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Trip Kit Index

Airport Information For URMT

Terminal Charts For URMT

Revision Letter For Cycle 25-2012

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: 0450 Z
Sunset: 1338 Z,

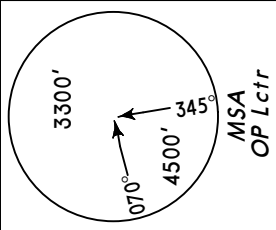
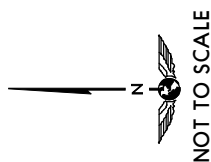
Runway Information

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

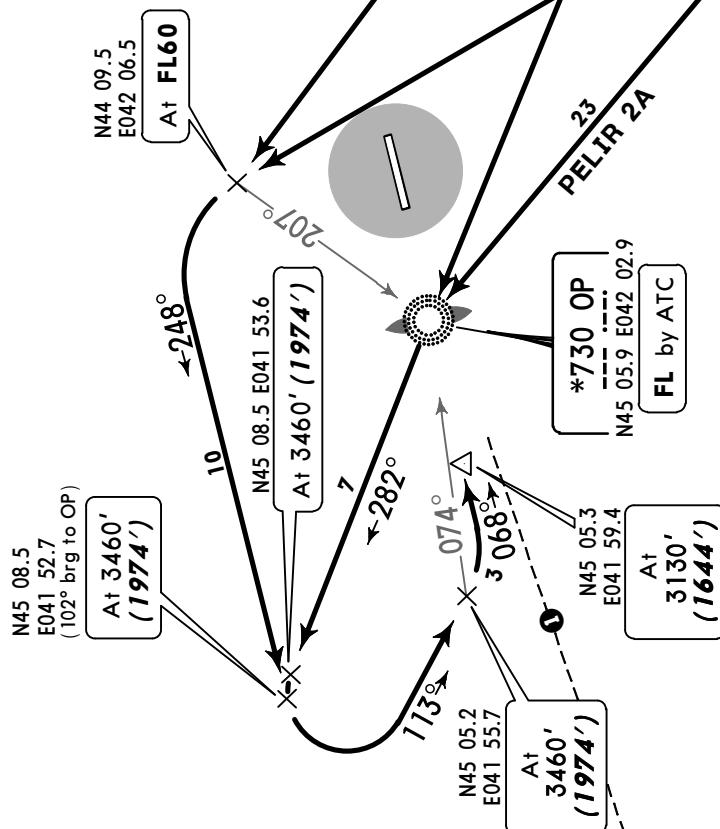
Runway: 25
Length x Width: 8530 ft x 157 ft
Surface Type: asphalt
TDZ-Elev: 1434 ft
Lighting: Edge, ALS

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 [ALEG2A], ALEGI 2B [ALEG2B]
PELIR 2A [PELI2A], PELIR 2B [PELI2B]
RWY 07 ARRIVALS
WITH RADAR CONTROLDirect distance from
N45 05.3 E041 59.4 to:
Shpakovskoye Apt 5 NM

WARNING

Turbulence with downdrafts and
windshear may be expected in the
vicinity of base turn.GIRTI
N44 54.3 E042 35.1
Between
FL160 & FL60CORRIDOR 2B
21
← 293°
ALEGI
N44 43.5 E043 00.0CORRIDOR 2
5
← 316°
PELIR
N44 45.0 E042 29.9SIVER
N44 49.5 E042 25.5
Between
FL160 & FL60① 063° to ARP between 10.8 NM
and 4.3 NM do not fly south
below FL90.

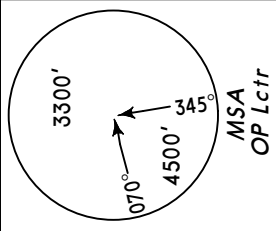
ALT/HEIGHT CONVERSION

QNH (QFE)
4440' (2954' - 900m)
3460' (1974' - 600m)
3130' (1644' - 500m)

ALT/HEIGHT CONVERSION	
QNH	(<i>QFE</i>)
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')

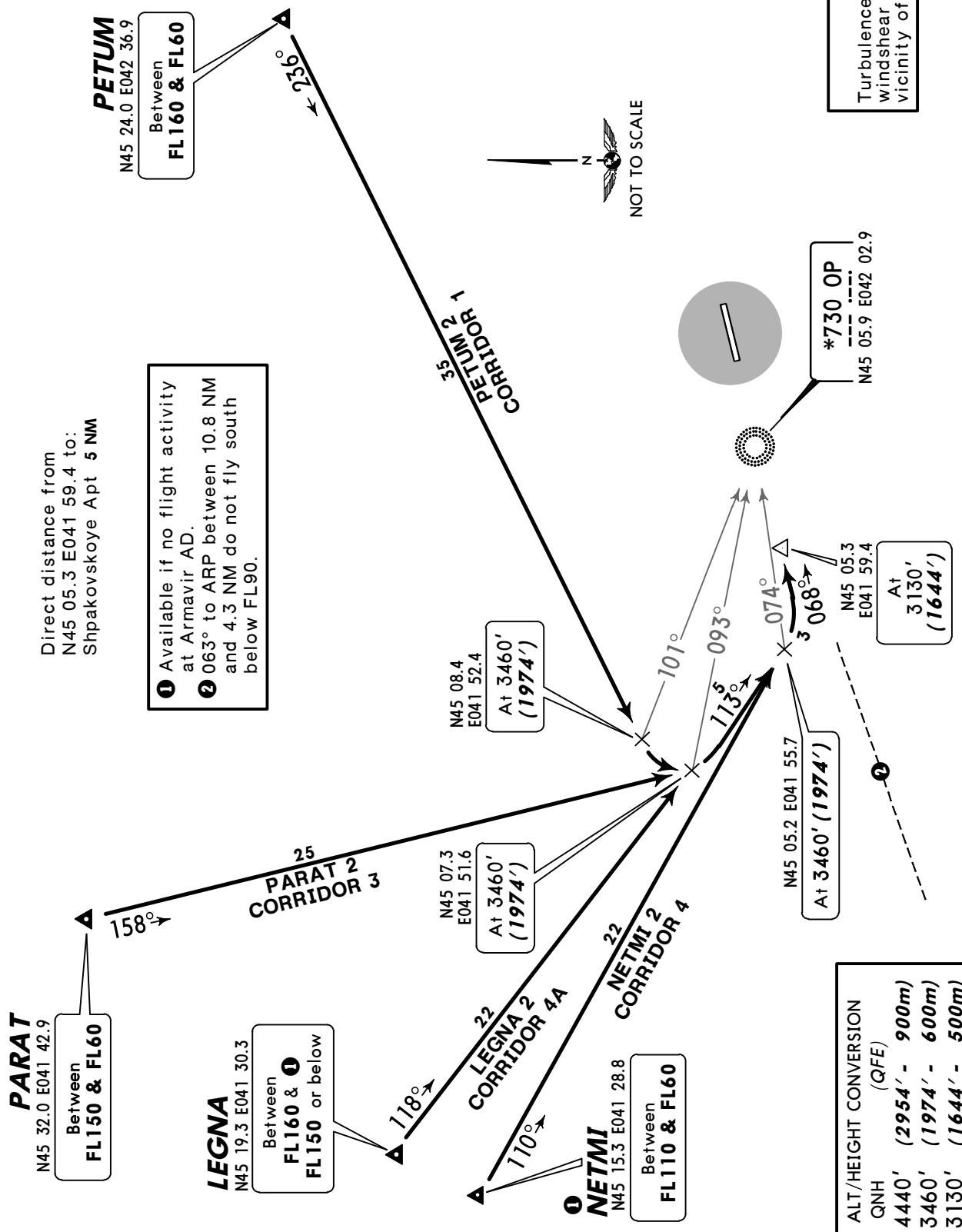


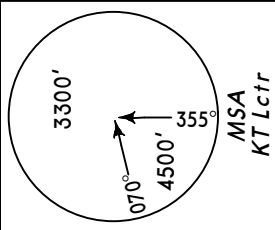
LEGNA 2
NETMI 2
PARAT 2
PETUM 2

RWY 07 ARRIVALS
WITH RADAR CONTROL

WARNING

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



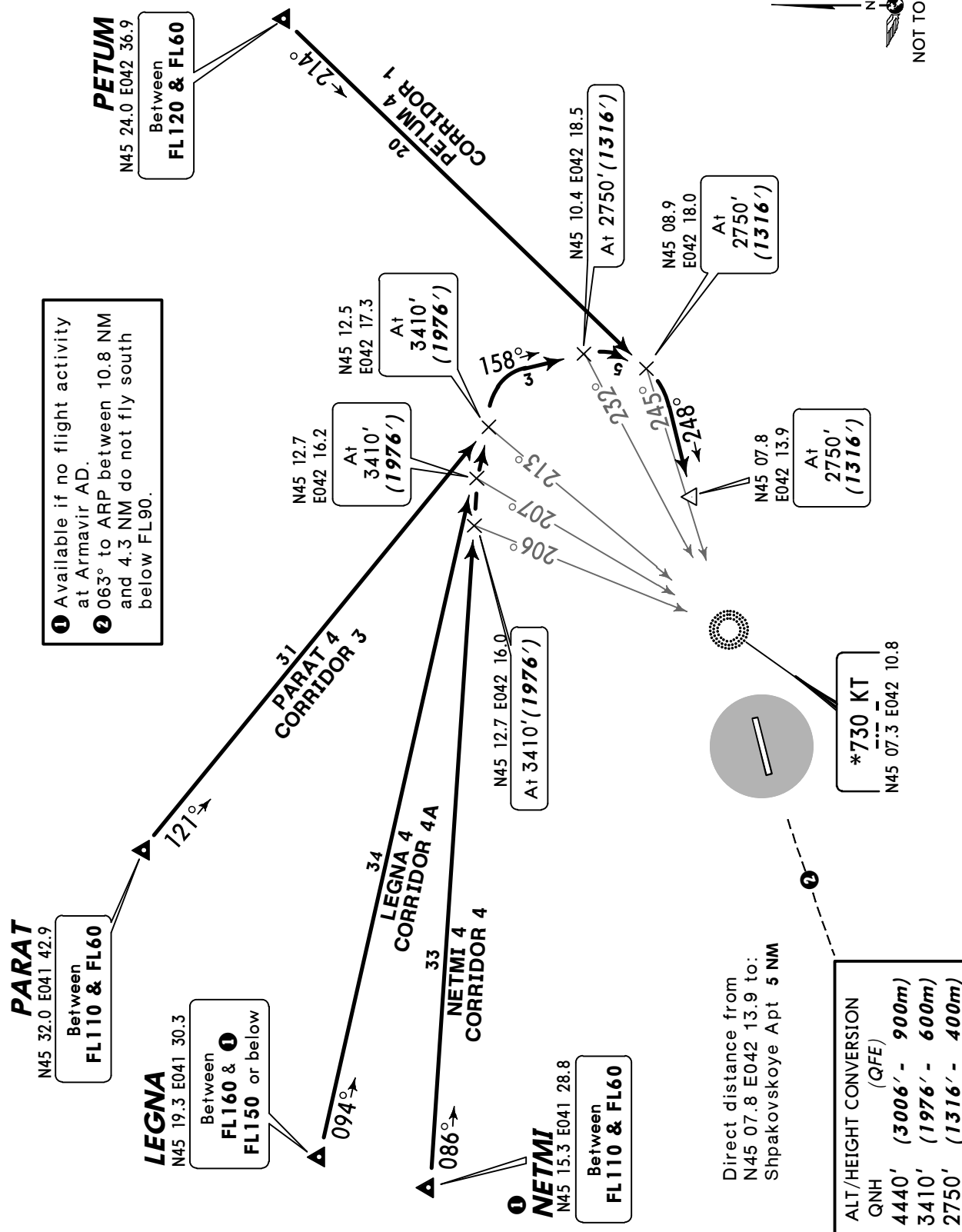
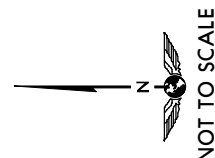
Apt Elev
1486'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (3006')

LEGNA 4

NETMI 4

PARAT 4

PETUM 4

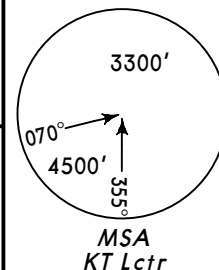
RWY 25 ARRIVALS
WITH RADAR CONTROL

Apt Elev
1486'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4440' (3006')

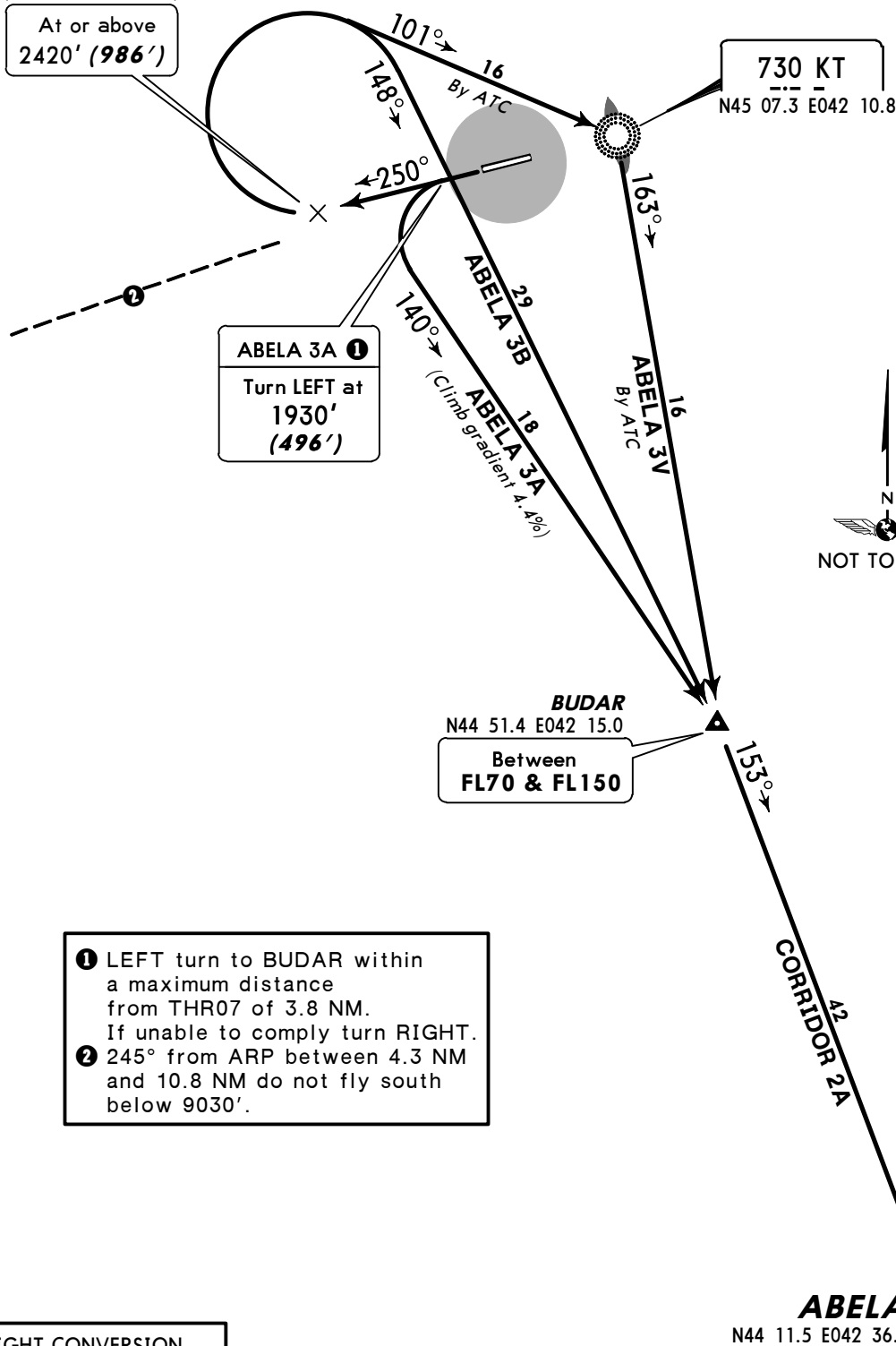
Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.

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')

- 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)

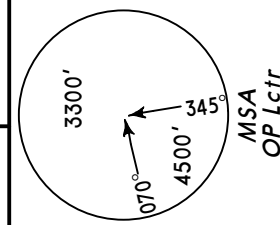
Gnd speed-KT	75	100	150	200	250	300
4.4% 267' per NM	334	446	668	891	1114	1337

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.

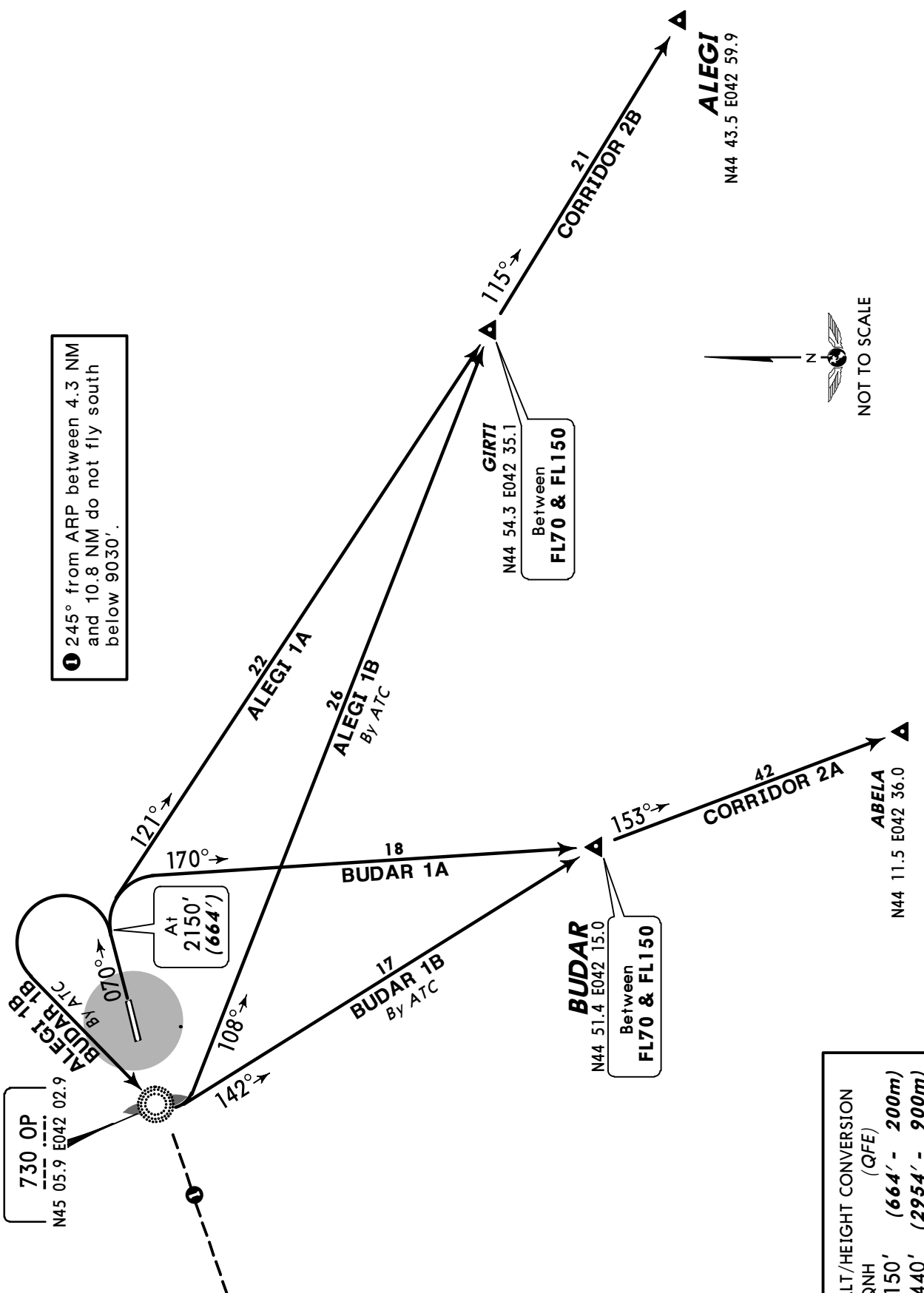


ALEGI 1A, BUDAR 1A

ALEGI 1B, BUDAR 1B

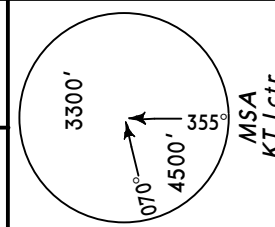
BY ATC

RWY 07 DEPARTURES



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 [*ALEG3A*]

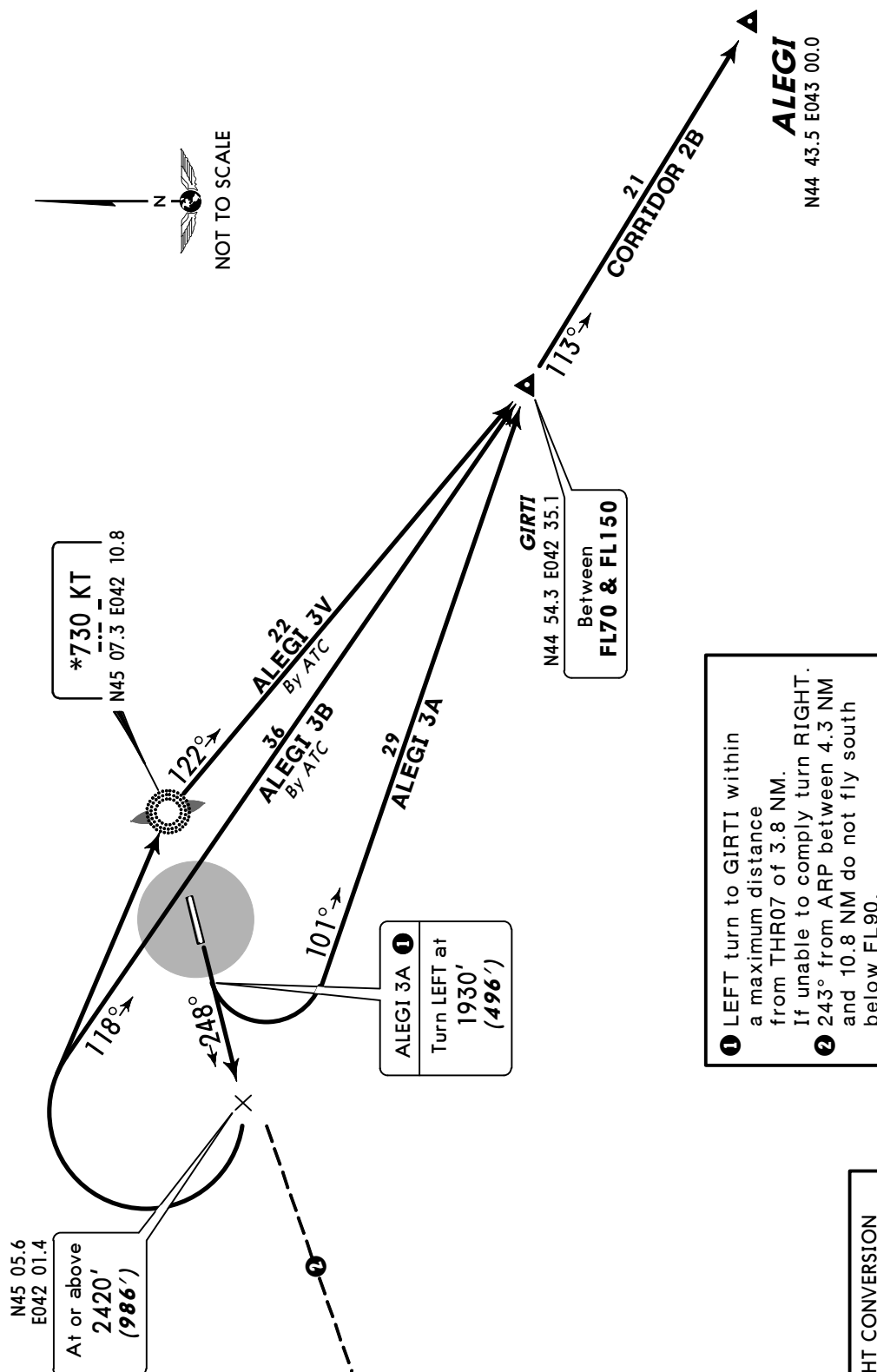
CAT A & B

ALEGI 3B [*ALEG3B*]

ALEGI 3V [ALEG3V]

BY ATC

RWY 25 DEPARTURES



① LEFT turn to GIRT1 within a maximum distance from THR07 of 3.8 NM.

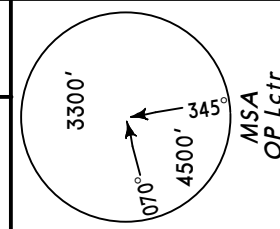
2 243° from ARP between 4.3 NM and 10.8 NM do not fly south below FL90.

ALT/HEIGHT CONVERSION
(QFE)

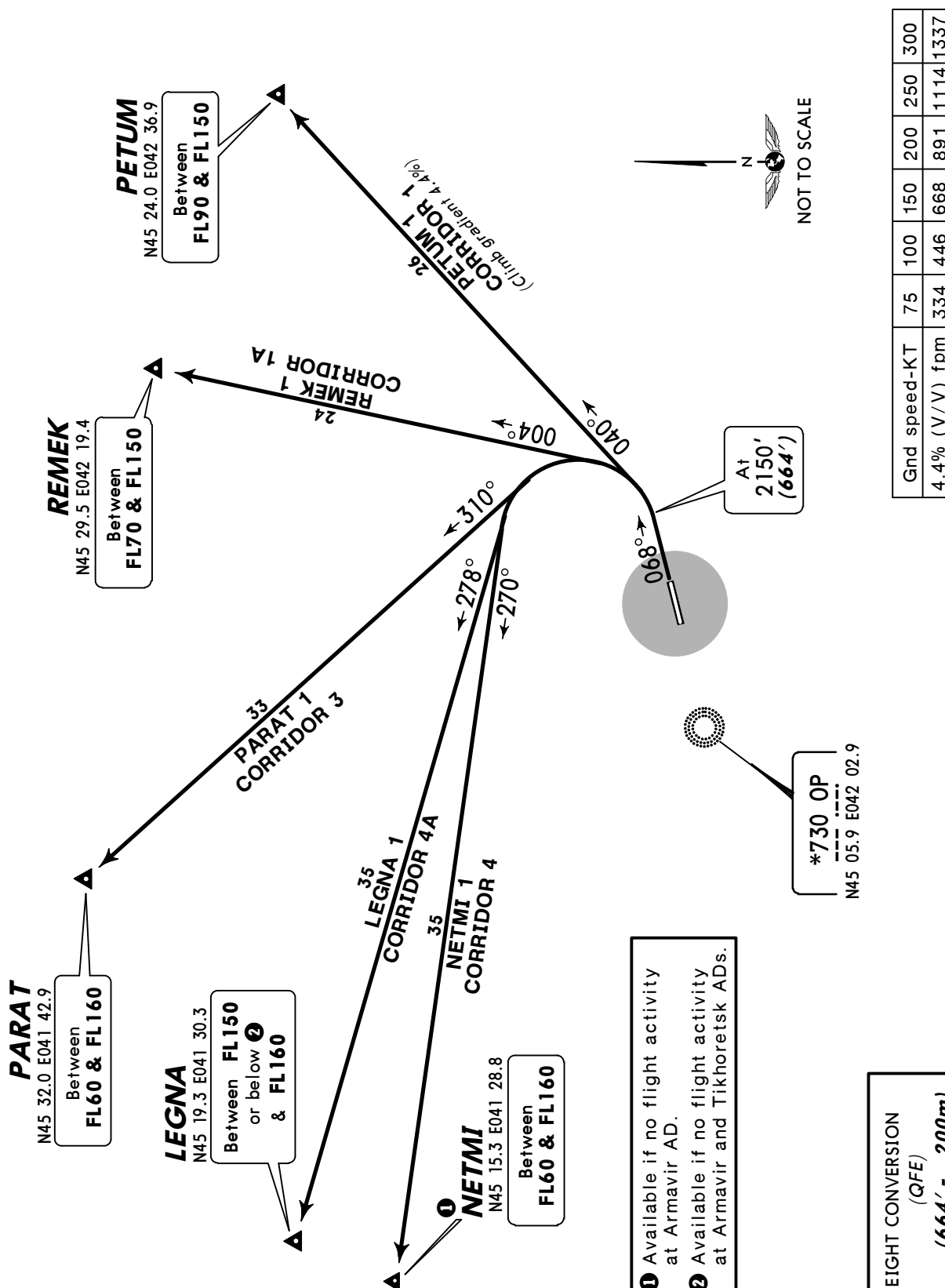
QNH	
1930'	(496' - 150m)
22420'	(986' - 300m)
44440'	(3006' - 900m)

Apt Elev
1486'

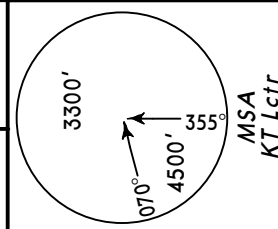
QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (2954')



LEGNA 1, NETMI 1
PARAT 1, PETUM 1, REMEK 1
RWY 07 DEPARTURES



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.



ARMVIR AD

REMEK 3
N45 29.5 E042 19.4
Between FL70 & FL150

PARAT 3
N45 32.0 E041 42.9
Between FL60 & FL160

LEGNA 3
N45 19.3 E041 30.3
Between FL150 or below ② & FL160

NETMI 3
N45 15.3 E041 28.8
Between FL60 & FL160

PETUM 3
N45 24.0 E042 36.9
Between FL90 & FL150

LEGNA 3, REMEK 3
At or above 2420' (986') but not before 3.2 NM from THR07

NETMI 3, PARAT 3, PETUM 3
At or above 2420' (986')

GHT CONVERSION (QFE)
(986' - 300m)

NOT TO SCALE

LEGNA 3 CORRIDOR 4A
25
LEGNA 3 CORRIDOR 4A

PARAT 3 CORRIDOR 3
30
PARAT 3 CORRIDOR 3

NETMI 3 CORRIDOR 4
24
NETMI 3 CORRIDOR 4

REMEK 3 CORRIDOR 1A
28
REMEK 3 CORRIDOR 1A

REMEK 3 CORRIDOR 1B
28
REMEK 3 CORRIDOR 1B

REMEK 3 CORRIDOR 1C
28
REMEK 3 CORRIDOR 1C

REMEK 3 CORRIDOR 1D
28
REMEK 3 CORRIDOR 1D

REMEK 3 CORRIDOR 1E
28
REMEK 3 CORRIDOR 1E

REMEK 3 CORRIDOR 1F
28
REMEK 3 CORRIDOR 1F

REMEK 3 CORRIDOR 1G
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REMEK 3 CORRIDOR 1G

REMEK 3 CORRIDOR 1H
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REMEK 3 CORRIDOR 1H

REMEK 3 CORRIDOR 1I
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REMEK 3 CORRIDOR 1I

REMEK 3 CORRIDOR 1J
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REMEK 3 CORRIDOR 1J

REMEK 3 CORRIDOR 1K
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REMEK 3 CORRIDOR 1K

REMEK 3 CORRIDOR 1L
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REMEK 3 CORRIDOR 1L

REMEK 3 CORRIDOR 1M
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REMEK 3 CORRIDOR 1M

REMEK 3 CORRIDOR 1N
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REMEK 3 CORRIDOR 1N

REMEK 3 CORRIDOR 1O
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REMEK 3 CORRIDOR 1O

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REMEK 3 CORRIDOR 1Q

REMEK 3 CORRIDOR 1R
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REMEK 3 CORRIDOR 1U

REMEK 3 CORRIDOR 1V
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REMEK 3 CORRIDOR 1V

REMEK 3 CORRIDOR 1W
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REMEK 3 CORRIDOR 1W

REMEK 3 CORRIDOR 1X
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REMEK 3 CORRIDOR 1X

REMEK 3 CORRIDOR 1Y
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REMEK 3 CORRIDOR 1Y

REMEK 3 CORRIDOR 1Z
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REMEK 3 CORRIDOR 1Z

REMEK 3 CORRIDOR 1AA
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REMEK 3 CORRIDOR 1AA

REMEK 3 CORRIDOR 1AB
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REMEK 3 CORRIDOR 1AB

REMEK 3 CORRIDOR 1AC
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REMEK 3 CORRIDOR 1AC

REMEK 3 CORRIDOR 1AD
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REMEK 3 CORRIDOR 1AD

REMEK 3 CORRIDOR 1AE
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REMEK 3 CORRIDOR 1AE

REMEK 3 CORRIDOR 1AF
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REMEK 3 CORRIDOR 1AF

REMEK 3 CORRIDOR 1AG
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REMEK 3 CORRIDOR 1AG

REMEK 3 CORRIDOR 1AH
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REMEK 3 CORRIDOR 1AH

REMEK 3 CORRIDOR 1AI
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REMEK 3 CORRIDOR 1AI

REMEK 3 CORRIDOR 1AJ
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REMEK 3 CORRIDOR 1AJ

REMEK 3 CORRIDOR 1AK
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REMEK 3 CORRIDOR 1AK

REMEK 3 CORRIDOR 1AL
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REMEK 3 CORRIDOR 1AL

REMEK 3 CORRIDOR 1AM
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REMEK 3 CORRIDOR 1AM

REMEK 3 CORRIDOR 1AN
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REMEK 3 CORRIDOR 1AN

REMEK 3 CORRIDOR 1AO
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REMEK 3 CORRIDOR 1AO

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REMEK 3 CORRIDOR 1AP

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REMEK 3 CORRIDOR 1AQ

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REMEK 3 CORRIDOR 1AR

REMEK 3 CORRIDOR 1AS
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REMEK 3 CORRIDOR 1AS

REMEK 3 CORRIDOR 1AT
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REMEK 3 CORRIDOR 1AT

REMEK 3 CORRIDOR 1AU
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REMEK 3 CORRIDOR 1AU

REMEK 3 CORRIDOR 1AV
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REMEK 3 CORRIDOR 1AV

REMEK 3 CORRIDOR 1AW
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REMEK 3 CORRIDOR 1AW

REMEK 3 CORRIDOR 1AX
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REMEK 3 CORRIDOR 1AX

REMEK 3 CORRIDOR 1AY
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REMEK 3 CORRIDOR 1AY

REMEK 3 CORRIDOR 1AZ
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REMEK 3 CORRIDOR 1AZ

REMEK 3 CORRIDOR 1BA
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REMEK 3 CORRIDOR 1BA

REMEK 3 CORRIDOR 1BB
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REMEK 3 CORRIDOR 1BB

REMEK 3 CORRIDOR 1BC
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REMEK 3 CORRIDOR 1BC

REMEK 3 CORRIDOR 1BD
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REMEK 3 CORRIDOR 1BD

REMEK 3 CORRIDOR 1BE
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REMEK 3 CORRIDOR 1BE

REMEK 3 CORRIDOR 1BF
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REMEK 3 CORRIDOR 1BF

REMEK 3 CORRIDOR 1BG
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REMEK 3 CORRIDOR 1BH
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REMEK 3 CORRIDOR 1BH

REMEK 3 CORRIDOR 1BI
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REMEK 3 CORRIDOR 1BI

REMEK 3 CORRIDOR 1BJ
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REMEK 3 CORRIDOR 1BJ

REMEK 3 CORRIDOR 1BK
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REMEK 3 CORRIDOR 1BK

REMEK 3 CORRIDOR 1BL
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REMEK 3 CORRIDOR 1BL

REMEK 3 CORRIDOR 1BM
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REMEK 3 CORRIDOR 1BM

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REMEK 3 CORRIDOR 1BN

REMEK 3 CORRIDOR 1BO
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REMEK 3 CORRIDOR 1BO

REMEK 3 CORRIDOR 1BP
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REMEK 3 CORRIDOR 1BP

REMEK 3 CORRIDOR 1BQ
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REMEK 3 CORRIDOR 1BQ

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REMEK 3 CORRIDOR 1BR

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REMEK 3 CORRIDOR 1BS

REMEK 3 CORRIDOR 1BT
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REMEK 3 CORRIDOR 1BT

REMEK 3 CORRIDOR 1BU
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REMEK 3 CORRIDOR 1BU

REMEK 3 CORRIDOR 1BV
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REMEK 3 CORRIDOR 1BV

REMEK 3 CORRIDOR 1BW
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REMEK 3 CORRIDOR 1BW

REMEK 3 CORRIDOR 1BX
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REMEK 3 CORRIDOR 1BX

REMEK 3 CORRIDOR 1BY
28
REMEK 3 CORRIDOR 1BY

REMEK 3 CORRIDOR 1BZ
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REMEK 3 CORRIDOR 1BZ

REMEK 3 CORRIDOR 1CA
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REMEK 3 CORRIDOR 1CA

REMEK 3 CORRIDOR 1CB
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REMEK 3 CORRIDOR 1CB

REMEK 3 CORRIDOR 1CC
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REMEK 3 CORRIDOR 1CC

REMEK 3 CORRIDOR 1CD
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REMEK 3 CORRIDOR 1CD

REMEK 3 CORRIDOR 1CE
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REMEK 3 CORRIDOR 1CE

REMEK 3 CORRIDOR 1CF
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REMEK 3 CORRIDOR 1CF

REMEK 3 CORRIDOR 1CG
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REMEK 3 CORRIDOR 1CG

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REMEK 3 CORRIDOR 1CH

REMEK 3 CORRIDOR 1CI
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REMEK 3 CORRIDOR 1CI

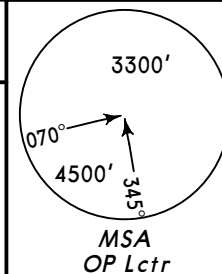
REMEK 3 CORRIDOR 1CJ
28
REMEK 3 CORRIDOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
2420'	(986' - 300m)
4440'	(3006' - 900m)

Apt Elev
1486'

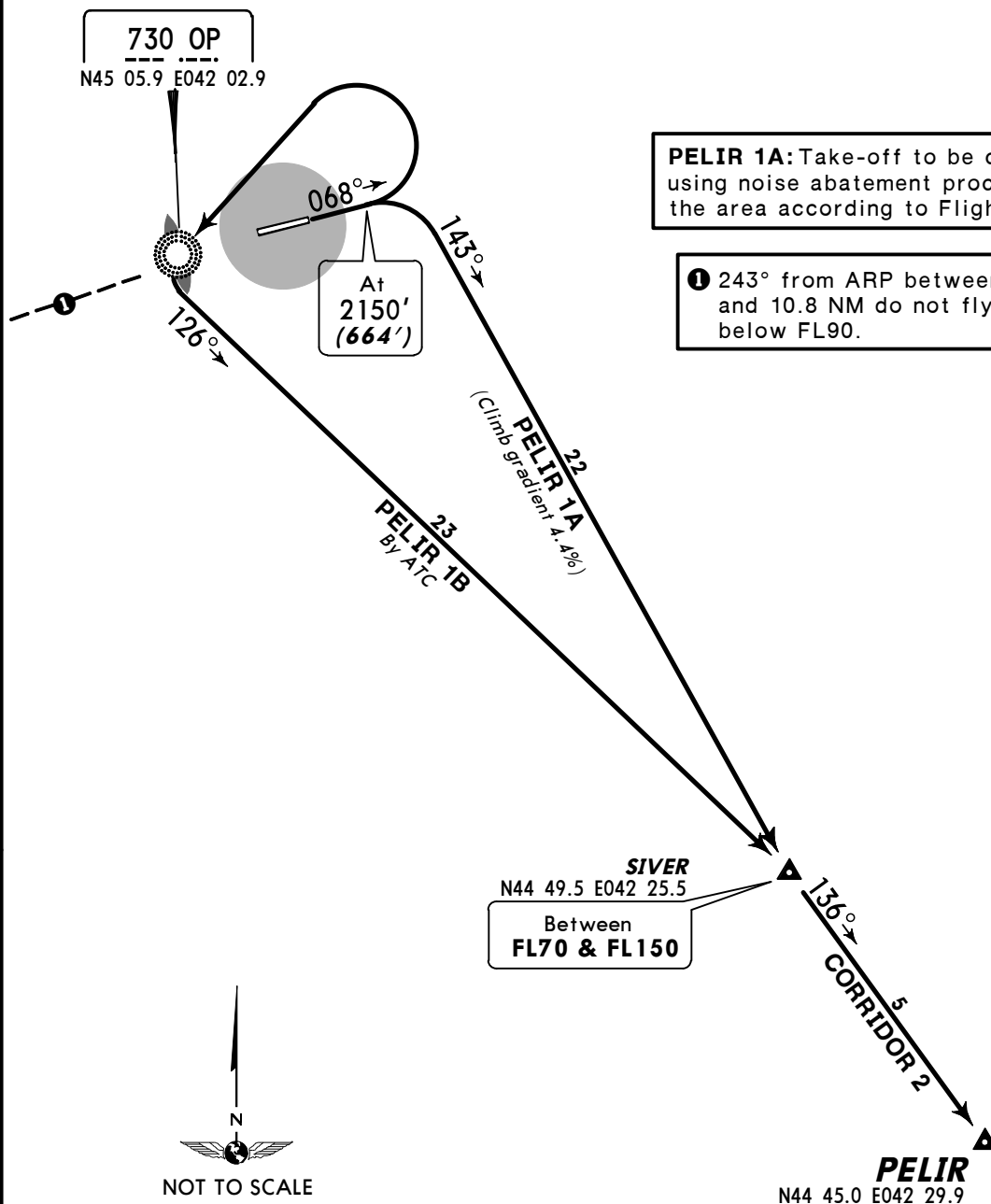
QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (2954')



PELIR 1A [PELI1A]

PELIR 1B [PELI1B]
BY ATC

RWY 07 DEPARTURES



PELIR 1A: Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.

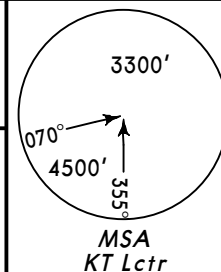
① 243° from ARP between 4.3 NM and 10.8 NM do not fly south below FL90.

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

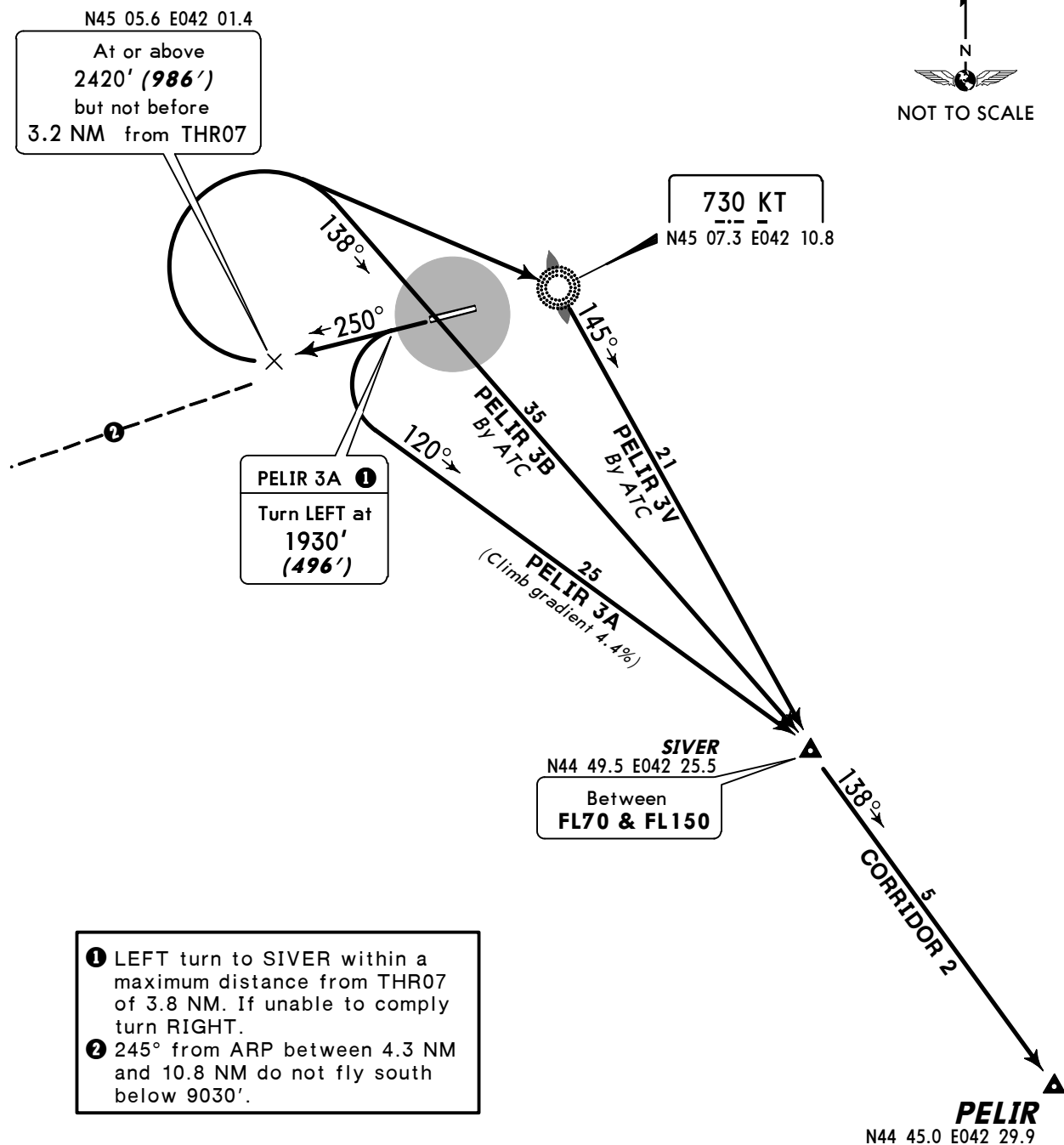
Gnd speed-KT	75	100	150	200	250	300
4.4% (V/V) fpm	334	446	668	891	1114	1337

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



- 1 LEFT turn to SIVER 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

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°

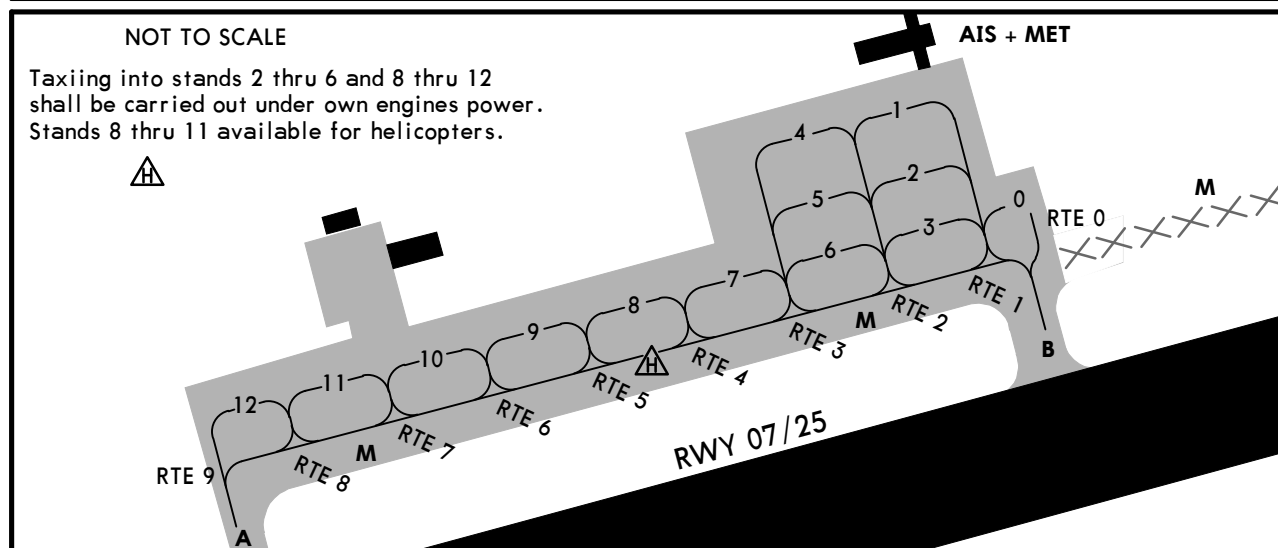
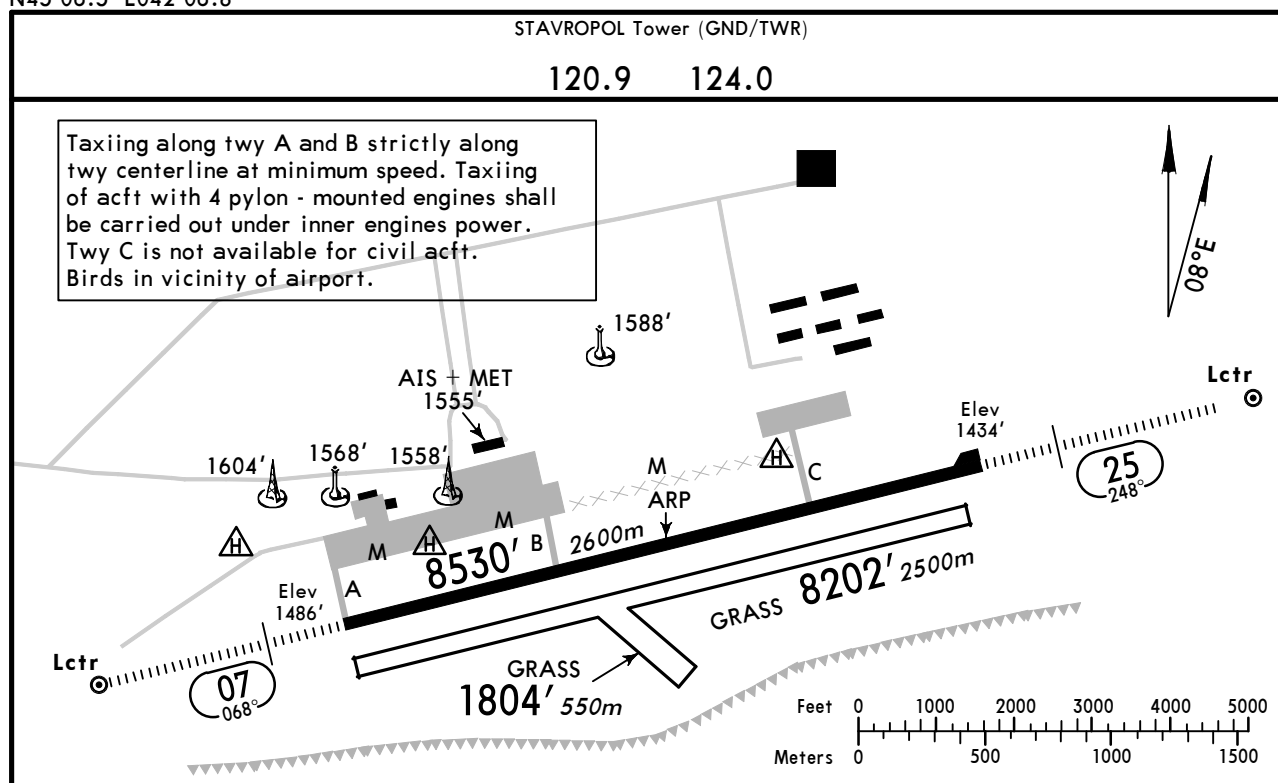
Towards SIVER: after climbing to 2150' (664') the aircraft shall turn RIGHT, 149° track to SIVER, climbing to assigned FL.

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		
RWY					LANDING BEYOND		WIDTH
					Threshold	Glide Slope	
07	RL (60m)	HIALS	PAPI-L (angle 3.17°)	RVR		7546' 2300m	157'
25	RL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR		7874' 2400m	48m
07	Grass runway						262'
25	Grass runway						80m
	Grass runway						328'
	Grass runway						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')
25	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
		R1500m	R1500m	R1700m	R1700m
	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.

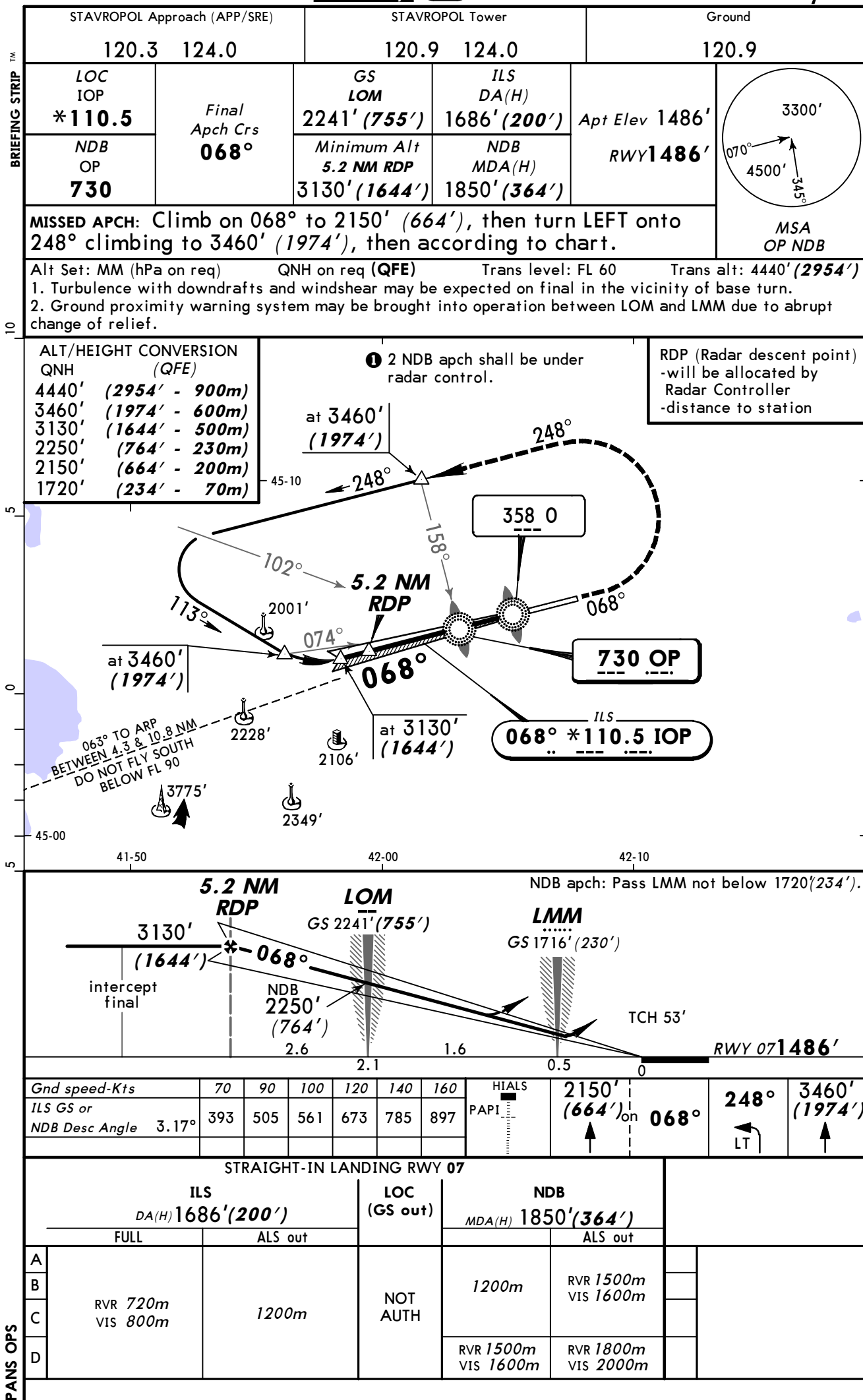
TAKE-OFF RWY 07, 25

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
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')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	1850' (364')	1850' (364')	1850' (364')	1850' (364')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
25	ILS	1634' (200')	1634' (200')	1634' (200')	1634' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	1740' (306')	1740' (306')	1740' (306')	1740' (306')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

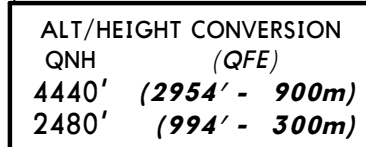
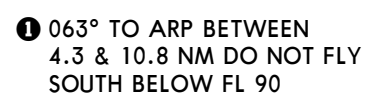
TAKE-OFF RWY 07, 25

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		



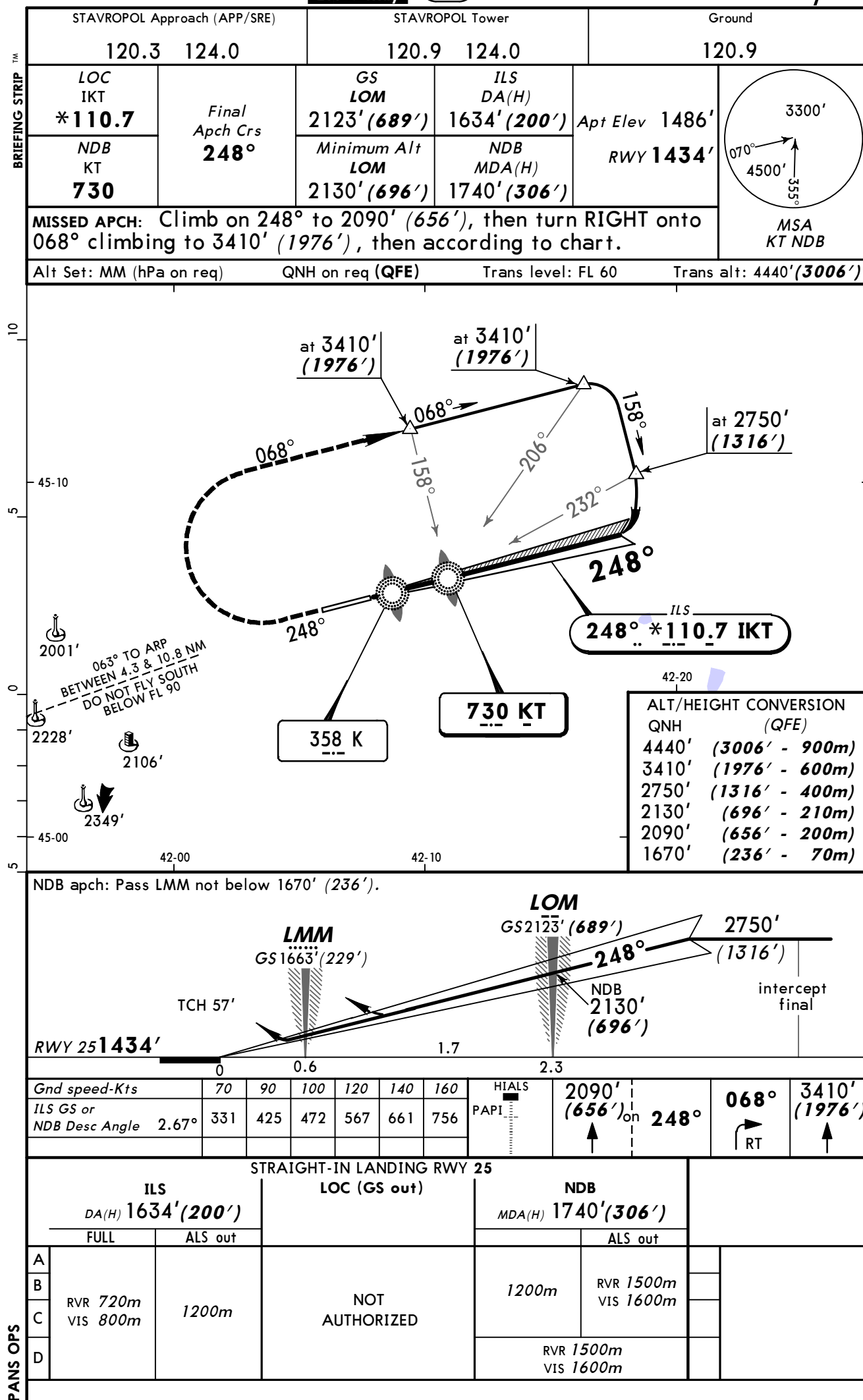
BRIEFING STRIP™

Month	Number of Visitors
January	2
February	3
March	4
April	5
May	6
June	7
July	8
August	9
September	10
October	11
November	12
December	13



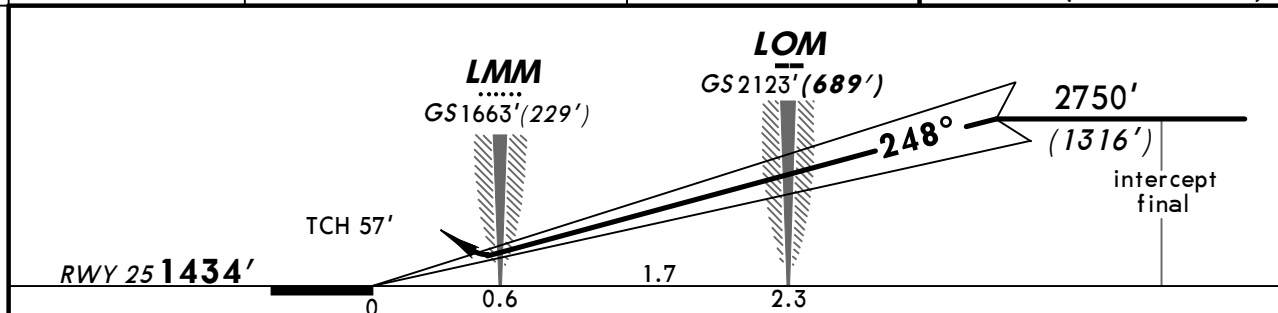
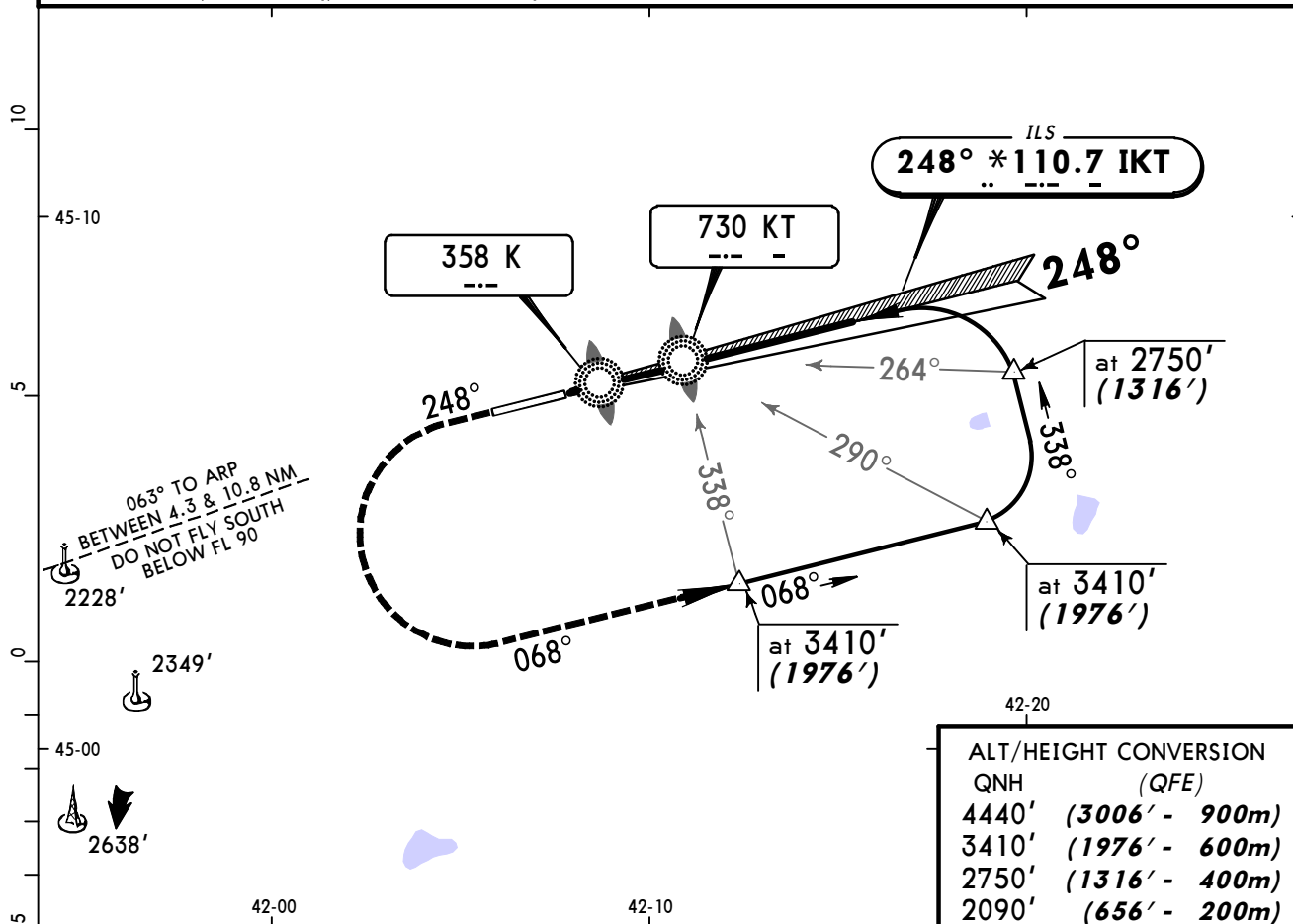
PANS OPS

ILS <i>DA(H)</i> 1686' (200')		STRAIGHT-IN LANDING RWY 07		LOC (GS out)			
		FULL		ALS out			
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED				
B							
C							
D							



STAVROPOL Approach (APP/SRE)		STAVROPOL Tower		Ground	
120.3		124.0		120.9	
LOC IKT *110.7	Final Apch Crs 248°	GS LOM 2123' (689')	ILS DA(H) 1634' (200')	Apt Elev 1486' RWY 1434'	
MISSED APCH: Climb on 248° to 2090' (656'), then turn LEFT onto 068° climbing to 3410' (1976'), then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4440' (3006')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2090' (656')	248°	068°	3410' (1976')
GS	2.67°	331	425	472	567	661	756	PAPI	↑	LT	↑

STRAIGHT-IN LANDING RWY 25									
ILS				LOC (GS out)					
DA(H) 1634' (200')									
FULL		ALS out							
A	RVR 720m VIS 800m		1200m		NOT AUTHORIZED				
B									
C									
D									

STAVROPOL, (SHPAKOVSKOYE - URMT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport URMT

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 20 Sep 12 all SID/STARs suspended, for revised procedures contact ATC.