

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URMT

Terminal Charts For URMT

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Stavropol Rus
IATA Code: STW
Lat/Long: N45° 06.5' E042° 06.7'
Elevation: 1486 ft

Airport Use: Public
Magnetic Variation: 7.1 °E

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

Sunrise: 0219 Z
Sunset: 1602 Z,

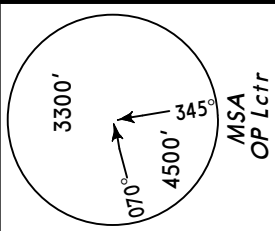
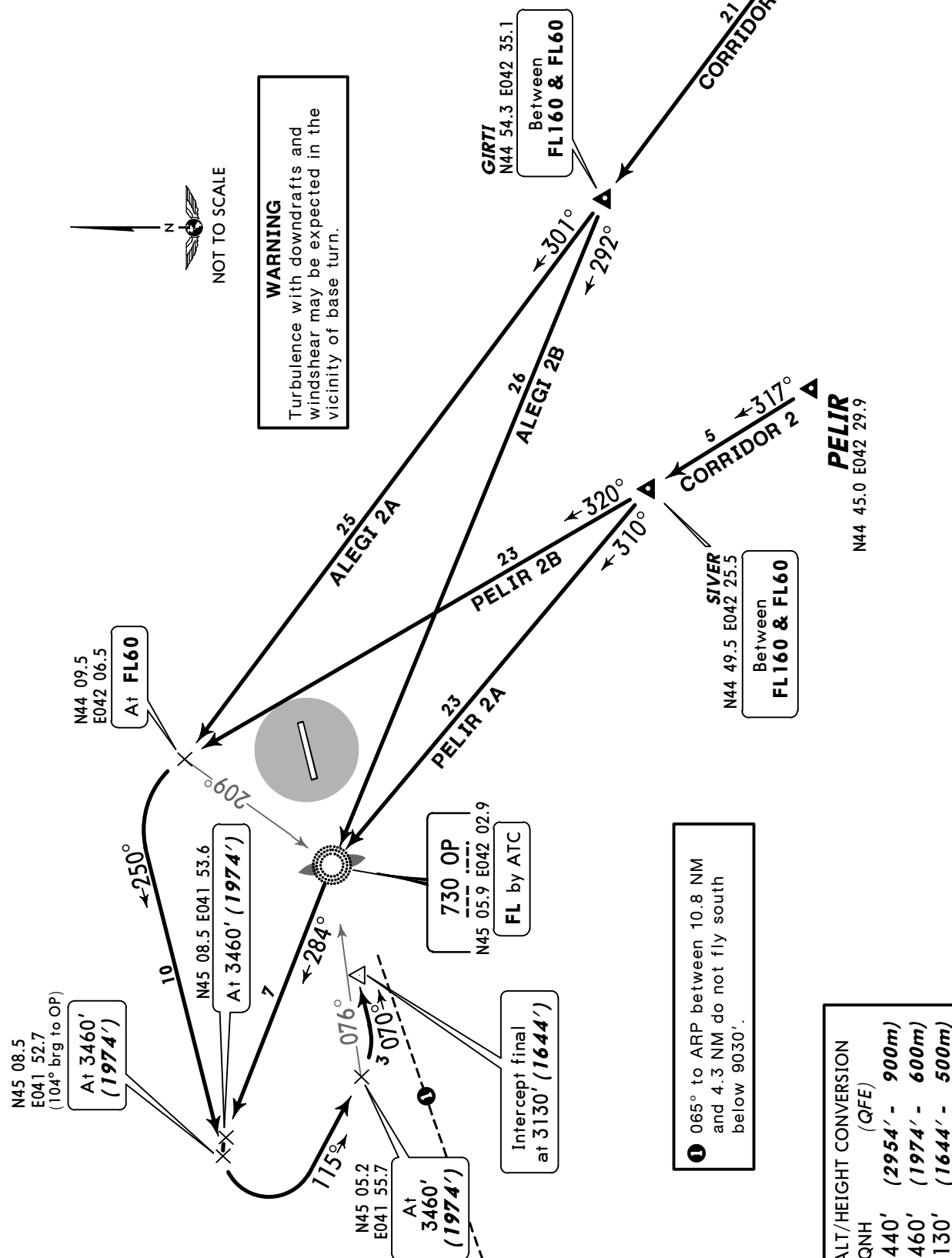
Runway Information

Runway: 07
Length x Width: 8530 ft x 157 ft
Surface Type: asphalt
TDZ-Elev: 1486 ft
Lighting: Edge, ALS

Runway: 25
Length x Width: 8530 ft x 157 ft
Surface Type: asphalt
TDZ-Elev: 1434 ft
Lighting: Edge, ALS

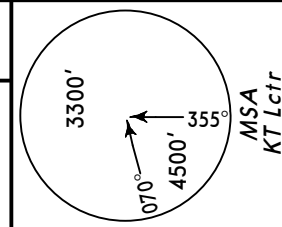
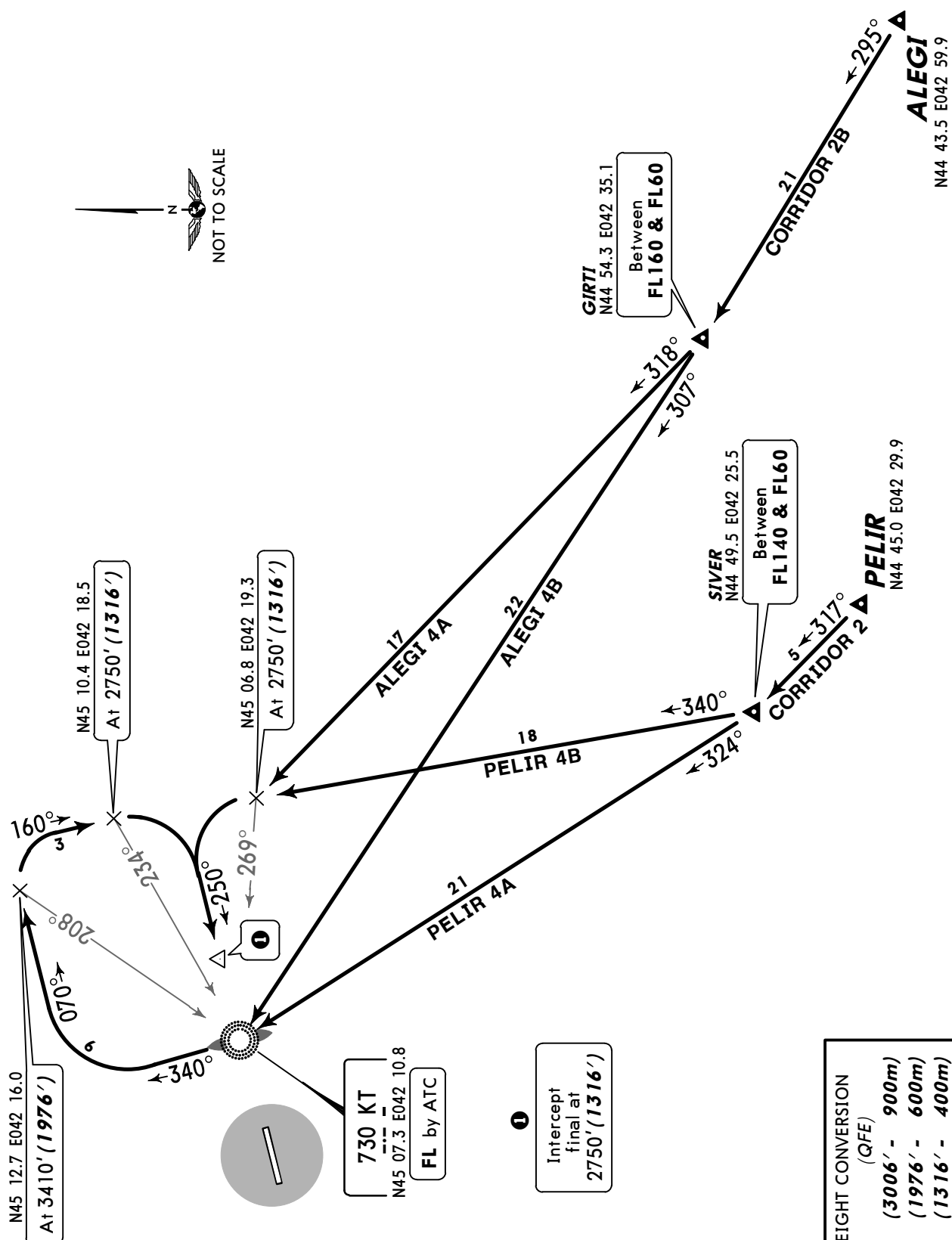
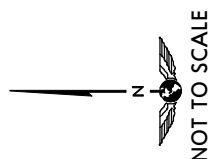
Communication Information

Stavropol Tower 124.0 Secondary
Stavropol Tower 120.9 MF
Stavropol Tower Ground Control 124.0 Secondary
Stavropol Tower Ground Control 120.9 MF
Stavropol Approach Control 124.0 Secondary
Stavropol Approach Control 120.3 MF
Stavropol Approach Radar 124.0 Secondary
Stavropol Approach Radar 120.3 MF

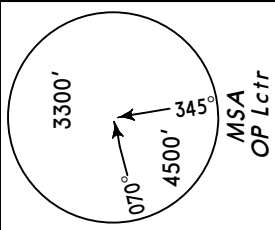
Apt Elev
1486'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (2954')ALEGI 2A, ALEGI 2B
PELIR 2A, PELIR 2B
RWY 07 ARRIVALS
WITH RADAR CONTROL

Apt Elev
1486'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4440' (3006')

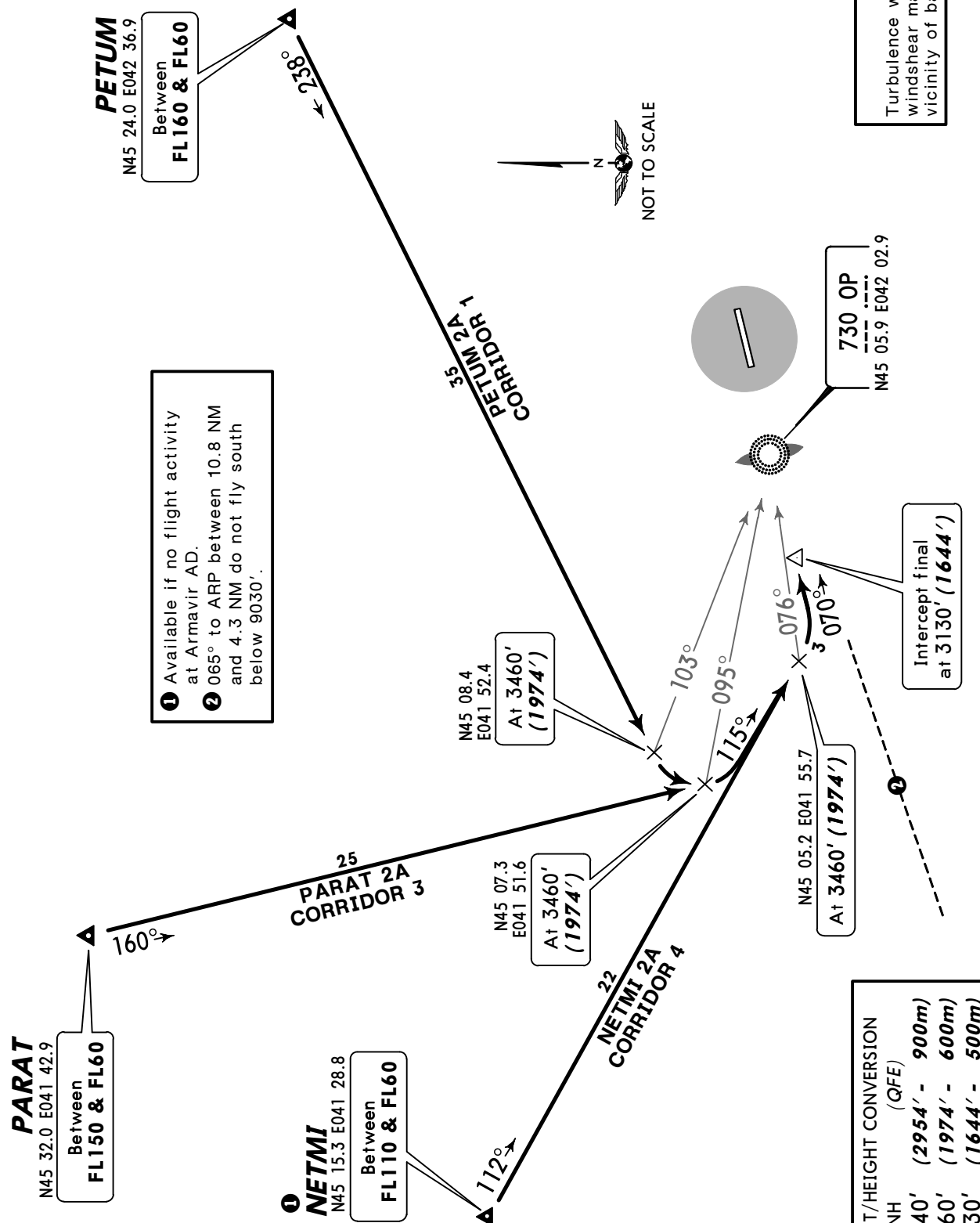
(QFE)

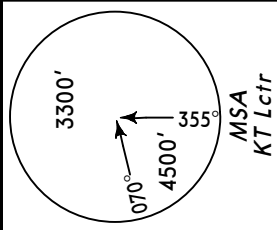
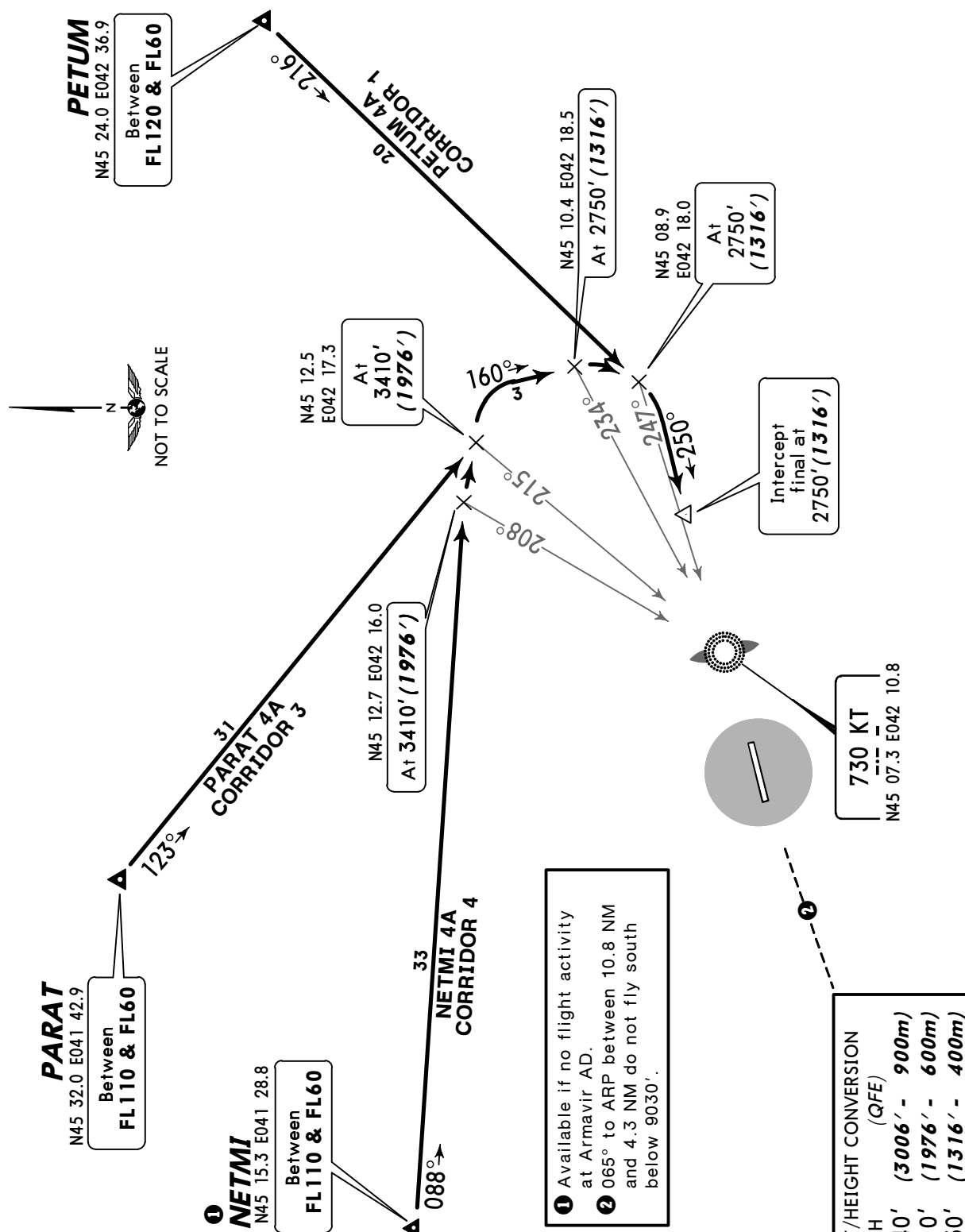
ALEGI 4A, ALEGI 4B
PELIR 4A, PELIR 4B
RWY 25 ARRIVALS
WITH RADAR CONTROL

ALT/HEIGHT CONVERSION
QNH (QFE)
4440' (3006' - 900m)
3410' (1976' - 600m)
2750' (1316' - 400m)

Apt Elev
1486'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (2954')NETMI 2A
PARAT 2A
PETUM 2A
RWY 07 ARRIVALS
WITH RADAR CONTROL

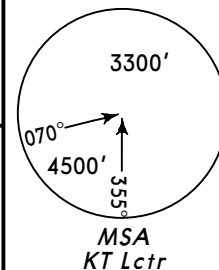
WARNING

Turbulence with downdrafts and
windshear may be expected in the
vicinity of base turn.

Apt Elev
1486'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (3006')NETMI 4A
PARAT 4A
PETUM 4A
RWY 25 ARRIVALS
WITH RADAR CONTROL

Apt Elev
1486'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (3006')
Take-off to be carried out using noise abatement procedures
for the area according to Flight Manual.



ABELA 3A
CAT A & B

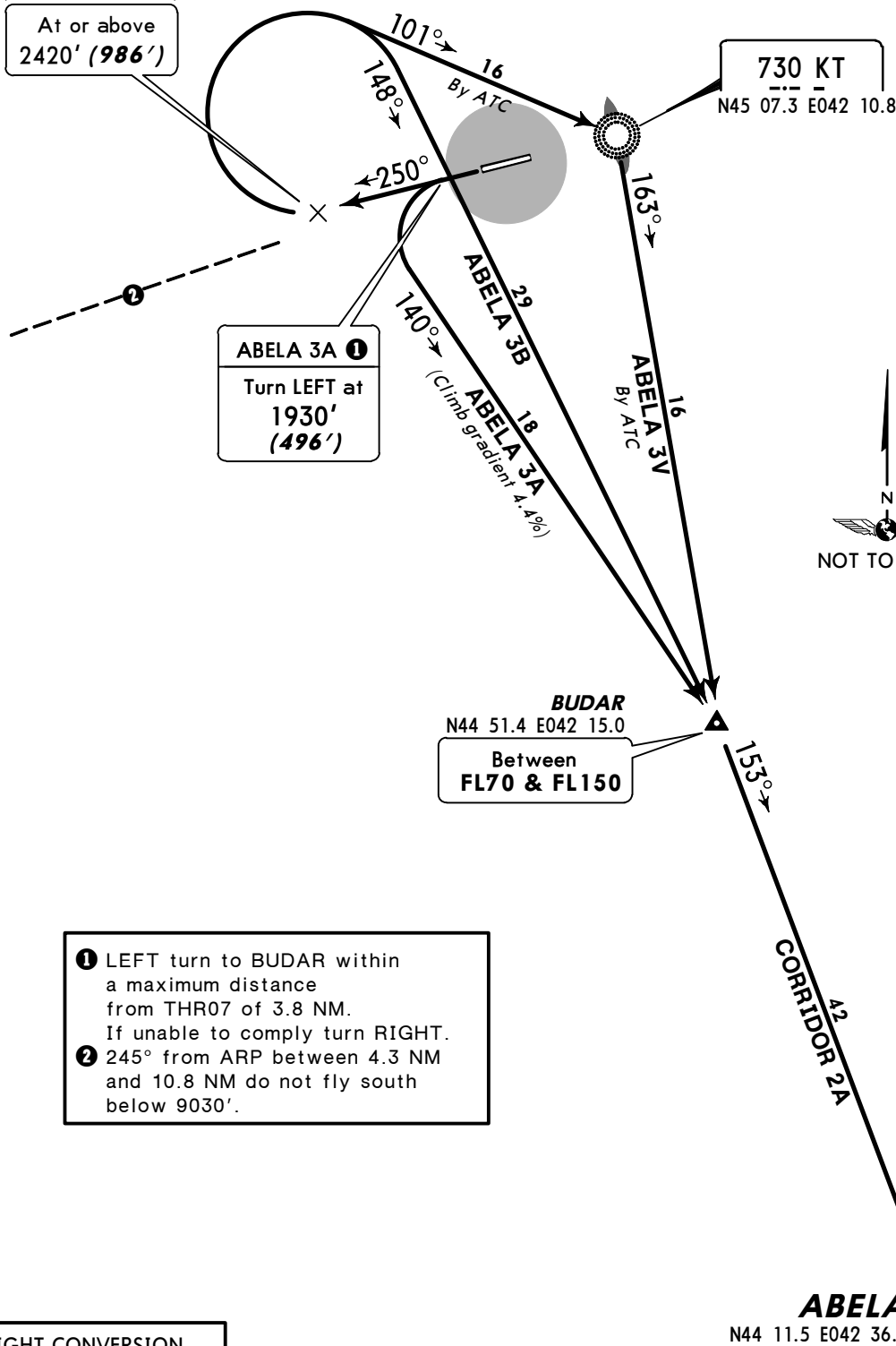
ABELA 3B

ABELA 3V
BY ATC

RWY 25 DEPARTURES

N45 05.6 E042 01.4
(3.2 NM from THR07)

At or above
2420' (986')



ABELA 3A ①
Turn LEFT at
1930'
(496')

BUDAR
N44 51.4 E042 15.0
Between
FL70 & FL150

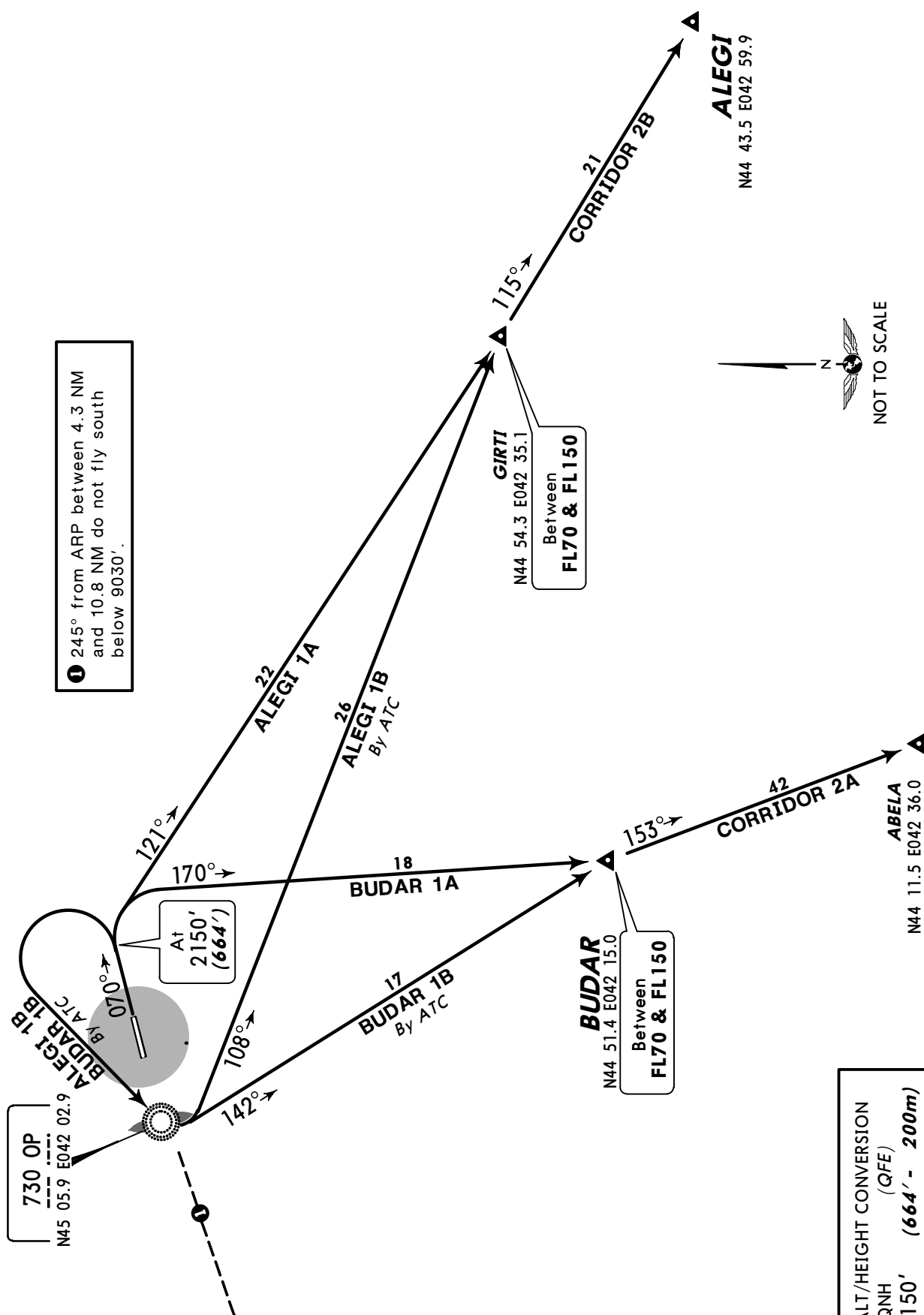
- ① LEFT turn to BUDAR within a maximum distance from THR07 of 3.8 NM. If unable to comply turn RIGHT.
- ② 245° from ARP between 4.3 NM and 10.8 NM do not fly south below 9030'.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1930'	(496' - 150m)
2420'	(986' - 300m)
4440'	(3006' - 900m)

Gnd speed-KT	75	100	150	200	250	300
4.4% 267' per NM	334	446	668	891	1114	1337

A diagram of a circular structure, likely a dome or a large tank, with a diameter of 3300'. Two internal dimensions are shown: 4500' and 3450', with an angle of 070° between them. The text 'MSA OP Lctr' is written vertically to the right of the circle.

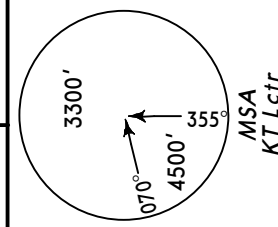
RWY 07 DEPARTURES



ALT/HEIGHT CONVERSION

Apt Elev
1486'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (3006')
Take-off to be carried out using noise abatement procedures
for the area according to Flight Manual.



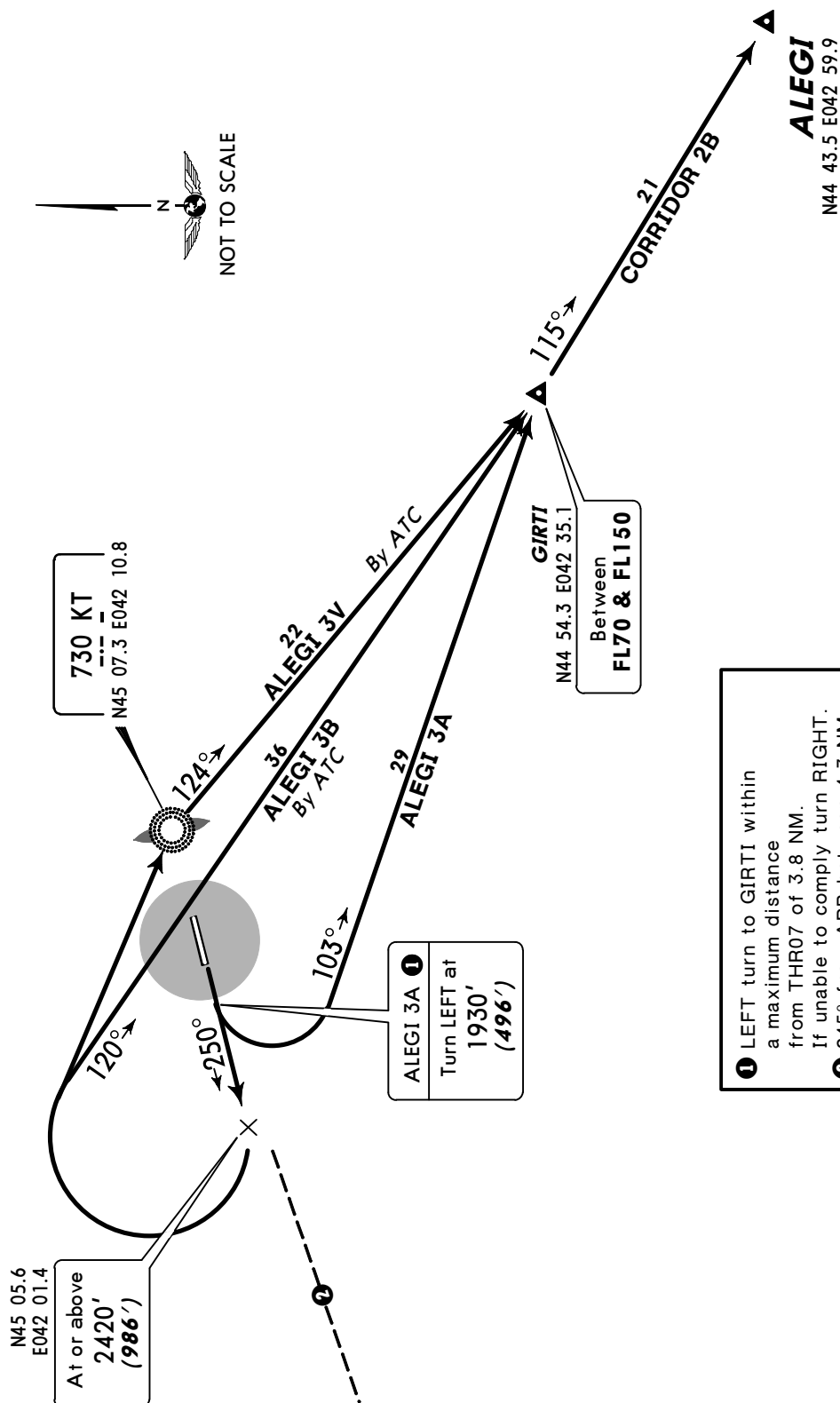
ALEGI 3A

CAT A & B

ALEGI 3B, ALEGI 3V

BY ATC

RWY 25 DEPARTURES

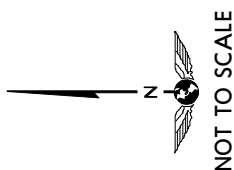
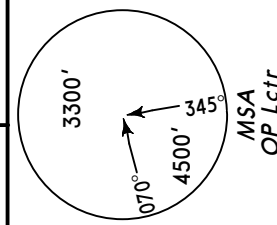


- 1 LEFT turn to GIRT I within a maximum distance from THR07 of 3.8 NM. If unable to comply turn RIGHT.
- 2 245° from ARP between 4.3 NM and 10.8 NM do not fly south below 9030'.

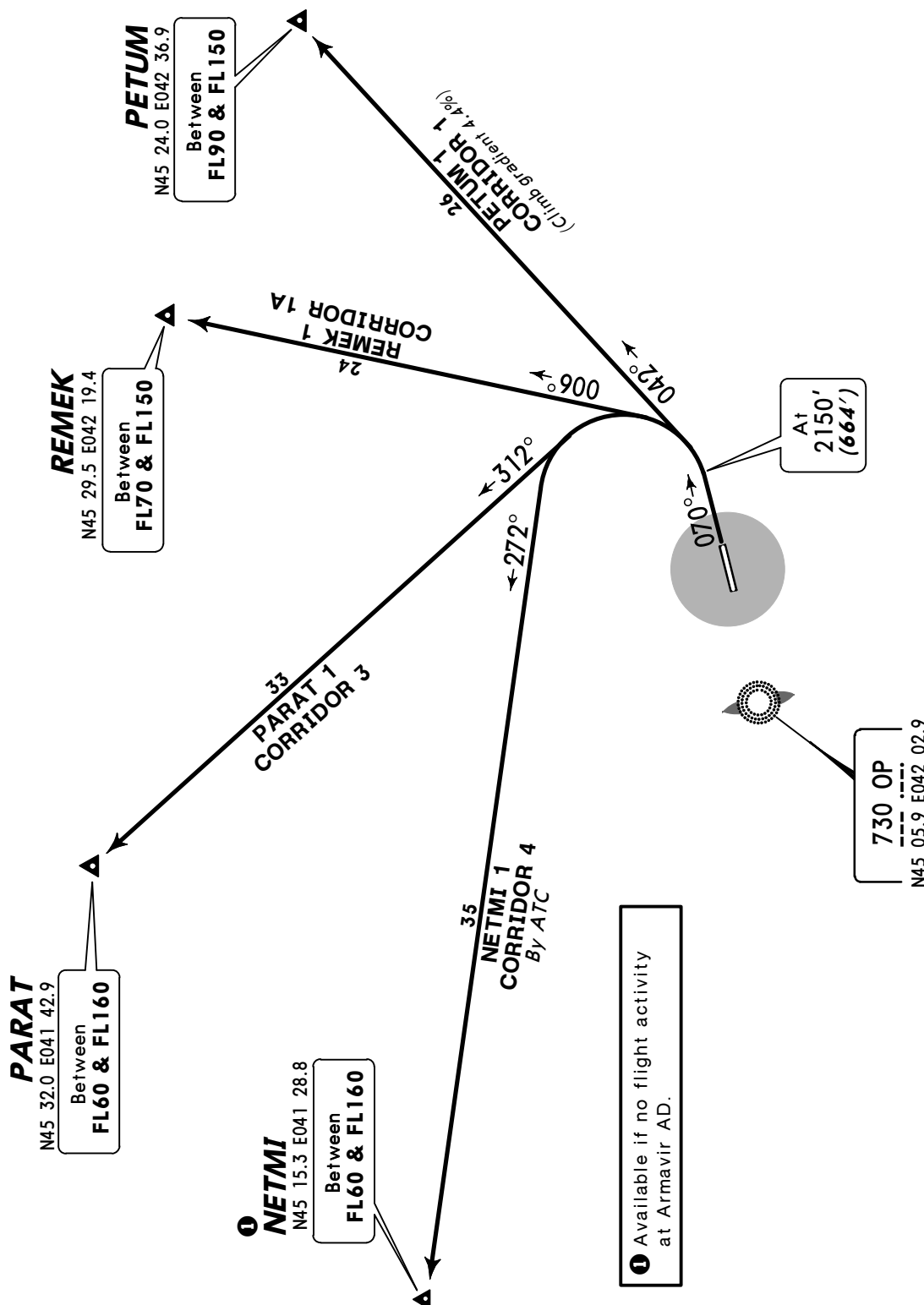
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1930'	(496' - 150m)
2420'	(986' - 300m)
4440'	(3006' - 900m)

Apt Elev
1486'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (2954')
Take-off to be carried out using noise abatement procedures
for the area according to Flight Manual.



NETMI 1
BY ATC
PARAT 1
PETUM 1
REMEK 1
RWY 07 DEPARTURES

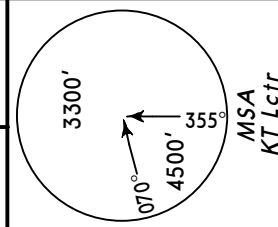


Gnd speed-KT	75	100	150	200	250	300
4.4%	334	446	668	891	1114	1337
267' per NM						

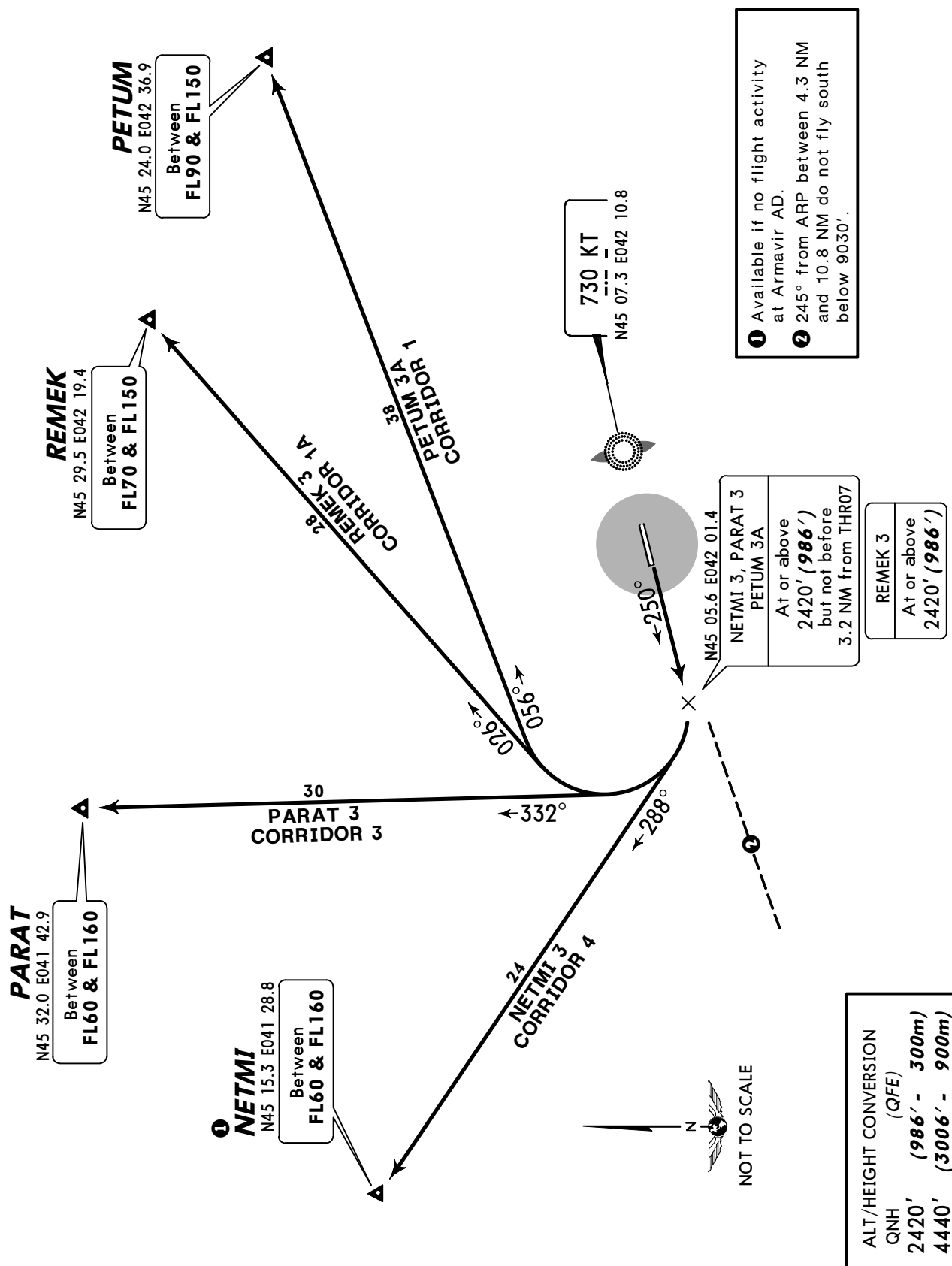
ALT/HEIGHT CONVERSION QNH (QFE)	
2150'	(664' - 200m)
4440'	(2954' - 900m)

Apt Elev
1486'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (3006')
Take-off to be carried out using noise abatement procedures
for the area according to Flight Manual.

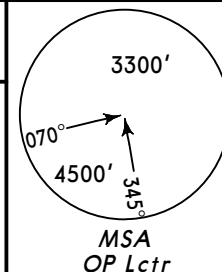


NETMI 3
PARAT 3
PETUM 3A
REMEK 3
RWY 25 DEPARTURES

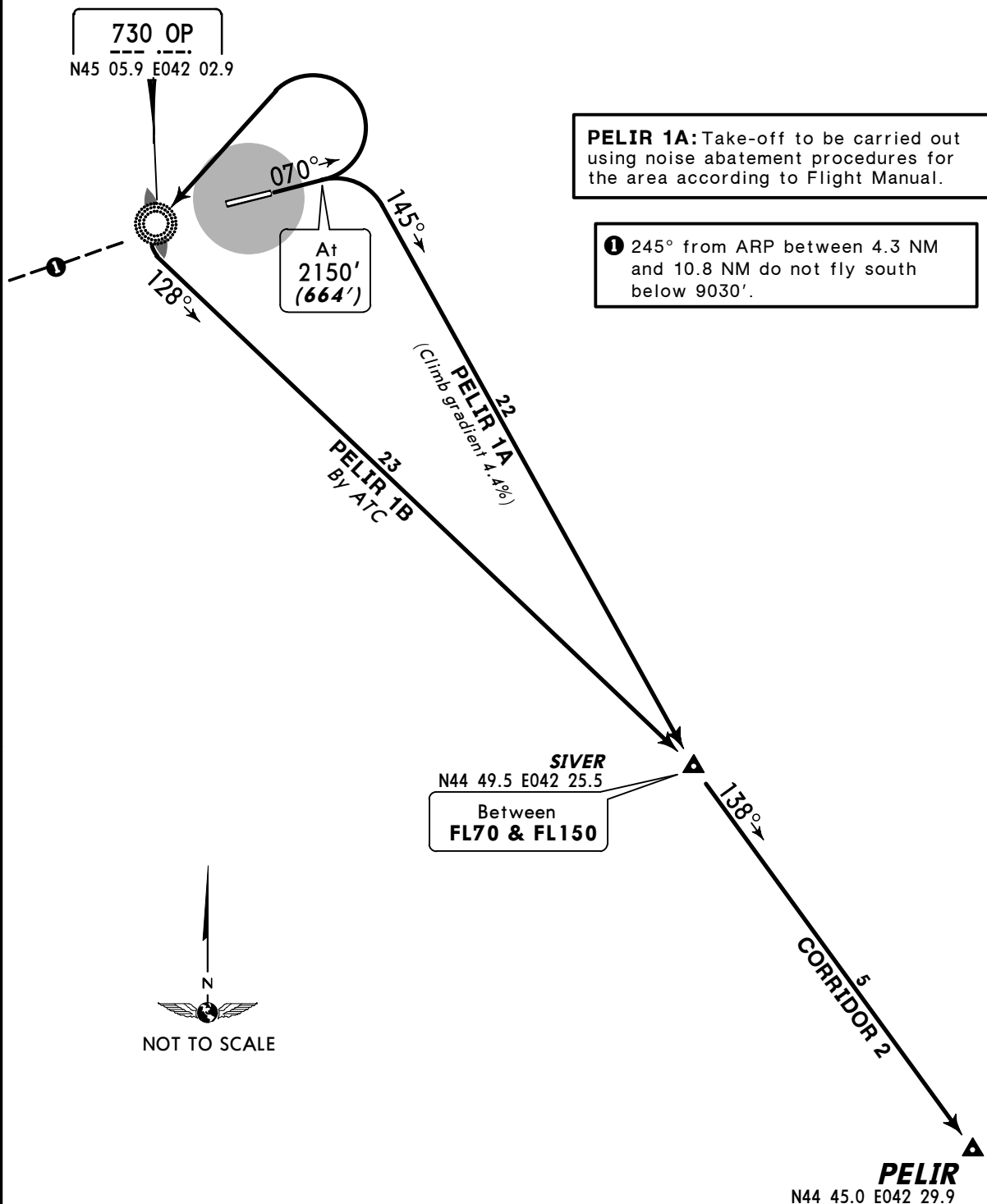


Apt Elev
1486'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (2954')



PELIR 1A PELIR 1B
BY ATC
RWY 07 DEPARTURES

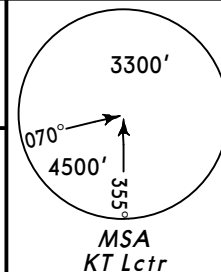


ALT/HEIGHT CONVERSION
QNH (QFE)
2150' (664' - 200m)
4440' (2954' - 900m)

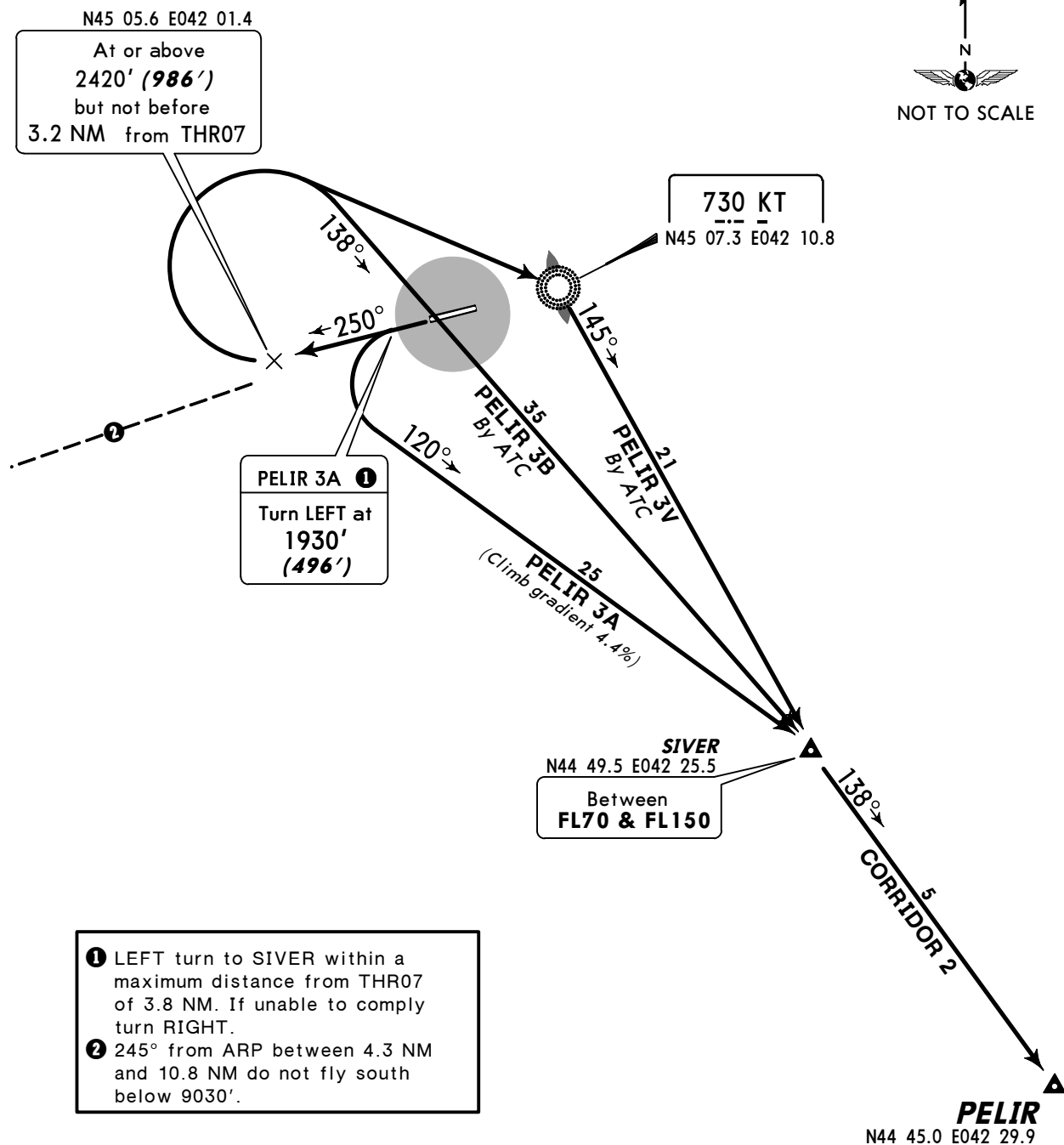
Gnd speed-KT	75	100	150	200	250	300
4.4% 267' per NM	334	446	668	891	1114	1337

Apt Elev
1486'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (3006')
Take-off to be carried out using noise abatement procedures
for the area according to Flight Manual.



PELIR 3A PELIR 3B, PELIR 3V
BY ATC
RWY 25 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1930'	(496' - 150m)
2420'	(986' - 300m)
4440'	(3006' - 900m)

Gnd speed-KT	75	100	150	200	250	300
4.4% 267' per NM	334	446	668	891	1114	1337

NOISE ABATEMENT

DEPARTURES**GENERAL**

Noise abatement procedures shall not be carried out at the expense of reduction of flight safety and in case of engine failure during take-off.

TAKE-OFF AND CLIMBING PHASE

All aircraft shall carry out take-off according to the following parameters:

- | | |
|--------------------------------|---|
| Take-off to 2800' (1314') | - retract landing gear retraction; |
| | - climb with constant speed of $V_2 + 10KT$; |
| | - wing devices in take-off position; |
| 2800' (1314') to 2970' (1484') | - throttle back engines to minimum safe power, which provides climbing of 3-4m/sec; |
| at or above 4770' (3284') | - change to normal flight profile; |
| | - terminate noise restrictions. |

RESTRICTIONS

Aircraft take-off with tail-wind subject to friction coefficient is allowed when specified that direction is optimal for noise abatement over the city, or when take-off into wind does not provide safety, or when take-off in specified direction is prohibited. In this case tail-wind component shall comply with that established by the aeroplane flight manual for specified aircraft type.

TAKE-OFF ON HEADING 250°

Towards SIVER: after climbing to 1930' (496') the aircraft shall turn LEFT, 122° track to SIVER, climbing to assigned FL.

Towards BUDAR: after climbing to 1930' (496') the aircraft shall turn LEFT, 140° track to BUDAR, climbing to assigned FL.

Proceeding to SIVER by making a LEFT turn (CAT A&B aircraft only) shall be carried out under mandatory radar control not later than 3.8 NM from THR07. If unable to comply, join track towards SIVER by making a RIGHT turn.

To join enroute structure: after climbing to 2420' (986') or above the aircraft shall turn RIGHT at 3.2 NM from THR07 and proceed towards PETUM, SIVER, BUDAR, NETMI and PARAT according to the departure pattern, climbing to assigned FL.

TAKE-OFF ON HEADING 070°

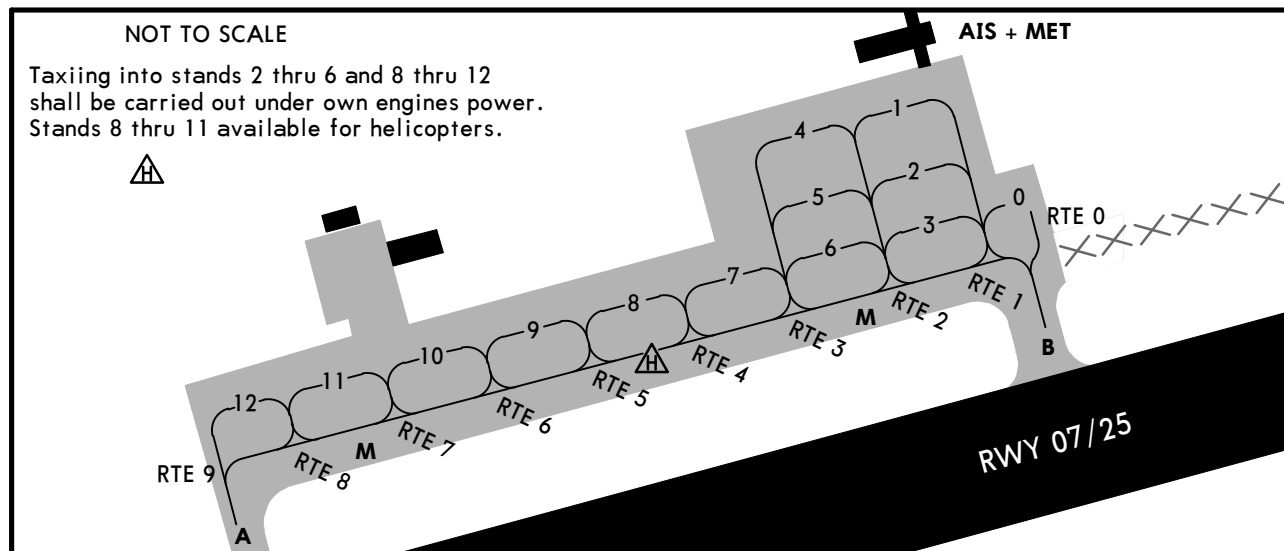
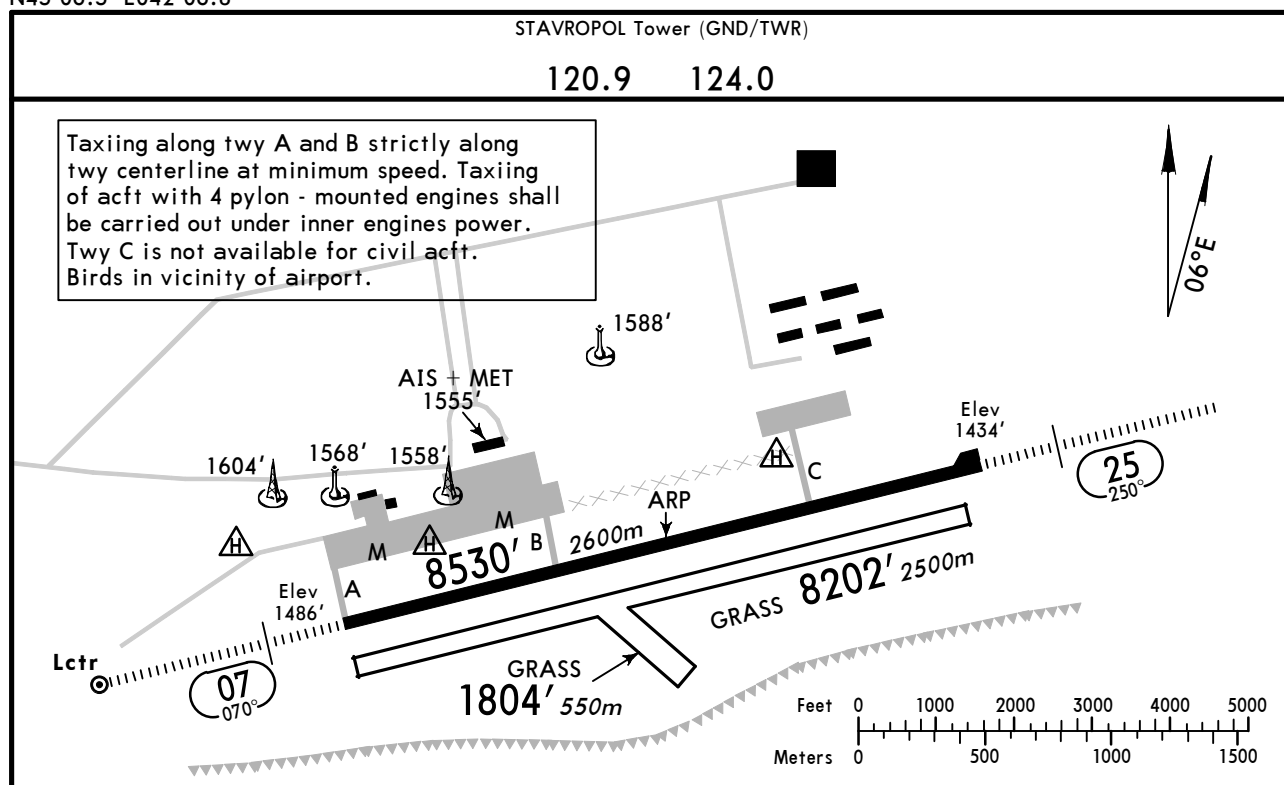
Towards SIVER: after climbing to 2150' (664') the aircraft shall turn RIGHT, 149° track to SIVER, climbing to assigned FL.

Towards BUDAR: after climbing to 2150' (664') the aircraft shall turn RIGHT, 170° track to BUDAR, climbing to assigned FL.

The minimum indicated air speed during steady climb shall not be less than $V_2 + 10KT$ or less than that prescribed by the aeroplane flight manual, if above.

The maintenance of the minimum indicated air speed during climb is not required if it causes the exceeding of minimum admissible angle of attack.

The reduction of engine power shall not be applied until the take-off path provides overflying of all obstacles located under flight path with sufficient clearance, both, when all engines are operating normal, and also when taking into account possible engine failure and the time period necessary for gaining full power of the engines remaining.



ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		WIDTH
RWY					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
07	RL (60m)	HIALS	PAPI-L (angle 3.17°)	RVR		7546' 2300m	157' 48m
25	RL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR			
07	Grass runway						262' 80m
25	Grass runway						328' 100m

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
C	
D	300m
	400m

STRAIGHT-IN RWY		A	B	C	D
07	ILS	1686' (200')	1686' (200')	1686' (200')	1686' (200')
	<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
	NDB ①	1850' (364')	1850' (364')	1850' (364')	1850' (364')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
25	ILS	1634' (200')	1634' (200')	1634' (200')	1634' (200')
	<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
	NDB ①	1790' (356')	1790' (356')	1790' (356')	1790' (356')
		R1000m	R1000m	R1200m	R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

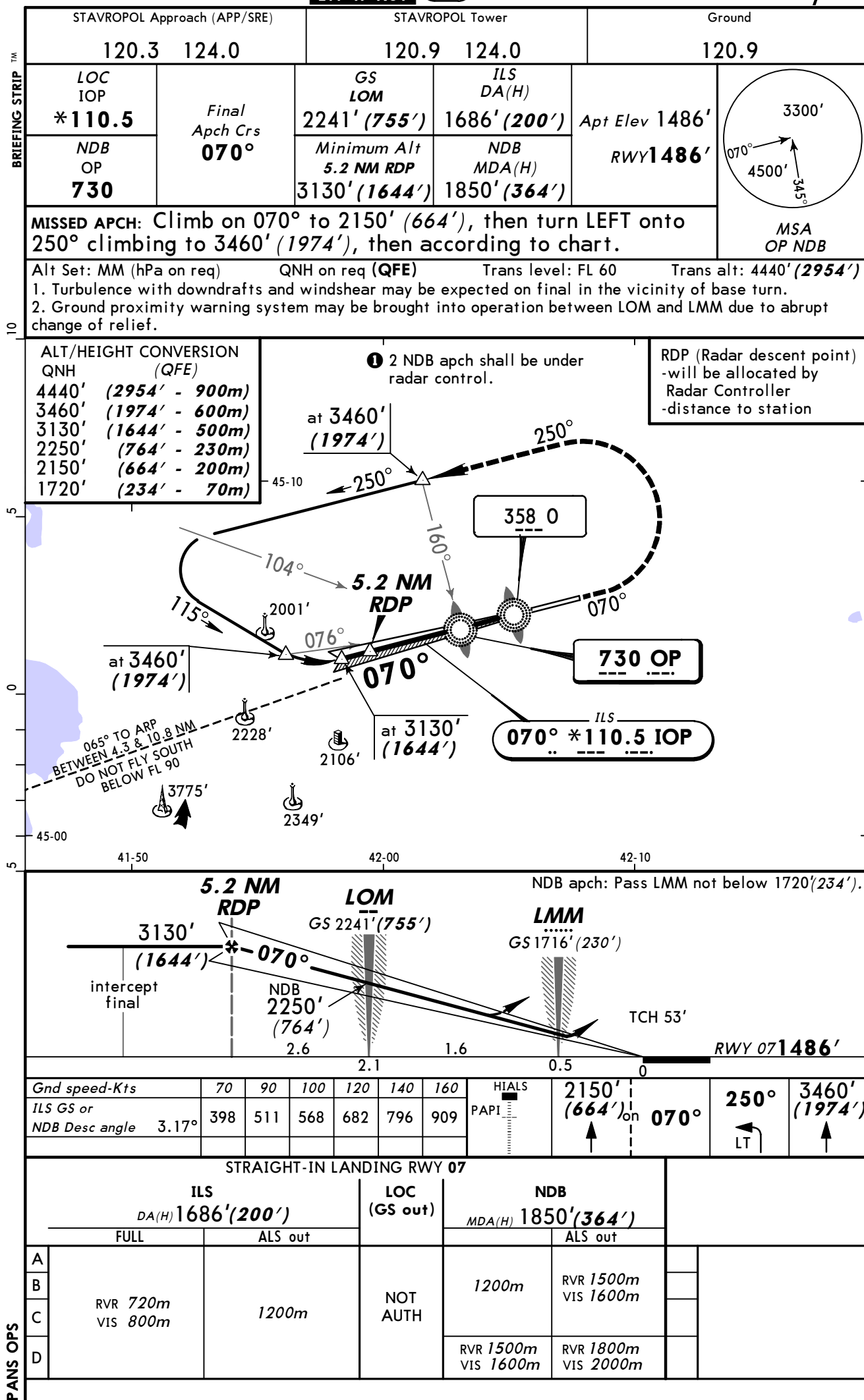
TAKE-OFF RWY 07, 25

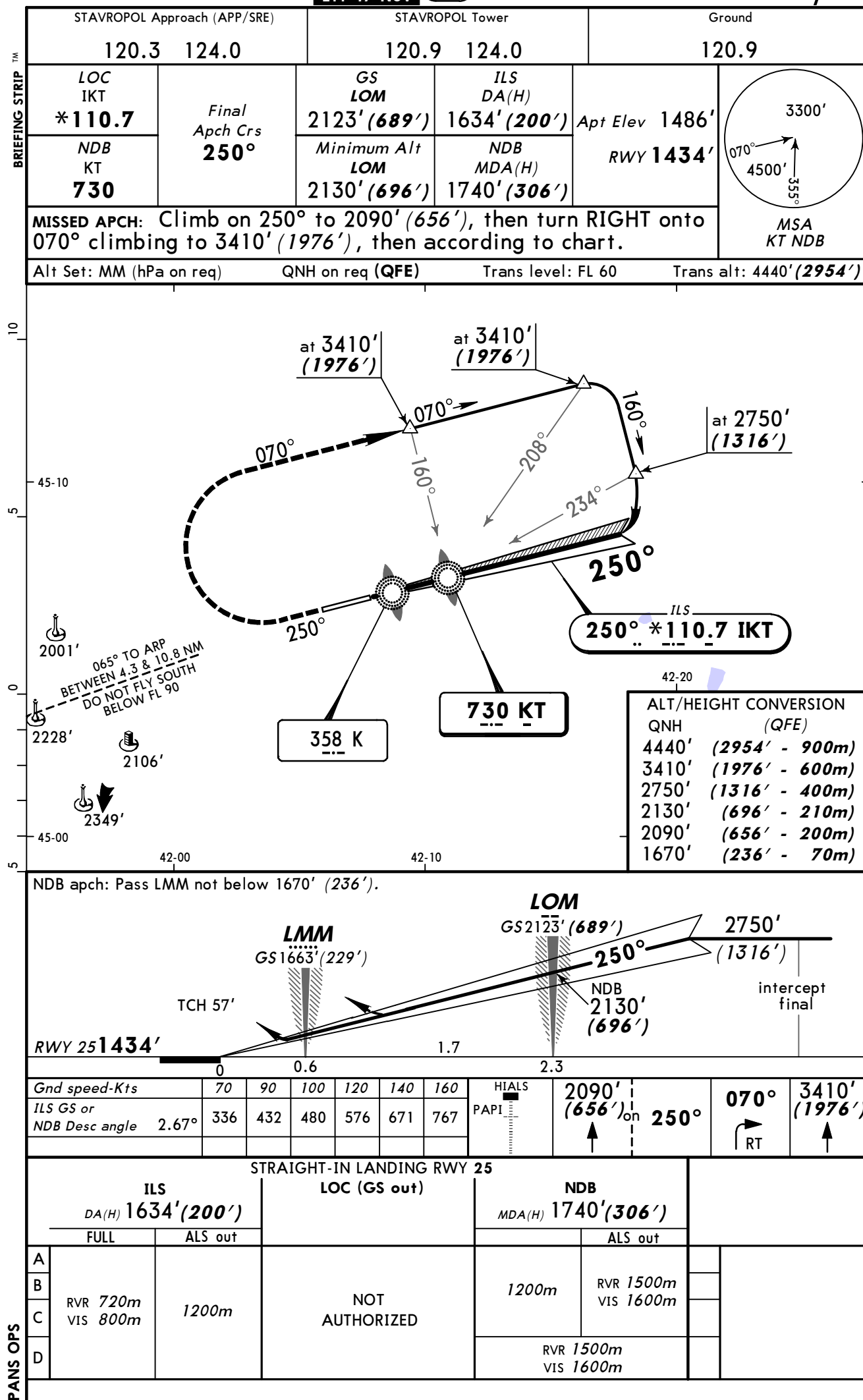
LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)
	RCLM (DAY only) or RL		
A	250m	400m	500m
B			
C			
D	300m		

STRAIGHT-IN RWY		A	B	C	D
07	ILS	1686' (200')	1686' (200')	1686' (200')	1686' (200')
	<i>ALS out</i>	R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	1850' (364')	1850' (364')	1850' (364')	1850' (364')
25	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m
	ILS	1634' (200')	1634' (200')	1634' (200')	1634' (200')
	<i>ALS out</i>	R550m R1000m	R550m R1000m	R550m R1000m	R550m R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	1740' (306')	1740' (306')	1740' (306')	1740' (306')
	<i>ALS out</i>	R900m R1500m	R1000m R1500m	R1000m R1800m	R1400m R2000m

TAKE-OFF RWY 07, 25

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		





STAVROPOL, (SHPAKOVSKOYE - URMT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URMT

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.