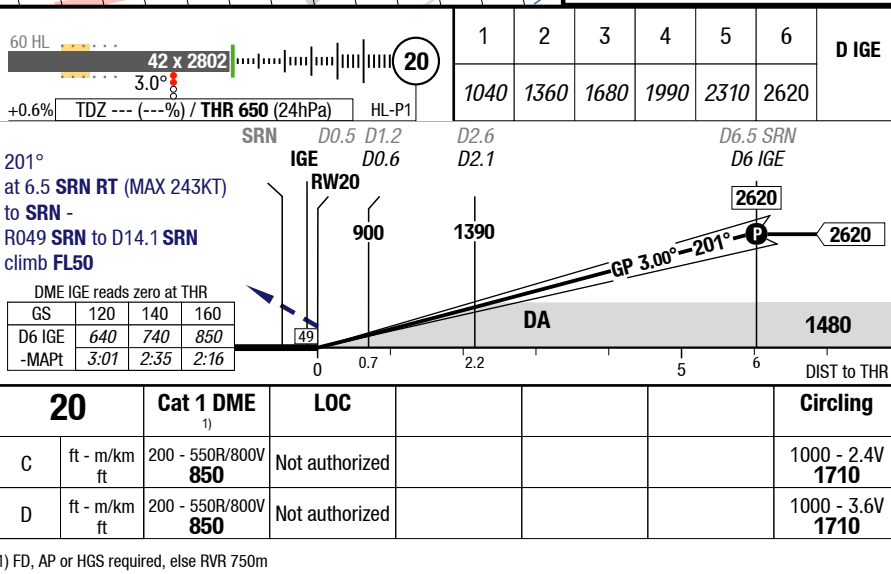
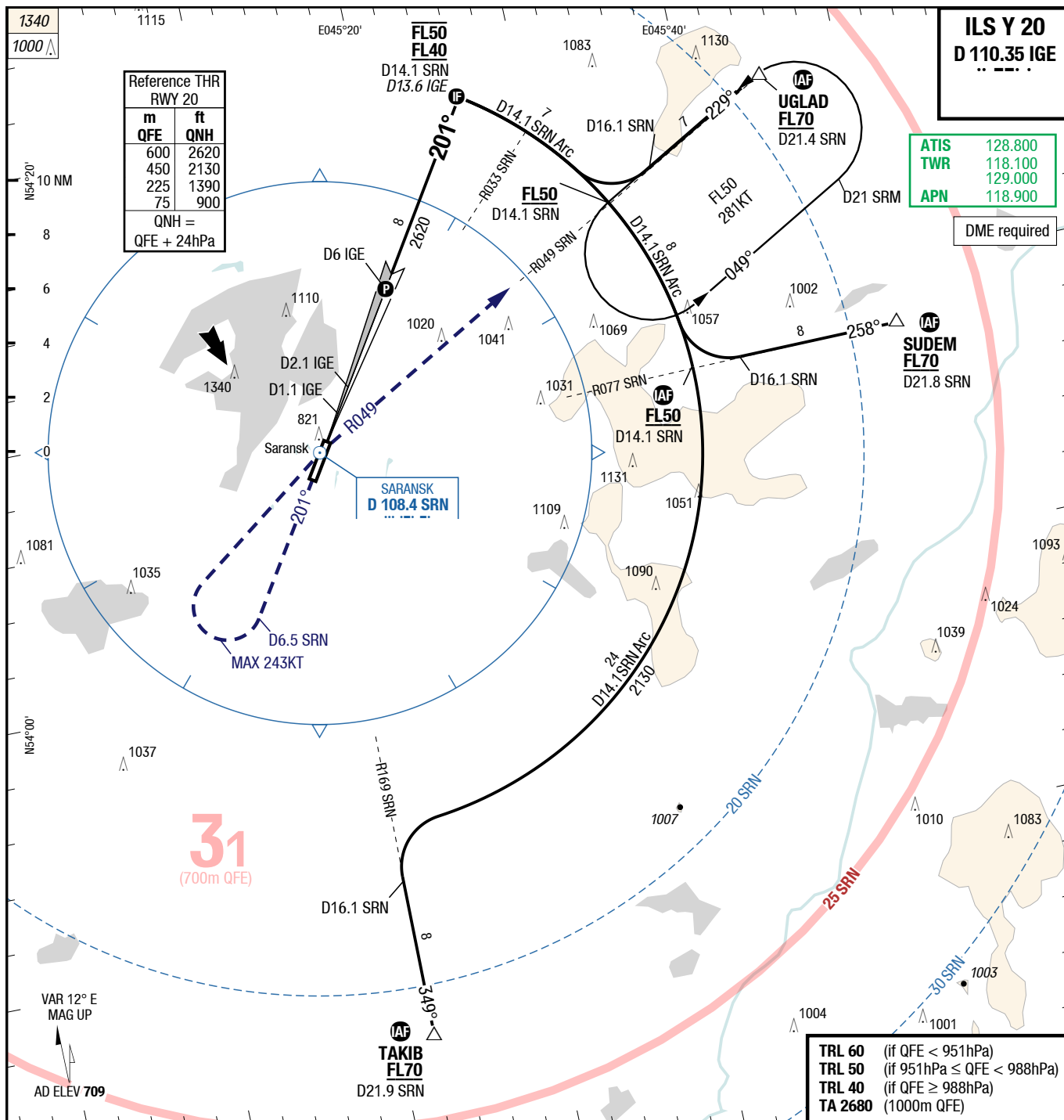
Saransk Russian Federation

STARs RWY 20 (via NDB)





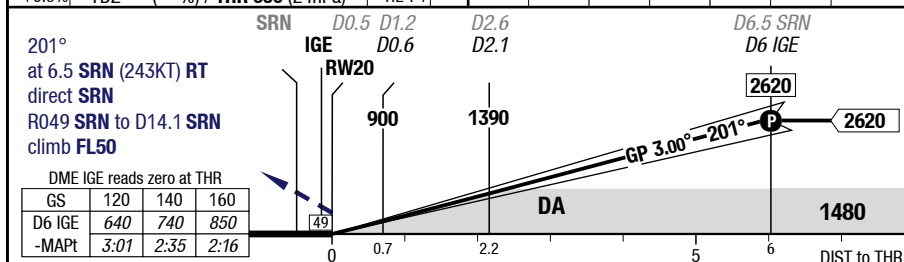
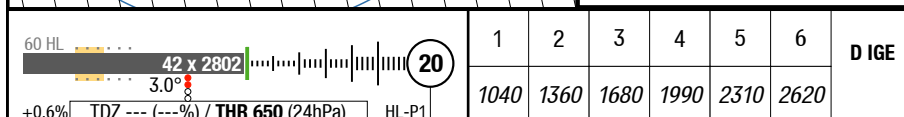
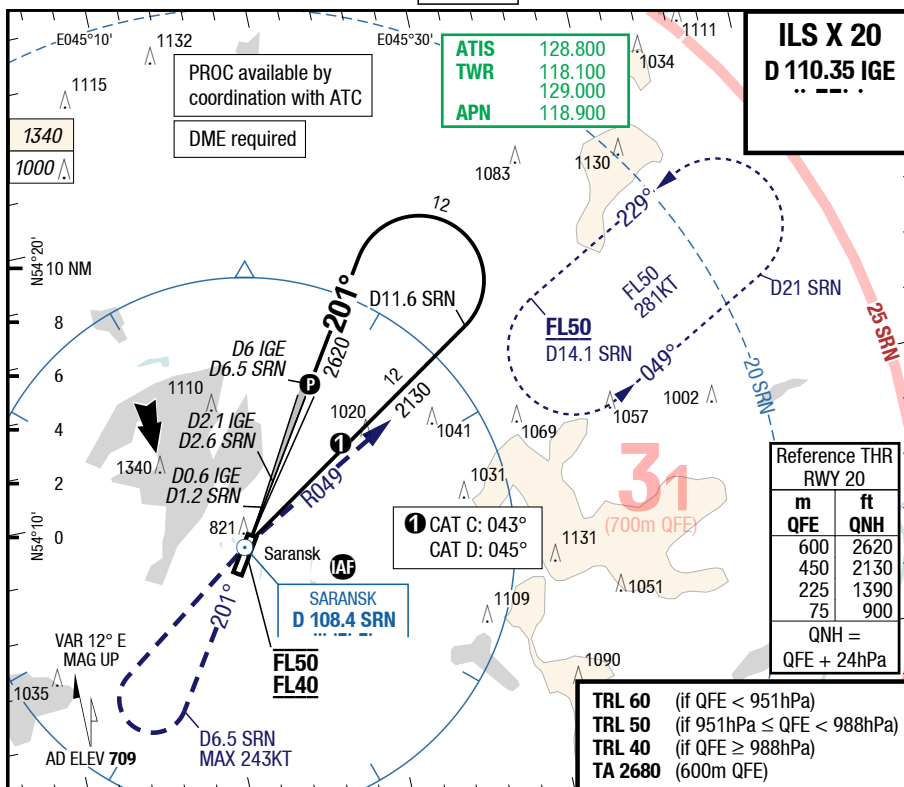
Changes: MISAP



# SKX-UWPS

**7-30**

## ILS X 20



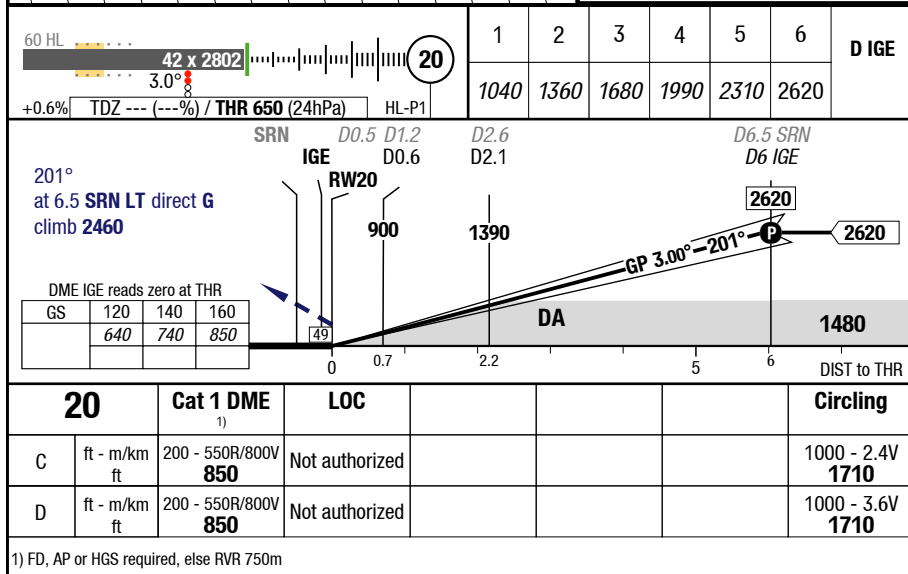
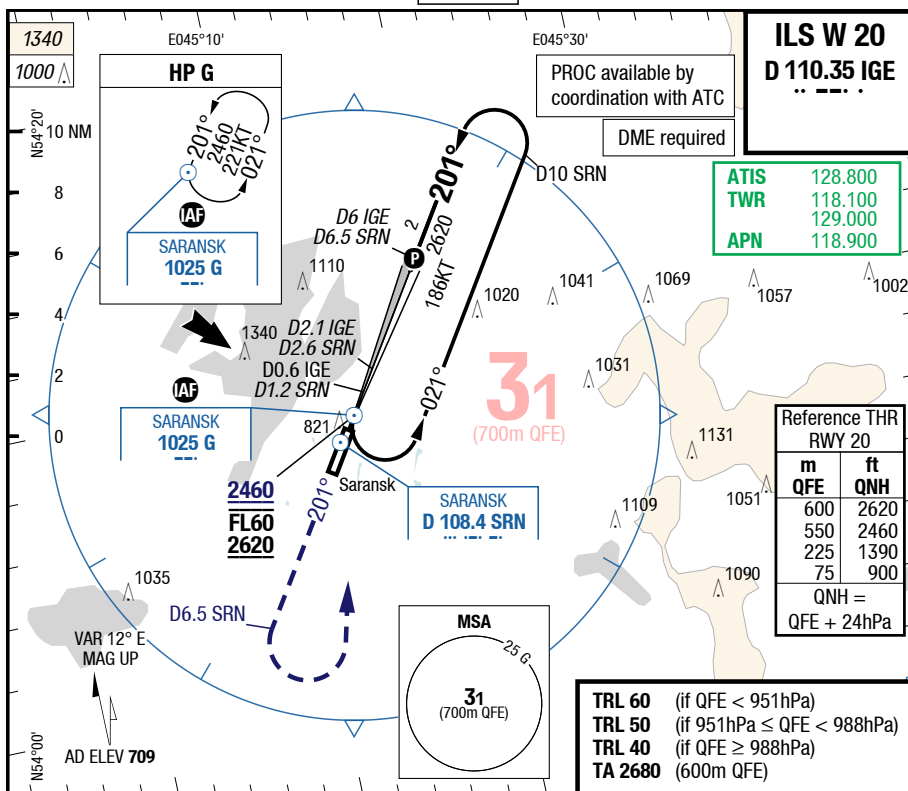
20		Cat 1 DME 1)	LOC			Circling
C	ft - m/km ft	200 - 550R/800V <b>850</b>	Not authorized			1000 - 2.4V <b>1710</b>
D	ft - m/km ft	200 - 550R/800V <b>850</b>	Not authorized			1000 - 3.6V <b>1710</b>

1) FD, AP or HGS required, else RVR 750m

## SKX-UWPS

7-40

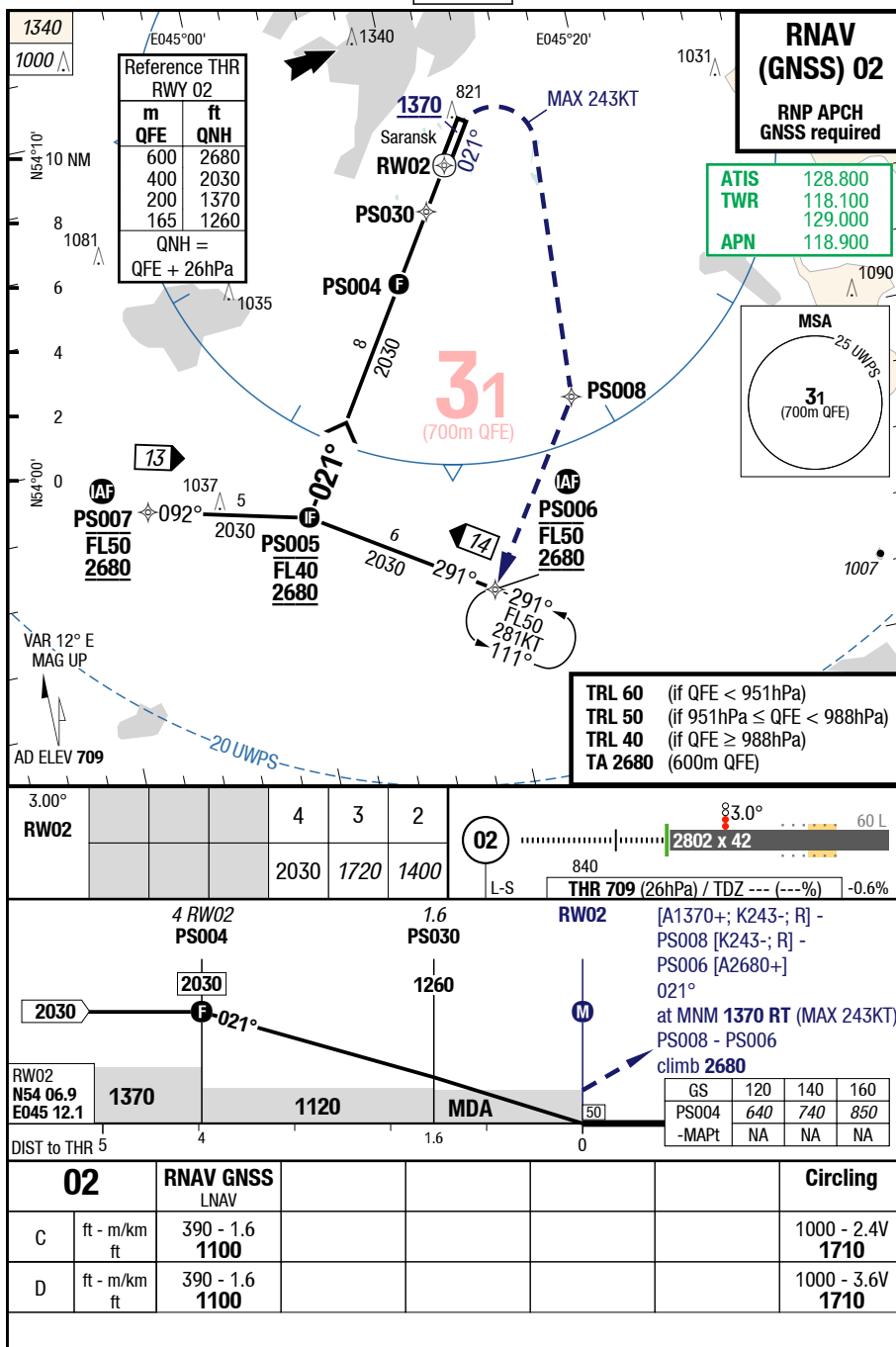
ILS W 20



## SKX-UWPS

7-50

## RNAV (GNSS) 02

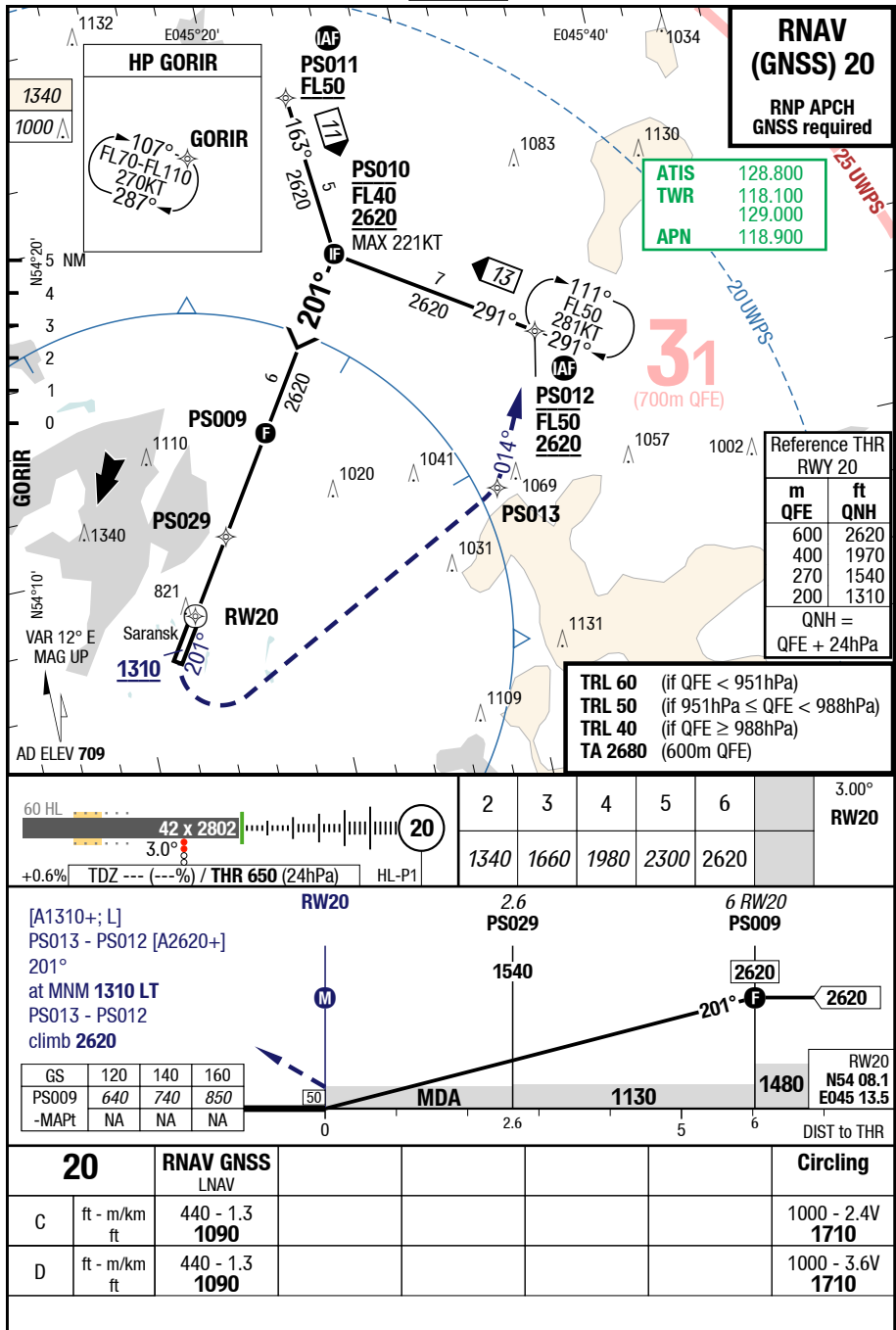


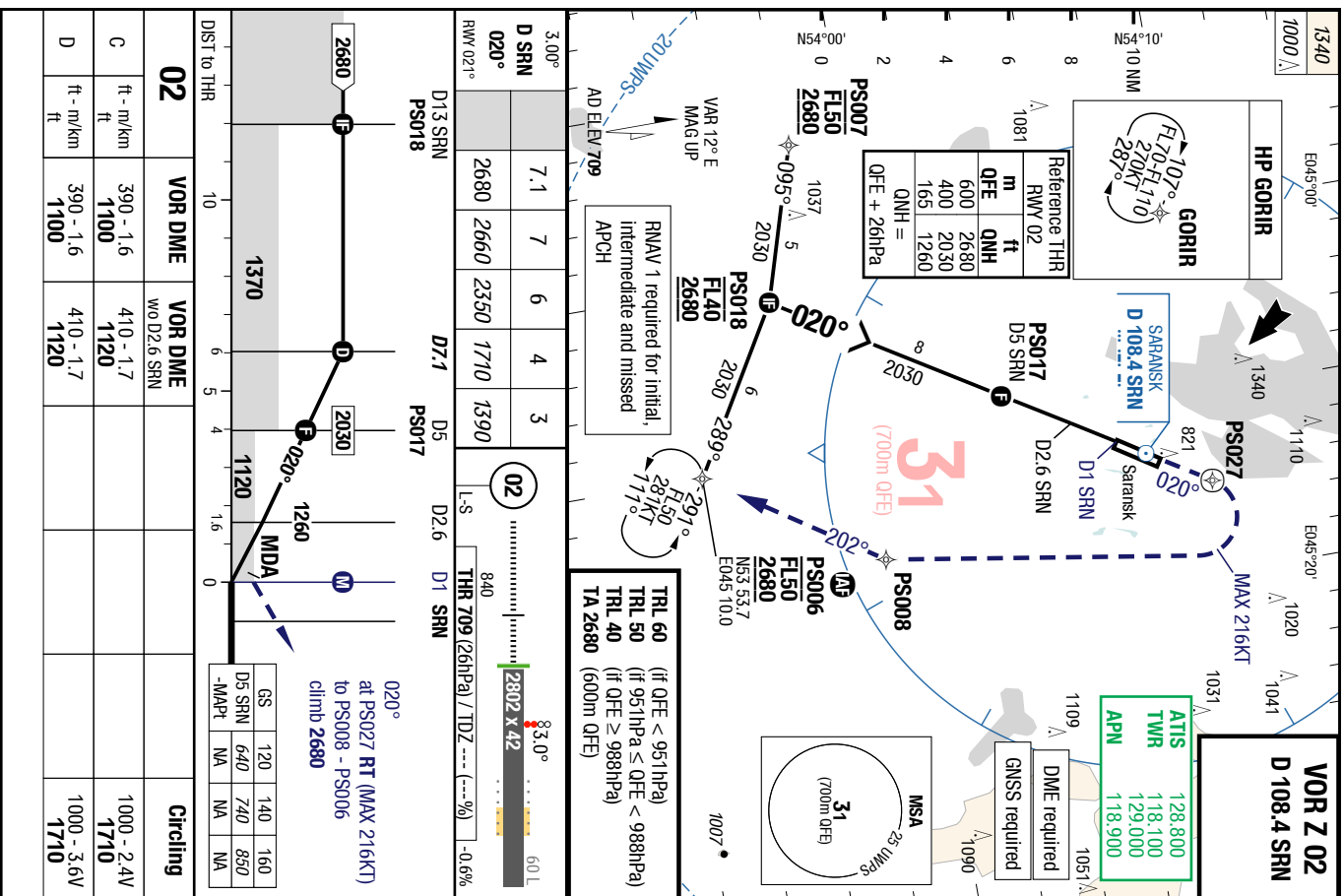


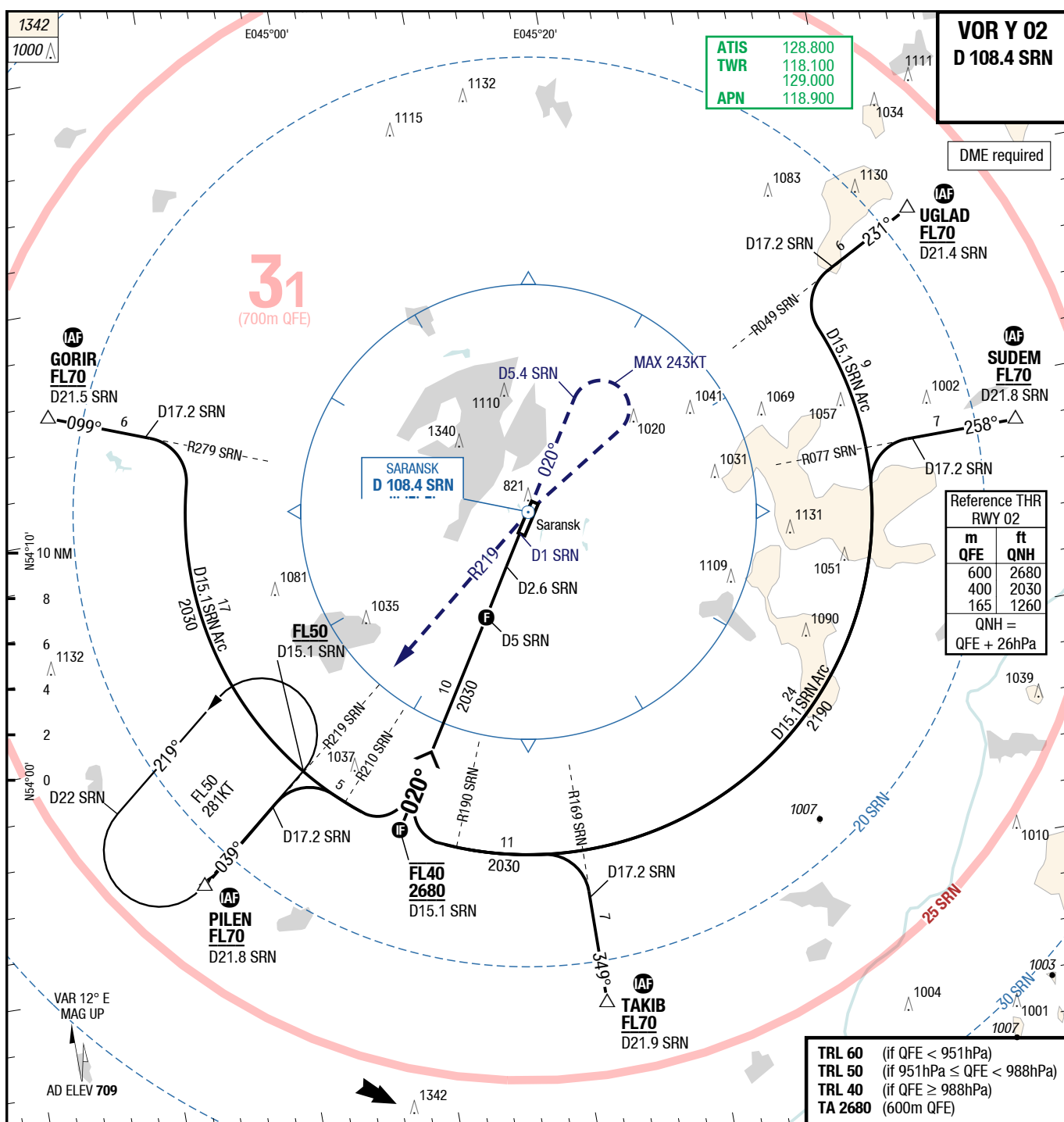
## SKX-UWPS

7-60

## RNAV (GNSS) 20







3.00°  
D SRN  
020°  
RWY 021°

7.1	7	6	4	3
2680	2660	2350	1710	1390

D15.1 SRN **D7.1** D5 D2.6 **D1 SRN**

2680 **IF** **D** **F** 020° **M**

2680 x 42 840 **THR 709** (26hPa) / TDZ --- (---%) -0.6%

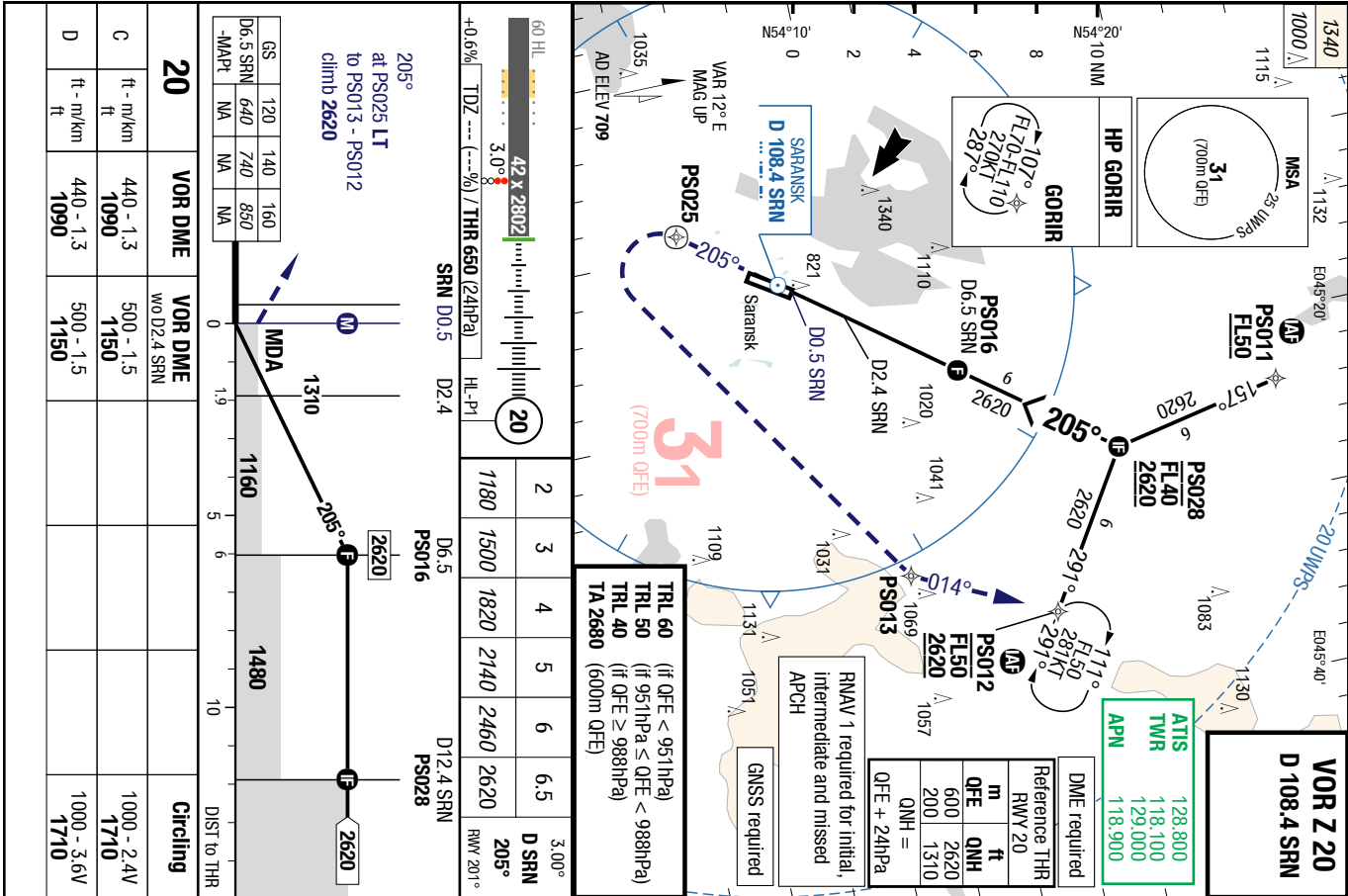
1530 1120 1260 **MDA**

020°  
at D5.4 **SRN RT** (MAX 243KT)  
to **SRN - R219 SRN**  
to D15.1 **SRN**  
climb **FL50**

GS	120	140	160
D5 SRN	640	740	850
-MAPt	NA	NA	NA

DIST to THR 10 6 5 4 1.6 0

02		VOR DME	VOR DME wo D2.6 SRN				Circling
C	ft - m/km ft	390 - 1.6 <b>1100</b>	410 - 1.7 <b>1120</b>				1000 - 2.4V <b>1710</b>
D	ft - m/km ft	390 - 1.6 <b>1100</b>	410 - 1.7 <b>1120</b>				1000 - 3.6V <b>1710</b>



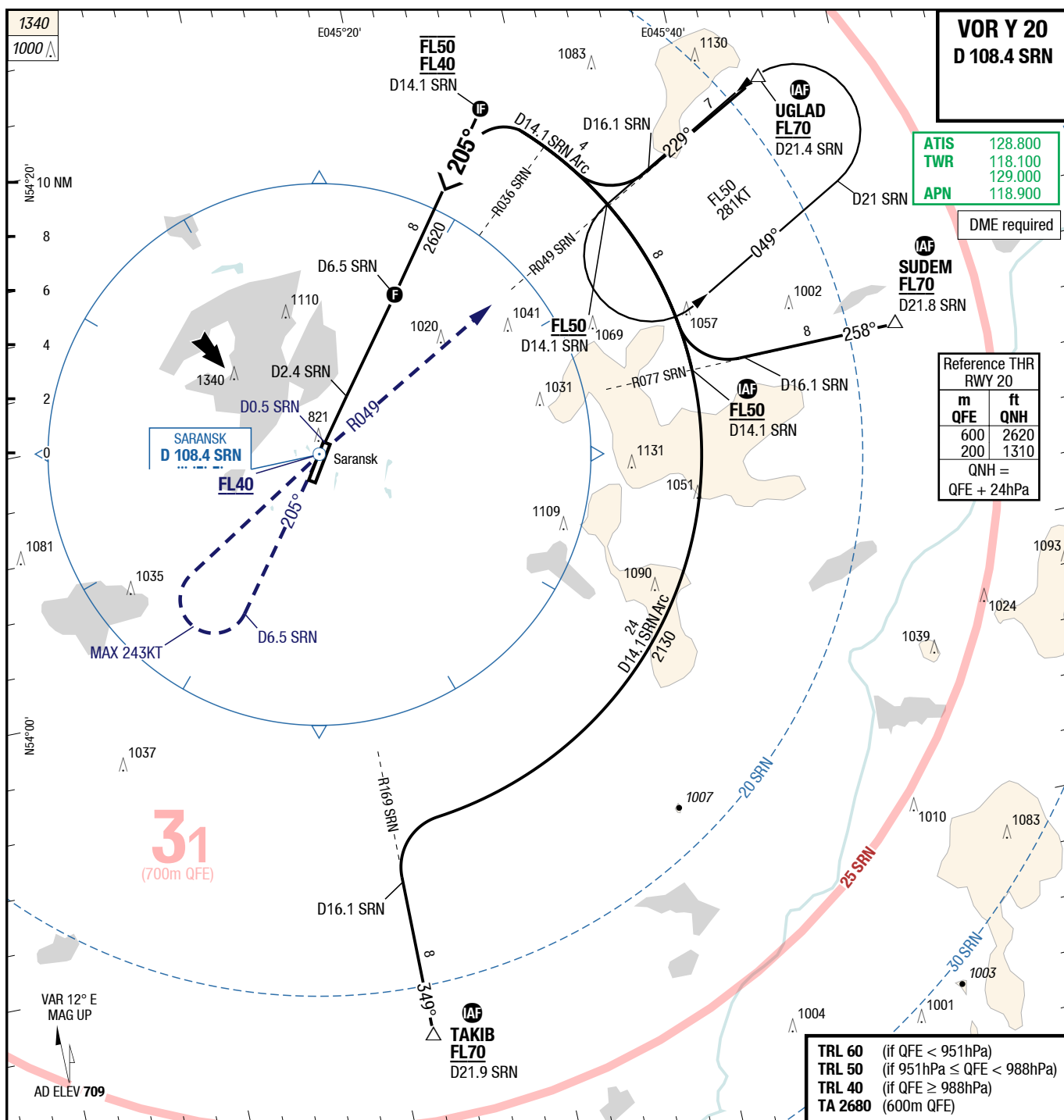
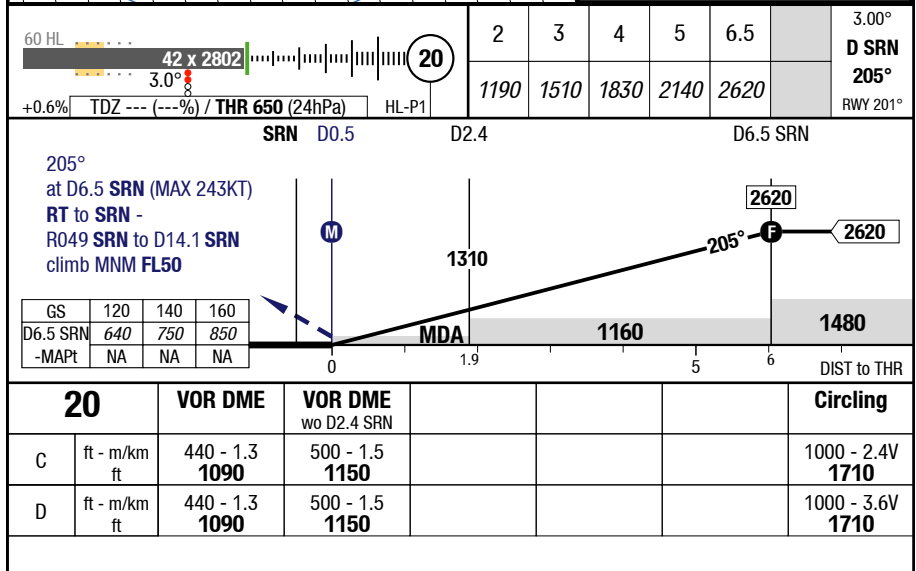
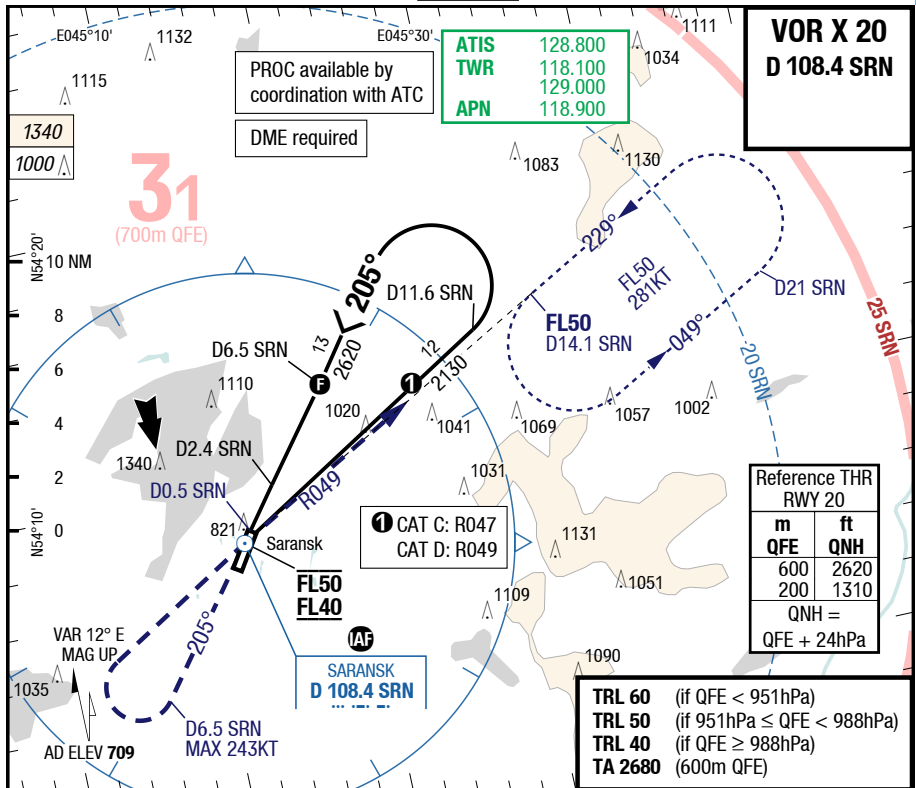


Figure 10 is a 2D chart for a 20° climb. The chart shows a 2D profile with a 20° climb gradient. The horizontal axis represents distance to the threshold (THR) in nautical miles (NM) and statute miles (SM). The vertical axis represents altitude in feet (ft) and meters (m). The chart includes a 20° climb gradient, a 20° climb angle, and a 20° climb rate. The chart also shows the 20° climb gradient, the 20° climb angle, and the 20° climb rate. The chart includes a 20° climb gradient, a 20° climb angle, and a 20° climb rate.

# SKX-UWPS

**7-110**

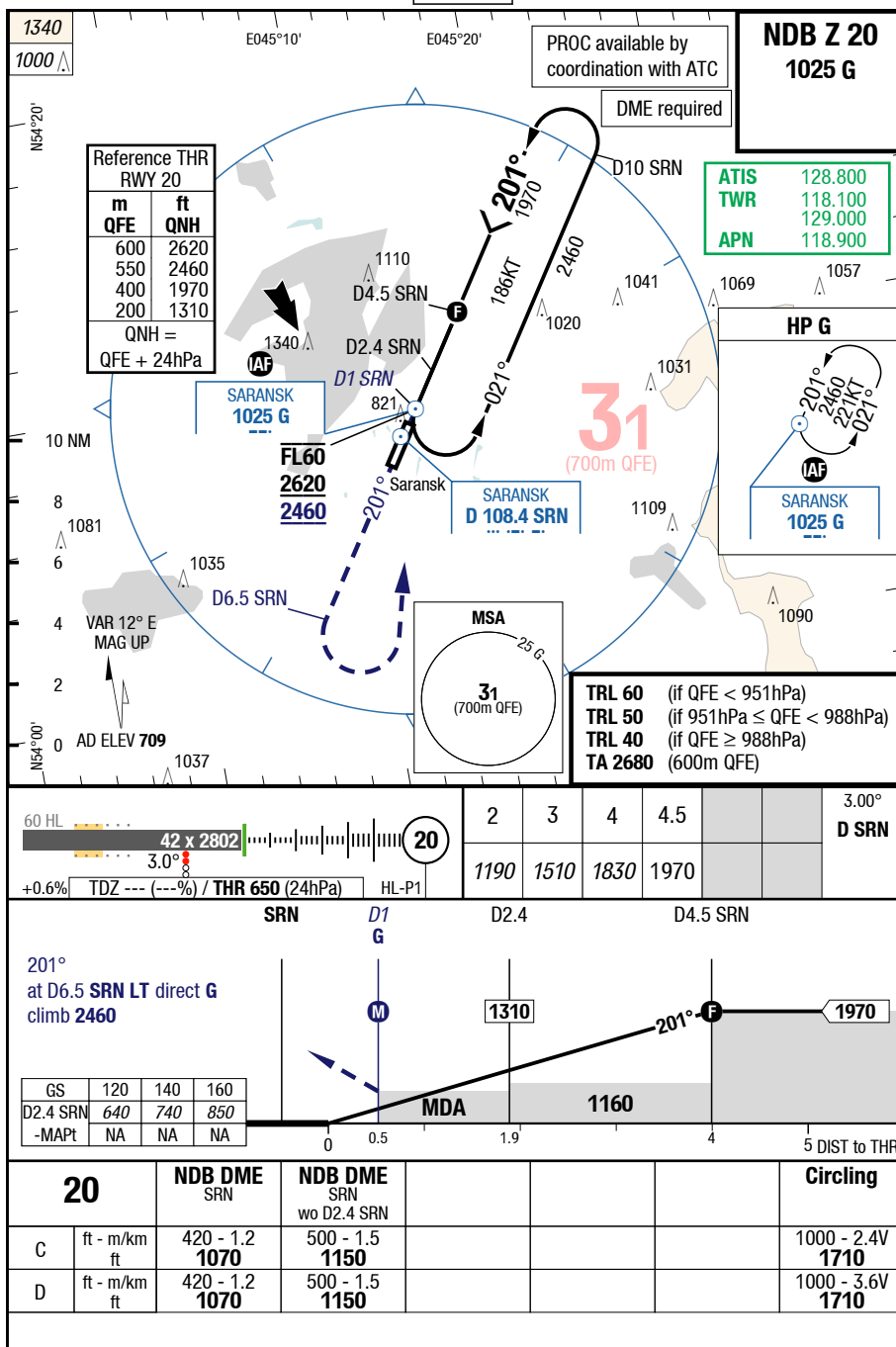
**VOR X 20**



## SKX-UWPS

7-120

NDB Z 20

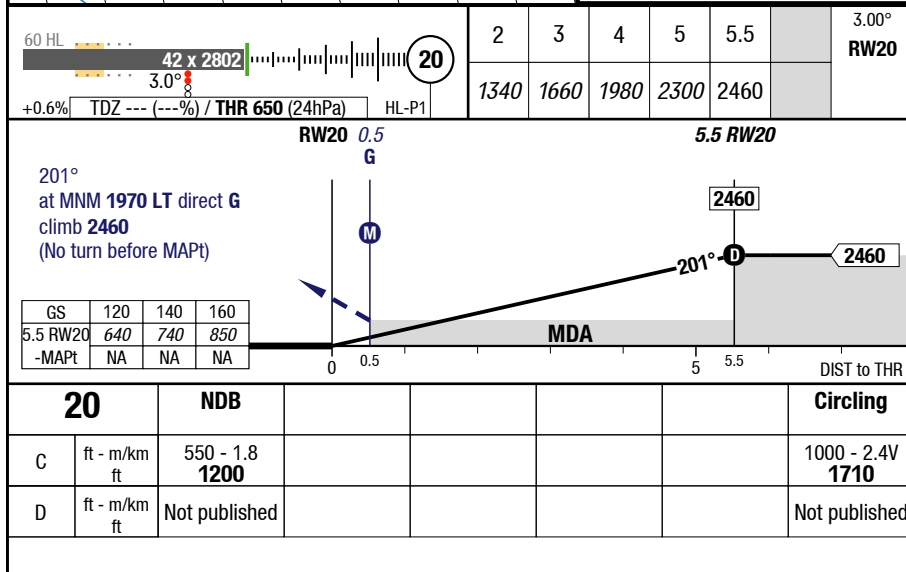
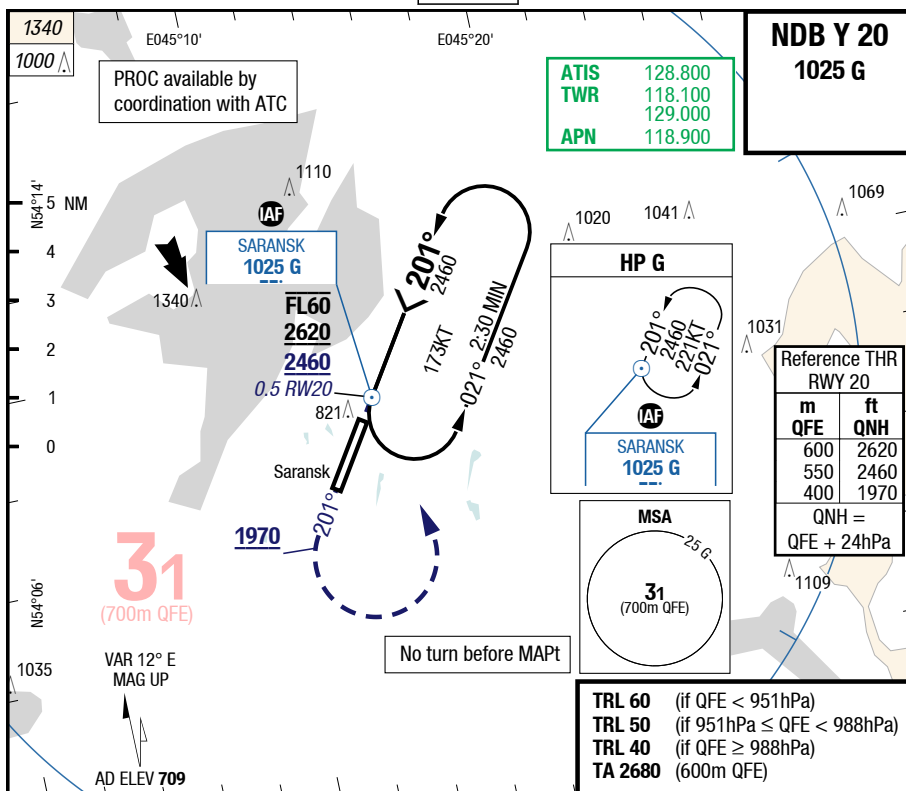


Changes: Nil

# SKX-UWPS

**7-130**

## NDB Y 20





01-MAR-2018  
SKX-UWPS

Russian Federation Saransk

  
MRC

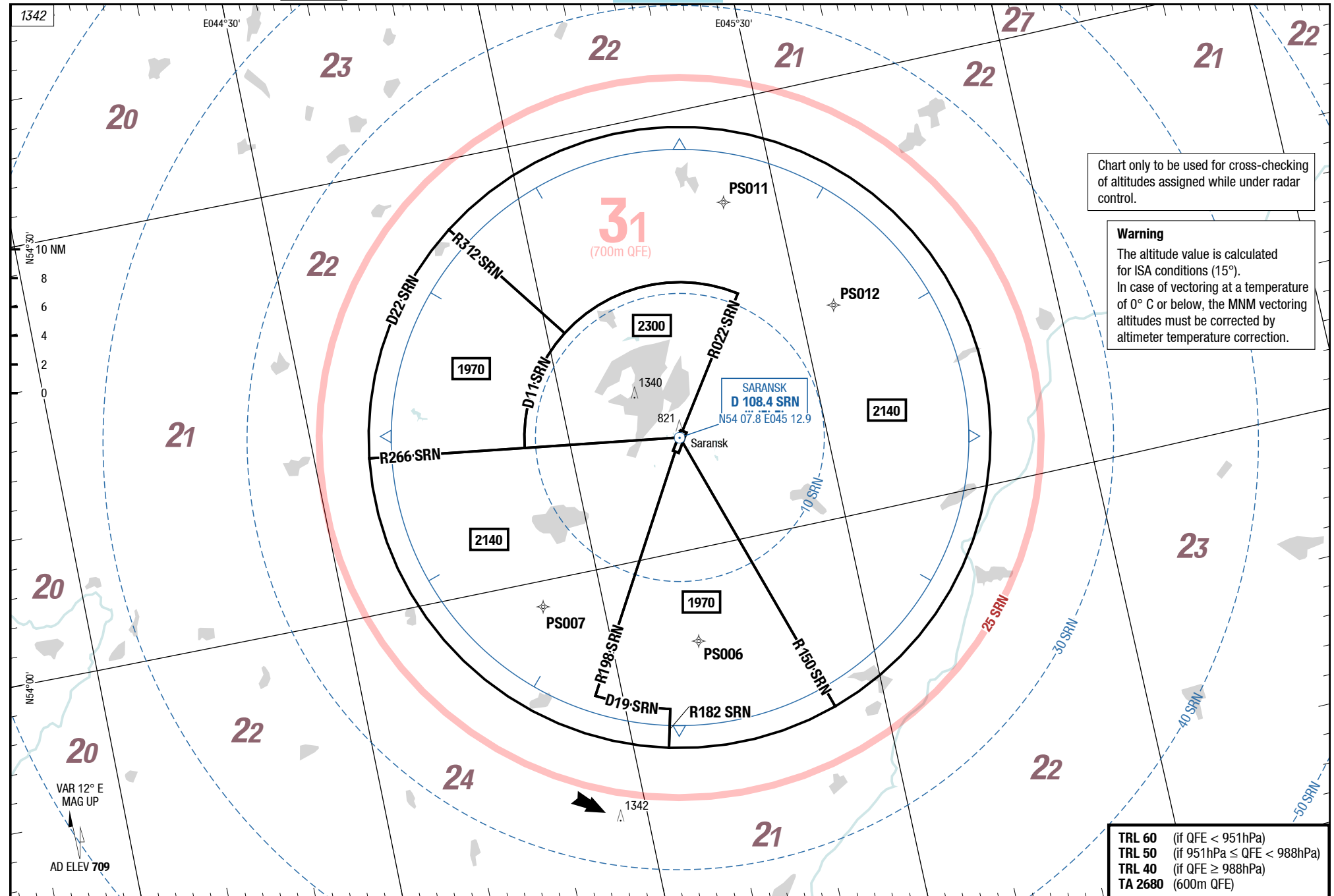
MRC

MRC

Saransk Russian Federation

  
MRC

8-10



Changes: Note