Page 1
Changed chart(s) since Disc 26-2012
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

Chart NOTAMs 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.

General Info

Stavropol, RUS
N 45° 06.5' E 42° 06.7' Mag Var: 5.8°E
Elevation: 1486'

Public, IFR, Control Tower, Customs
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+4:00 no DST

Runway Info

Runway 07-25 8530' x 157' asphalt

Runway 07 (68.0°M) TDZE 1486'
Lights: Edge, ALS
Runway 25 (248.0°M) TDZE 1434'
Lights: Edge, ALS

Communications Info

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

Notebook Info

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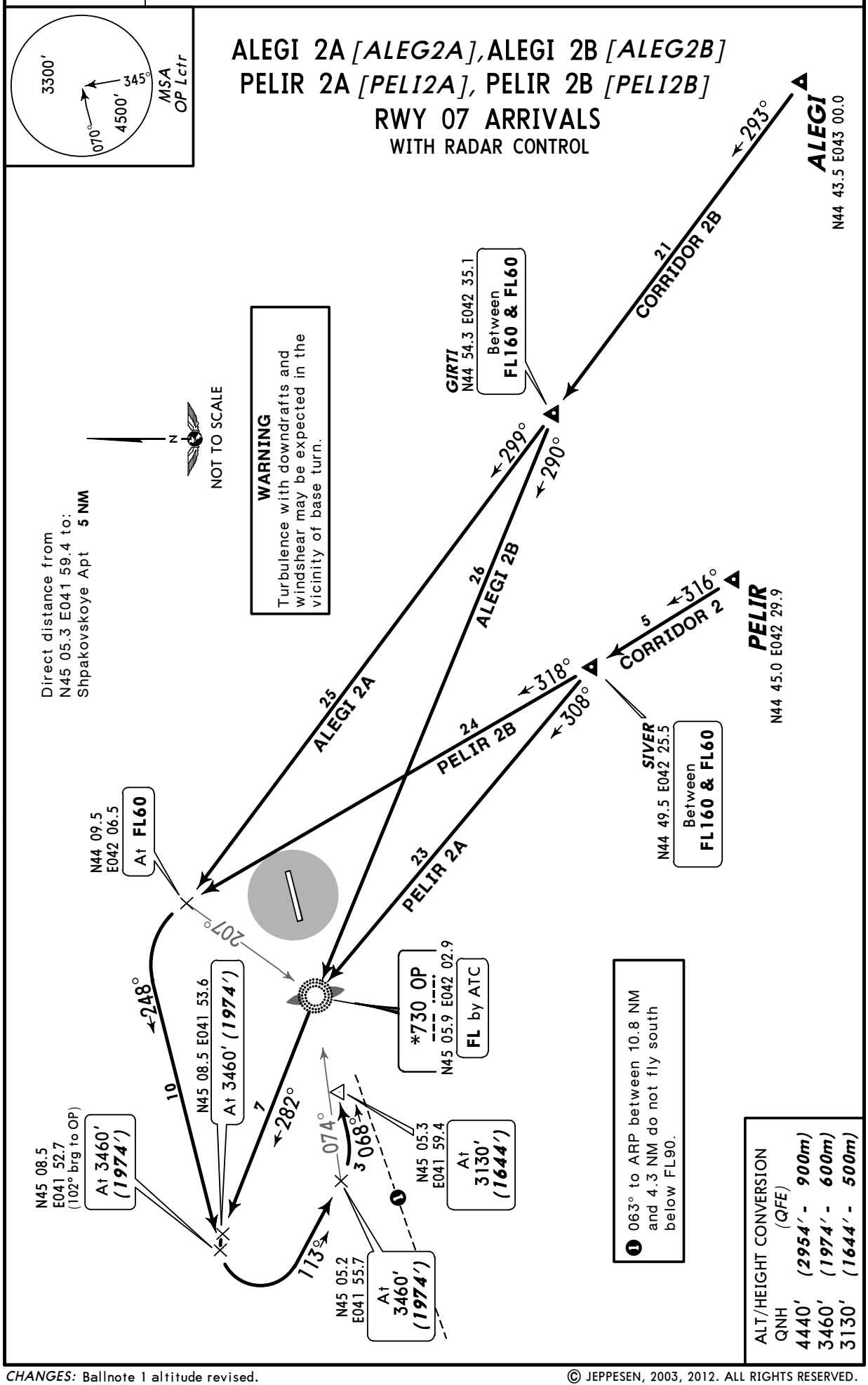
URMT/STW
SHPAKOVSKOYE

JEPPESEN

27 APR 12 (10-2) Eff 3 May

STAVROPOL, RUSSIA
STAR

Apt Elev 1486′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4440′ *(2954′)*



CHANGES: Ballnote 1 altitude revised.

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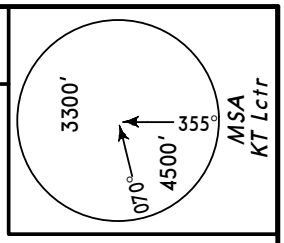
URMT/STW
SHPAKOVSKOYE

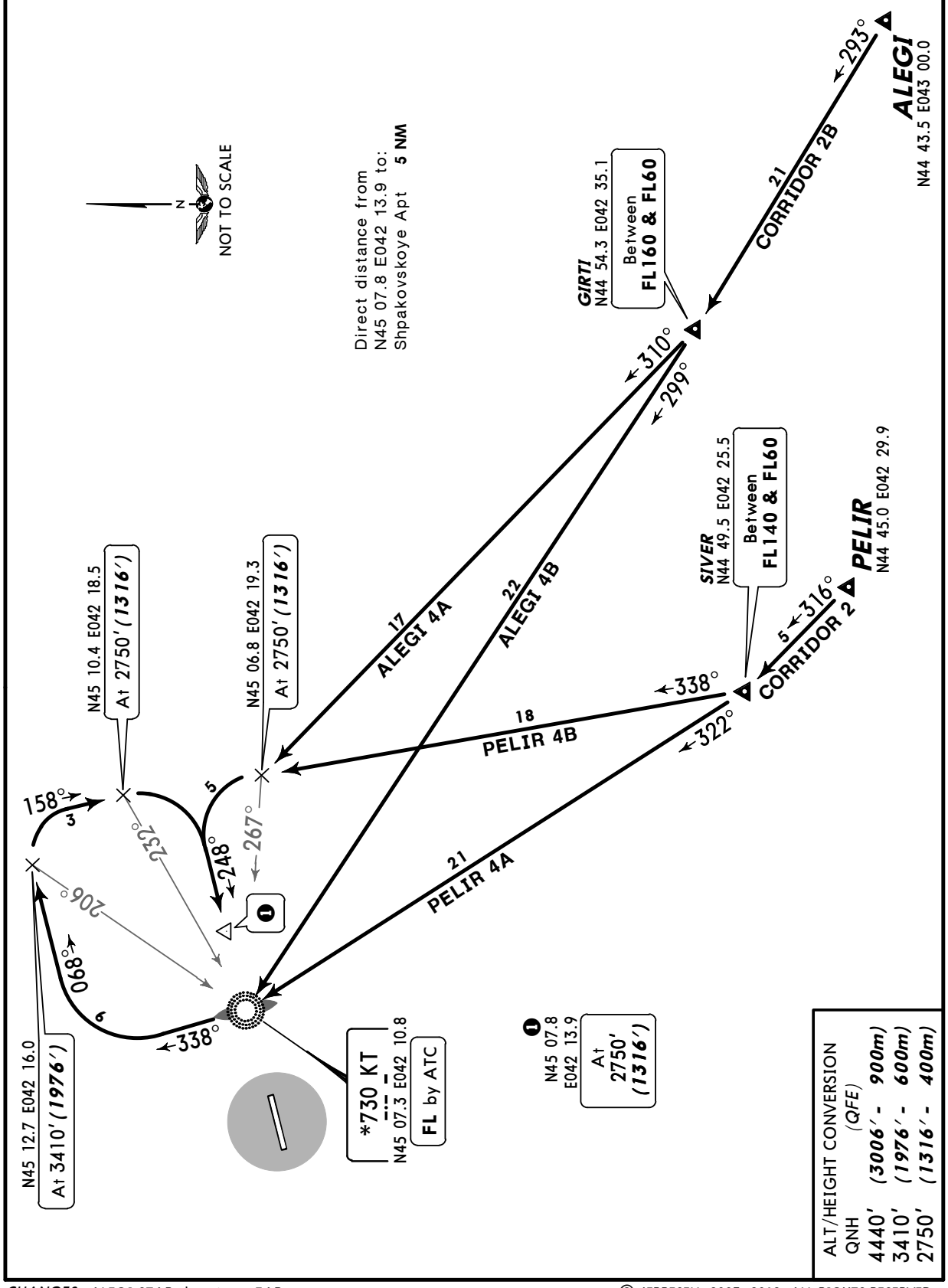
JEPPESEN
27 APR 12 (10-2A) Eff 3 May

STAVROPOL, RUSSIA
STAR

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



ALEGI 4A *[ALEG4A]*, ALEGI 4B *[ALEG4B]*
PELIR 4A *[PELI4A]*, PELIR 4B *[PELI4B]*
RWY 25 ARRIVALS
WITH RADAR CONTROL



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

CHANGES: ALEGI STARs bearings; FAP.

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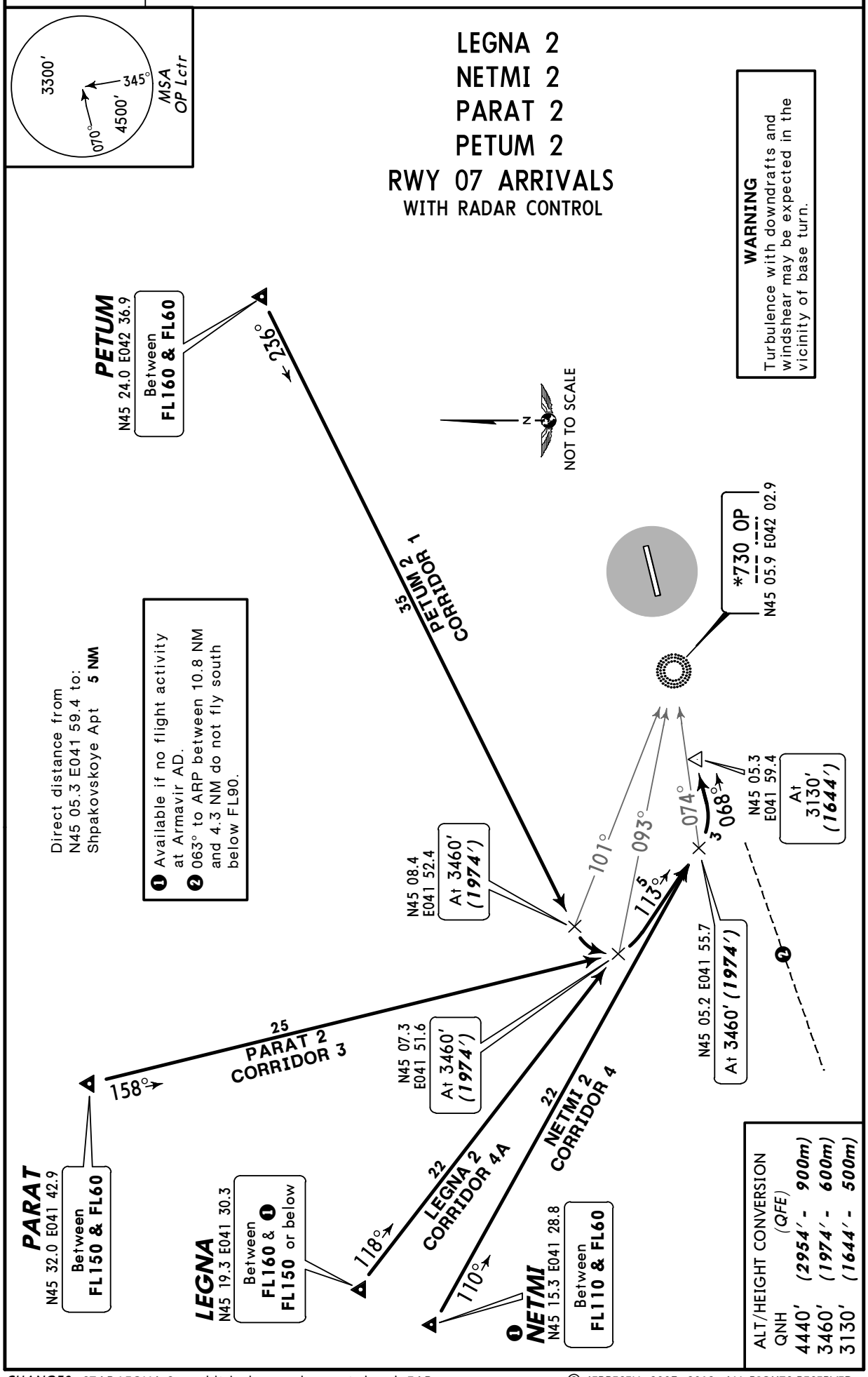
URMT/STW
SHPAKOVSKOYE

JEPPESEN 27 APR 12 (10-2B) Eff 3 May

STAVROPOL, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1486′	Trans level: FL60 Trans alt: 4440′ *(2954′)*



CHANGES: STAR LEGNA 2 established; procedures reindexed; FAP.

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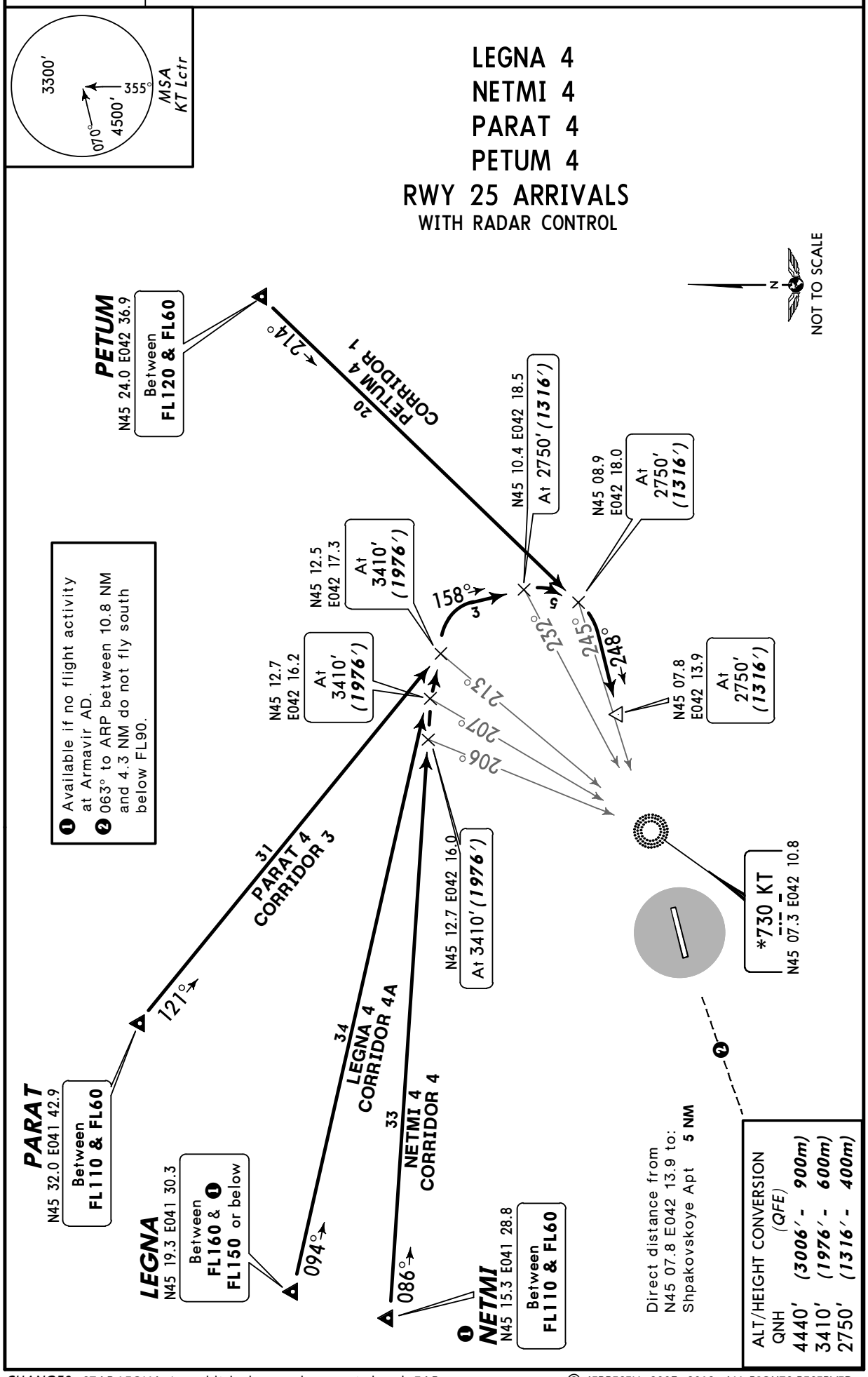
URMT/STW
SHPAKOVSKOYE

JEPPESEN
27 APR 12 (10-2C) Eff 3 May

STAVROPOL, RUSSIA
STAR

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



CHANGES: STAR LEGNA 4 established; procedures renindexed; FAP.

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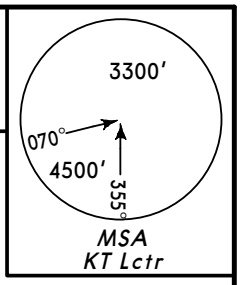
URMT/STW
SHPAKOVSKOYE

JEPPESEN
11 NOV 11 (10-3) Eff 17 Nov

STAVROPOL, RUSSIA
SID

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.

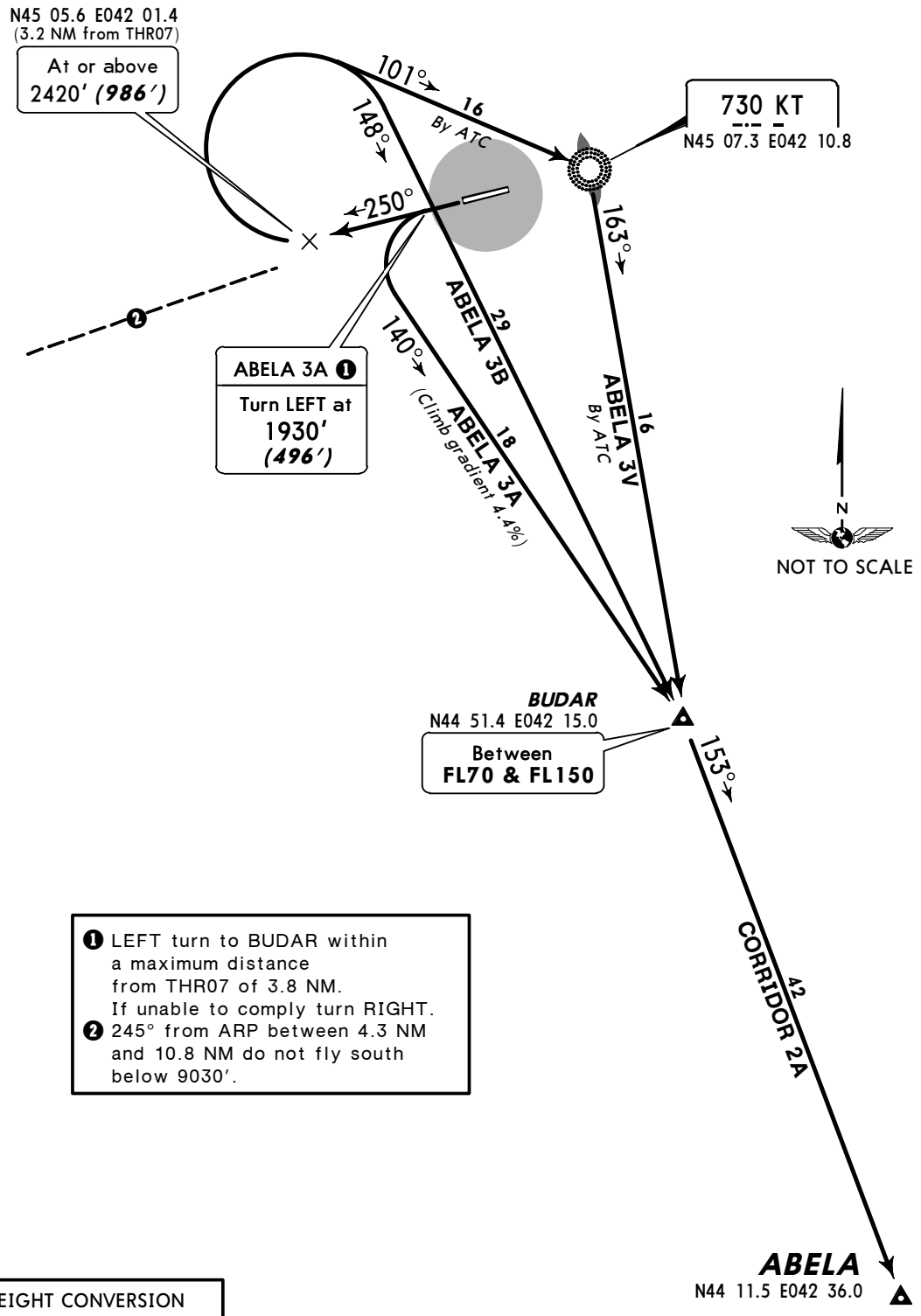


ABELA 3A
CAT A & B

ABELA 3B

ABELA 3V
BY ATC

RWY 25 DEPARTURES



❶ LEFT turn to BUDAR within a maximum distance from THR07 of 3.8 NM. If unable to comply turn RIGHT.
❷ 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

CHANGES: Trans level/trans alt; SIDs transferred & revised; MSA.

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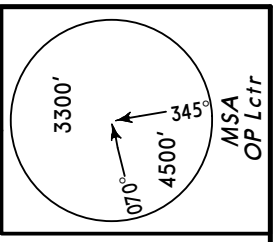
URMT/STW
SHPAKOVSKOYE

JEPPESEN

11 NOV 11 (10-3A) Eff 17 Nov

STAVROPOL, RUSSIA
SID

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

245° from ARP between 4.3 NM and 10.8 NM do not fly south below 9030′.

ALEGI
N44 43.5 E042 59.9

21 CORRIDOR 2B 115°

GIRTI
N44 54.3 E042 35.1
Between FL70 & FL150

22 ALEGI 1A 121°

26 ALEGI 1B By ATC

170° 18 BUDAR 1A

153° 42 CORRIDOR 2A

ABELA
N44 11.5 E042 36.0

BUDAR
N44 51.4 E042 15.0
Between FL70 & FL150

17 BUDAR 1B By ATC 108°

142°

070° By ATC

At 2150′ (664′)

ALEGI 1B
BUDAR 1B

730 OP
N45 05.9 E042 02.9

NOT TO SCALE

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

CHANGES: Trans level/trans alt; SIDs established & transferred; MSA.

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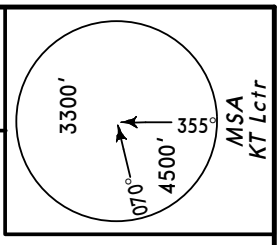
URMT/STW
SHPAKOVSKOYE

JEPPESEN
27 APR 12 (10-3B) Eff 3 May

STAVROPOL, RUSSIA
SID

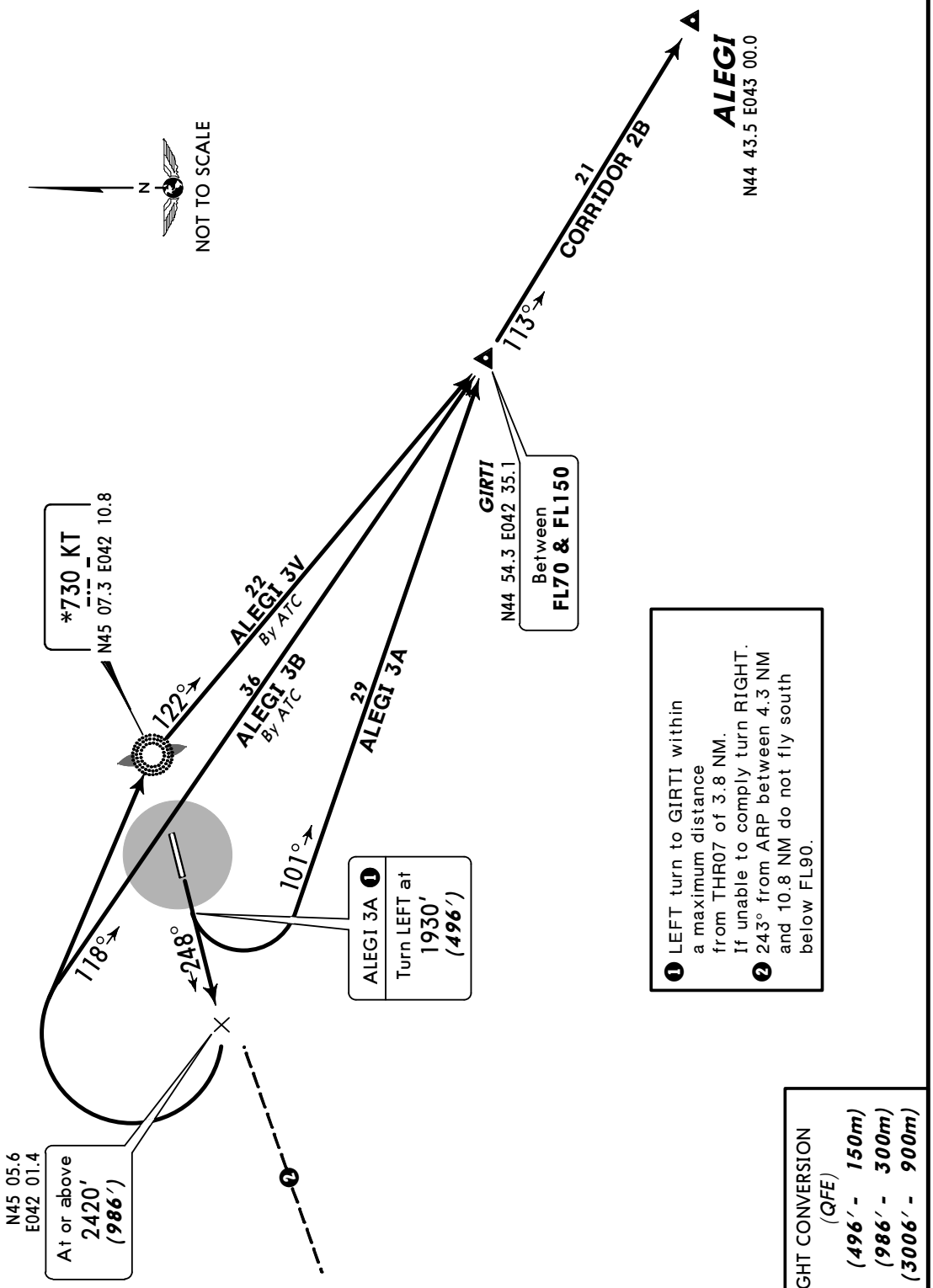
Apt Elev 1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(3006′)*** Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.



ALEGI 3A *[ALEG3A]*
CAT A & B

ALEGI 3B *[ALEG3B]*
ALEGI 3V *[ALEG3V]*
BY ATC

RWY 25 DEPARTURES



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

CHANGES: Ballnote 2 altitude revised.

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URMT/STW
SHPAKOVSKOYE

JEPPESEN

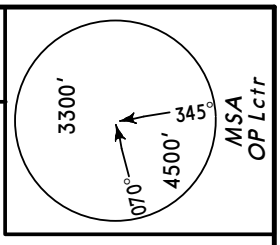
27 APR 12 (10-3C) Eff 3 May

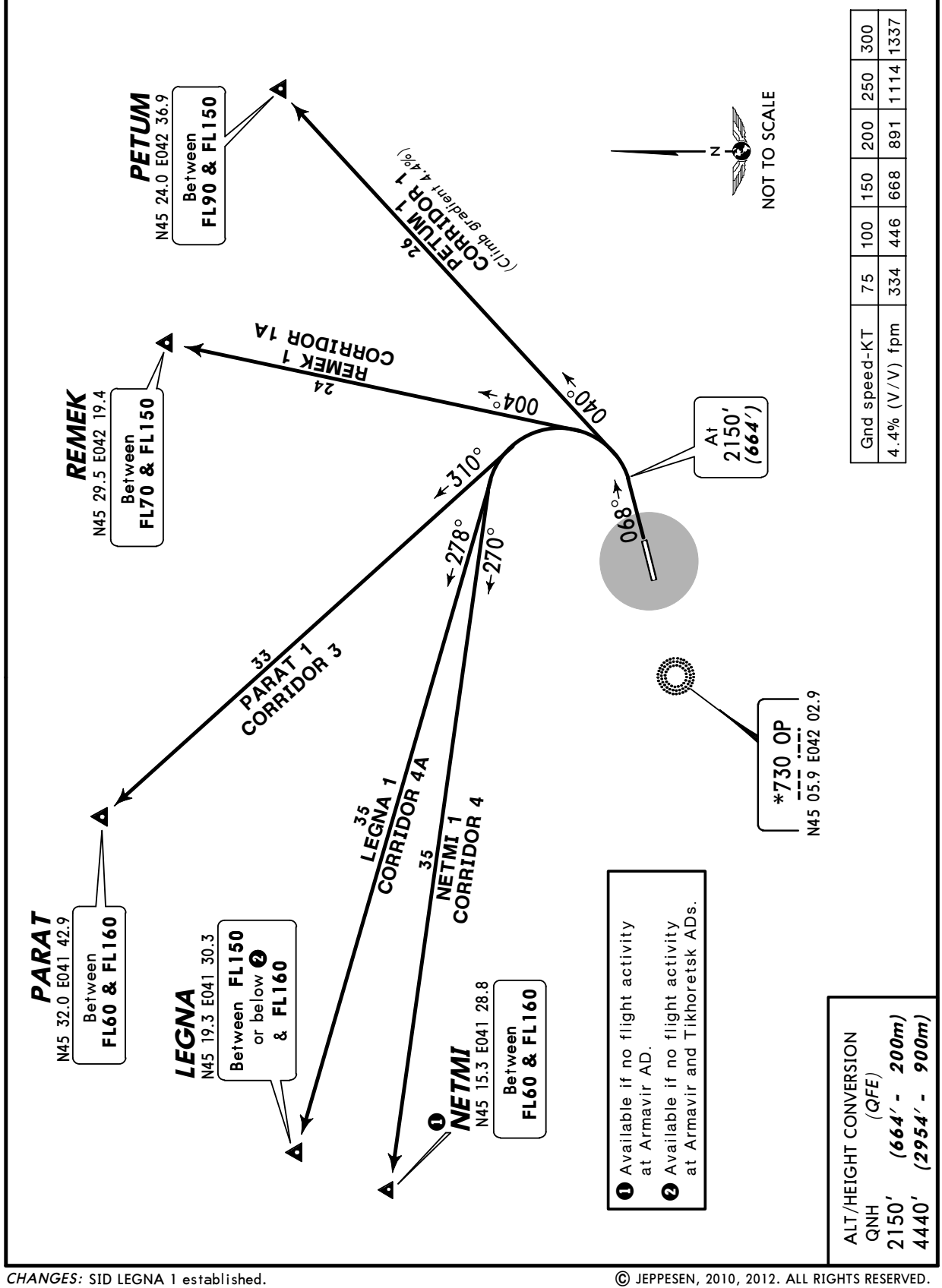
STAVROPOL, RUSSIA

SID

Apt Elev	QNH on request (QFE)
1486′	Trans level: FL60 Trans alt: 4440′ *(2954′)*

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





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

CHANGES: SID LEGNA 1 established.

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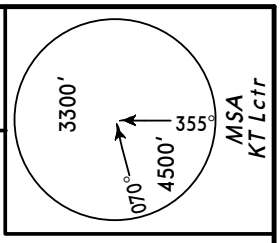
URMT/STW
SHPAKOVSKOYE

JEPPESEN
27 APR 12 (10-3D) Eff 3 May

STAVROPOL, RUSSIA
SID

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.



LEGNA 3, NETMI 3
PARAT 3, PETUM 3, REMEK 3
RWY 25 DEPARTURES

❶ Available if no flight activity at Armavir AD.
❷ Available if no flight activity at Armavir and Tikhoretsk ADs.
❸ 243° from ARP between 4.3 NM and 10.8 NM do not fly south below FL90.

PETUM
N45 24.0 E042 36.9
Between **FL90 & FL150**

REMEK
N45 29.5 E042 19.4
Between **FL70 & FL150**

PARAT
N45 32.0 E041 42.9
Between **FL60 & FL160**

LEGNA
N45 19.3 E041 30.3
Between **FL150** or below ❷ & **FL160**

NETMI
N45 15.3 E041 28.8
Between **FL60 & FL160**

*730 KT
N45 07.3 E042 10.8

N45 05.6 E042 01.4

NETMI 3, PARAT 3, PETUM 3
At or above 2420′ ***(986′)*** but not before 3.2 NM from THR07

LEGNA 3, REMEK 3
At or above 2420′ ***(986′)***

38 PETUM 3 CORRIDOR 1
28 REMEK 3 CORRIDOR 1A
30 PARAT 3 CORRIDOR 3
25 LEGNA 3 CORRIDOR 4A
24 NETMI 3 CORRIDOR 4

024° 054° 248° 330° 294° 286°

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2420′	***(986′ - 300m)***
4440′	***(3006′ - 900m)***

CHANGES: SID LEGNA 3 established; SID PETUM 3A reindexed.

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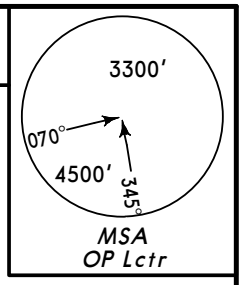
URMT/STW
SHPAKOVSKOYE

JEPPESEN 27 APR 12 (10-3E) Eff 3 May

STAVROPOL, RUSSIA
SID

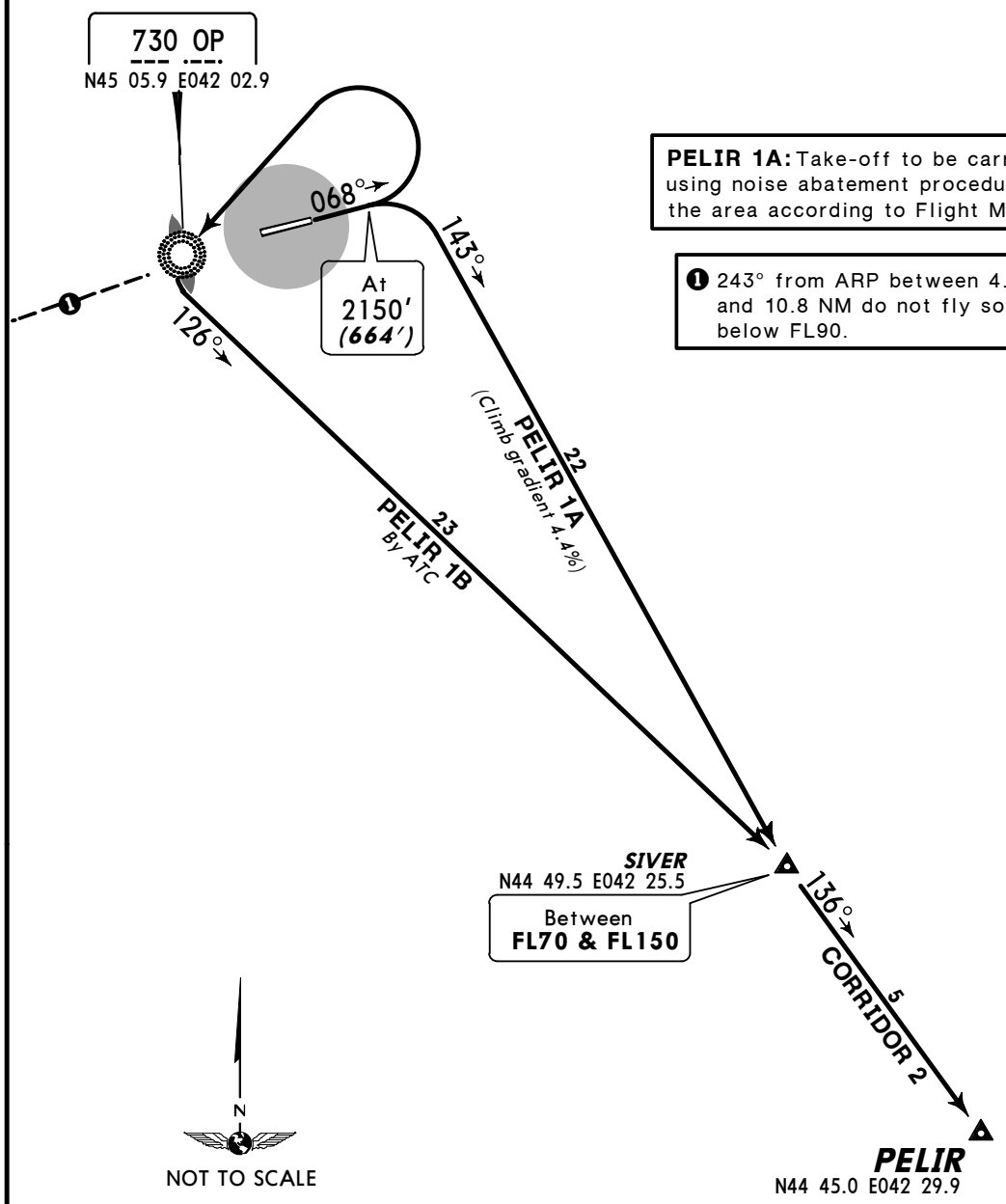
Apt Elev	
1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(2954′)***



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.

❶ 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

CHANGES: Ballnote 1 altitude revised.

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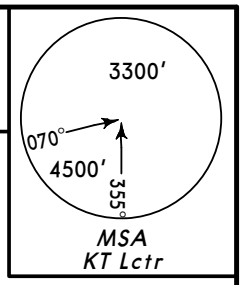
URMT/STW
SHPAKOVSKOYE

JEPPESEN
11 NOV 11 (10-3F) Eff 17 Nov

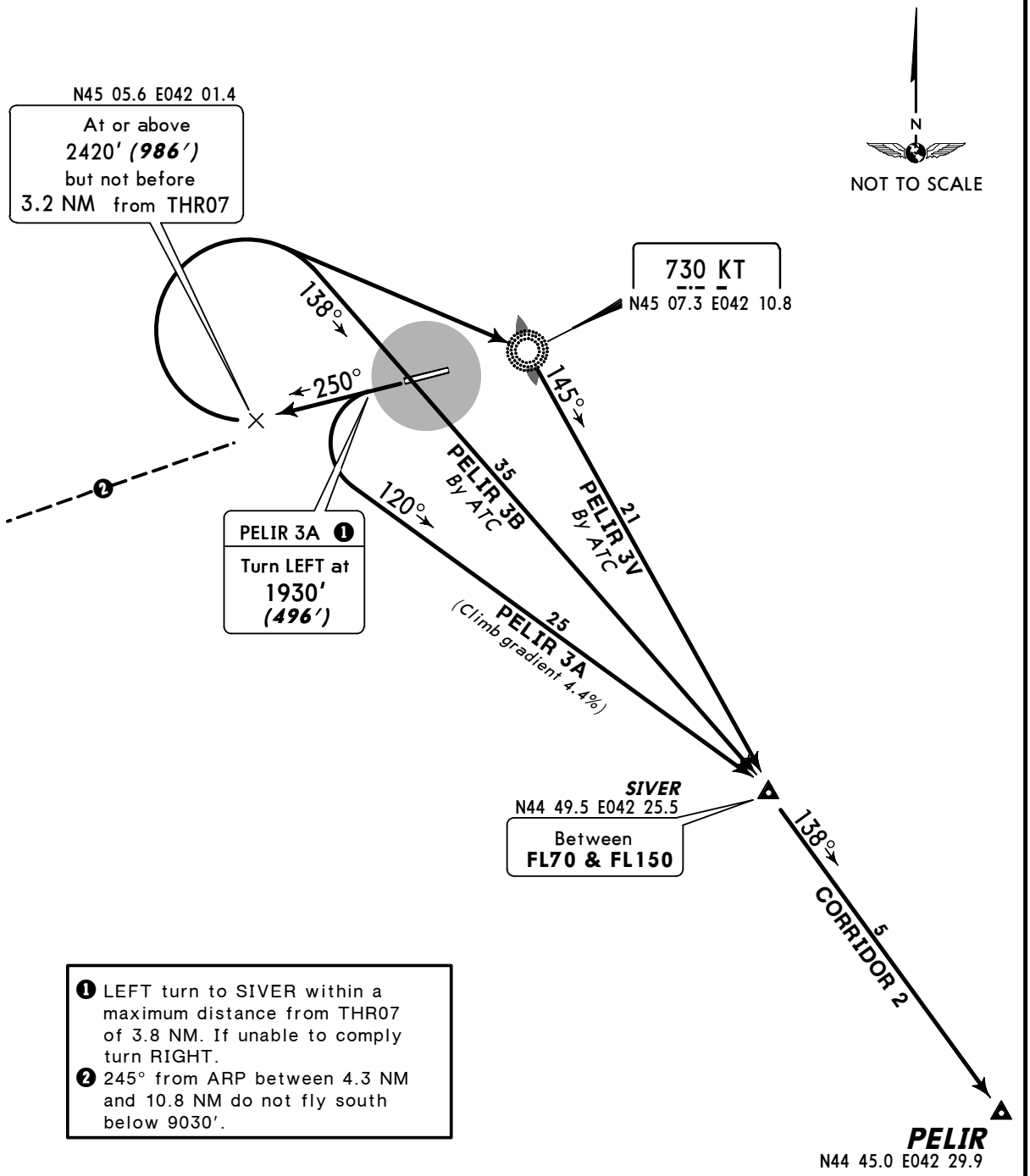
STAVROPOL, RUSSIA
SID

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



❶ LEFT turn to SIVER within a maximum distance from THR07 of 3.8 NM. If unable to comply turn RIGHT.
❷ 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

CHANGES: New chart (SIDs transferred & revised).

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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.

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URMT/STW

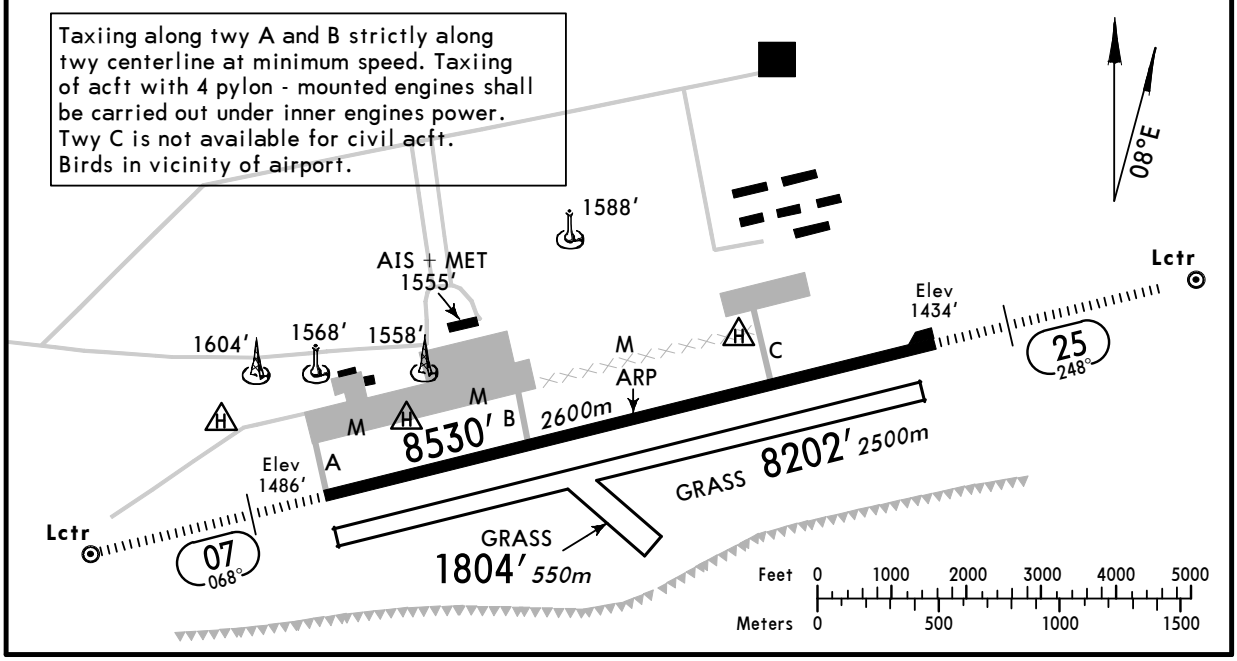
Apt Elev **1486′**
N45 06.5 E042 06.8

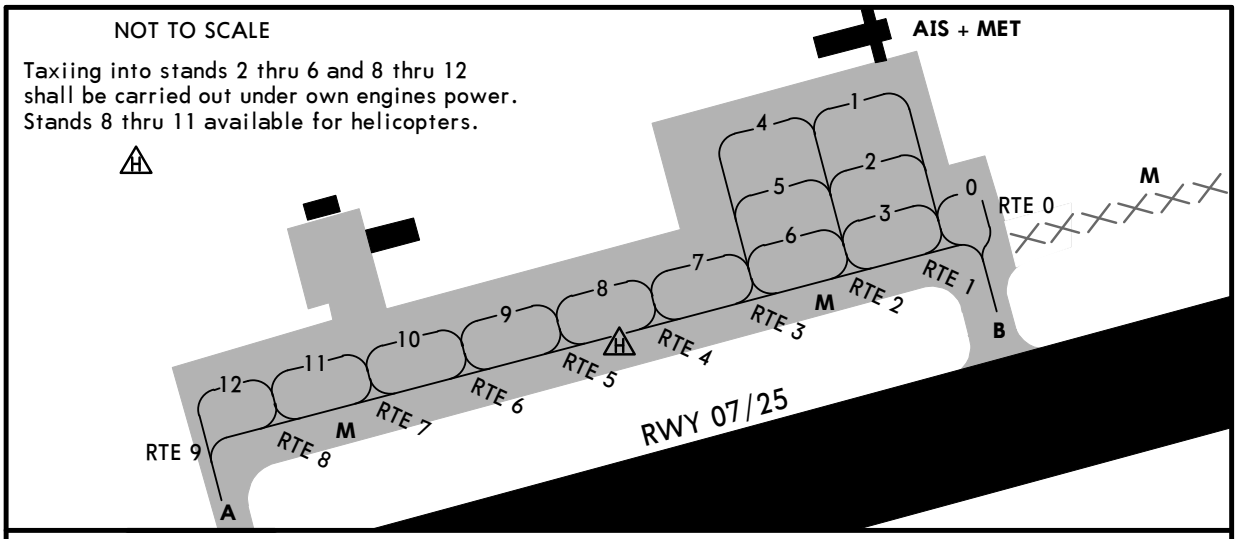
JEPPESEN
27 APR 12 (10-9) **Eff 3 May**

STAVROPOL, RUSSIA
SHPAKOVSKOYE

STAVROPOL Tower (GND/TWR)

120.9 124.0





ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07	RL *(60m)*	HIALS	PAPI-L (angle 3.17°)	RVR			7546′ *2300m*		157′ *48m*
25	RL *(60m)*	HIALS	PAPI-L (angle 2.67°)	RVR			7874′ *2400m*		
07 25	Grass runway								262′ *80m*
	Grass runway								328′ *100m*

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Variation. Rwy bearings. Usable lengths.

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URMT/STW

JEPPESEN

Standard

11 NOV 11 (10-9S) Eff 17 Nov

STAVROPOL, RUSSIA
SHPAKOVSKOYE

STRAIGHT-IN RWY		A	B	C	D
07	ILS	**1686′**(200′)	**1686′**(200′)	**1686′**(200′)	**1686′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**1850′**(364′)	**1850′**(364′)	**1850′**(364′)	**1850′**(364′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
25	ILS	**1634′**(200′)	**1634′**(200′)	**1634′**(200′)	**1634′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**1790′**(356′)	**1790′**(356′)	**1790′**(356′)	**1790′**(356′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m

❶ 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, B, C	250m	400m	500m
D	300m		

CHANGES: Minimums.

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URMT/STW

JEPPESEN

JAA MINIMUMS

11 NOV 11 (10-9X) Eff 17 Nov

STAVROPOL, RUSSIA
SHPAKOVSKOYE

STRAIGHT-IN RWY		A	B	C	D
07	ILS	**1686′**(200′)	**1686′**(200′)	**1686′**(200′)	**1686′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	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**
	ALS out	R1500m	R1500m	R1800m	R2000m
25	ILS	**1634′**(200′)	**1634′**(200′)	**1634′**(200′)	**1634′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	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**
	ALS out	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*		

CHANGES: Minimums.

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URMT/STW
SHPAKOVSKOYE

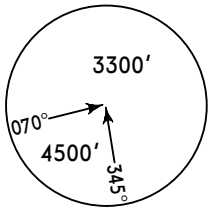
JEPPESEN
27 APR 12
Eff 3 May
(11-1)

STAVROPOL, RUSSIA
ILS or ❶2 NDB Rwy 07

BRIEFING STRIP ™

STAVROPOL Approach (APP/SRE)	STAVROPOL Tower	Ground
120.3 124.0	120.9 124.0	120.9

LOC IOP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1486′
*110.5	068°	2241′ (755′)	1686′ (200′)	RWY 1486′
NDB OP 730		Minimum Alt 5.2 NM RDP 3130′ (1644′)	NDB MDA(H) 1850′ (364′)	



MSA OP NDB

MISSED APCH: Climb on 068° to 2150′ (664′), then turn LEFT onto 248° climbing to 3460′ (1974′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 Trans alt: 4440′ (2954′)

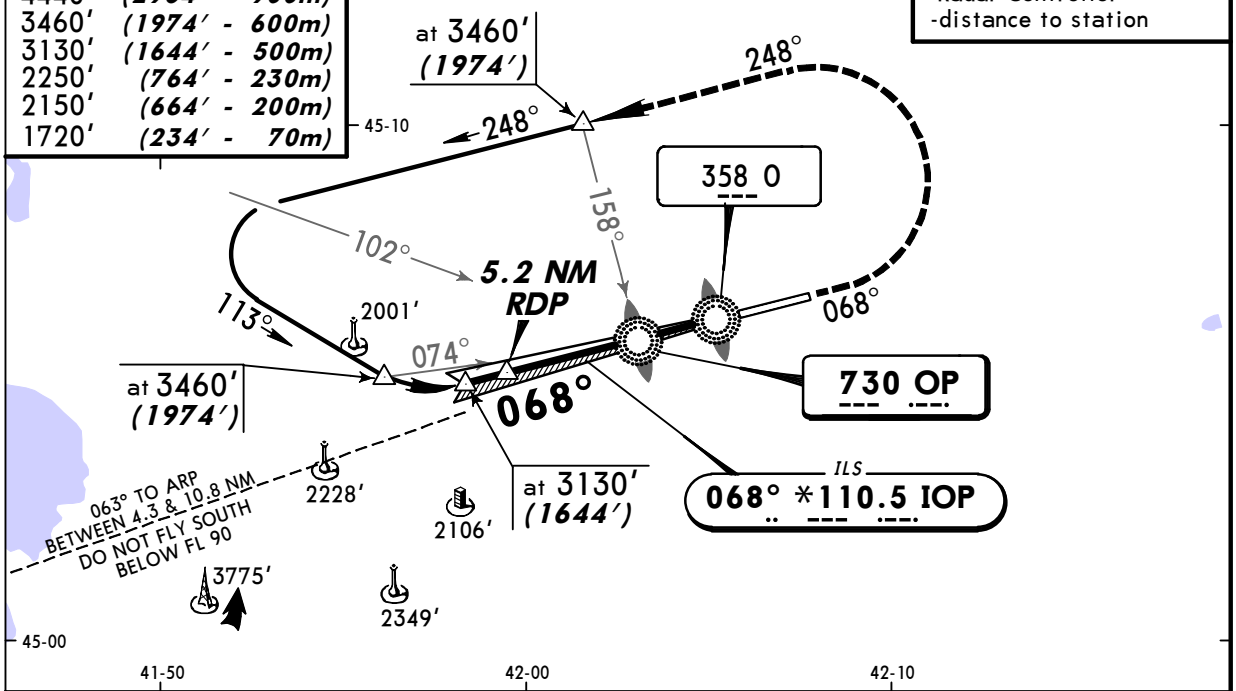
1. Turbulence with downdrafts and windshear may be expected on final in the vicinity of base turn.
2. Ground proximity warning system may be brought into operation between LOM and LMM due to abrupt change of relief.

ALT/HEIGHT CONVERSION

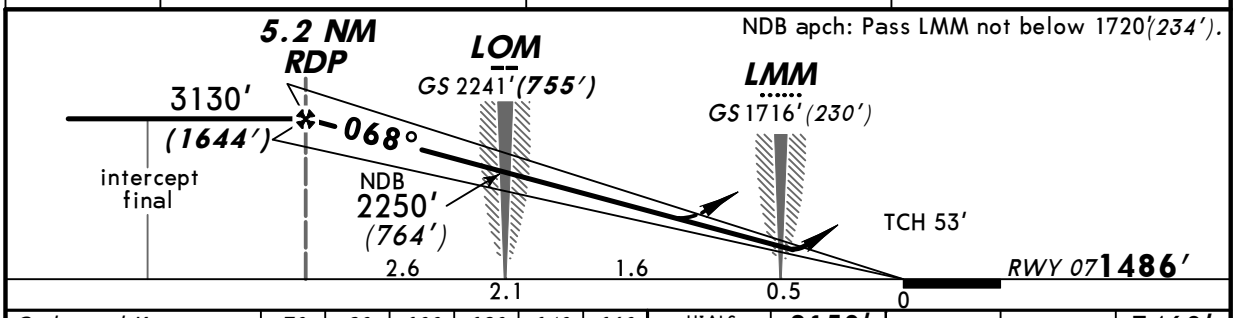
QNH	(QFE)
4440′	(2954′ - 900m)
3460′	(1974′ - 600m)
3130′	(1644′ - 500m)
2250′	(764′ - 230m)
2150′	(664′ - 200m)
1720′	(234′ - 70m)

❶ 2 NDB apch shall be under radar control.

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station



NDB apch: Pass LMM not below 1720′(234′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 3.17°	393	505	561	673	785	897

HIALS PAPI

2150′ (664′) on 068°

248° LT

3460′ (1974′)

STRAIGHT-IN LANDING RWY 07

PANS OPS

	ILS DA(H) 1686′(200′) FULL	ILS DA(H) 1686′(200′) ALS out	LOC (GS out)	NDB MDA(H) 1850′(364′)	NDB MDA(H) 1850′(364′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Procedure bearings.

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URMT/STW
SHPAKOVSKOYE

JEPPESEN
27 APR 12 (11-2) Eff 3 May

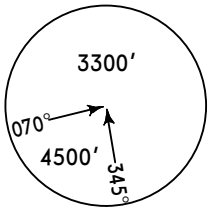
STAVROPOL, RUSSIA
by ATC ILS Rwy 07

BRIEFING STRIP ™

STAVROPOL Approach (APP/SRE)		STAVROPOL Tower		Ground
120.3	124.0	120.9	124.0	120.9

LOC IOP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1486′
*110.5	068°	2241′(755′)	1686′(200′)	RWY 1486′

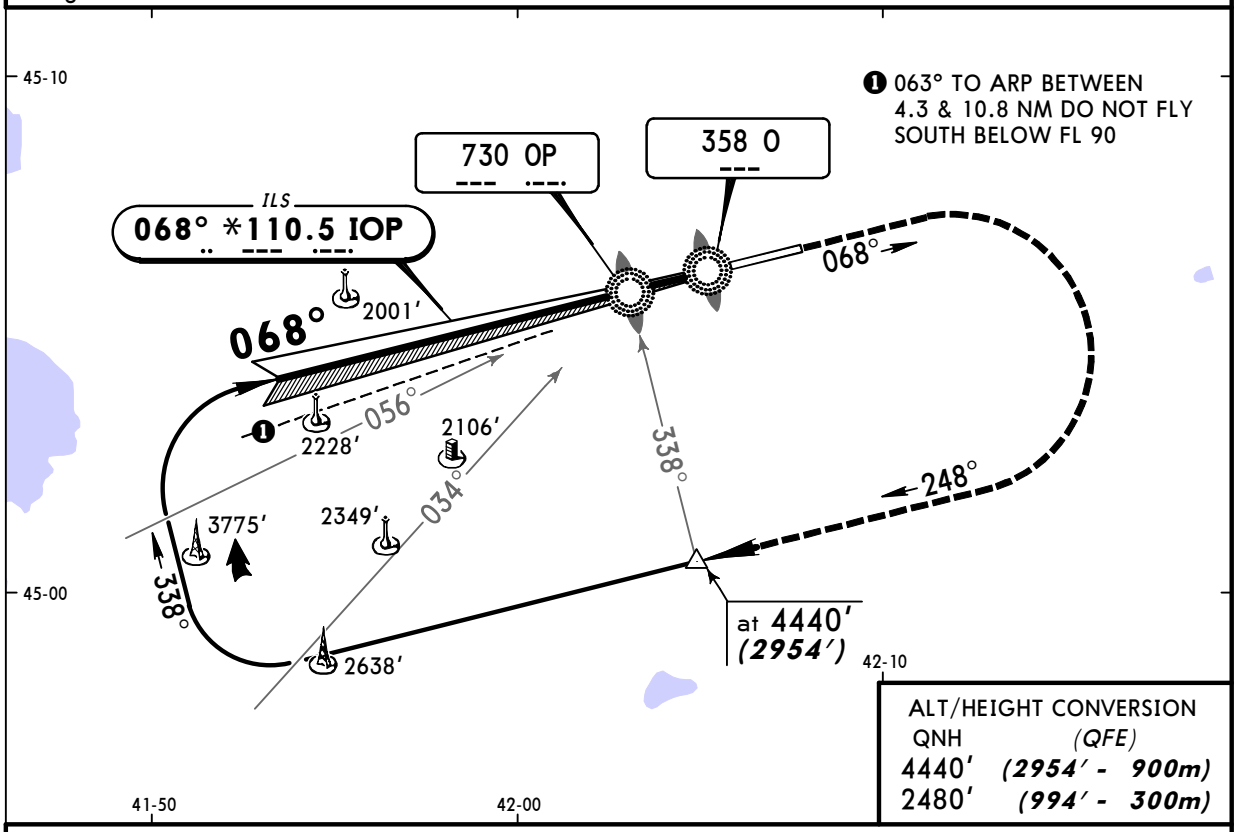
MISSED APCH: Climb on 068° to 2480′(994′), then turn RIGHT onto 248° climbing to 4440′(2954′), then according to chart.



MSA OP NDB

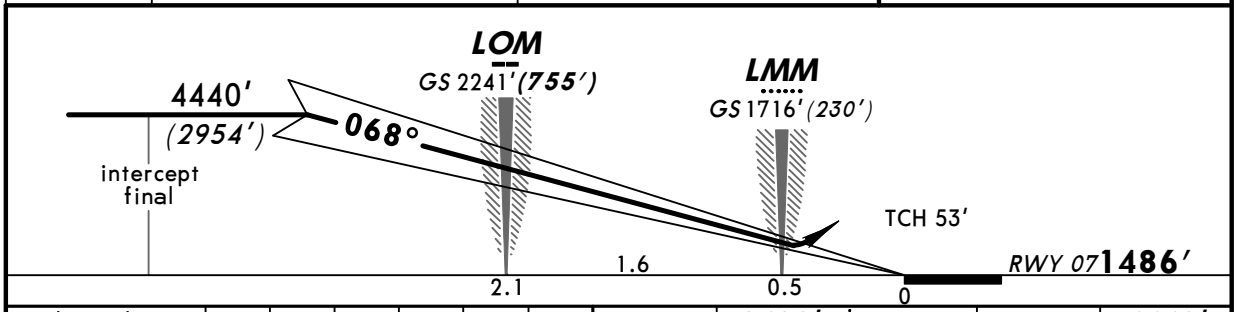
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4440′(2954′)

1. Turbulence with downdrafts and windshear may be expected on final in the vicinity of base turn.
2. Ground proximity warning system may be brought into operation between LOM and LMM due to abrupt change of reliief.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4440′	(2954′ - 900m)
2480′	(994′ - 300m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.17°	393	505	561	673	785	897

HIALS PAPI | 2480′ (994′) on 068° | 248° RT | 4440′ (2954′)

STRAIGHT-IN LANDING RWY 07

	ILS DA(H) 1686′(200′) FULL	ILS DA(H) 1686′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: New procedure.

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URMT/STW
SHPAKOVSKOYE

JEPPESEN
27 APR 12
Eff 3 May
11-3

STAVROPOL, RUSSIA
ILS or 2 NDB Rwy 25

BRIEFING STRIP ™

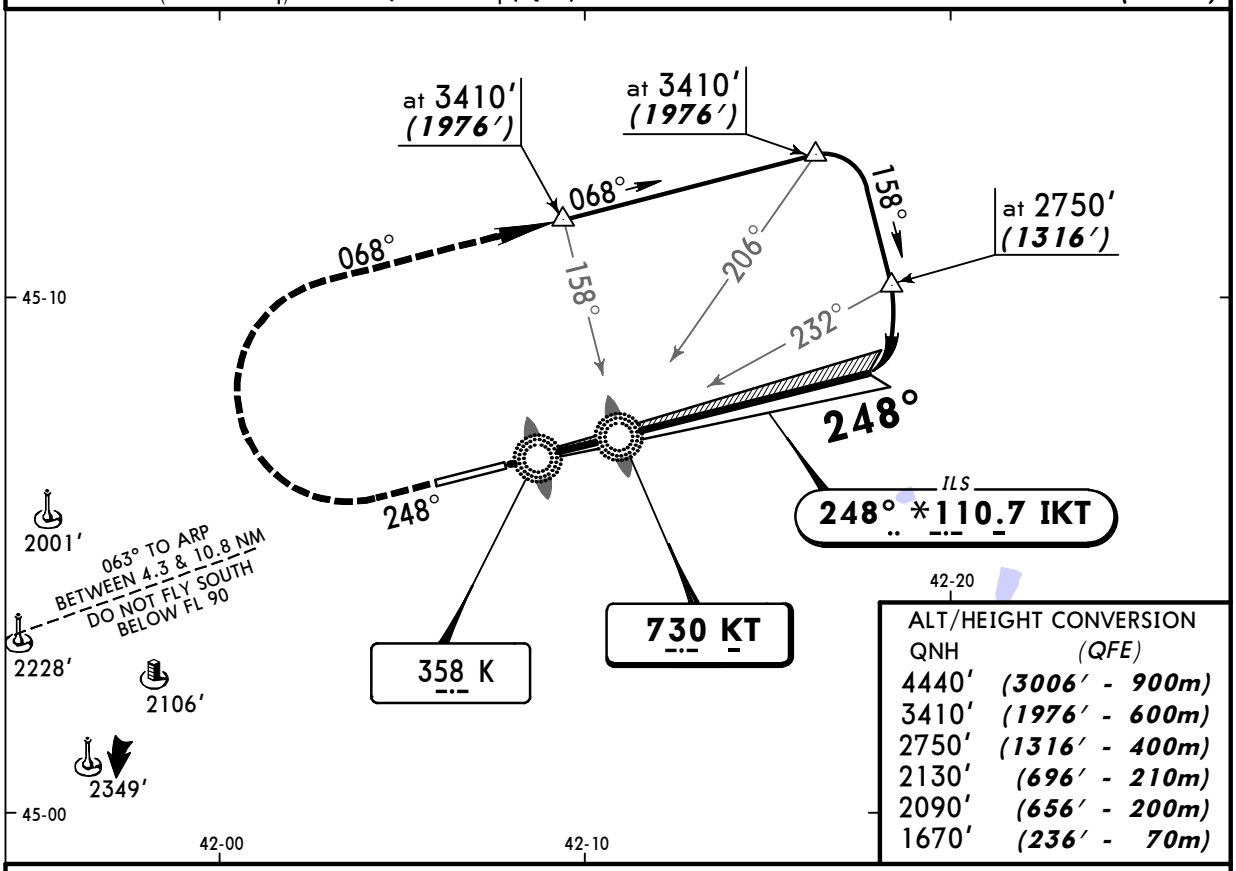
STAVROPOL Approach (APP/SRE)	STAVROPOL Tower	Ground
120.3 124.0	120.9 124.0	120.9

LOC IKT	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1486′
*110.7	248°	2123′ (689′)	1634′ (200′)	RWY 1434′
NDB KT		Minimum Alt LOM	NDB MDA(H)	
730		2130′ (696′)	1740′ (306′)	

MSA KT NDB: 3300′ 070° 4500′ 355°

MISSED APCH: Climb on 248° to 2090′ (656′), then turn RIGHT onto 068° climbing to 3410′ (1976′), then according to chart.

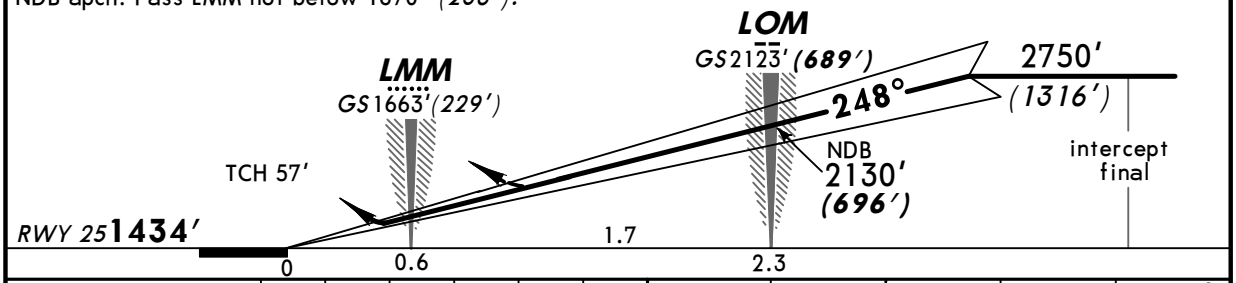
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4440′ (3006′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4440′	(3006′ - 900m)
3410′	(1976′ - 600m)
2750′	(1316′ - 400m)
2130′	(696′ - 210m)
2090′	(656′ - 200m)
1670′	(236′ - 70m)

NDB apch: Pass LMM not below 1670′ (236′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc Angle 2.67°	331	425	472	567	661	756

HIALS PAPI

2090′ (656′) on 248° — 068° RT — 3410′ (1976′)

STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 1634′ (200′) FULL	ILS DA(H) 1634′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1740′ (306′)	NDB MDA(H) 1740′ (306′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: Chart reindexed. Procedure bearings.

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URMT/STW
SHPAKOVSKOYE

JEPPESEN
27 APR 12 (11-4) Eff 3 May

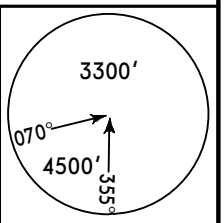
STAVROPOL, RUSSIA
by ATC ILS Rwy 25

BRIEFING STRIP ™

STAVROPOL Approach (APP/SRE)		STAVROPOL Tower		Ground
120.3	124.0	120.9	124.0	120.9

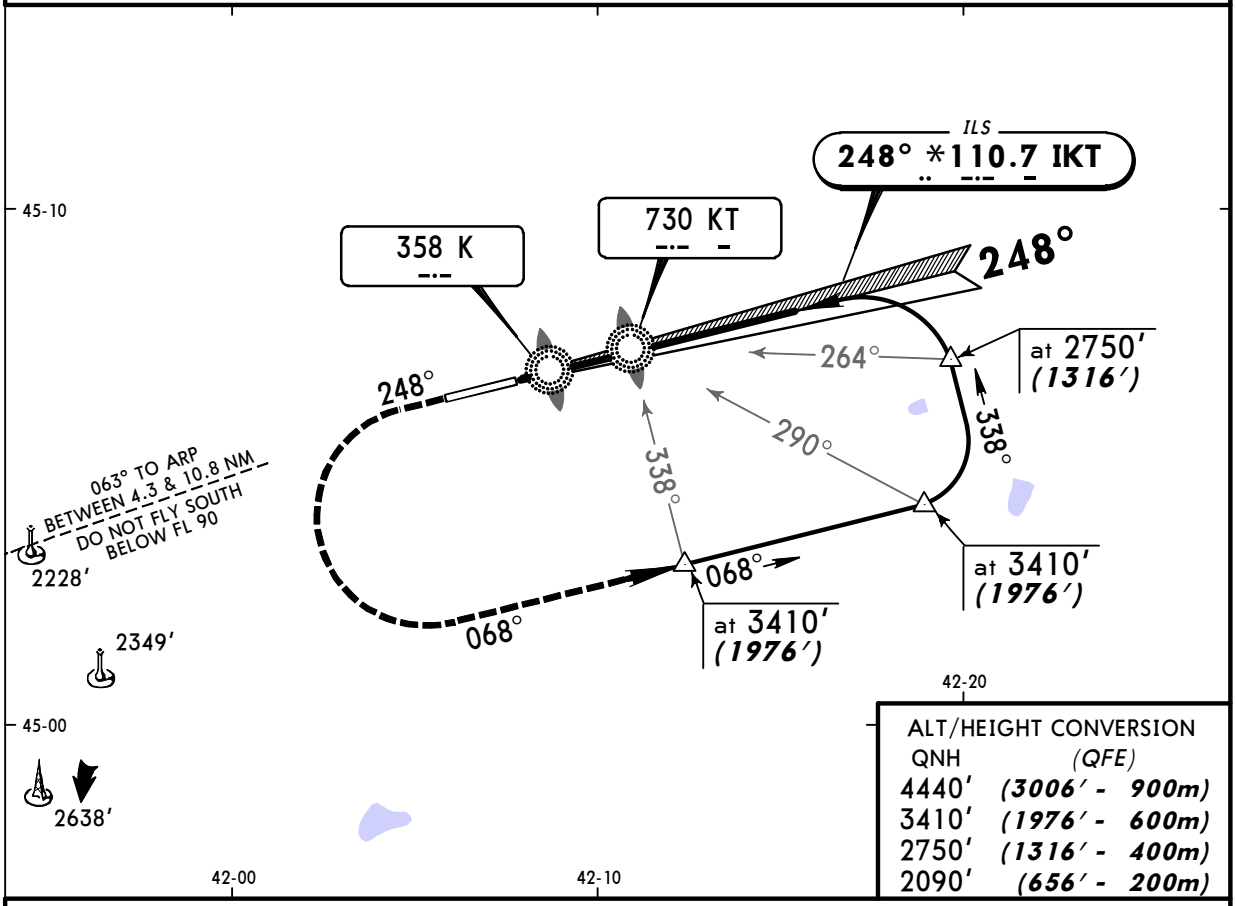
LOC IKT	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1486′
*110.7	248°	2123′(689′)	1634′(200′)	RWY 1434′

MISSED APCH: Climb on 248° to 2090′(656′), then turn LEFT onto 068° climbing to 3410′(1976′), then according to chart.



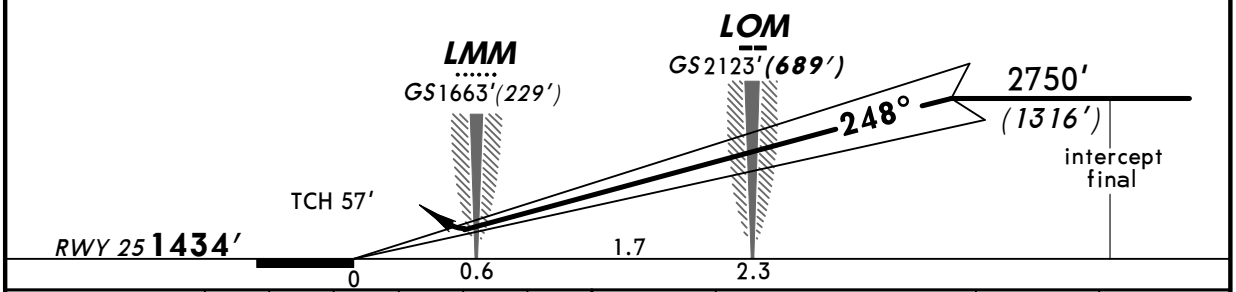
MSA KT NDB

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
4440′	(3006′ - 900m)
3410′	(1976′ - 600m)
2750′	(1316′ - 400m)
2090′	(656′ - 200m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	331	425	472	567	661	756

HIALS PAPI | 2090′ (656′) on 248° | 068° LT | 3410′ (1976′)

STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 1634′(200′) FULL	ILS DA(H) 1634′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: New procedure.

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