

List of pages in this Trip Kit

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Airport Information For UWPS

Terminal Charts For UWPS

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: SARANSK RUS
ICAO/IATA: UWPS / SKX
Lat/Long: N54° 07.52', E045° 12.77'
Elevation: 709 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 12.0° E

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

Sunrise: 0115 Z
Sunset: 1637 Z

Runway Information

Runway: 02
Length x Width: 9193 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 709 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 9193 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 668 ft
Lighting: Edge, ALS

Communication Information

ATIS: 123.350
Saransk Tower: 118.100
Saransk Tower: 129.000 Secondary
Saransk Apron Ramp/Taxi: 118.900
Saransk Transit Operations: 131.700

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29 JUL 22

10-1P

Eff 11 Aug

SARANSK, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 123.350

1.2. NOISE ABATEMENT PROCEDURES

Flights over the city and residential areas are PROHIBITED.

Under equal meteorological conditions preferential RWY is RWY 20.

Noise abatement procedures shall be executed by all ACFT as per the Aeroplane Flight Manual, but not at the expense of the reduction of flight safety.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are applied when RVR is less than 550m and/or ceiling is less than 60m.

TWR controller informs flight crews by phrase: "Low visibility procedures in progress, check your minimum".

In case of departure in LVP:

- flight crew should read back all instructions of TWR controller;
- taxiing on maneuvering area shall be carried out along the route assigned by TWR controller after Follow-me car;
- towing shall be carried out to the RWY holding position only;
- TWY is considered vacant only after report of the flight crew about RWY occupation.

The following is prohibited:

- presence of more than one ACFT on TWY or RWY;
- take-off not from the beginning of the RWY;
- take-off without stop at the line-up position.

The flight crew is responsible for RWY incursion and non-adherence to the assigned taxi routes.

1.4. RWY OPERATIONS

Turns at RWY 02 THR shall be executed with minimum possible radius with increased caution of the flight crew.

1.5. TAXI PROCEDURES

Movement on APT shall be executed under control of TWR controller strictly along TWY guidance lines.

Engines start-up during towing is prohibited.

1.6. PARKING INFORMATION

Taxiing and towing into and out of stands shall be carried out by instruction of ground handling specialist.

Stands 1 thru 12 available for helicopter.

Stand 17 available for de-icing.

1.7. COMMUNICATION FAILURE PROCEDURES

In case of radio communication failure during IFR flight, when it is impossible to change to visual flight, proceed to the destination aerodrome according to flight plan. In this case maintain the last assigned level until passing navigational fix of the aerodrome of landing and commence descent at ETA. Approach shall be carried out according to established procedures. Landing if possible shall be carried out not later than 30 minutes after ETA.

Flight crew can use mobile communication:

- Flight Control Officer +7 (8342) 46-24-96, +7 (8412) 37-93-46;
- Controller +7 (8342) 47-05-24, +7 (8342) 46-23-36.

1.8. OTHER INFORMATION

Birds in vicinity of APT.

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AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. LANDING RESTRICTIONS

Noise abatement procedures during approach to RWY 20 shall be executed all ACFT.

The required noise abatement procedures shall not be observed over the crossing areas in the following cases:

- there is precipitation on RWY and friction coefficient is 0.4 or less;
- ceiling is below 150m or horizontal VIS is less than 1800m;
- cross-wind component on RWY (including gusts) exceeds 7m/s;
- tail-wind component on RWY exceeds 2.5m/s;
- wind shear is reported or forecasted;
- unfavorable weather conditions are expected.

Flying below ILS GP is prohibited.

Noise abatement procedures must not lead to exceeding the indicated air speed of descent.

To avoid distractions air-ground communication shall be reduced to a minimum.

Tail-wind landing taking into account friction coefficient is permitted in the following cases:

- landing direction is optimal for noise abatement over the city;
- upwind landing does not provide safety;
- upwind landing is prohibited.

During landing with a tail-wind component, wind speed shall not exceed values established by the Aeroplane Flight Manual.

Engines reverse thrust (except at idle power) shall be applied to provide flight safety only.

2.2. RWY OPERATIONS

Pilot-in-command shall report RWY vacation only after ACFT has completely crossed RWY holding position marking.

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

3.1.1. TAKE-OFF RESTRICTIONS

Tailwind take-off taking into account friction coefficient is permitted in the following cases:

- take-off direction is optimal for noise abatement over the city;
- upwind take-off does not provide safety;
- upwind take-off is prohibited.

Minimum IAS of steady climb shall not be less than $V_2 + 20\text{km/h}$ (10 KT) or the speed according to Aeroplane Flight Manual if it is greater.

Maintaining the minimum IAS during climb is not required if it leads to exceeding the maximum permissible angle of attack.

Engines power shall not be reduced until:

- reaching 1300 ft (200 m);
- set standard power mode allows to maintain a steady climb gradient of not less than 4.1% for take-off from RWY 02 and not less than 3.4% from RWY 20 at $V_2 + 20\text{km/h}$ (10 KT) or the speed according to Aeroplane Flight Manual if it is greater;
- take-off path provides overflying of all obstacles with sufficient clearance when all engines are operating normally and also taking into account possible engine failure and time required for the remaining engines to develop full power.

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27 NOV 20

10-2

Eff 3 Dec

RNAV STAR

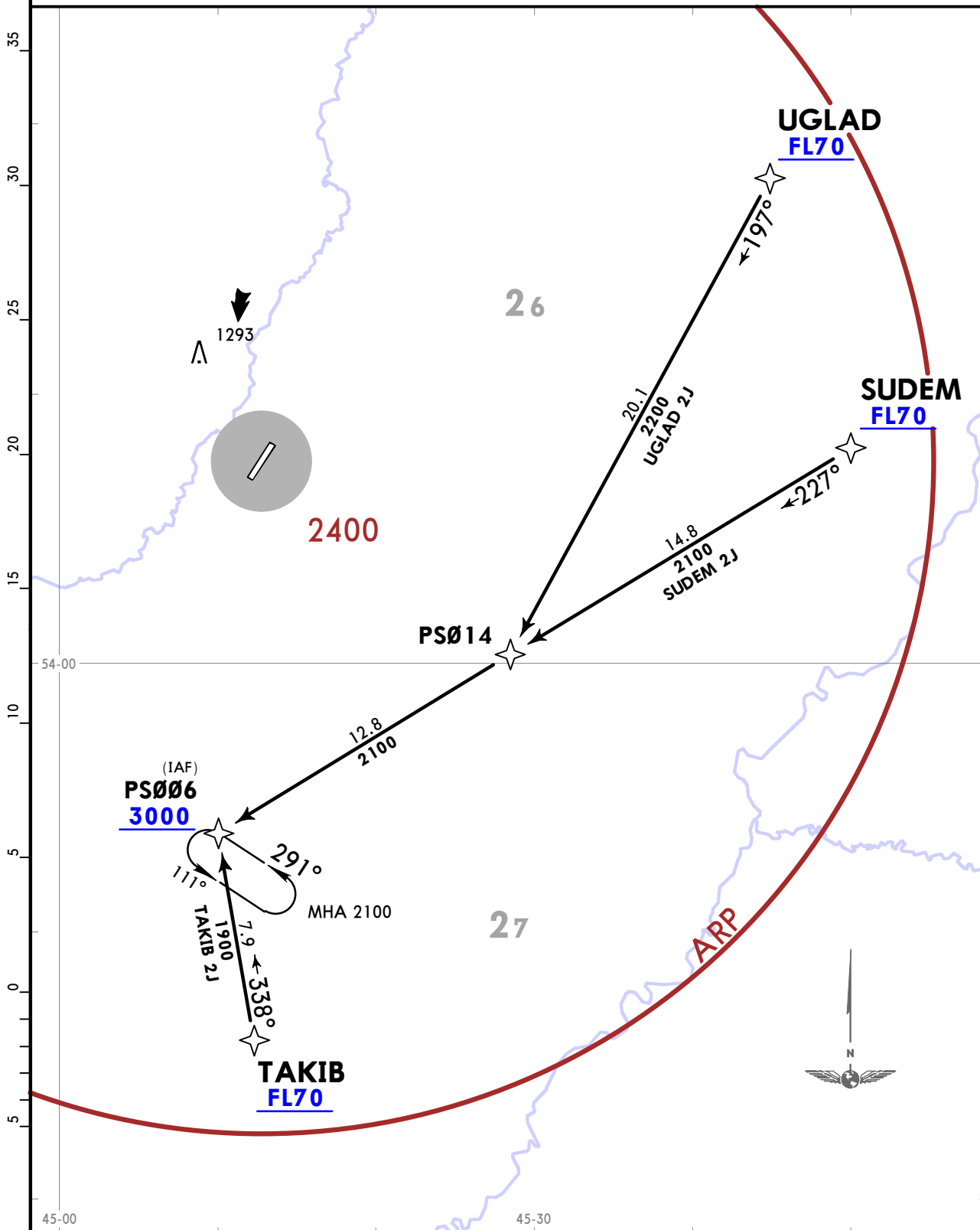
ATIS
123.350

Apt Elev
709

Alt Set: hPa
Trans level: FL40
FL50 if pressure is less than 1013 hPa (760mm)
FL60 if pressure is less than 977 hPa (733mm)

- 1. RNAV 1.
- 2. GNSS required.

SUDEM 2J [SUDE2J]
 TAKIB 2J [TAKI2J]
 UGLAD 2J [UGLA2J]
 RNAV ARRIVALS
 (RWY 02)



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27 NOV 20 (10-2A) Eff 3 Dec

RNAV STAR

ATIS
123.350

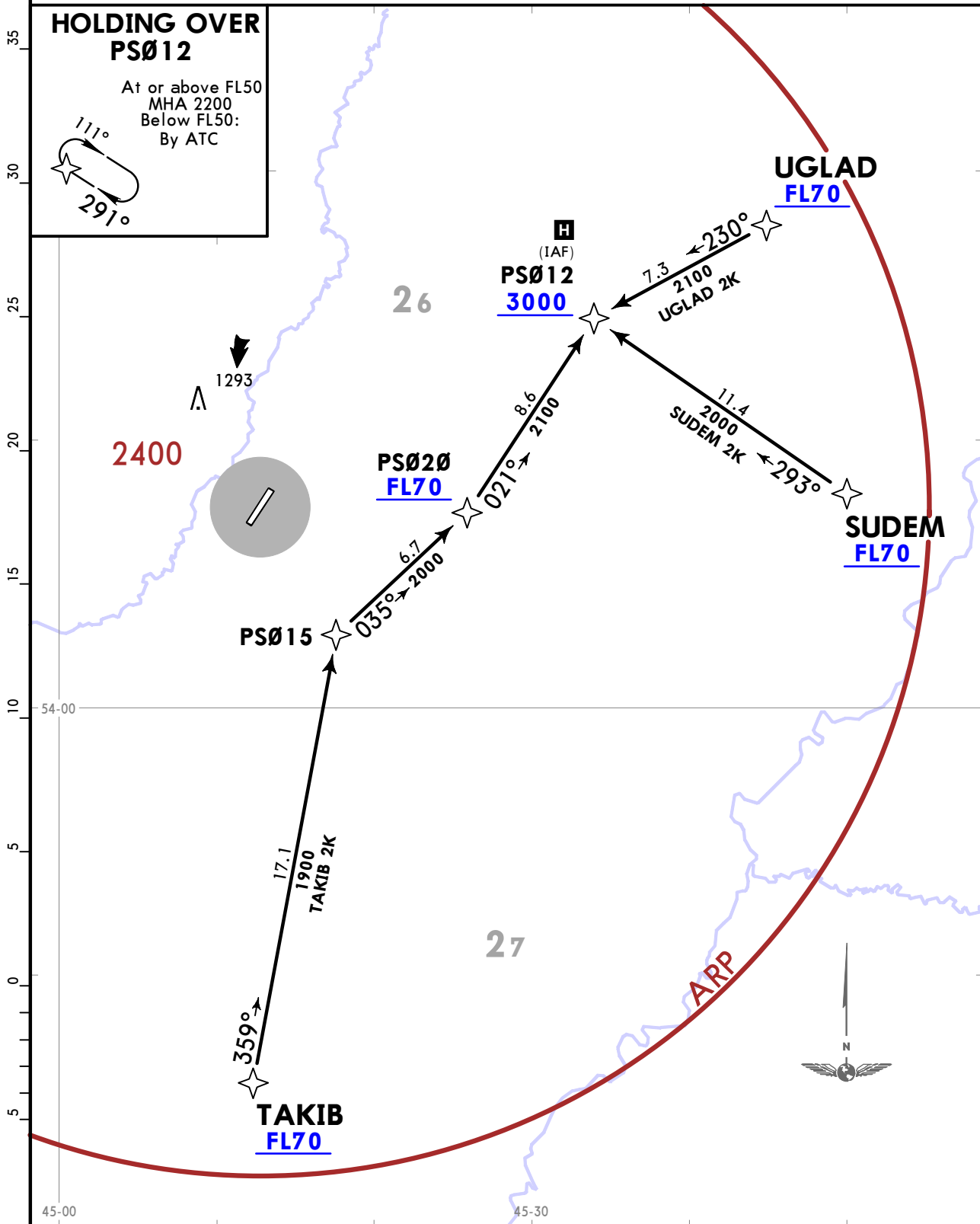
Apt Elev
709

Alt Set: hPa
Trans level: FL40
FL50 if pressure is less than 1013 hPa (760mm)
FL60 if pressure is less than 977 hPa (733mm)
1. RNAV 1.
2. GNSS required.

SUEM 2K [SUDE2K]
TAKIB 2K [TAKI2K]
UGLAD 2K [UGLA2K]
RNAV ARRIVALS
(RWY 20)

HOLDING OVER
PSØ12

At or above FL50
MHA 2200
Below FL50:
By ATC



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27 NOV 20

10-2B

Eff 3 Dec

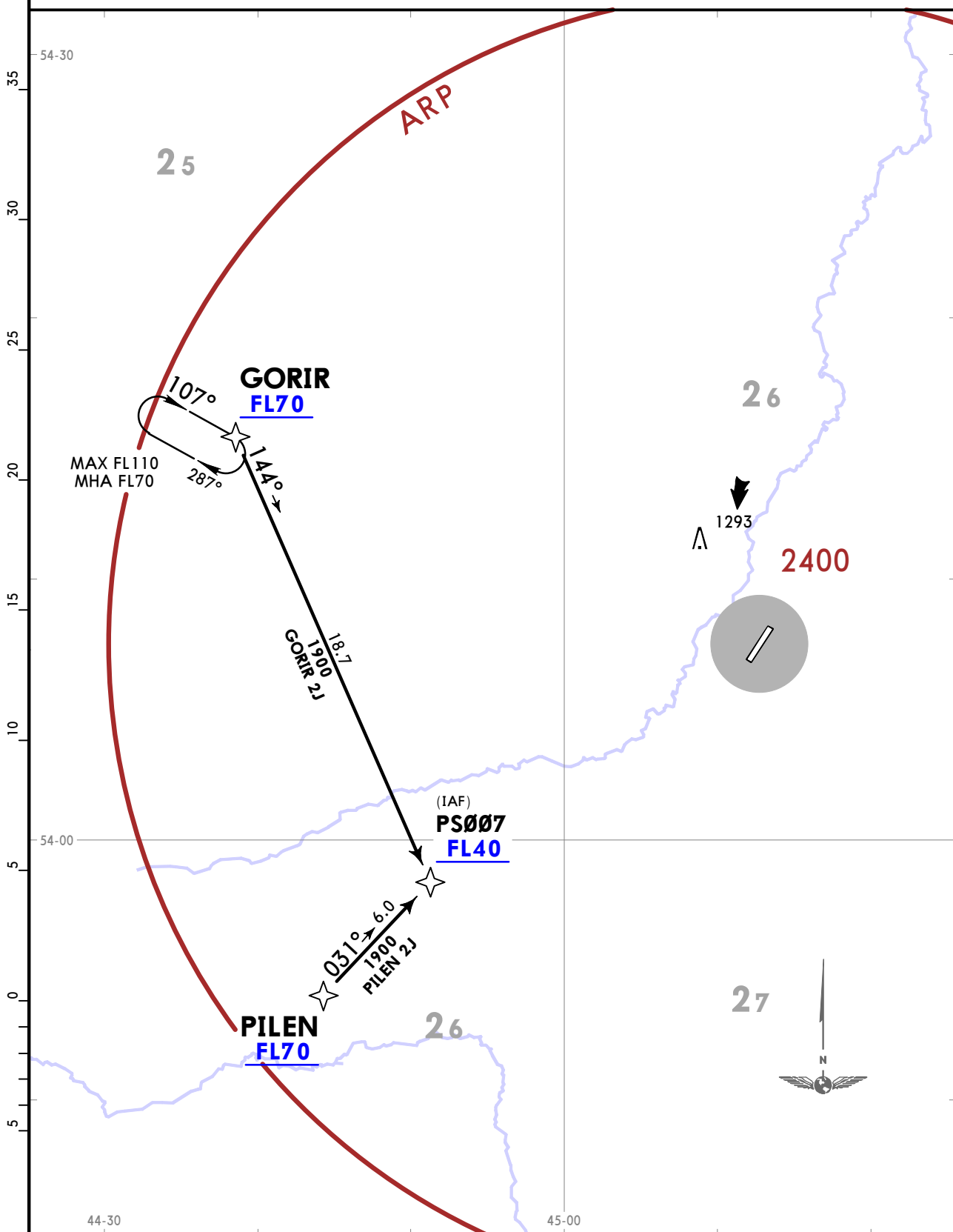
RNAV STAR

ATIS
123.350

Apt Elev
709

Alt Set: hPa
Trans level: FL40
FL50 if pressure is less than 1013 hPa (760mm)
FL60 if pressure is less than 977 hPa (733mm)
1. RNAV 1.
2. GNSS required.

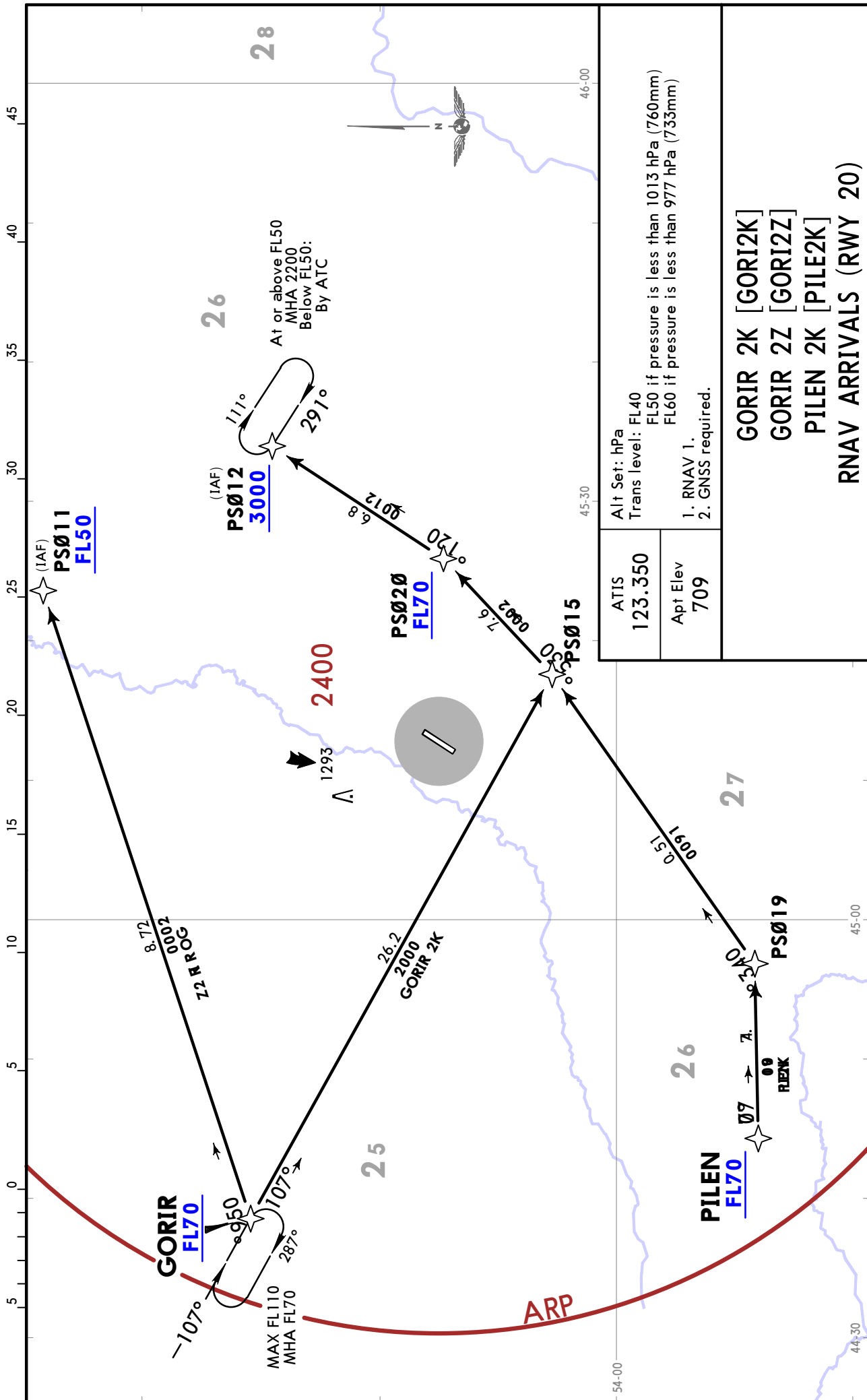
GORIR 2J [GORI2J]
PILEN 2J [PILE2J]
RNAV ARRIVALS
(RWY 02)



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27 NOV 20 10-2C Eff 3 Dec

SARANSK, RUSSIA
RNAV STAR

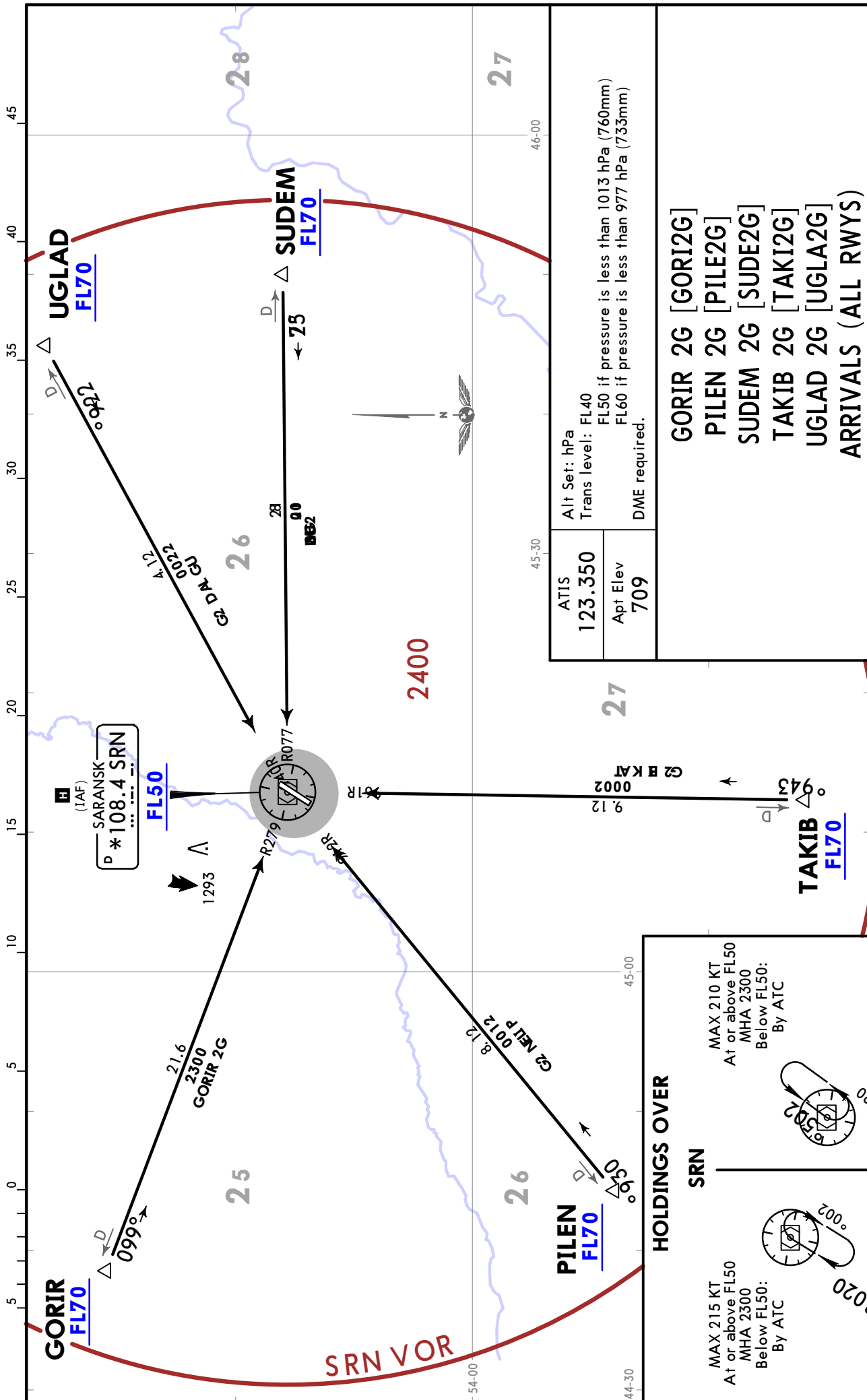


CHANGES: RNAV STARs renumbered & revised; MSA; TL.

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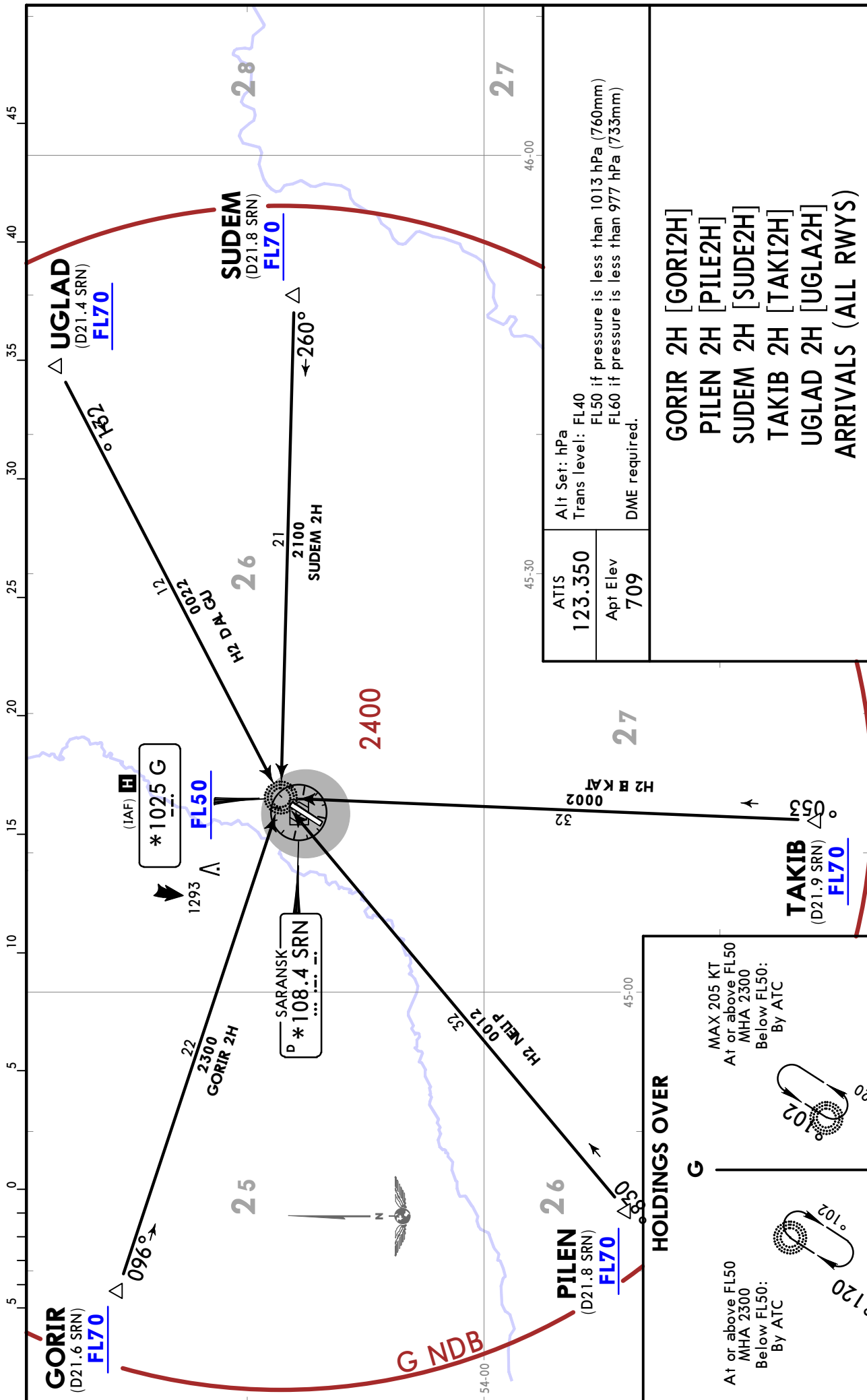
JEPPESSEN
27 NOV 20 10-2D Eff 3 Dec

SARANSK, RUSSIA
STAR



CHANGES: STARs renumbered, revised & established; MSA; TL.

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ATIS	Alt Set: hPa	GORIR 2H [GORI2H] PILEN 2H [PILE2H] SUDEM 2H [SUDE2H] TAKIB 2H [TAKI2H] UGLAD 2H [UGLA2H] ARRIVALS (ALL RWYS)
123.350	Trans level: FL40	
Apt Elev	FL50 if pressure is less than 1013 hPa (760mm) FL60 if pressure is less than 977 hPa (733mm)	
709	DME required.	

HOLDINGS OVER

G

At or above FL50
MHA 2300
Below FL50:
By ATC

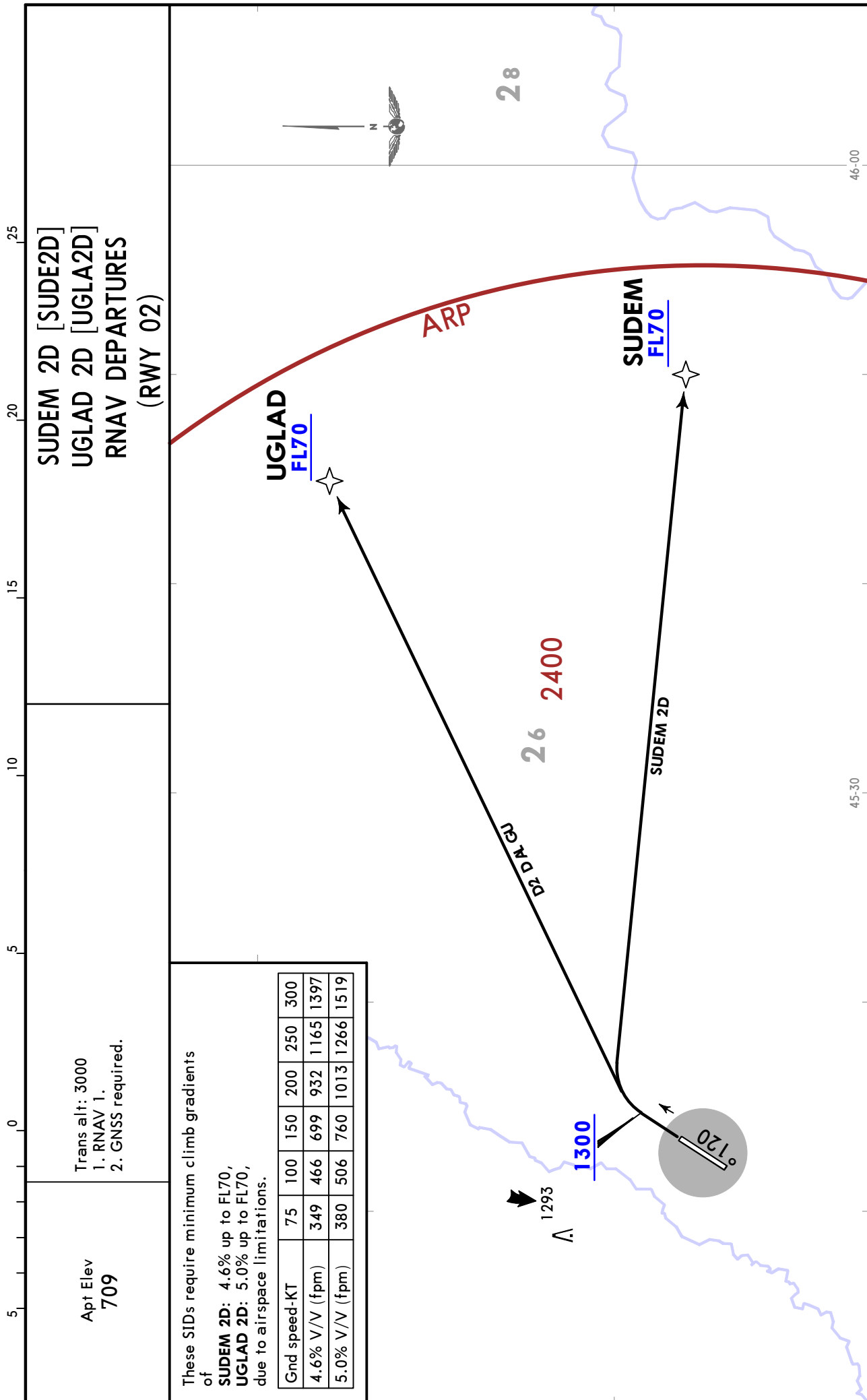
H

MAX 205 KT
At or above FL50
MHA 2300
Below FL50:
By ATC

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27 NOV 20 **10-3** **Eff 3 Dec**

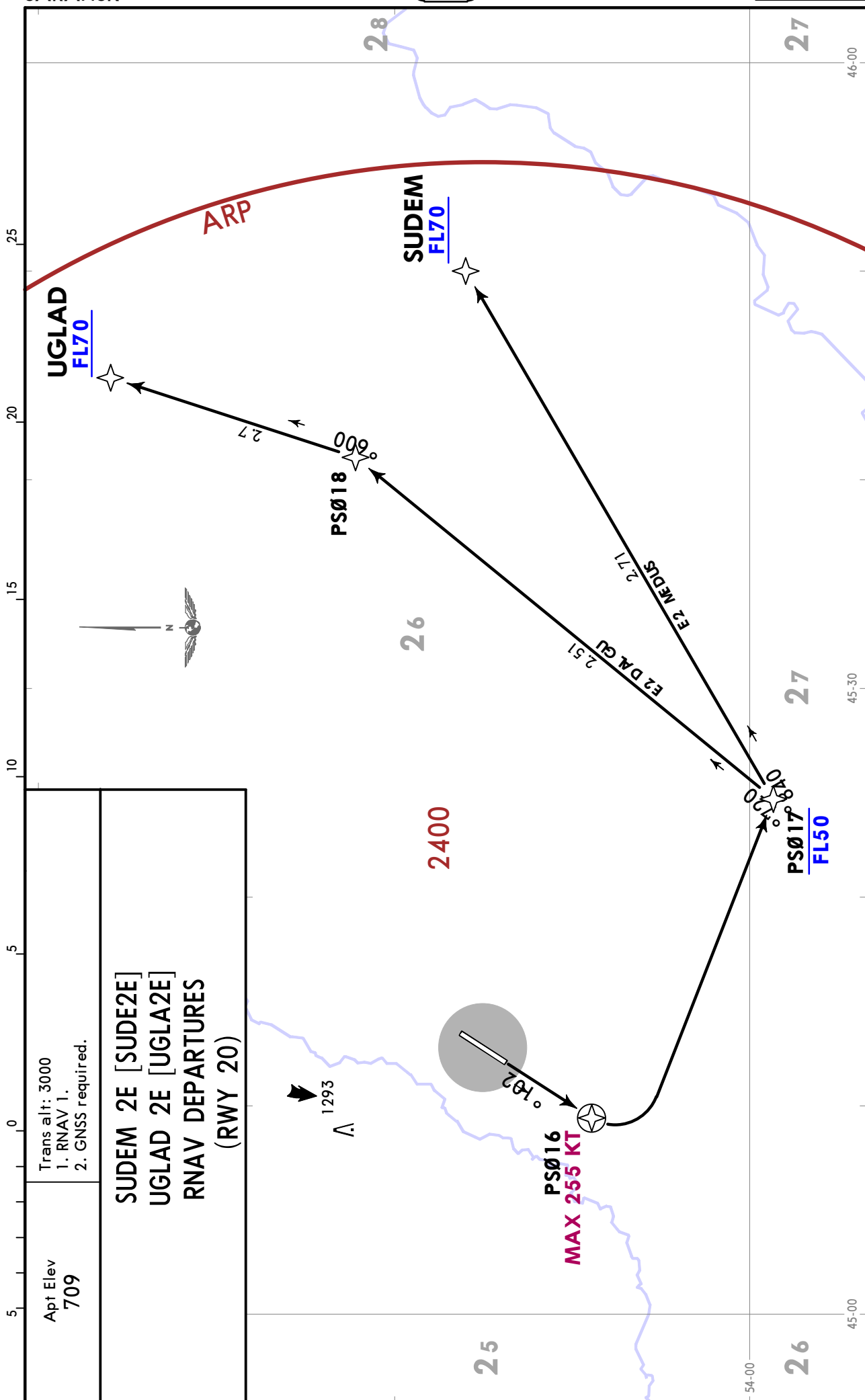
SARANSK, RUSSIA
RNAV SID



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JEPPESSEN
27 NOV 20 10-3A Eff 3 Dec

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RNAV SID



Apt Elev 709	Trans alt: 3000 1. RNAV 1. 2. GNSS required.
SUDEM 2E [SUDE2E] UGLAD 2E [UGLA2E] RNAV DEPARTURES (RWY 20)	

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27 NOV 20 10-3B Eff 3 Dec

SARANSK, RUSSIA
RNAV SID

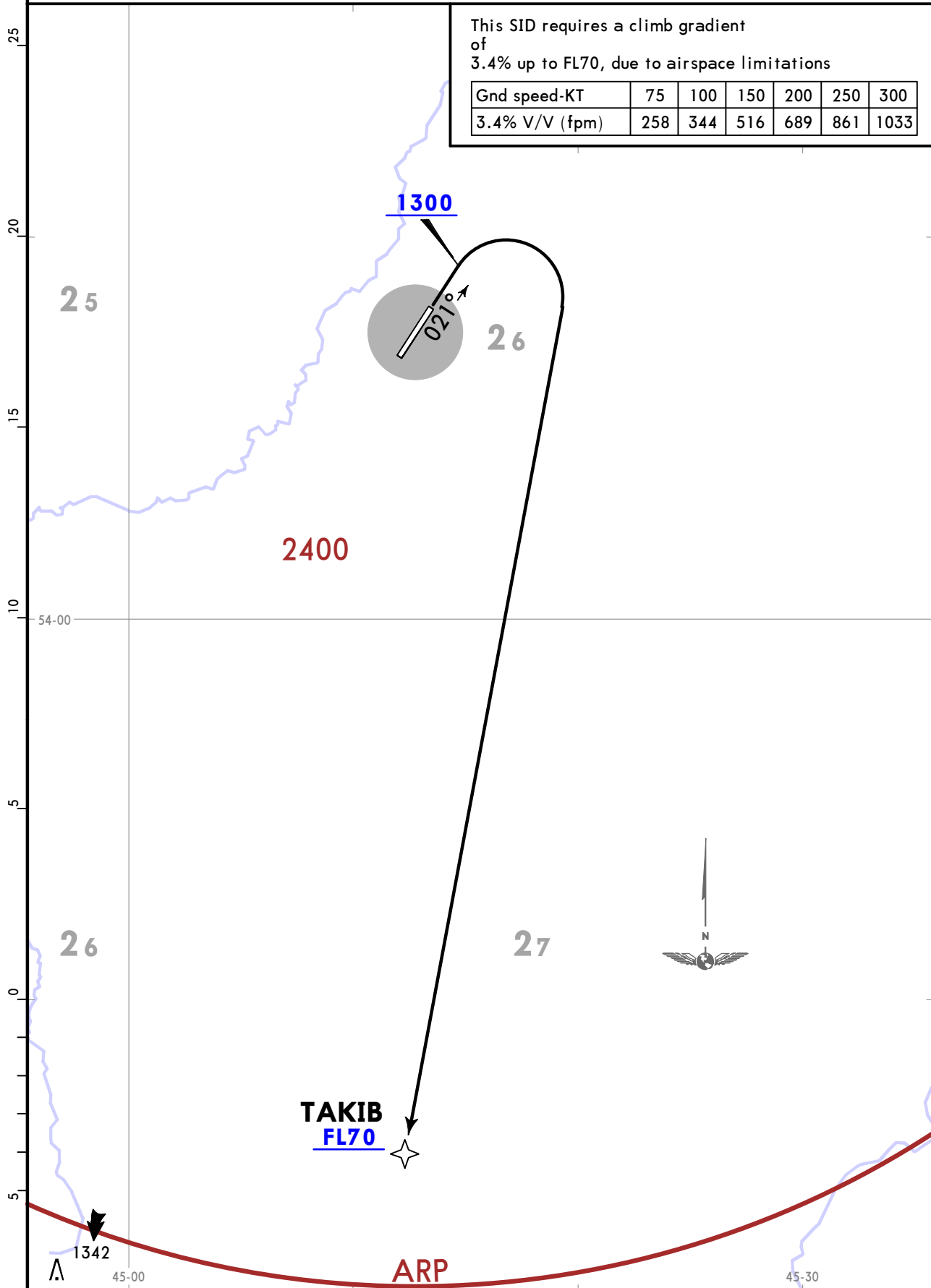
Apt Elev
709

Trans alt: 3000
1. RNAV 1.
2. GNSS required.

TAKIB 2D [TAKI2D]
RNAV DEPARTURE
(RWY 02)

This SID requires a climb gradient
of
3.4% up to FL70, due to airspace limitations

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033



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27 NOV 20 **10-3C** Eff 3 Dec

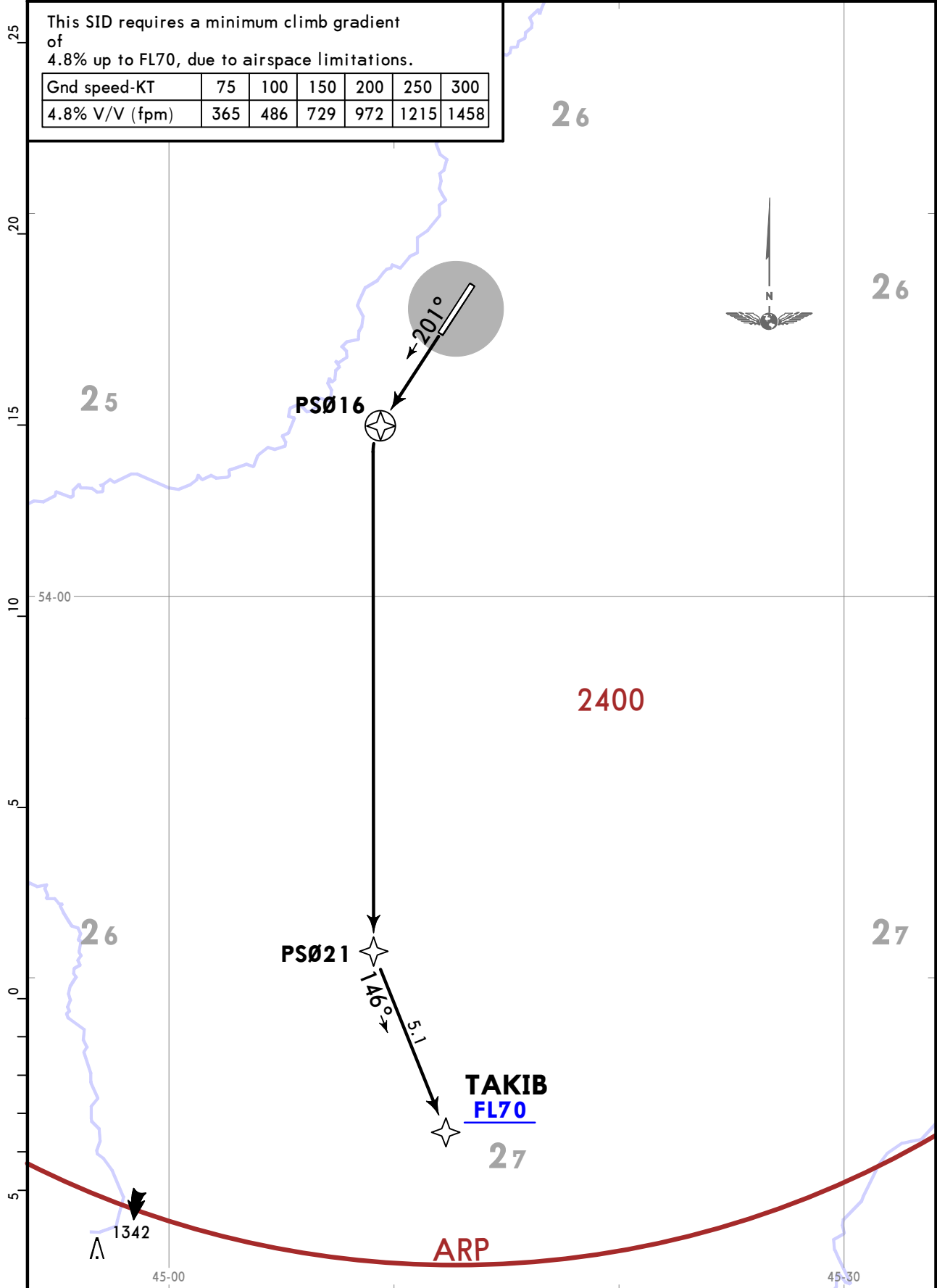
SARANSK, RUSSIA
RNAV SID

Apt Elev 709	Trans alt: 3000 1. RNAV 1. 2. GNSS required.
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TAKIB 2E [TAKI2E]
RNAV DEPARTURE
(RWY 20)

This SID requires a minimum climb gradient of 4.8% up to FL70, due to airspace limitations.

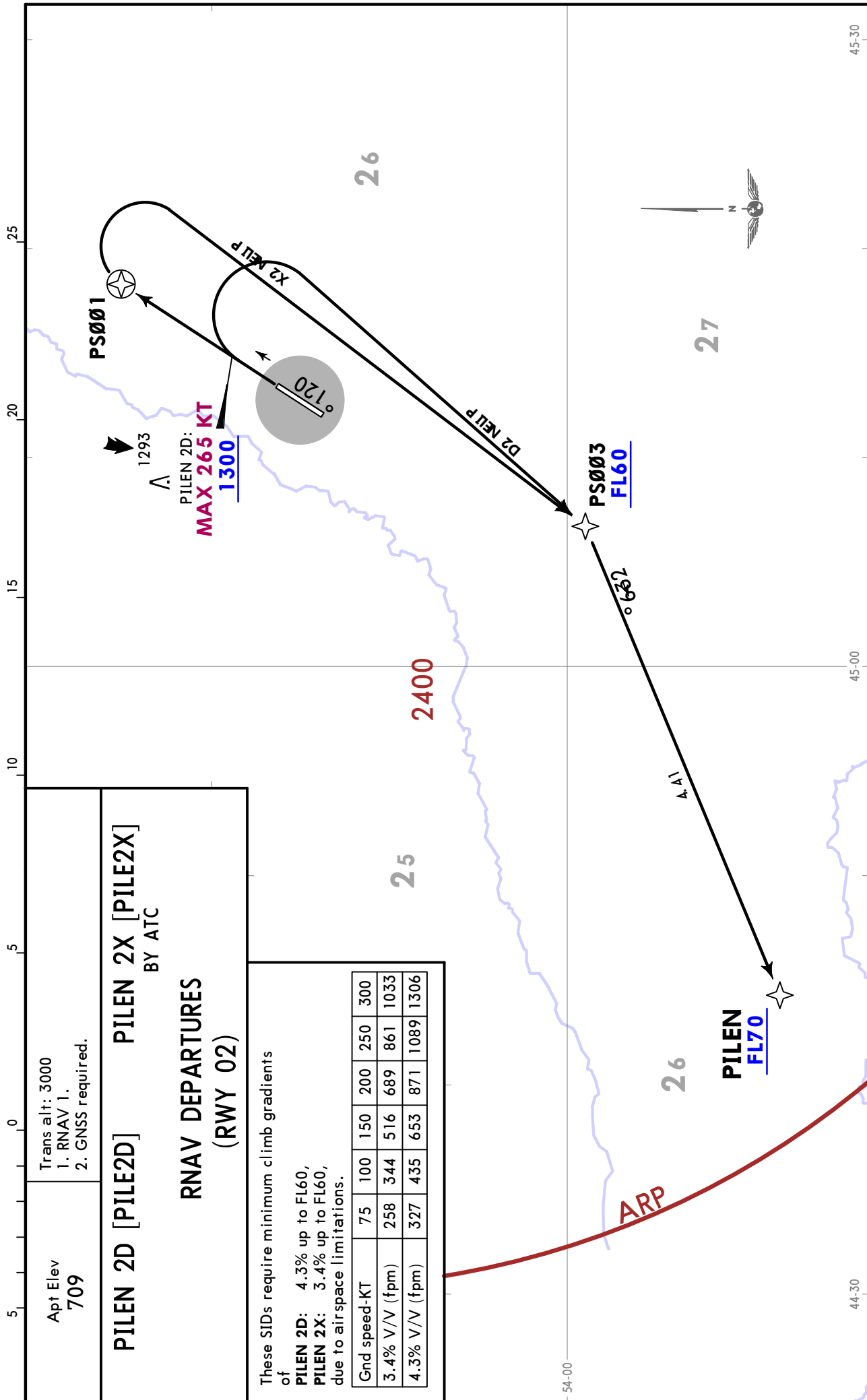
Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458



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27 NOV 20 10-3D Eff 3 Dec

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RNAV SID



Apt Elev
709

Trans alt: 3000
1. RNAV 1.
2. GNSS required.

PILEN 2D [PILE2D] PILEN 2X [PILE2X]
BY ATC

**RNAV DEPARTURES
(RWY 02)**

These SIDs require minimum climb gradients of

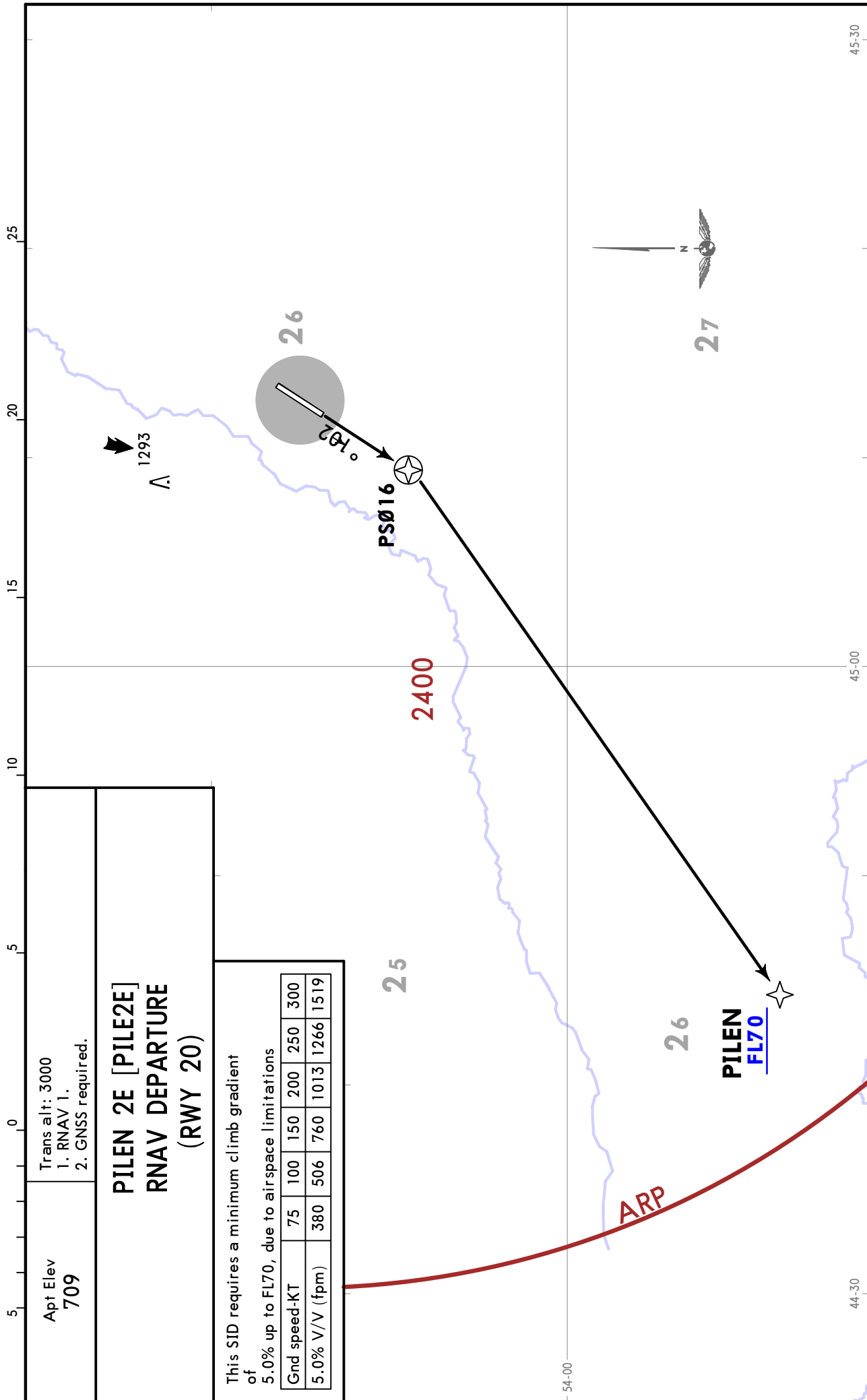
PILEN 2D: 4.3% up to FL60,
PILEN 2X: 3.4% up to FL60,
due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.3% V/V (fpm)	327	435	653	871	1089	1306

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JEPPESEN
27 NOV 20 10-3E Eff 3 Dec

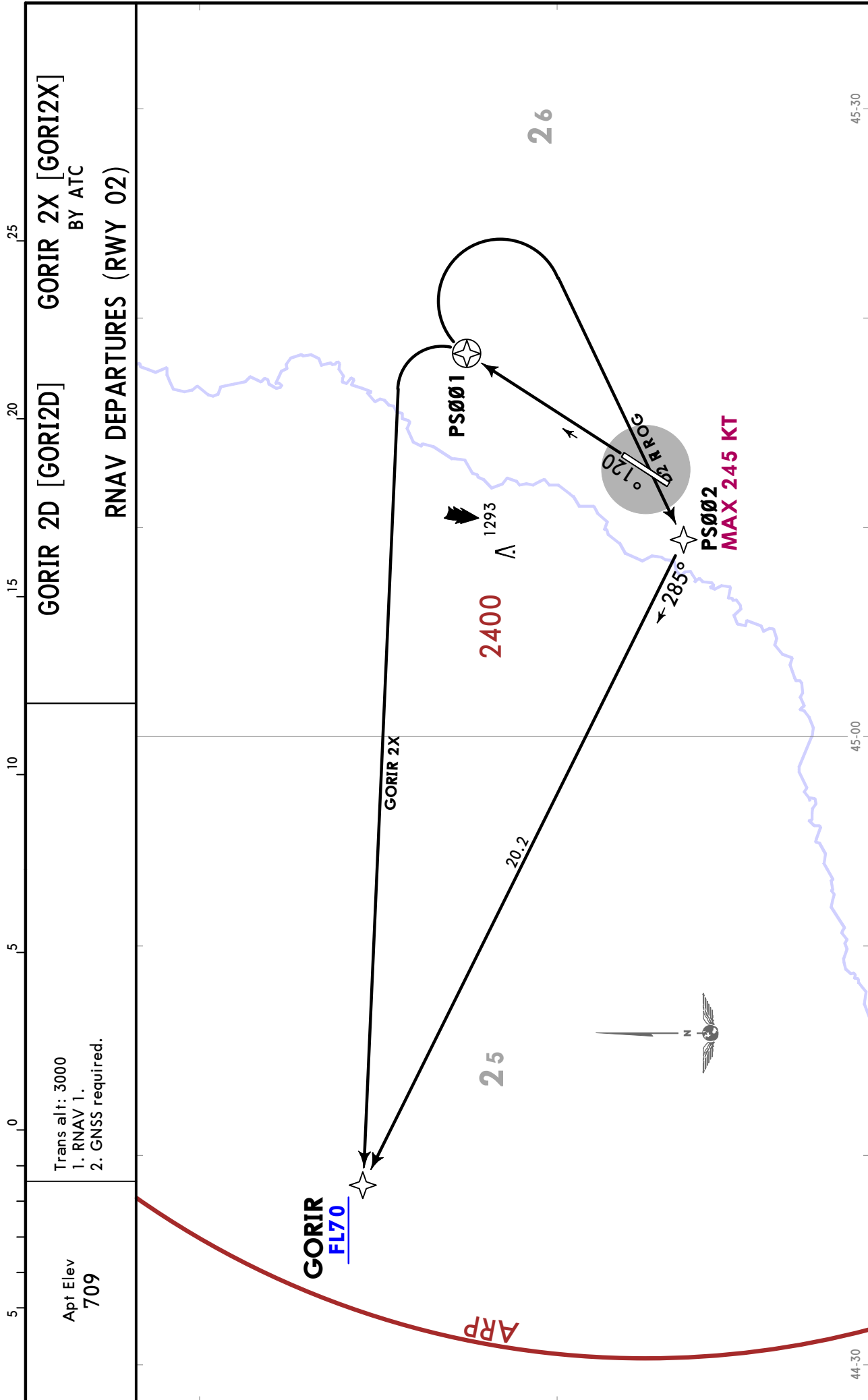
SARANSK, RUSSIA
RNAV SID



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JEPPesen
27 NOV 20 10-3F Eff 3 Dec

SARANSK, RUSSIA
RNAV SID



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27 NOV 20 **10-3G** Eff 3 Dec

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RNAV SID

GORIR 2E [GORI2E] RNAV DEPARTURE (RWY 20)

This SID requires a minimum climb gradient of 4.2% up to FL70, due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

Trans alt: 3000
1. RNAV 1.
2. RNAV (GNSS).

Apt Elev
709

GORIR
FL70

2400

26

25

ARR

1293



PSØ16

45-30

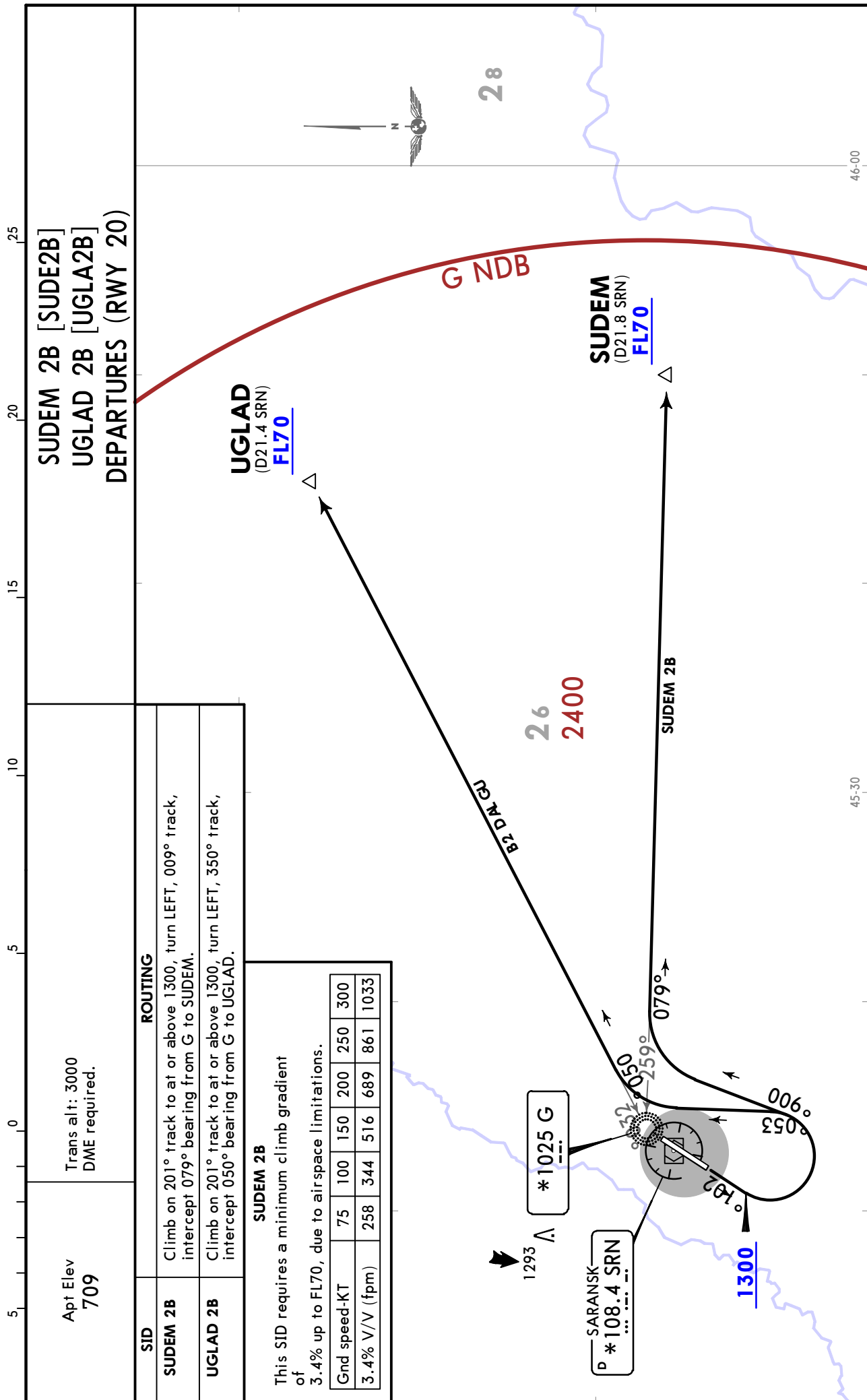
45-00

44-30

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27 NOV 20 10-3H Eff 3 Dec

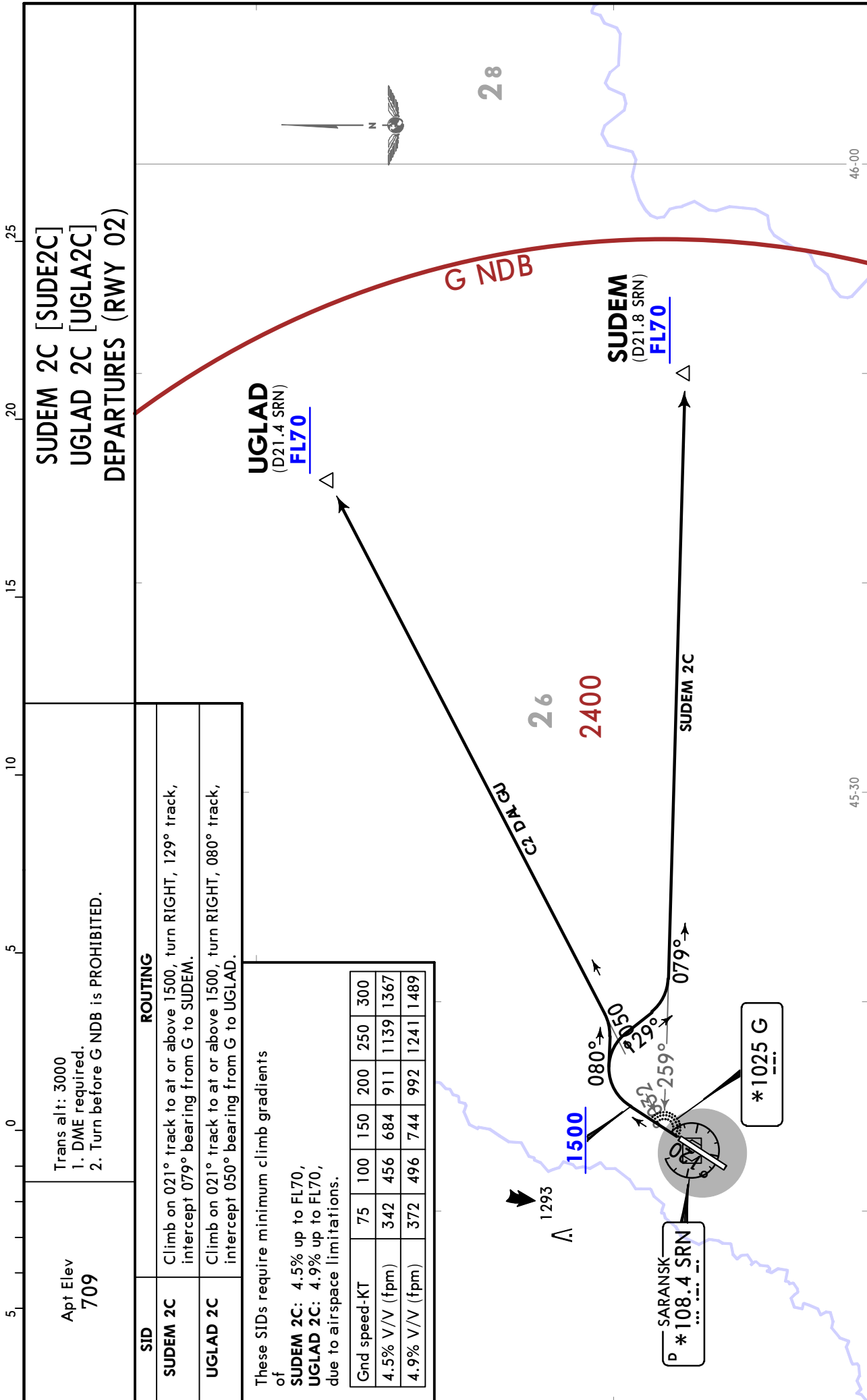
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SID



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27 NOV 20 **10-3J** Eff 3 Dec

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SID



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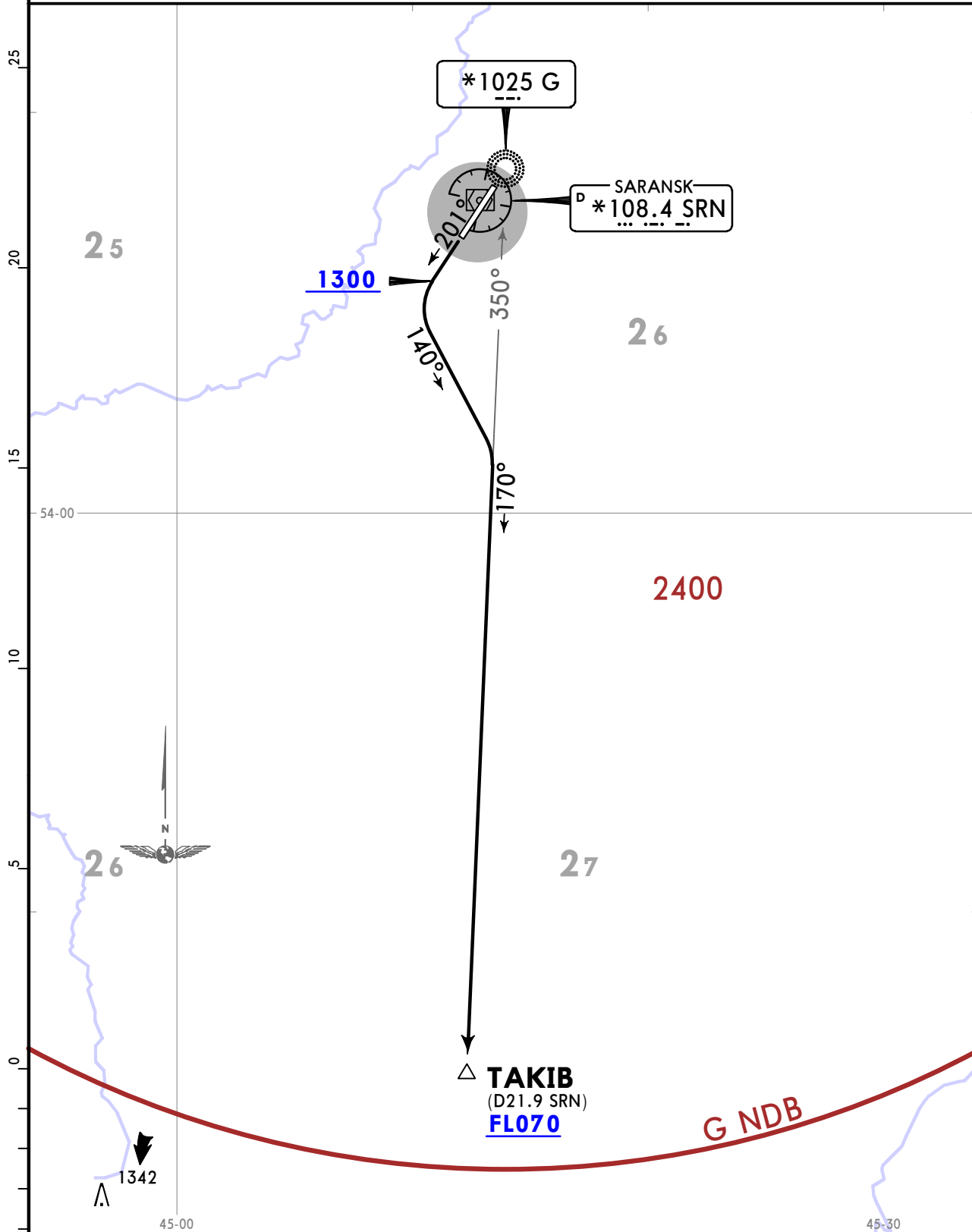
JEPPESSEN
14 APR 23 (10-3M) Eff 20 Apr

SARANSK, RUSSIA
SID

Apt Elev
709

Trans alt: 3000
DME required.

TAKIB 2B [TAKI2B]
DEPARTURE
(RWY 20)



This SID requires a minimum climb gradient of 4.8% up to FL070, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458

ROUTING

Climb on 201° track to at or above 1300, turn LEFT, 140° track, intercept 170° bearing from G to TAKIB.

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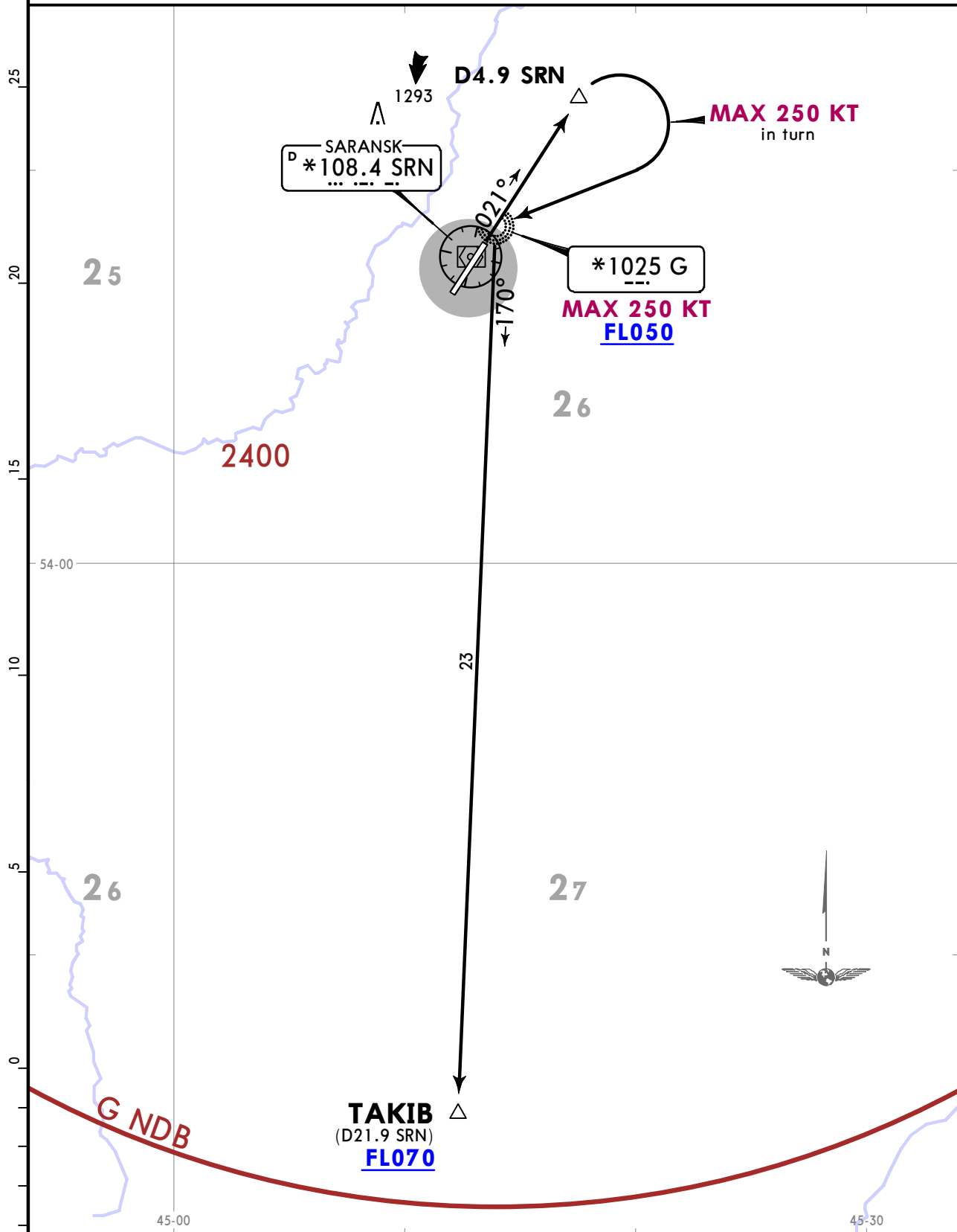
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14 APR 23 (10-3N) Eff 20 Apr

SARANSK, RUSSIA
SID

Apt Elev
709

Trans alt: 3000
DME required.

TAKIB 2C [TAKI2C]
DEPARTURE
(RWY 02)



This SID requires a minimum climb gradient of 4.2% up to FL050, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

ROUTING

Climb on 021° track to D4.9 SRN, turn RIGHT to G, proceed on 170° bearing from G to TAKIB.

CHANGES: Climb gradient.

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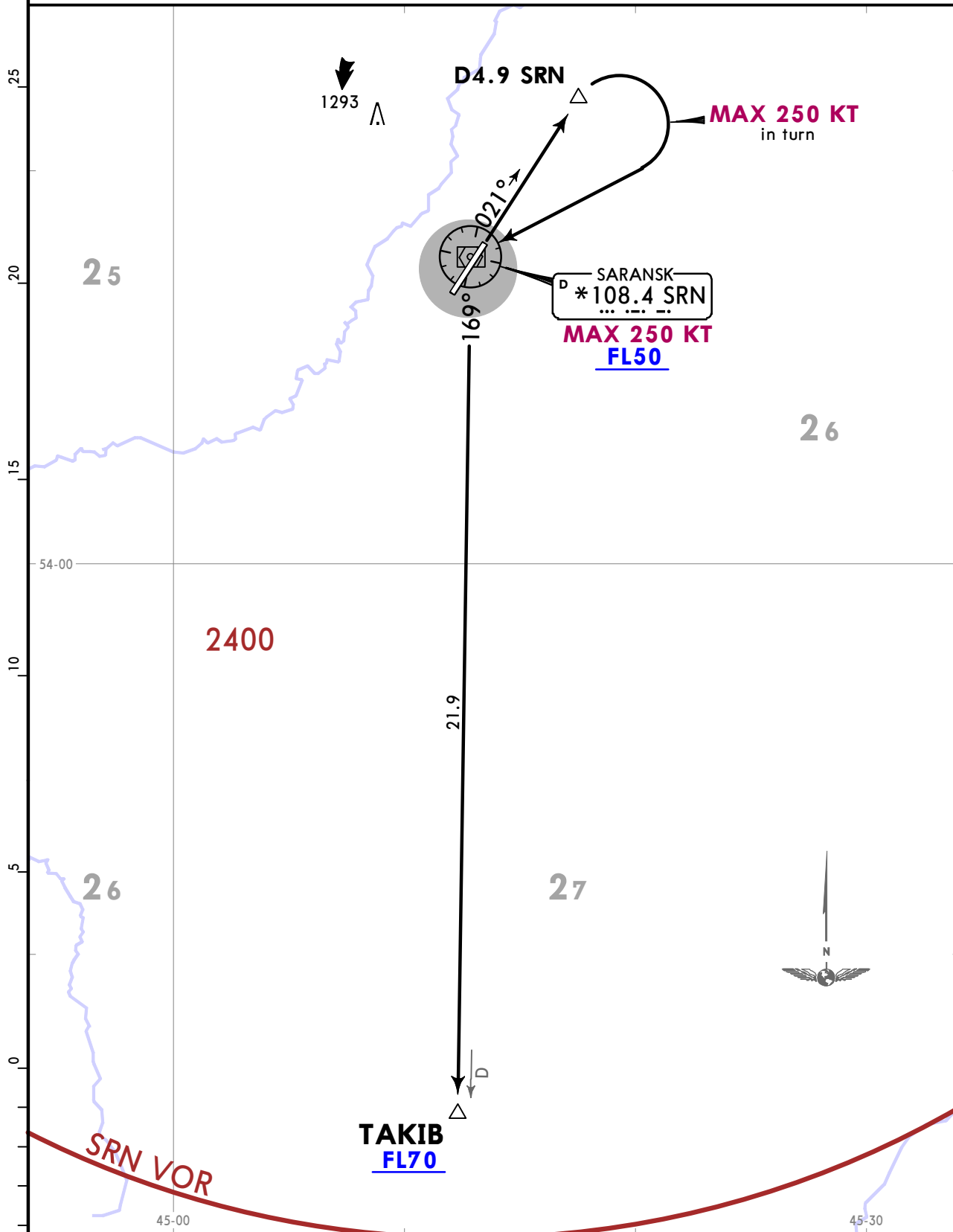
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27 NOV 20 **10-3P** Eff 3 Dec

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SID

Apt Elev 709	Trans alt: 3000 DME required.
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**TAKIB 2L [TAKI2L]
DEPARTURE
(RWY 02)**



This SID requires a minimum climb gradient of 4.1% up to FL50, due to airspace limitations.	Gnd speed-KT	75	100	150	200	250	300
	4.1% V/V (fpm)	311	415	623	830	1038	1246

ROUTING
Climb on 021° track to D4.9 SRN, turn RIGHT to SRN, intercept SRN R169 to TAKIB.

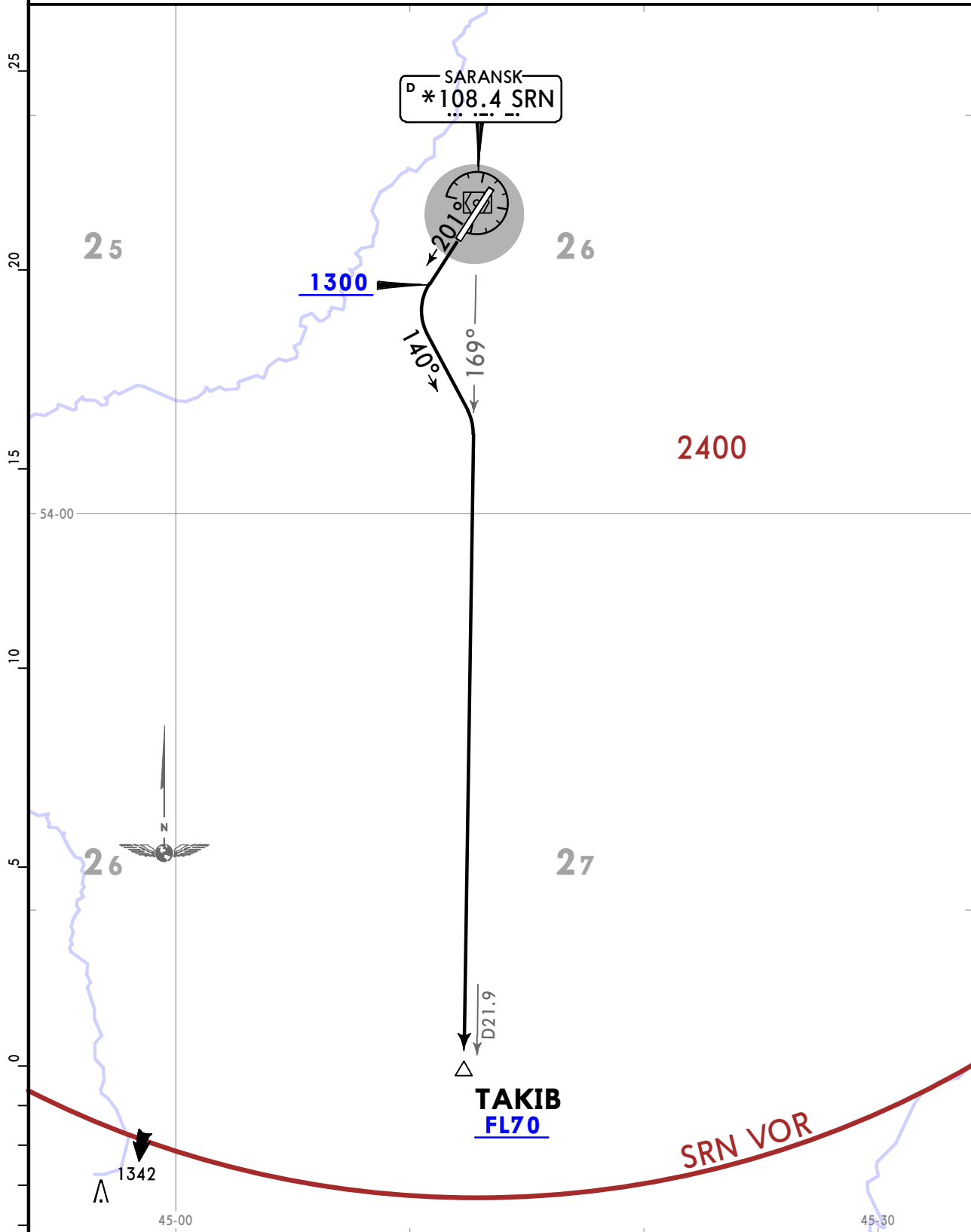
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27 NOV 20 **10-3Q** Eff 3 Dec

SARANSK, RUSSIA
SID

Apt Elev 709	Trans alt: 3000 DME required.
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**TAKIB 2M [TAKI2M]
DEPARTURE
(RWY 20)**



This SID requires a minimum climb gradient of 5.0% up to FL70, due to airspace limitations.	Gnd speed-KT	75	100	150	200	250	300
	5.0% V/V (fpm)	380	506	760	1013	1266	1519

ROUTING
Climb on 201° track to at or above 1300, turn LEFT, 140° track, intercept SRN R169 to TAKIB.

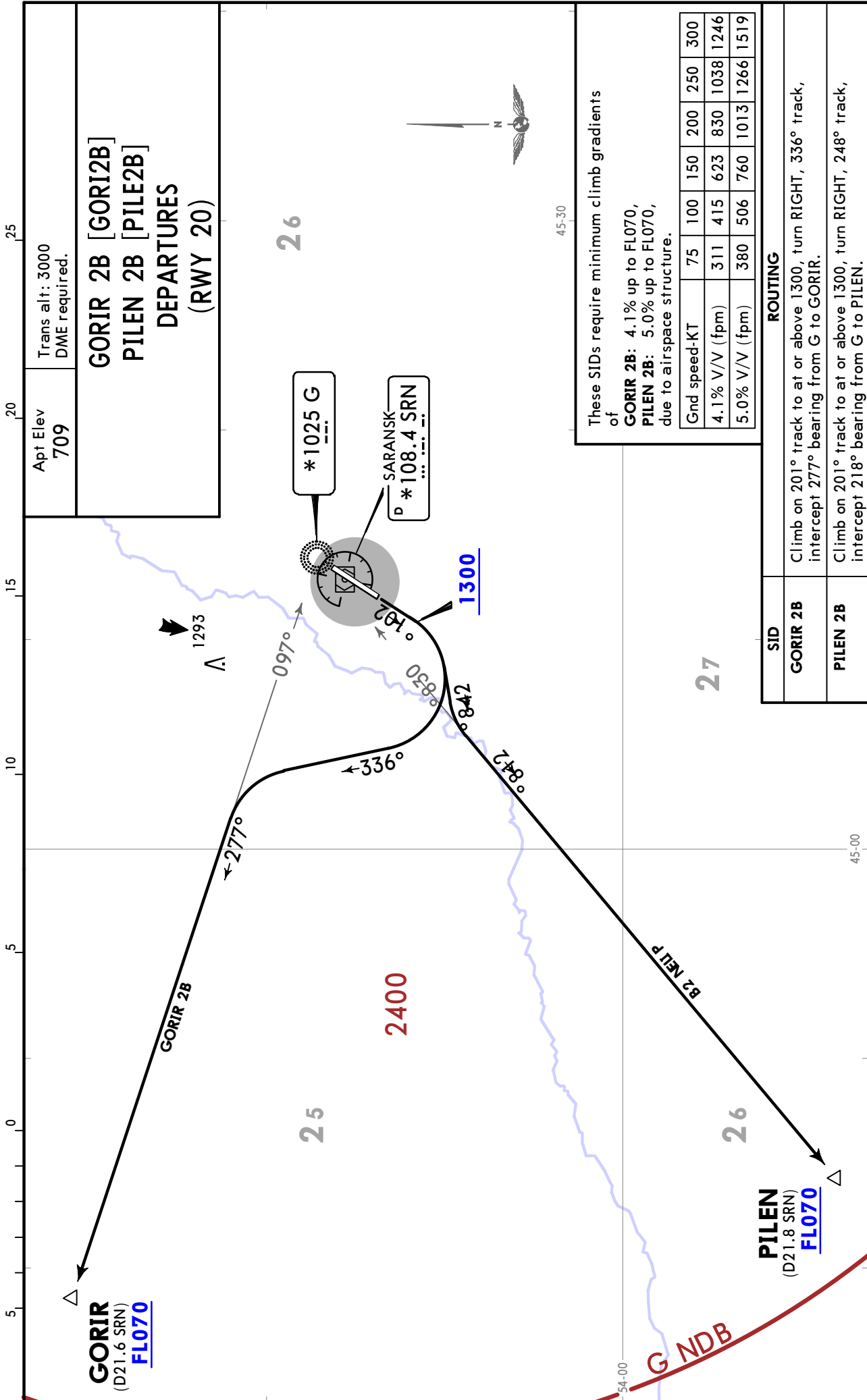
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14 APR 23 **10-3S** Eff 20 Apr

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SID



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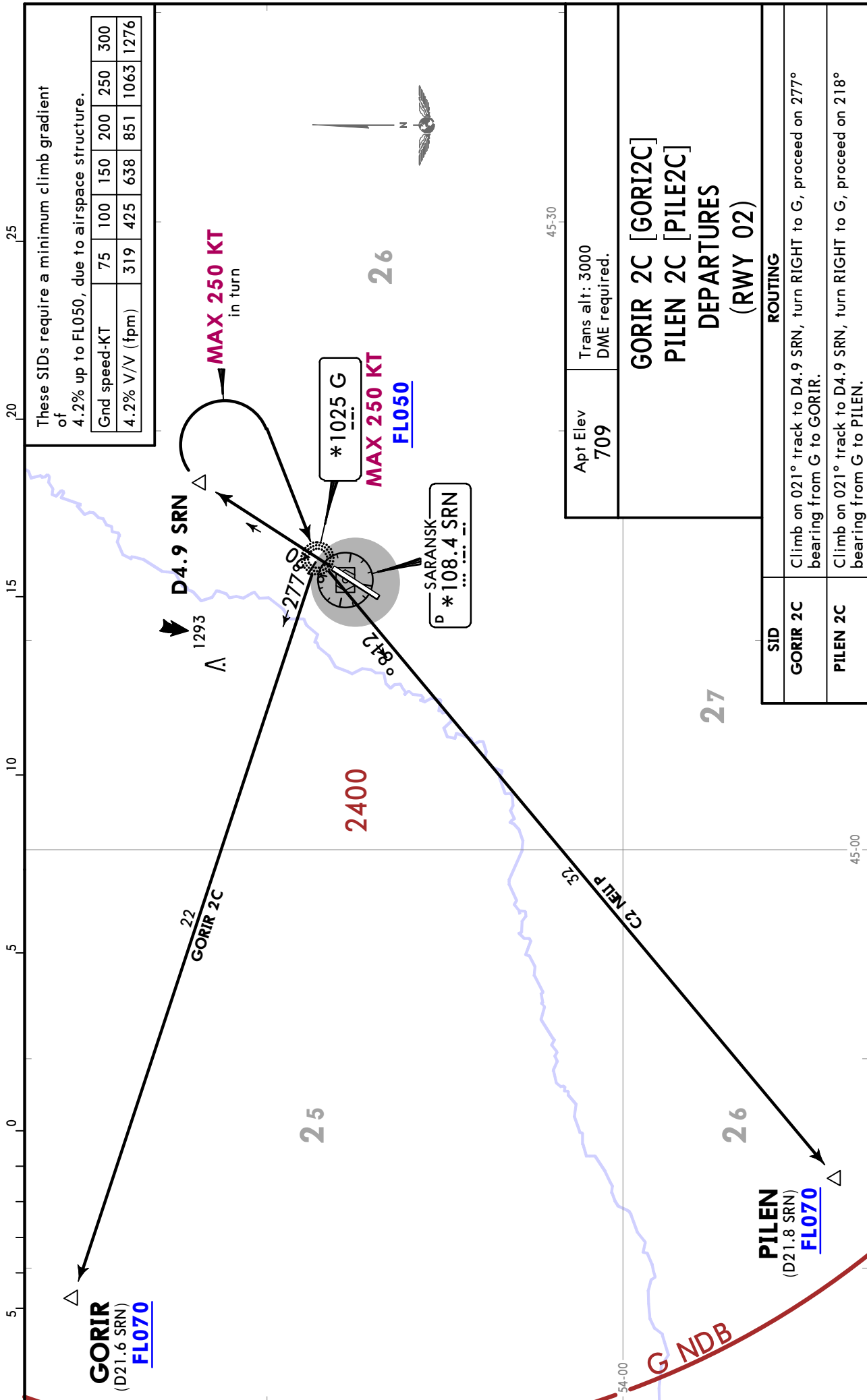
SARANSK, RUSSIA

14 APR 23

10-3T

Eff 20 Apr

SID



CHANGES: Climb gradient.

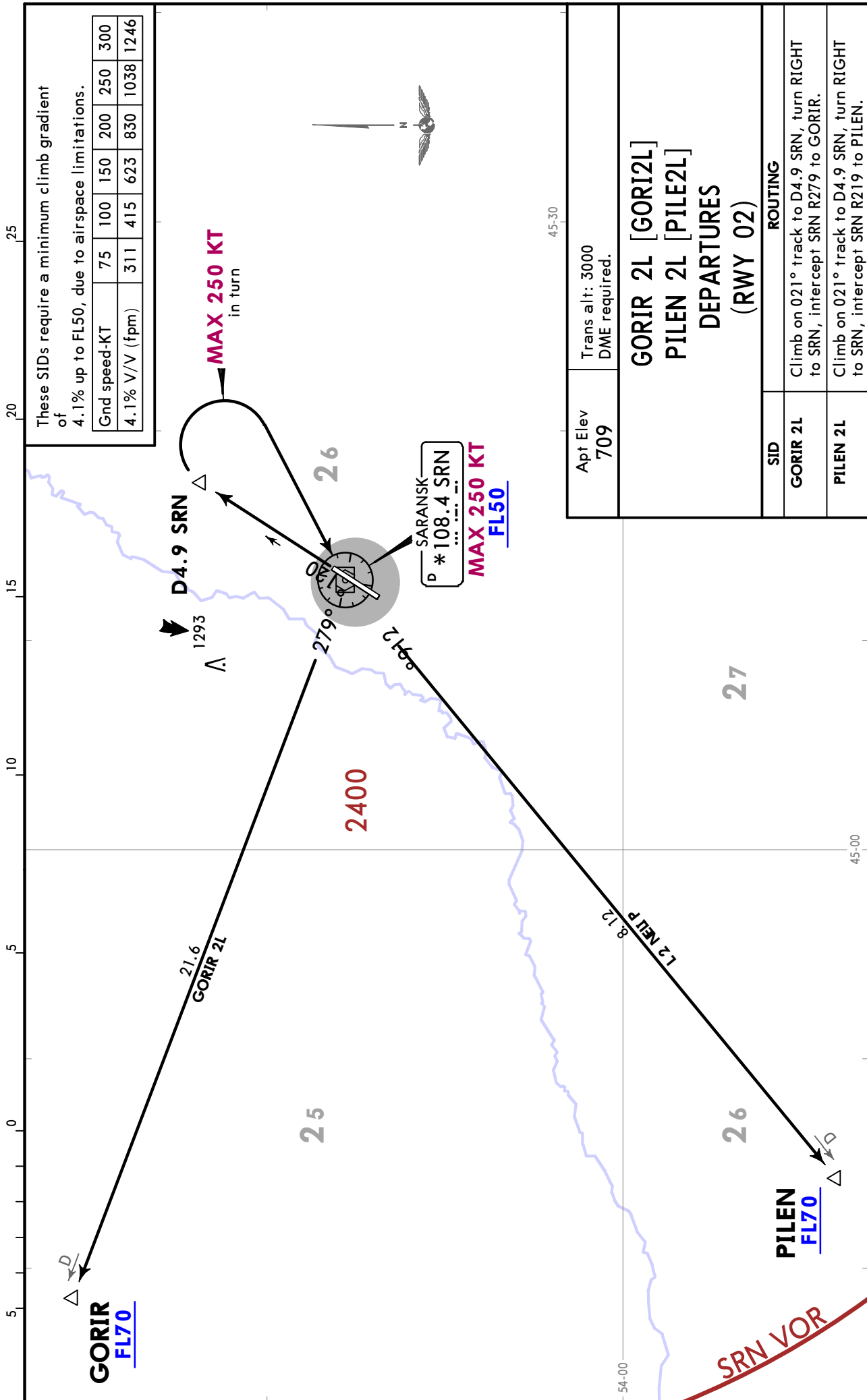
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27 NOV 20 10-3U Eff 3 Dec

SARANSK, RUSSIA

SID



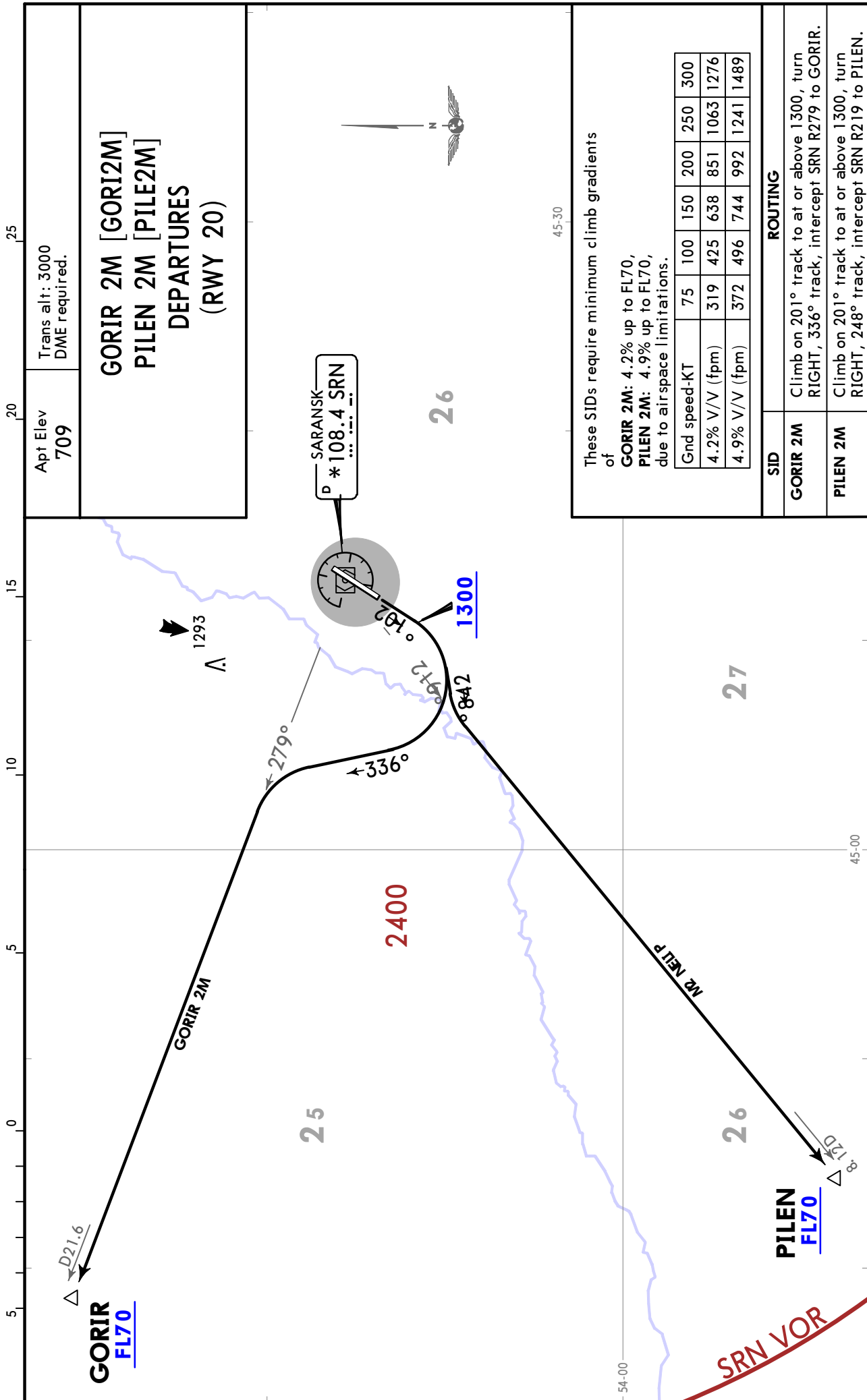
CHANGES: SIDs renumbered & revised; MSA; Trans alt.

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JEPPESSEN
27 NOV 20 **10-3V** **Eff 3 Dec**

SARANSK, RUSSIA

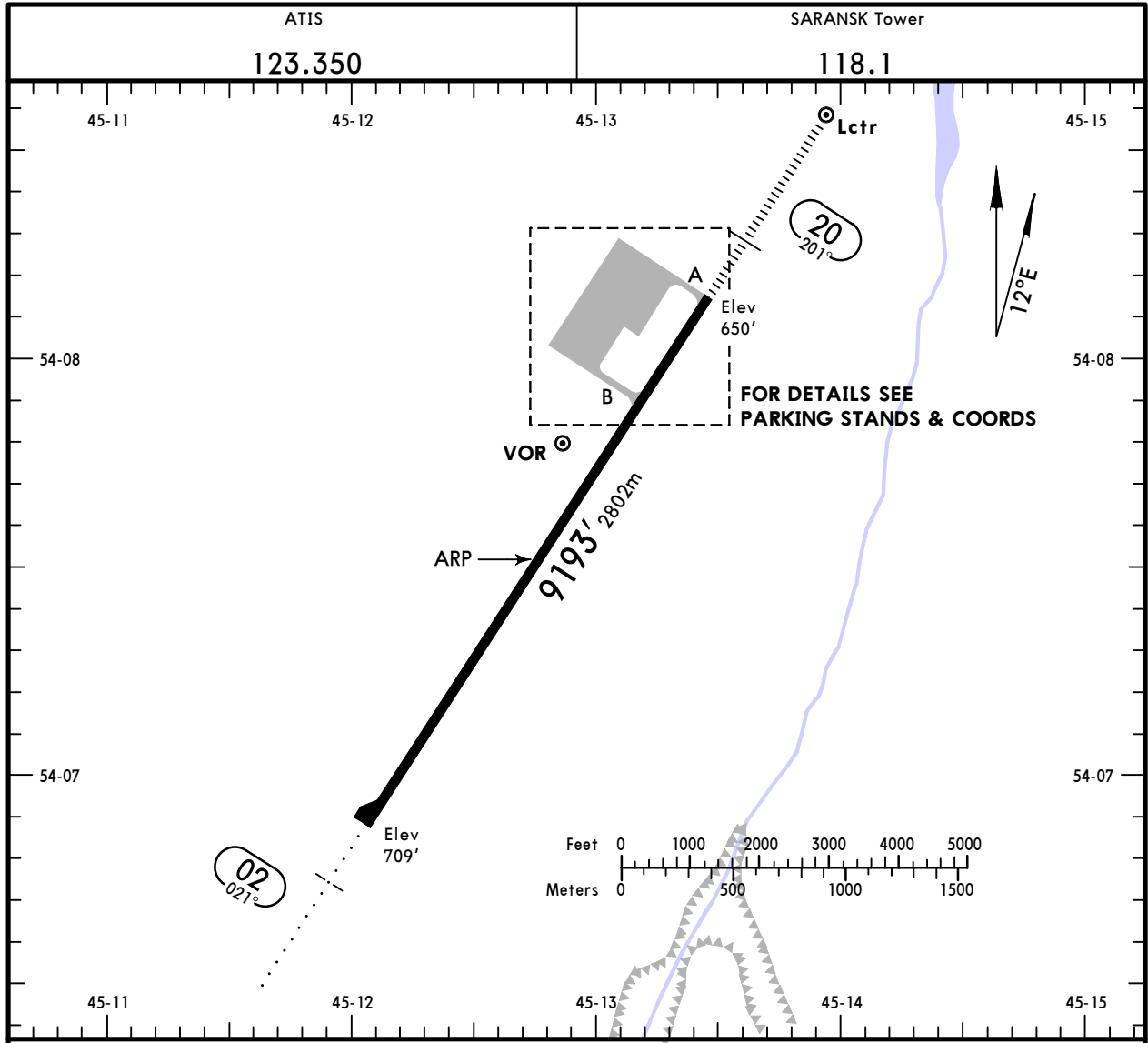
SID



UWPS/SKX
 Apt Elev **709'**
 N54 07.5 E045 12.8

JEPPesen
 21 JUN 24 **(10-9)**

SARANSK, RUSSIA
SARANSK



ADDITIONAL RUNWAY INFORMATION

RWY	ALS	PAPI-L (angle 3.0°)	OFZ	USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
02	①	ALS	PAPI-L (angle 3.0°)	OFZ			138'
20	②	HIALS	PAPI-L (angle 3.0°)	OFZ	8281' 2524m	③	42m

- ① length 840m
 - ② length 900m
 - ③ TAKE-OFF RUN AVAILABLE
- RWY 20:**
 From rwy head 9193'(2802m)
 twy B int 7297'(2224m)

Std		TAKE-OFF	
① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

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

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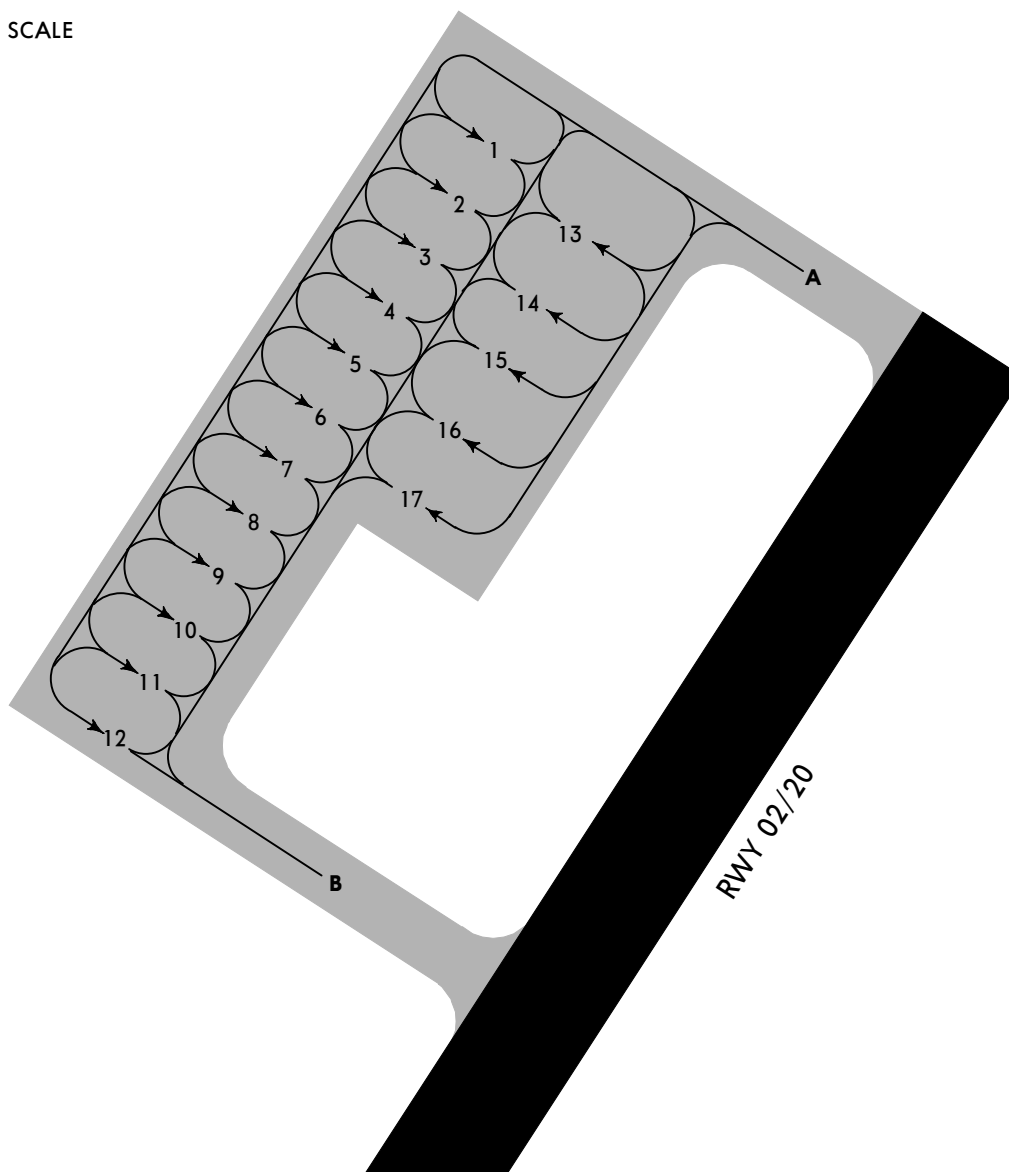
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SARANSK, RUSSIA

21 JUN 24 (10-9A)

SARANSK

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
1 thru 4	N54 08.2 E045 13.1
5	N54 08.2 E045 13.0
6 thru 8	N54 08.1 E045 13.0
9, 10	N54 08.1 E045 12.9
11, 12	N54 08.0 E045 12.9
13	N54 08.2 E045 13.2
14, 15	N54 08.2 E045 13.1
16, 17	N54 08.1 E045 13.1

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EASA AIR OPS
SARANSK, RUSSIA
SARANSK

STRAIGHT-IN RWY	A	B	C	D	
02	RNP LNAV/VNAV ALS out	989' (280') R1100m R1300m	999' (290') R1200m R1400m	1009' (300') R1200m R1400m	1019' (310') R1200m R1400m
	① RNP LNAV ALS out	1100' (391') R1500m R1500m	1100' (391') R1500m R1500m	1100' (391') R1600m R1800m	1100' (391') R1600m R1800m
	① VOR with D2.5 ALS out	1100' (391') R1500m R1500m	1100' (391') R1500m R1500m	1100' (391') R1600m R1800m	1100' (391') R1600m R1800m
	① VOR w/o D2.5 ALS out	1110' (401') R1500m R1500m	1110' (401') R1500m R1500m	1110' (401') R1700m R1900m	1110' (401') R1700m R1900m
	① NDB with D2.5 ALS out	1100' (391') R1500m R1500m	1100' (391') R1500m R1500m	1100' (391') R1600m R1800m	1100' (391') R1600m R1800m
	① NDB w/o D2.5 ALS out	1110' (401') R1500m R1500m	1110' (401') R1500m R1500m	1110' (401') R1700m R1900m	1110' (401') R1700m R1900m
	20	ILS Z or Y ALS out	850' (200') ② R550m R1200m	850' (200') ② R550m R1200m	850' (200') ② R550m R1200m
① LOC Z or Y with D1.8 IGE/D2.4 SRN ALS out		940' (290') ②③ R650m R1400m	940' (290') ②③ R650m R1400m	940' (290') ②③ R650m R1400m	940' (290') ②③ R650m R1400m
① LOC Z or Y w/o D1.8 IGE/D2.4 SRN ALS out		1150' (500') R1500m R1500m	1150' (500') R1500m R1500m	1150' (500') R1500m R2300m	1150' (500') R1500m R2300m
RNP LNAV/VNAV ALS out		970' (320') ② R700m R1400m	980' (330') R800m R1500m	1000' (350') R900m R1600m	1020' (370') R1000m R1700m
① RNP LNAV ALS out		1010' (360') R900m R1500m	1010' (360') R900m R1500m	1010' (360') R900m R1600m	1010' (360') R900m R1600m
① VOR with D2.4 ALS out		1010' (360') R900m R1500m	1010' (360') R900m R1500m	1010' (360') R900m R1600m	1010' (360') R900m R1600m
① VOR w/o D2.4 ALS out		1150' (500') R1500m R1500m	1150' (500') R1500m R1500m	1150' (500') R1500m R2300m	1150' (500') R1500m R2300m
① NDB Z with D2.4 ALS out		950' (300') ②③ R650m R1400m	950' (300') ②③ R650m R1400m	950' (300') ②③ R650m R1400m	950' (300') ②③ R650m R1400m
① NDB Z w/o D2.4 ALS out		1150' (500') R1500m R1500m	1150' (500') R1500m R1500m	1150' (500') R1500m R2300m	1150' (500') R1500m R2300m
① NDB Y ALS out		1200' (550') R1500m R1500m	1200' (550') R1500m R1500m	1200' (550') R1800m R2400m	1200' (550') R1800m R2400m

- ① Continuous Descent Final Approach.
- ② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ R750m for CDFA 2D operations.

UWPS/SKX



EASA AIR OPS
SARANSK, RUSSIA
SARANSK

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1150' (441')	1220' (511')	1710' (1001')	1710' (1001')
❶ After RNP 20	1150' (500')	1210' (560')	1710' (1060')	1710' (1060')
After NDB Y 20	1200' (491')	1210' (501')	1710' (1001')	1710' (1001')
	V1500m	V1600m	V2400m	V3600m

❶ Circling height based on rwy 20 thresh elev of 650'.

TAKE-OFF

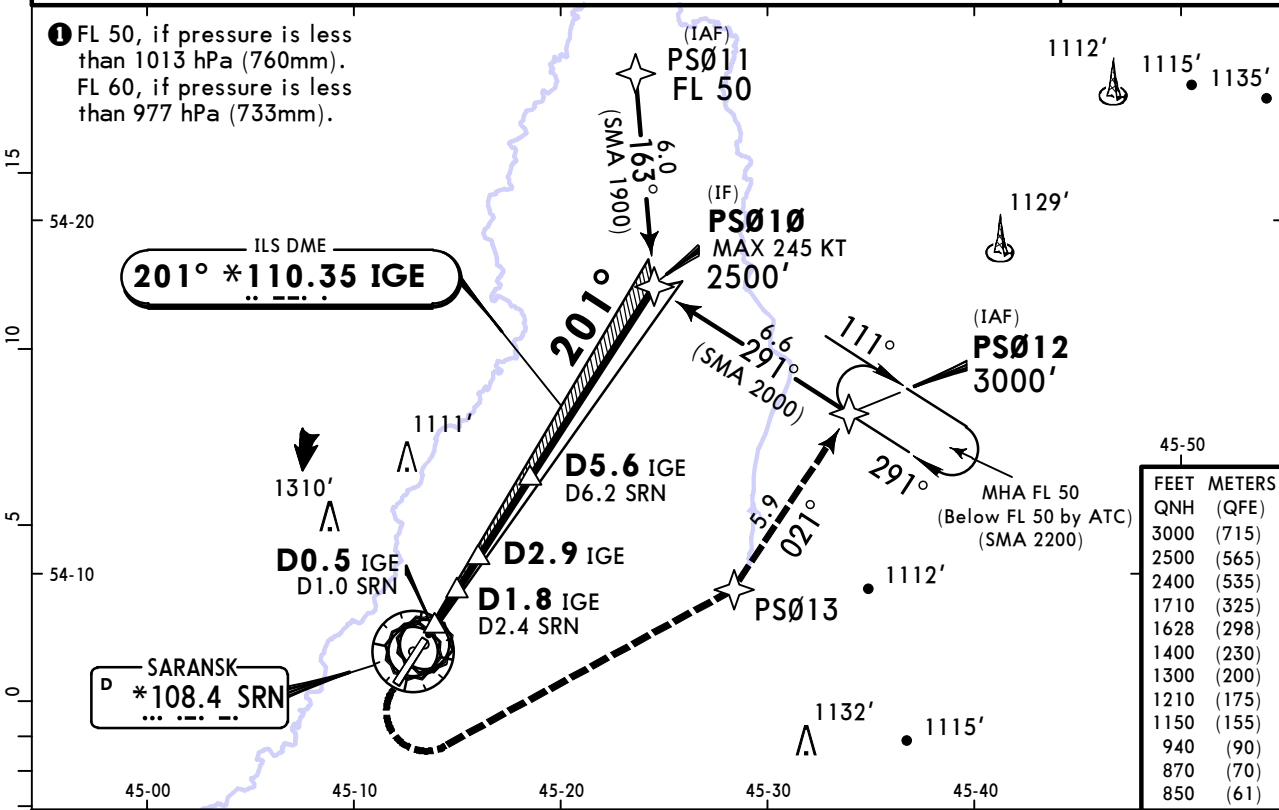
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

UWPS/SKX SARANSK

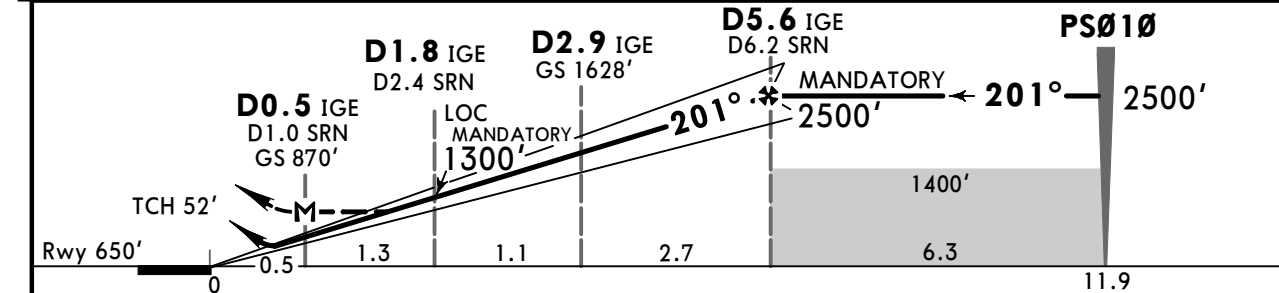
JEPPESEN
20 NOV 20
Eff 3 Dec (11-1)

SARANSK, RUSSIA ILS Z or LOC Z Rwy 20

ATIS 123.350				SARANSK Tower 118.1		
LOC IGE *110.35	Final Apch Crs 201°	D5.6 IGE MANDATORY 2500' (1850')	ILS DA(H) 850' (200')	Apt Elev 709'	Rwy 650'	<p>2400 MSA ARP</p>
MISSED APCH: Climb on 201° to 1400' or above (MAX 245 KT), then turn LEFT to PSØ13, then proceed to PSØ12 climbing to 3000' or above.						
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL 40 1 Trans alt: 3000' RNAV 1 for initial and missed approach. 1. GNSS and DME required. 2. ILS DME reads zero at rwy 20 threshold.						



LOC (GS out)	SRN DME	2.2	3.2	4.3	5.4	6.2
	ALTITUDE	1230'	1580'	1920'	2270'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1400' on 201° 245 KT MAX	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.5 IGE/D1.0 SRN									

PANS OPS	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	ILS		LOC (GS out)			Max Kts	MDA(H)
	FULL	ALS out	with D1.8 IGE/D2.4 SRN CDFA	w/o D1.8 IGE/D2.4 SRN CDFA	ALS out		
A	DA(H) 850' (200')		DA/MDA(H) 940' (290')	DA/MDA(H) 1150' (500')		1150' (441')	V1500m
B					R1500m	1210' (501')	V1600m
C						1710' (1001')	V2400m
D					R2300m	1710' (1001')	V3600m

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

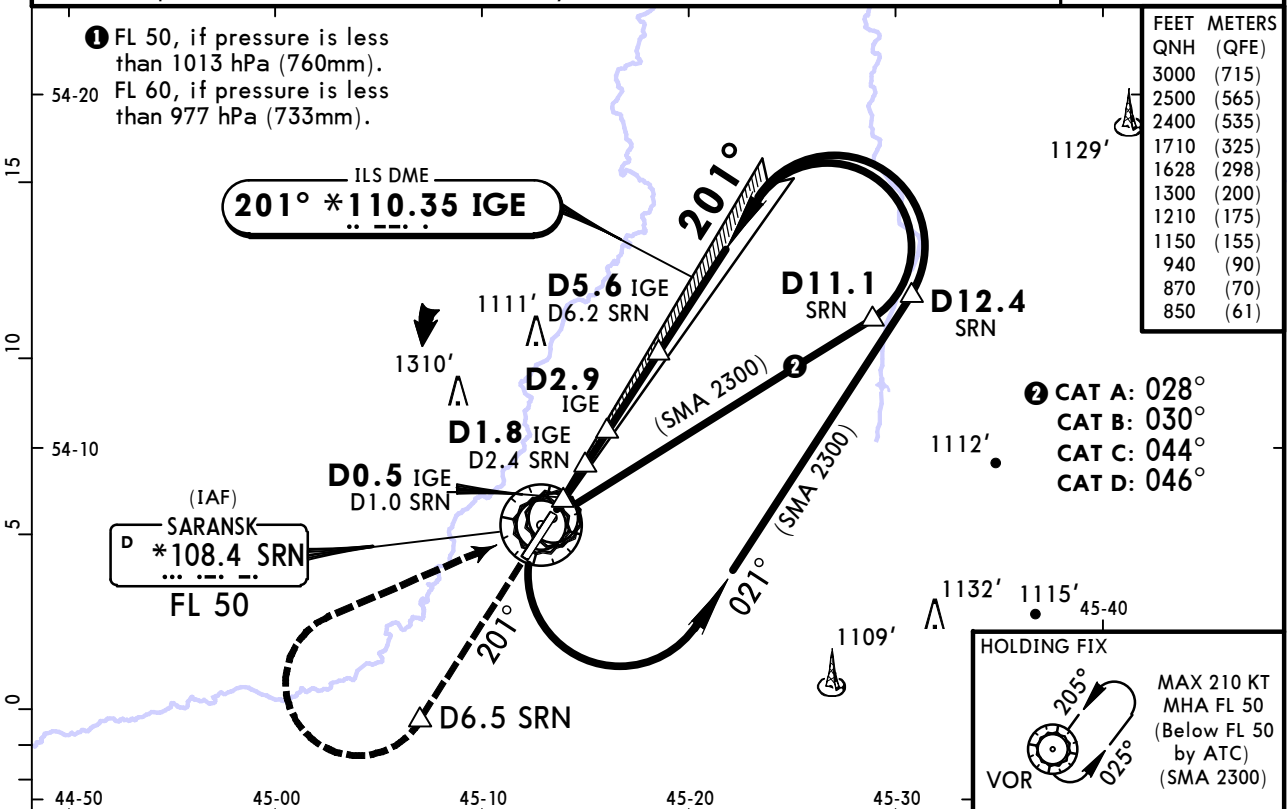
UWPS/SKX SARANSK

JEPPESEN
20 NOV 20
Eff 3 Dec

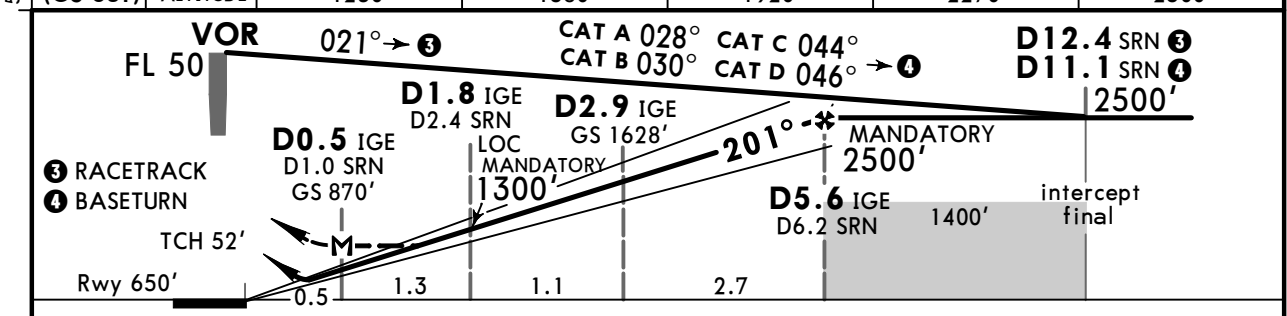
SARANSK, RUSSIA

(11-2) By ATC ILS Y or LOC Y Rwy 20

ATIS 123.350			SARANSK Tower 118.1		
LOC IGE *110.35	Final Apch Crs 201°	D5.6 IGE MANDATORY 2500' (1850')	ILS DA(H) 850' (200')	Apt Elev 709'	2400 MSA SRN VOR
MISSED APCH: Climb on 201° to D6.5 SRN (MAX 245 KT), then turn RIGHT to VOR climbing 2500' or above.					
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL 40 ① Trans alt: 3000'					
1. DME required. 2. ILS DME reads zero at rwy 20 threshold.					



LOC (GS out)	SRN DME	2.2	3.2	4.3	5.4	6.2
	ALTITUDE	1230'	1580'	1920'	2270'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D6.5 SRN on 201°	245 KT MAX	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743				849
MAP at D0.5 IGE/D1.0 SRN										

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CIRCLE-TO-LAND	
	FULL	ALS out	with D1.8 IGE/D2.4 SRN CDFA	w/o D1.8 IGE/D2.4 SRN CDFA	Max Kts	MDA(H)
A	DA(H) 850' (200')		DA/MDA(H) 940' (290')	DA/MDA(H) 1150' (500')	100	1150' (441') V1500m
B	① R550m	R1200m	R750m	R1400m	R1500m	135 1210' (501') V1600m
C						180 1710' (1001') V2400m
D					R2300m	205 1710' (1001') V3600m

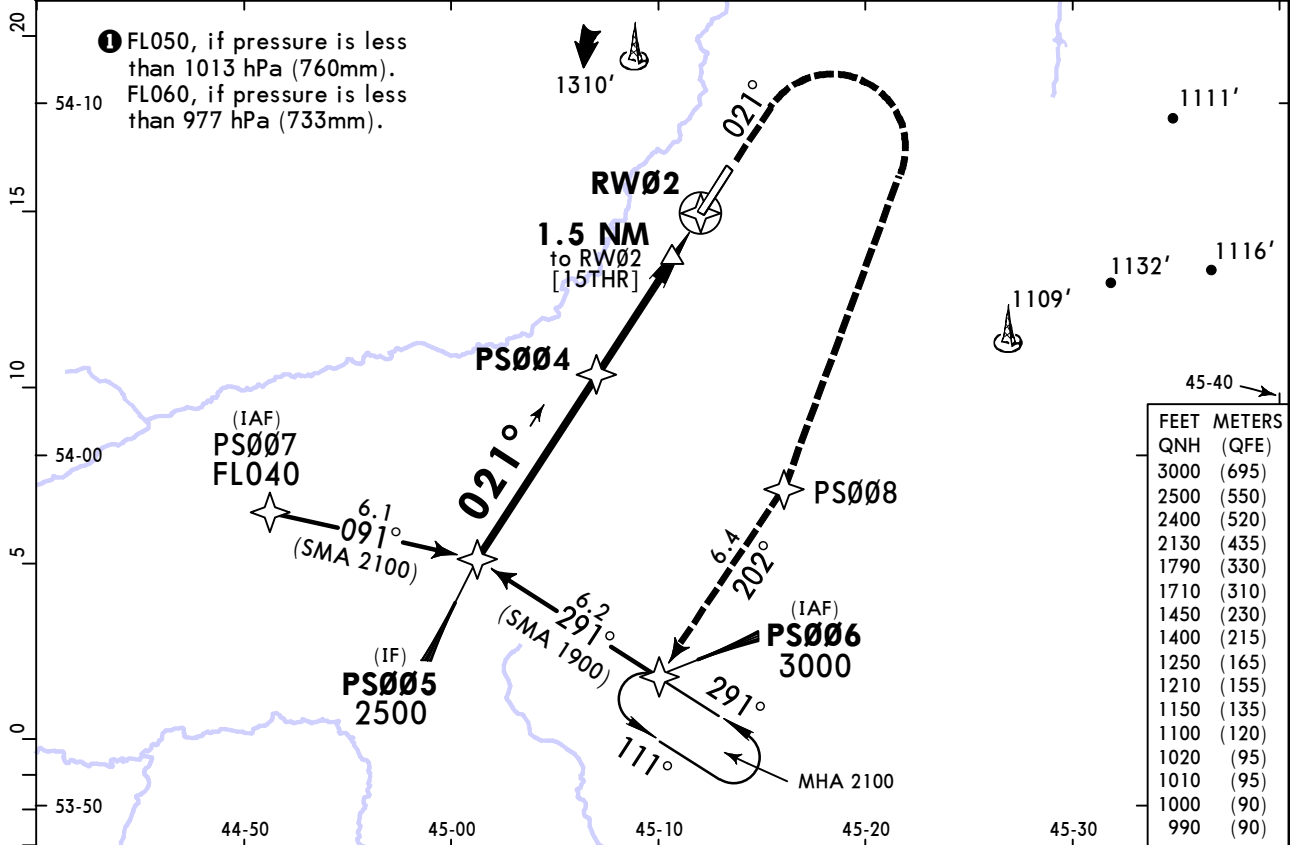
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWPS/SKX SARANSK

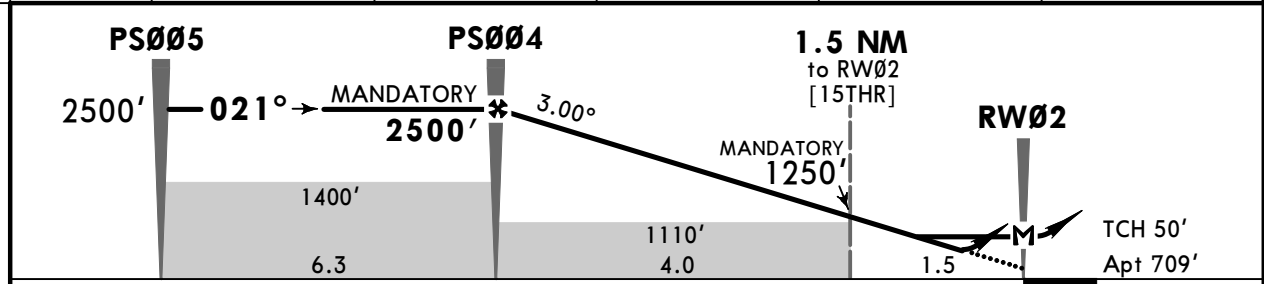
JEPPESEN
4 AUG 23 (12-1)

SARANSK, RUSSIA RNP Rwy 02

ATIS 123.350			SARANSK Tower 118.1		
RNAV	Final Apch Crs 021°	PS004 MANDATORY 2500' (1791')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 709'	2400 MSA ARP
MISSED APCH: Climb on 021° to 1400' or above (MAX 215 KT), then turn RIGHT to PS008, then proceed to PS006 climbing to 3000' or above.					
Alt Set: hPa (MM on req) Apt Elev: 26 hPa Trans level: FL040 ① Trans alt: 3000'					
RNP apch.	1. GNSS required. 2. Baro-VNAV not authorized below -30°C.				



DIST to RW02	5.5	4.3	3.2	2.2	1.1
ALTITUDE	2500'	2130'	1790'	1450'	1100'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	1400'	on 021°	215 KT MAX
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW02										

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H)
A	R1100m	R1300m	R1500m			
B					135	1210'(501') V1600m
C	R1200m	R1400m	R1600m	R1800m	180	1710'(1001') V2400m
D					205	1710'(1001') V3600m

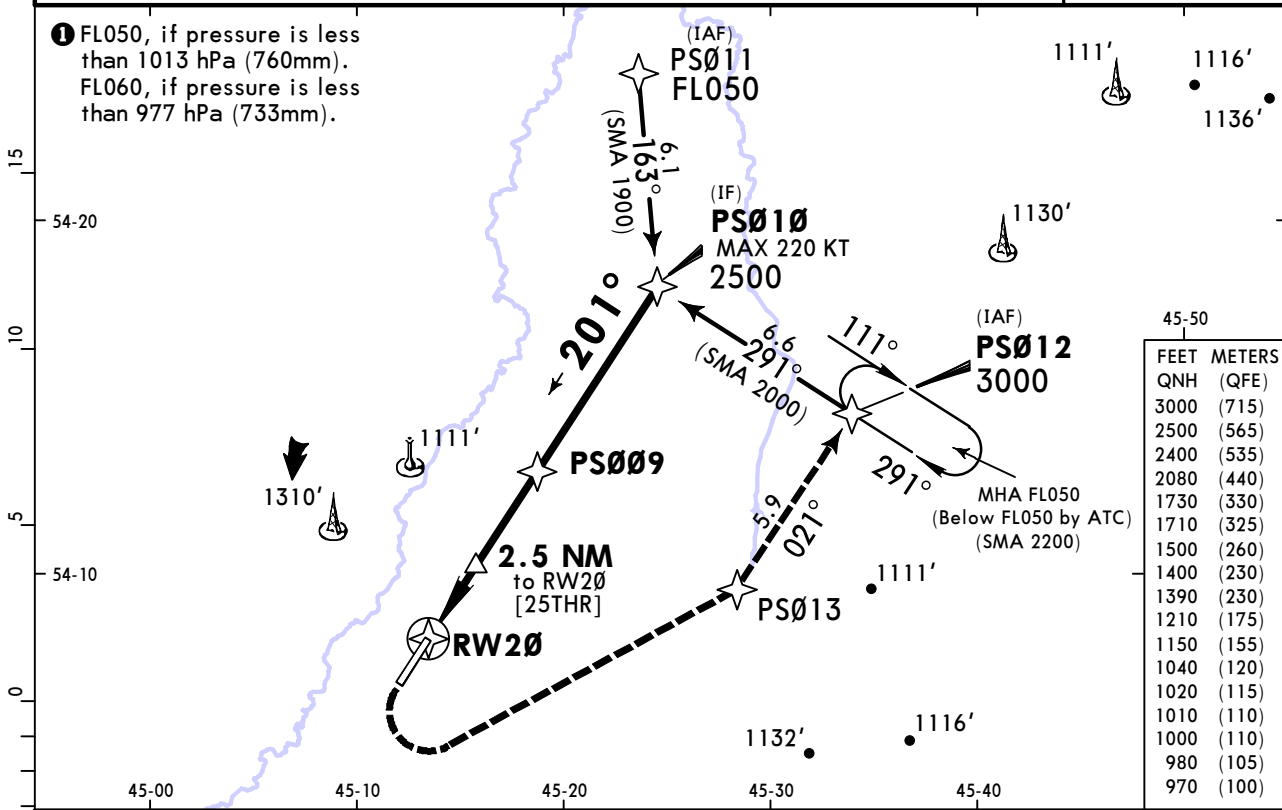
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWPS/SKX SARANSK

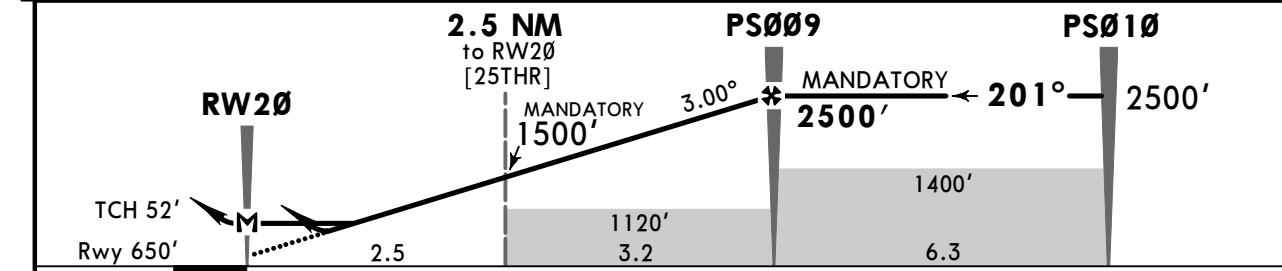
JEPPESEN
4 AUG 23 (12-2)

SARANSK, RUSSIA RNP Rwy 20

ATIS 123.350			SARANSK Tower 118.1		
RNAV	Final Apch Crs 201°	PS009 MANDATORY 2500' (1850')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 709'	
MISSED APCH: Climb on 201° to 1400' or above (MAX 245 KT), then turn LEFT to PS013, then proceed to PS012 climbing to 3000' or above.					
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL040 ① Trans alt: 3000' RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -34°C.					



DIST to RW20	1.1	2.2	3.2	4.3	5.6
ALTITUDE	1040'	1390'	1730'	2080'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1400' on 201° 245 KT MAX
Glide Path Angle	3.00°	372	478	531	637	743		

PANS OPS	Std LNAV/VNAV STRAIGHT-IN LANDING				2 CIRCLE-TO-LAND			
	DA(H) A: 970' (320') C: 1000' (350') B: 980' (330') D: 1020' (370')				LNAV CDFA ① DA/MDA(H) 1010' (360')			
	ALS out		ALS out		ALS out		Max Kts	
	A	R750m	R1400m	R900m	R1500m	100	1150' (500')	V1500m
B	R800m	R1500m	135		1210' (560')	V1600m		
C	R900m	R1600m	180		1710' (1060')	V2400m		
D	R1000m	R1700m	205		1710' (1060')	V3600m		

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 ② Circling height based on rwy 20 thresh elev of 650'.

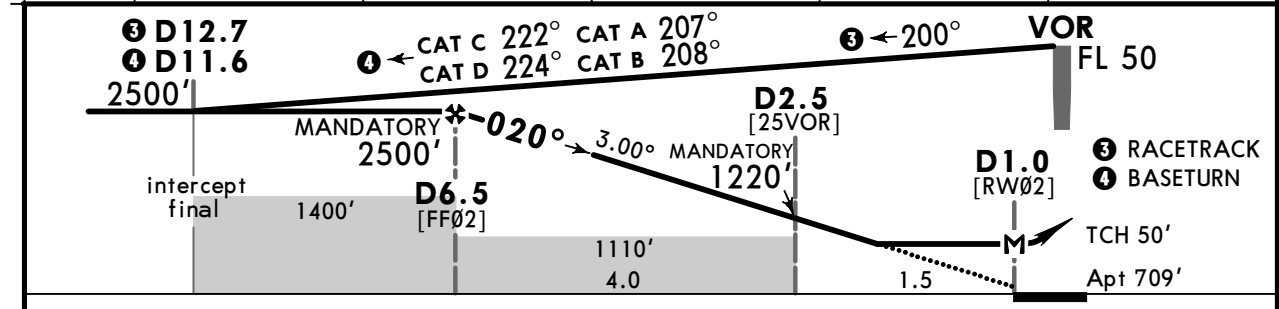
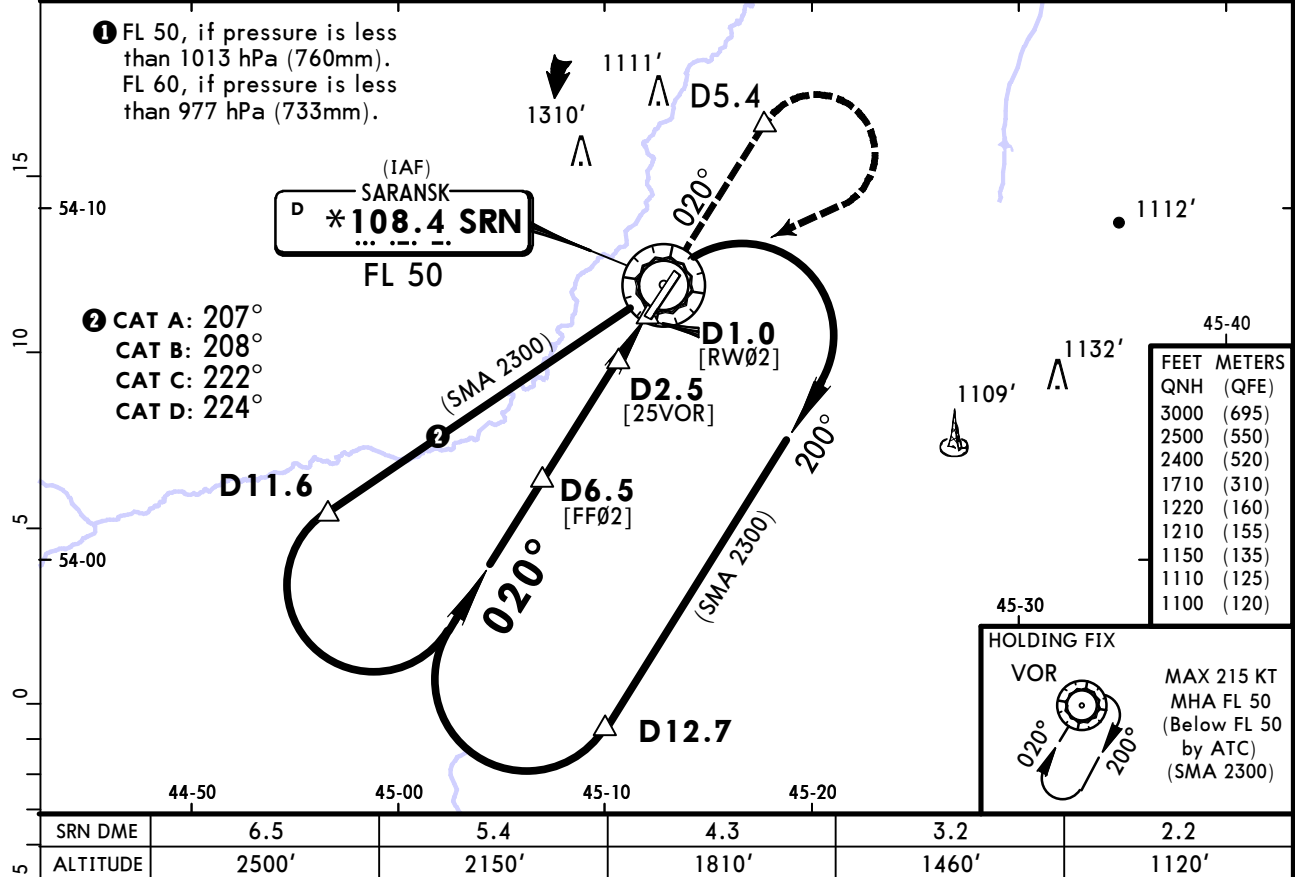
UWPS/SKN SARANSK

JEPPESEN
20 NOV 20
Eff 3 Dec **(13-1)**

SARANSK, RUSSIA

By ATC **VOR Rwy 02**

ATIS 123.350				SARANSK Tower 118.1	
VOR SRN *108.4	Final Apch Crs 020°	D6.5 MANDATORY 2500' (1791')	DA/MDA(H) (CONDITIONAL) 1100' (391')	Apt Elev 709'	
MISSED APCH: Climb on 020° to D5.4 (MAX 245 KT), then turn RIGHT to VOR climbing 2500' or above.					
Alt Set: hPa (MM on req) Apt Elev: 26 hPa Trans level: FL 40 1 Trans alt: 3000'					
1. DME required. 2. Final approach track offset 1° from runway centerline.					



Gnd speed-Kts	70	90	100	120	140	160	ALS	D5.4	on	020°	245 KT MAX
Descent Angle	3.00°	372	478	531	637	743	PAPI	↑			
MAP at D1.0											

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	with D2.5 CDFA		w/o D2.5 CDFA		Max Kts	MDA(H)
	1 DA/MDA(H) 1100' (391')	ALS out	1 DA/MDA(H) 1110' (401')	ALS out		
A	R1500m		R1500m		100	1150' (441') V1500m
B	R1500m		R1500m		135	1210' (501') V1600m
C	R1600m	R1800m	R1700m	R1900m	180	1710' (1001') V2400m
D	R1600m	R1800m	R1700m	R1900m	205	1710' (1001') V3600m

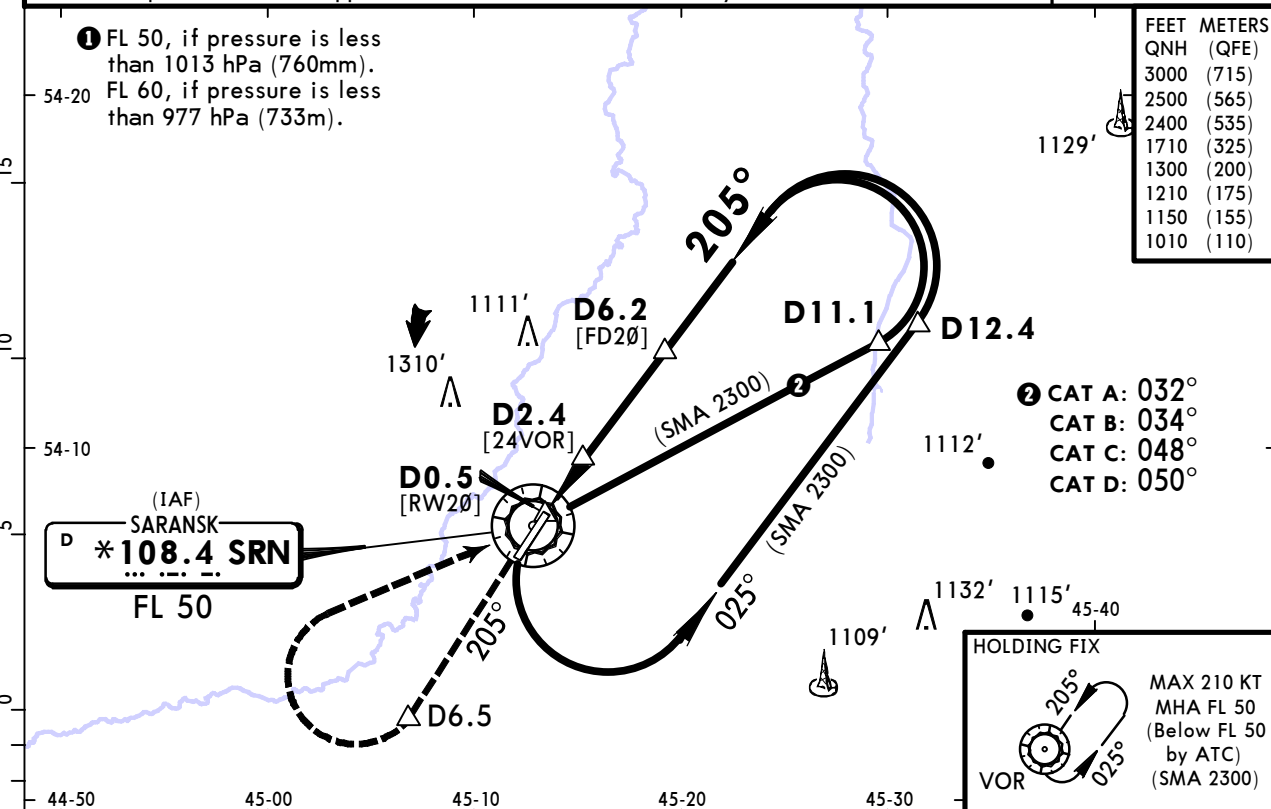
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWPS/SKX SARANSK

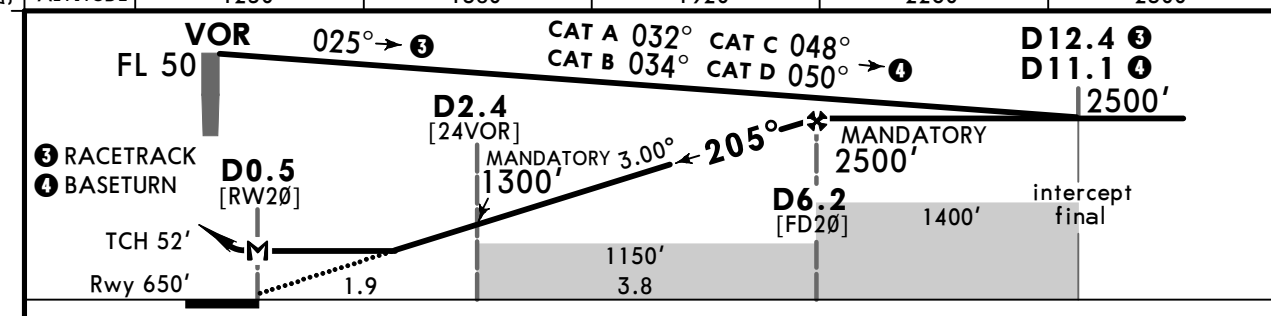
JEPPESSEN
20 NOV 20
Eff 3 Dec (13-2)

SARANSK, RUSSIA
By ATC **VOR Rwy 20**

ATIS 123.350				SARANSK Tower 118.1		
VOR SRN *108.4	Final Apch Crs 205°	D6.2 MANDATORY 2500' (1850')	DA/MDA(H) (CONDITIONAL) 1010' (360')	Apt Elev 709'	Rwy 650'	2400 MSA SRN VOR
MISSED APCH: Climb on 205° to D6.5 (MAX 245 KT), then turn RIGHT to VOR climbing 2500' or above.						
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL 40 ① Trans alt: 3000'						
1. DME required. 2. Final approach track offset 4° from runway centerline.						



SRN DME	2.2	3.2	4.3	5.4	6.2
ALTITUDE	1230'	1580'	1920'	2260'	2500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D6.5 on 205° 245 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849		

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D2.4 CDFA	w/o D2.4 CDFA	Max Kts	MDA(H)
A	1 DA/MDA(H) 1010' (360')	1 DA/MDA(H) 1150' (500')	100	1150' (441')
B	R900m	R1500m	135	1210' (501')
C			180	1710' (1001')
D			205	1710' (1001')

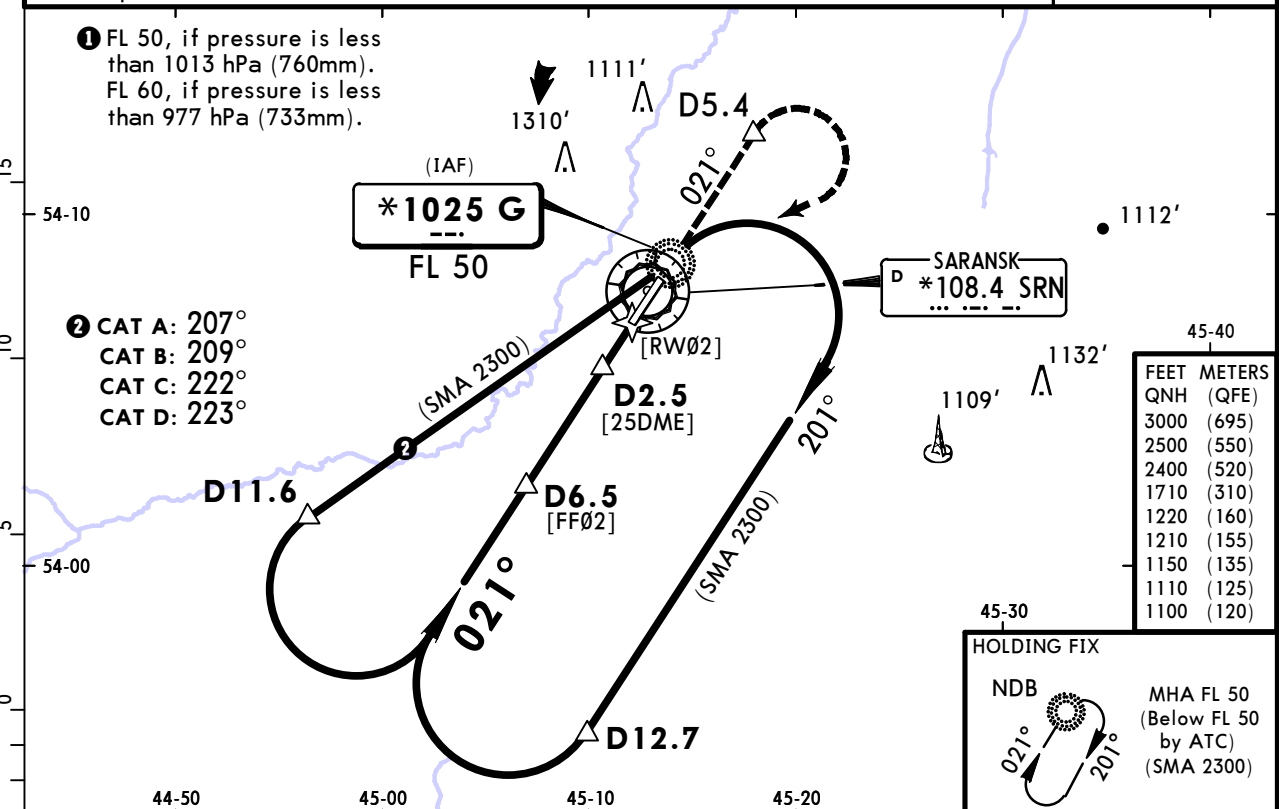
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWPS/SKX SARANSK

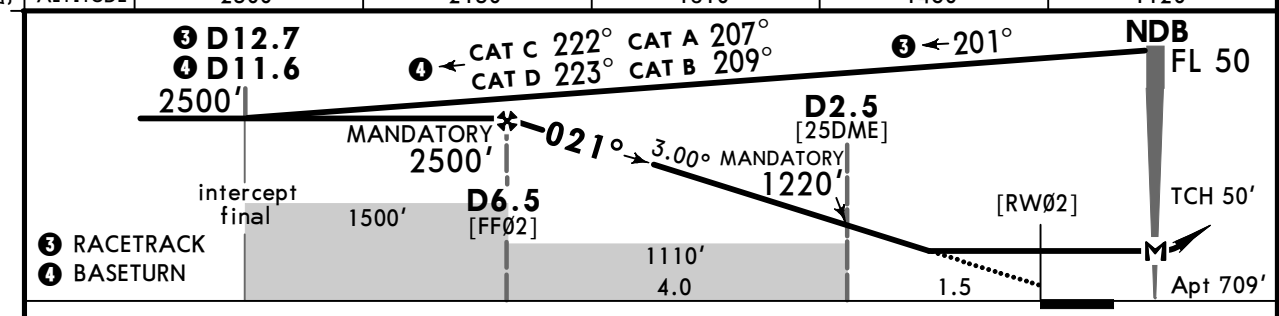
JEPPESEN
20 NOV 20
Eff 3 Dec (16-1)

SARANSK, RUSSIA
By ATC NDB Rwy 02

ATIS 123.350				SARANSK Tower 118.1	
NDB G *1025	Final Apch Crs 021°	D6.5 MANDATORY 2500' (1791')	DA/MDA(H) (CONDITIONAL) 1100' (391')	Apt Elev 709'	
MISSED APCH: Climb on 021° to D5.4 (MAX 245 KT), then turn RIGHT to NDB climbing 2500' or above.					2400 MSA G NDB
Alt Set: hPa (MM on req) Apt Elev: 26 hPa Trans level: FL 40 ① Trans alt: 3000'					
DME required.					



SRN DME	6.5	5.4	4.3	3.2	2.2
ALTITUDE	2500'	2150'	1810'	1460'	1120'



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

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	with D2.5 CDFA ① DA/MDA(H) 1100' (391')		w/o D2.5 CDFA ① DA/MDA(H) 1110' (401')		Max Kts			
	ALS out		ALS out		MDA(H)			
	A	R1500m		R1500m		100	1150' (441')	V1500m
B	R1500m		R1500m		135	1210' (501')	V1600m	
C	R1600m	R1800m	R1700m	R1900m	180	1710' (1001')	V2400m	
D	R1600m	R1800m	R1700m	R1900m	205	1710' (1001')	V3600m	

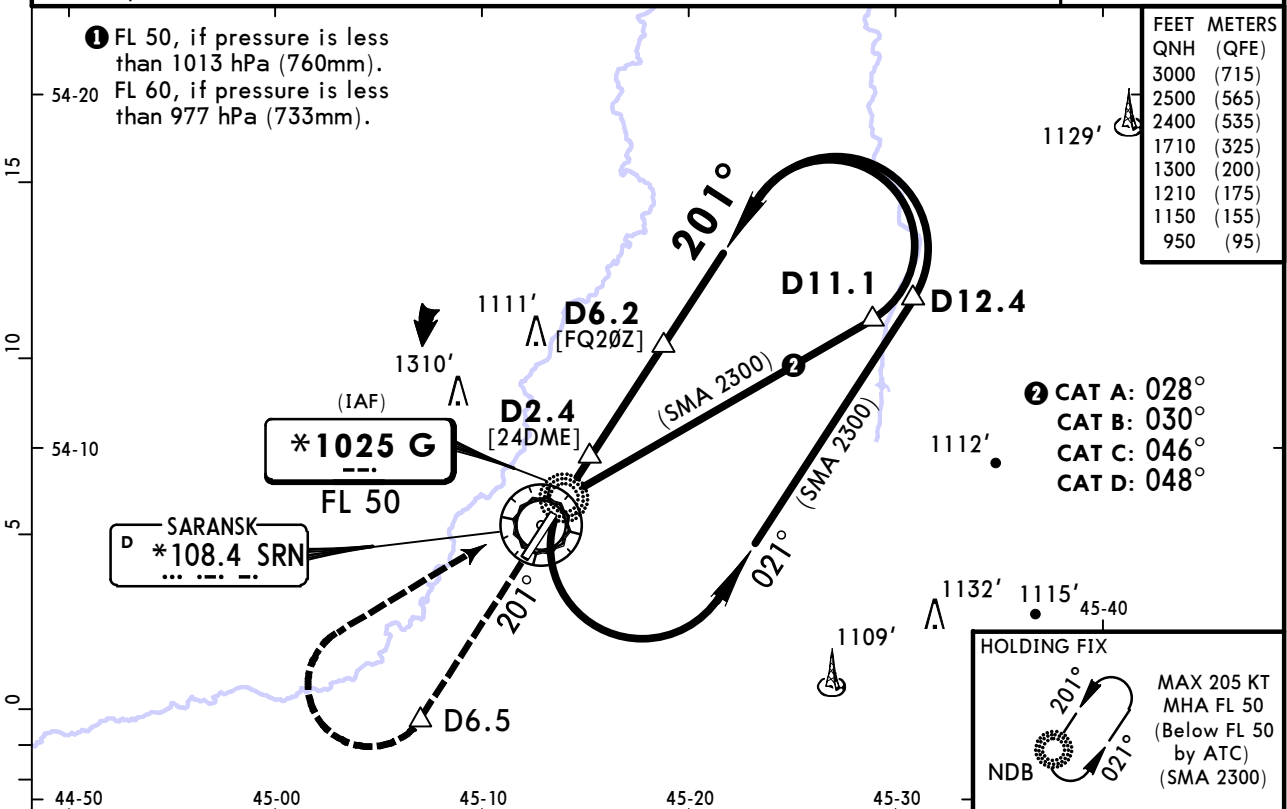
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWPS/SKX SARANSK

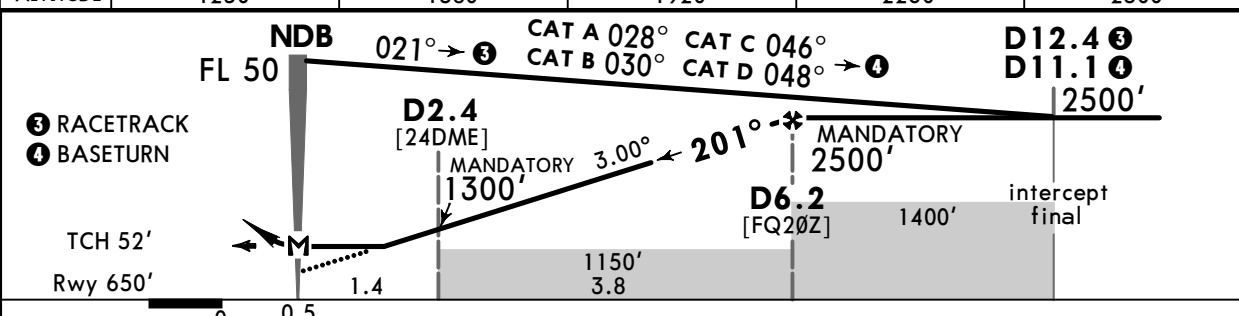
JEPPESEN
20 NOV 20
Eff 3 Dec (16-2)

SARANSK, RUSSIA
By ATC **NDB Z Rwy 20**

ATIS 123.350				SARANSK Tower 118.1	
NDB G *1025	Final Apch Crs 201°	D6.2 MANDATORY 2500' (1850')	DA/MDA(H) (CONDITIONAL) 950' (300')	Apt Elev 709'	2400 MSA G NDB
MISSED APCH: Climb on 201° to D6.5, then turn RIGHT to NDB climbing 2500' or above.					
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL 40 ① Trans alt: 3000'					
DME required.					



SRN DME	2.2	3.2	4.3	5.4	6.2
ALTITUDE	1230'	1580'	1920'	2260'	2500'



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

Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
with D2.4 CDFA		w/o D2.4 CDFA			
① DA/MDA(H) 950' (300')		① DA/MDA(H) 1150' (500')			
ALS out		ALS out		Max Kts	MDA(H)
A	R750m	R1400m	R1500m	100	1150' (441')
B				135	1210' (501')
C				180	1710' (1001')
D				205	1710' (1001')

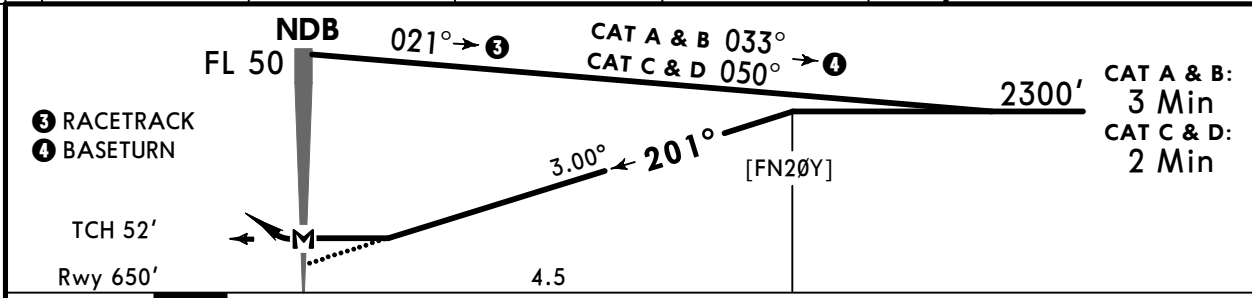
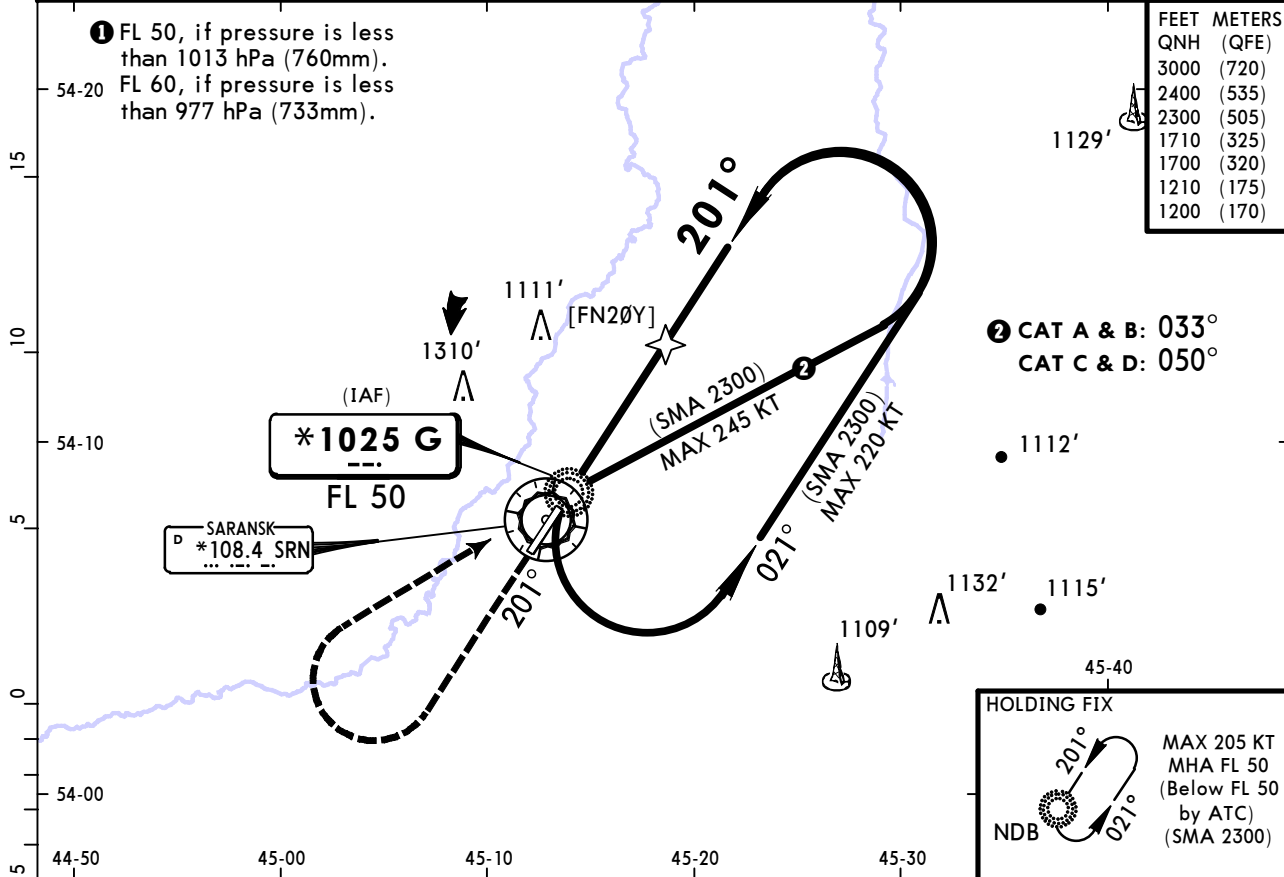
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWPS/SKX SARANSK

JEPPESSEN
20 NOV 20
Eff 3 Dec **(16-3)**

SARANSK, RUSSIA
By ATC **NDB Y Rwy 20**

ATIS 123.350			SARANSK Tower 118.1		
NDB G *1025	Final Apch Crs 201°	No FAF	DA/MDA(H) 1200' (550')	Apt Elev 709' Rwy 650'	2400 MSA G NDB
MISSED APCH: Climb on 201° to 1700' or above, then turn RIGHT to NDB climbing 2300' or above. Do not turn before MAP.					
Alt Set: hPa (MM on req) Rwy Elev: 24 hPa Trans level: FL 40 1 Trans alt: 3000'					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1700' on 201°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at NDB							

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	CDFA				
	DA/MDA(H) 1200' (550')		ALS out		
	A	R1500m		Max Kts 100	1200' (491') V1500m
	B	R1500m		135	1210' (501') V1600m
C	R1800m	R2400m	180	1710' (1001') V2400m	
D			205	1710' (1001') V3600m	
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.					

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SARANSK, (SARANSK - UWPS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWPS