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Terminal Charts For URMT
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General Information

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

Airport Use: Public
Magnetic Variation: 7.2°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: 0406 Z
Sunset: 1346 Z,

Runway Information

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

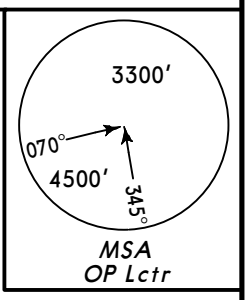
Runway: 25
Length x Width: 8530 ft x 157 ft
Surface Type: asphalt
TDZ-Elev: 1434 ft
Lighting: Edge, ALS

Communication Information

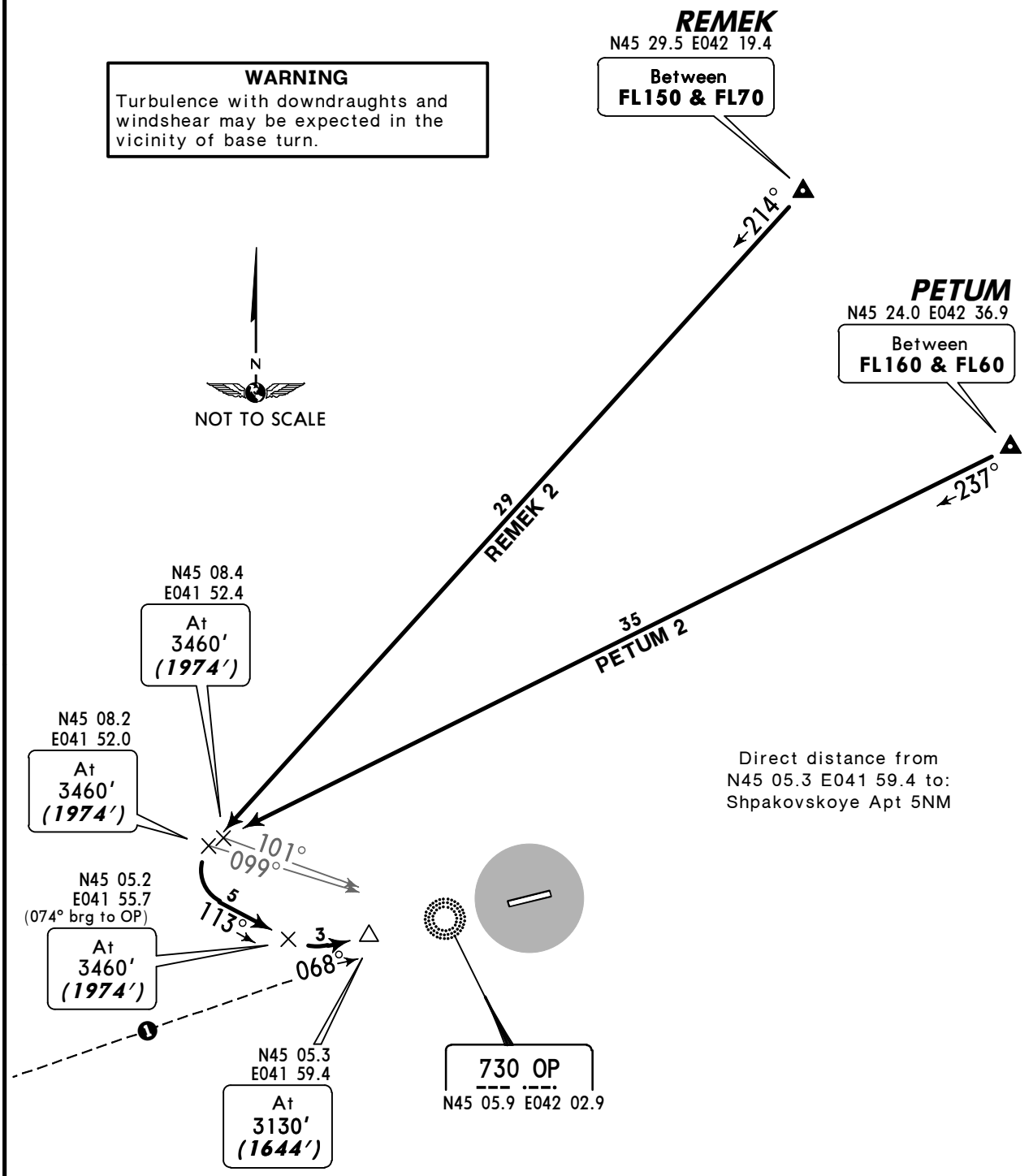
ATIS 134.2
ATIS 128.825 Non-English
Stavropol Tower 124.0
Stavropol Tower 120.9
Stavropol Approach Control 124.0
Stavropol Approach Control 120.3

ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(2954′)***

PETUM 2
REMEK 2
RWY 07 ARRIVALS



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



❶ 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)***

CHANGES: Coordinates of turning points revised.

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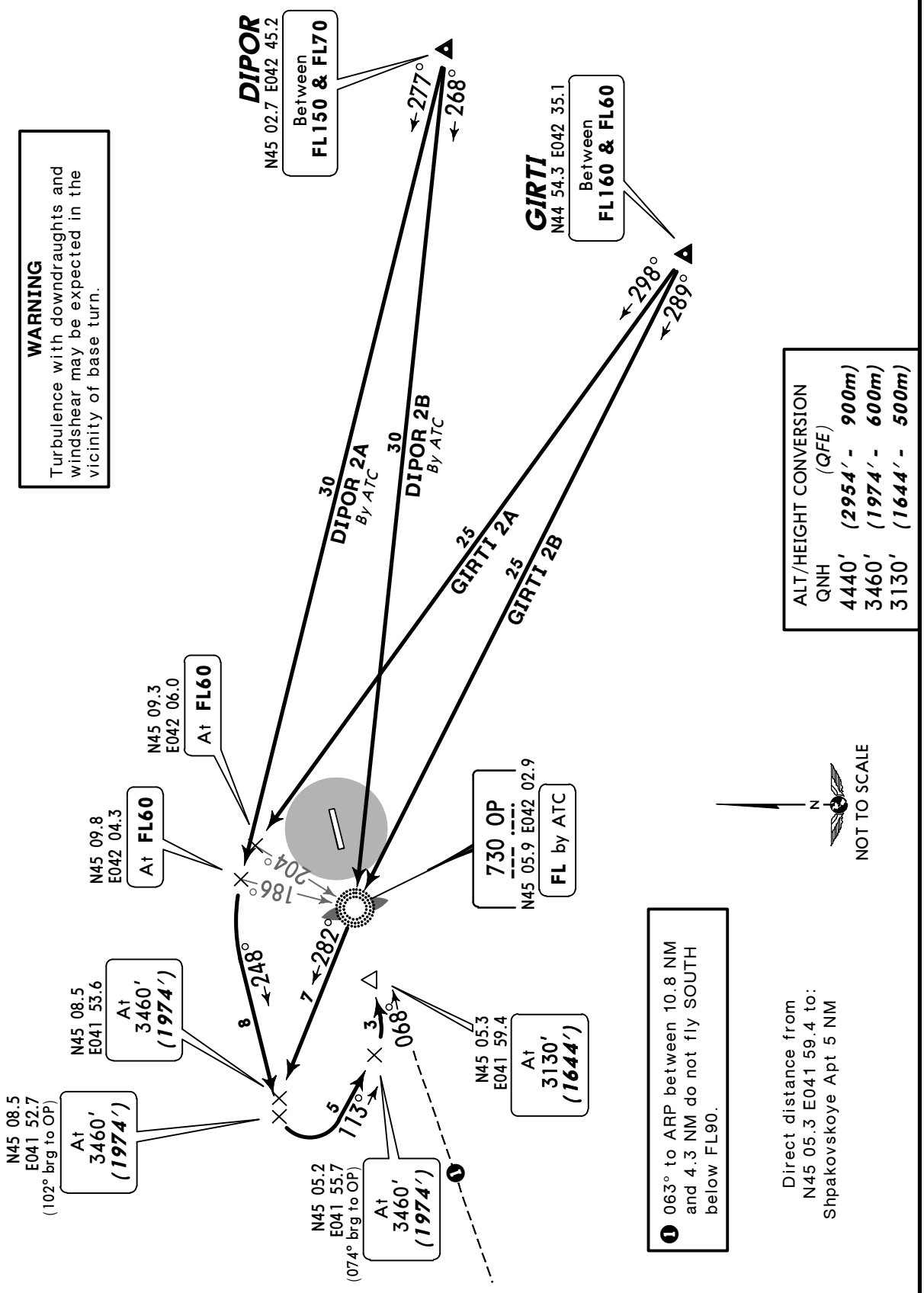
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4440′ *(2954′)*

DIPOR 2A *[DIPO2A]*, DIPOR 2B *[DIPO2B]*
BY ATC

GIRTI 2A *[GIRT2A]*, GIRTI 2B *[GIRT2B]*

RWY 07 ARRIVALS



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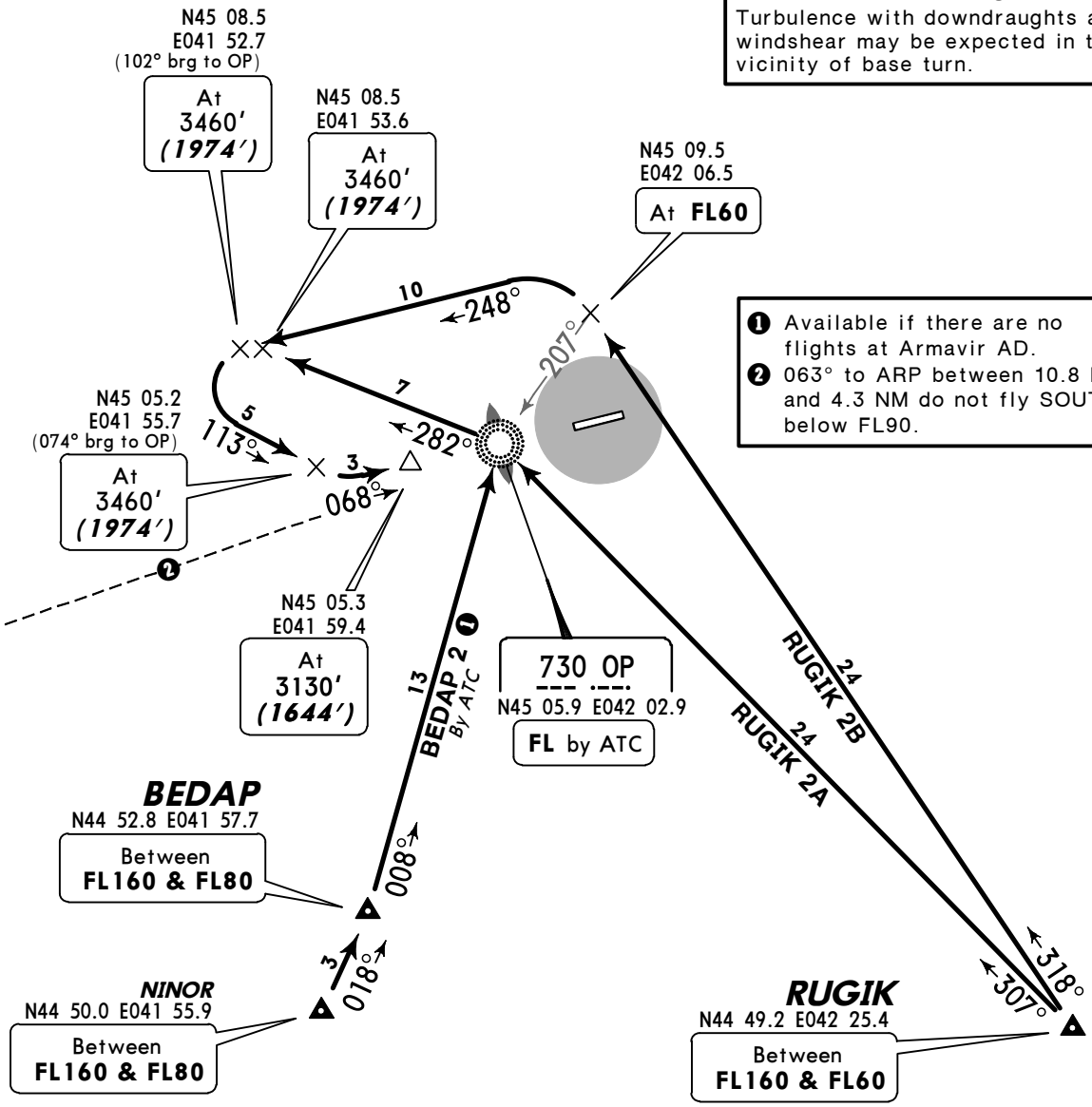
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(2954′)***

BEDAP 2❶

BY ATC

RUGIK 2A *[RUGI2A]*
RUGIK 2B *[RUGI2B]*

RWY 07 ARRIVALS



Direct distance from
N45 05.3 E041 59.4 to:
Shpakovskoye Apt 5 NM

N

NOT TO SCALE

ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
4440′	***(2954′ -***	***900m)***
3460′	***(1974′ -***	***600m)***
3130′	***(1644′ -***	***500m)***

CHANGES: ATIS commissioned.

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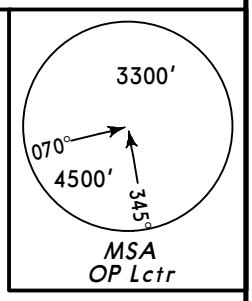
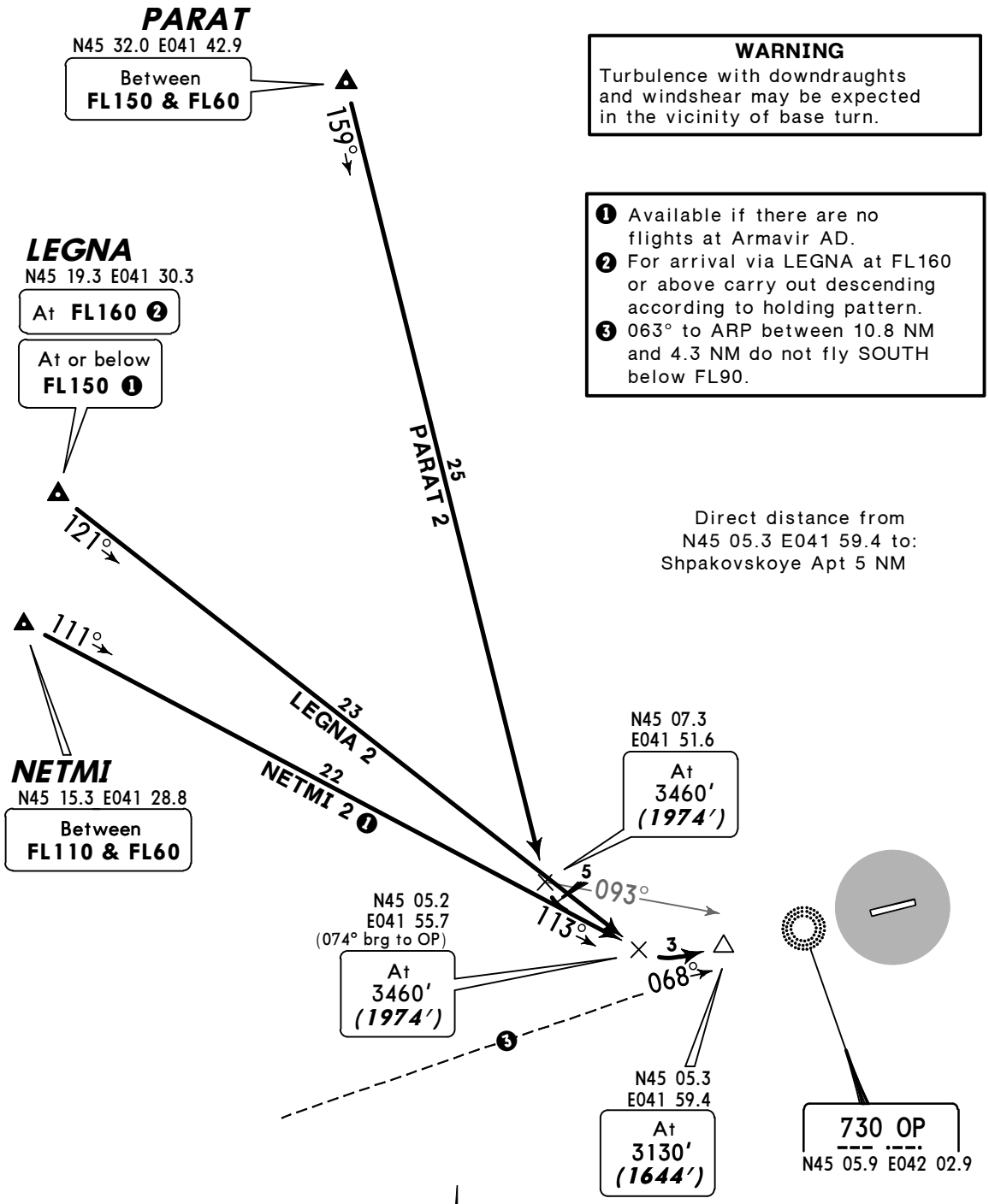
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4440′ *(2954′)*

LEGNA 2
NETMI 2❶
PARAT 2
RWY 07 ARRIVALS



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

❶ Available if there are no flights at Armavir AD.
❷ For arrival via LEGNA at FL160 or above carry out descending according to holding pattern.
❸ 063° to ARP between 10.8 NM and 4.3 NM do not fly SOUTH below FL90.



Direct distance from
N45 05.3 E041 59.4 to:
Shpakovskoye Apt 5 NM

ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
4440′	*(2954′ -*	*900m)*
3460′	*(1974′ -*	*600m)*
3130′	*(1644′ -*	*500m)*

CHANGES: ATIS commissioned.

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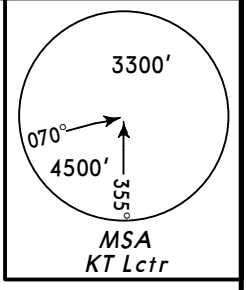
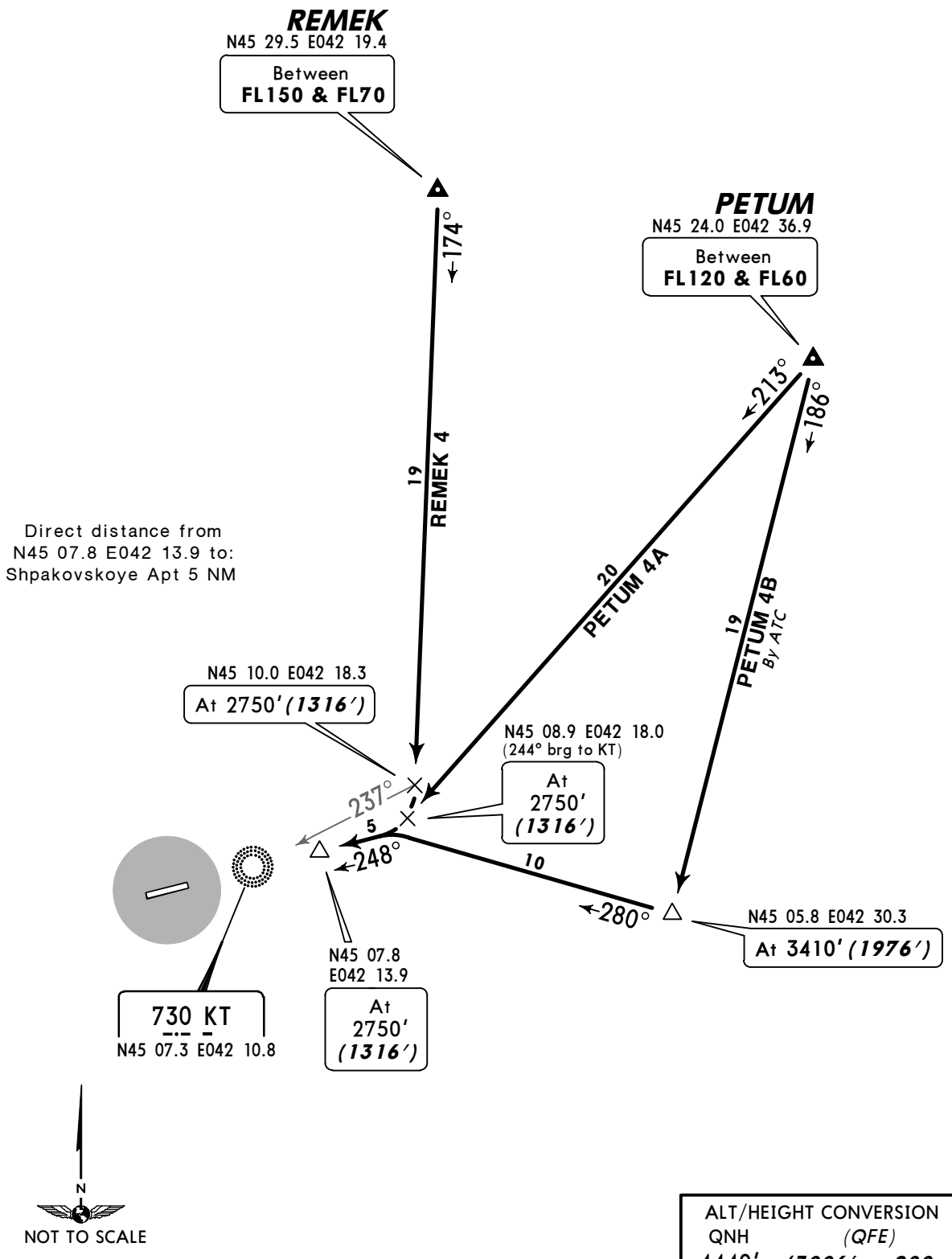
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4440′ *(3006′)*

PETUM 4A *[PETU4A]*
REMEK 4
PETUM 4B *[PETU4B]*
BY ATC
RWY 25 ARRIVALS





ALT/HEIGHT CONVERSION

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

CHANGES: ATIS commissioned.

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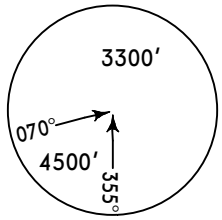
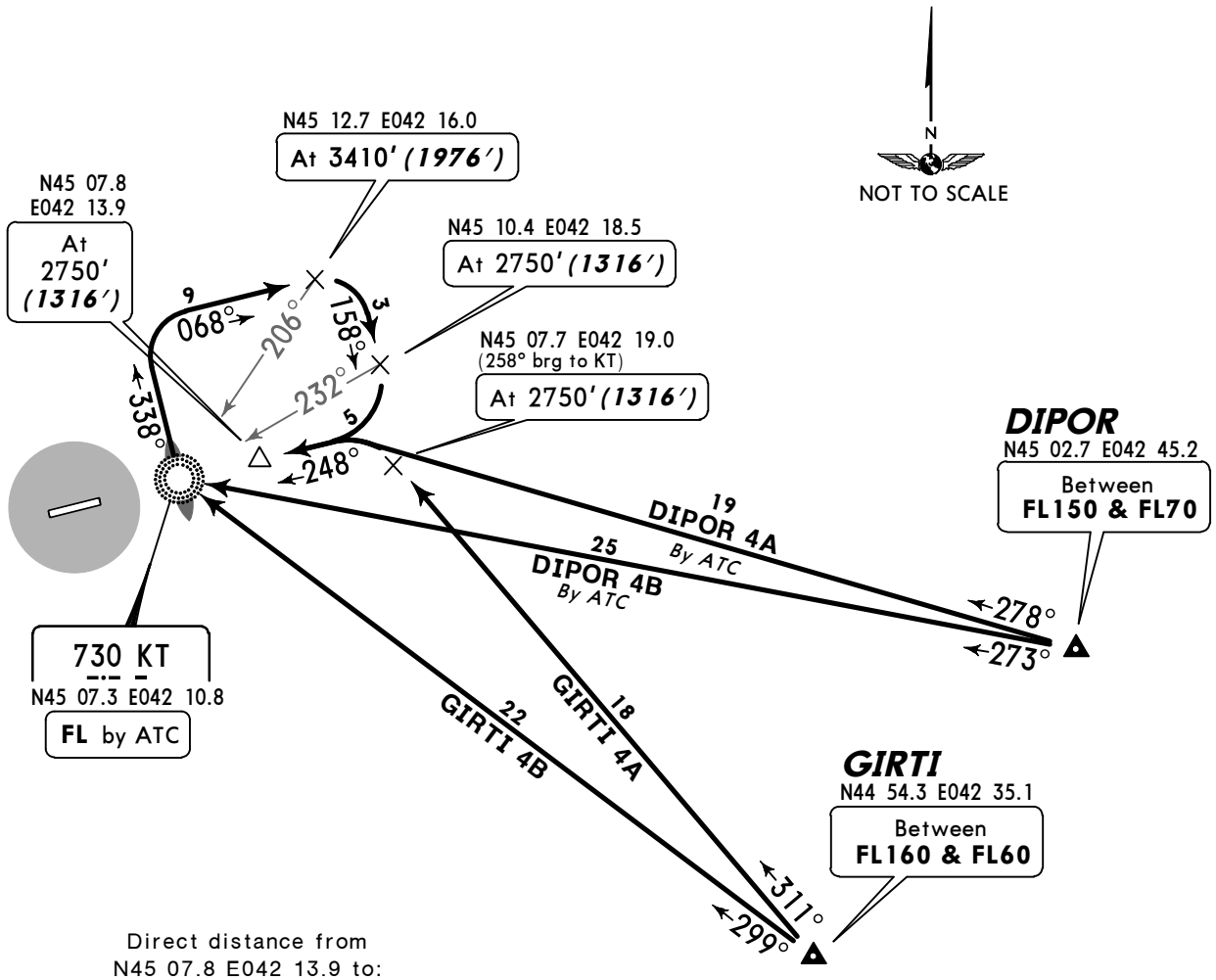
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4440′ *(3006′)*

DIPOR 4A *[DIPO4A]*
DIPOR 4B *[DIPO4B]*
BY ATC

GIRTI 4A *[GIRT4A]*
GIRTI 4B *[GIRT4B]*

RWY 25 ARRIVALS





Direct distance from
N45 07.8 E042 13.9 to:
Shpakovskoye Apt 5 NM

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

CHANGES: ATIS commissioned.

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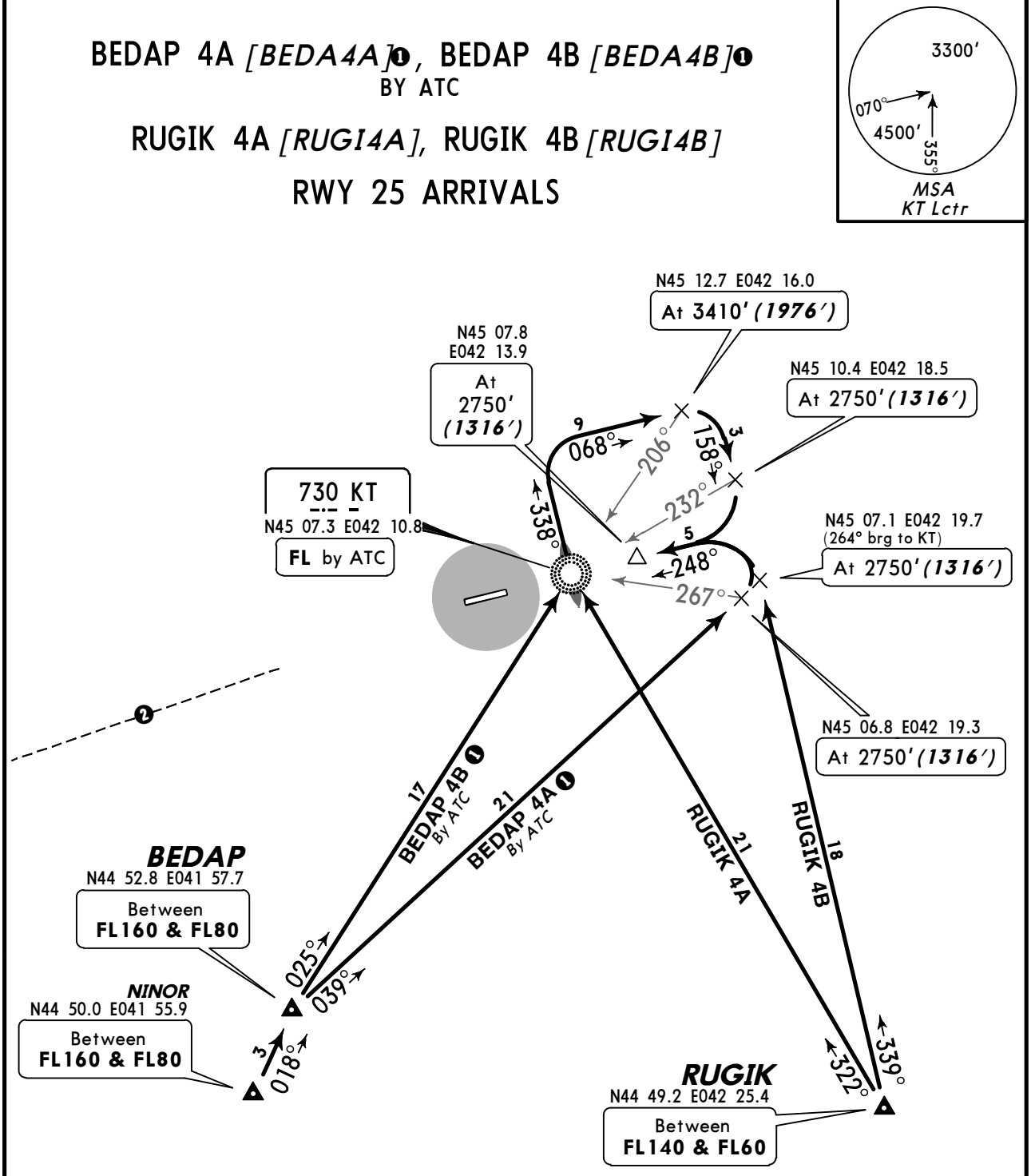
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(3006′)***

BEDAP 4A *[BEDA4A]*❶, BEDAP 4B *[BEDA4B]*❶
BY ATC

RUGIK 4A *[RUGI4A]*, RUGIK 4B *[RUGI4B]*

RWY 25 ARRIVALS



❶ Available if there are no flights at Armavir AD.
❷ 063° to ARP between 10.8 NM and 4.3 NM do not fly SOUTH below FL90.

N
NOT TO SCALE

Direct distance from
N45 07.8 E042 13.9 to:
Shpakovskoye Apt 5 NM

ALT/HEIGHT CONVERSION

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

CHANGES: ATIS commissioned.

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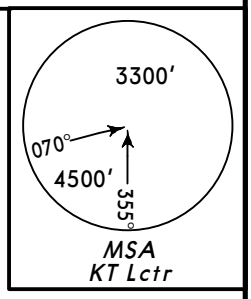
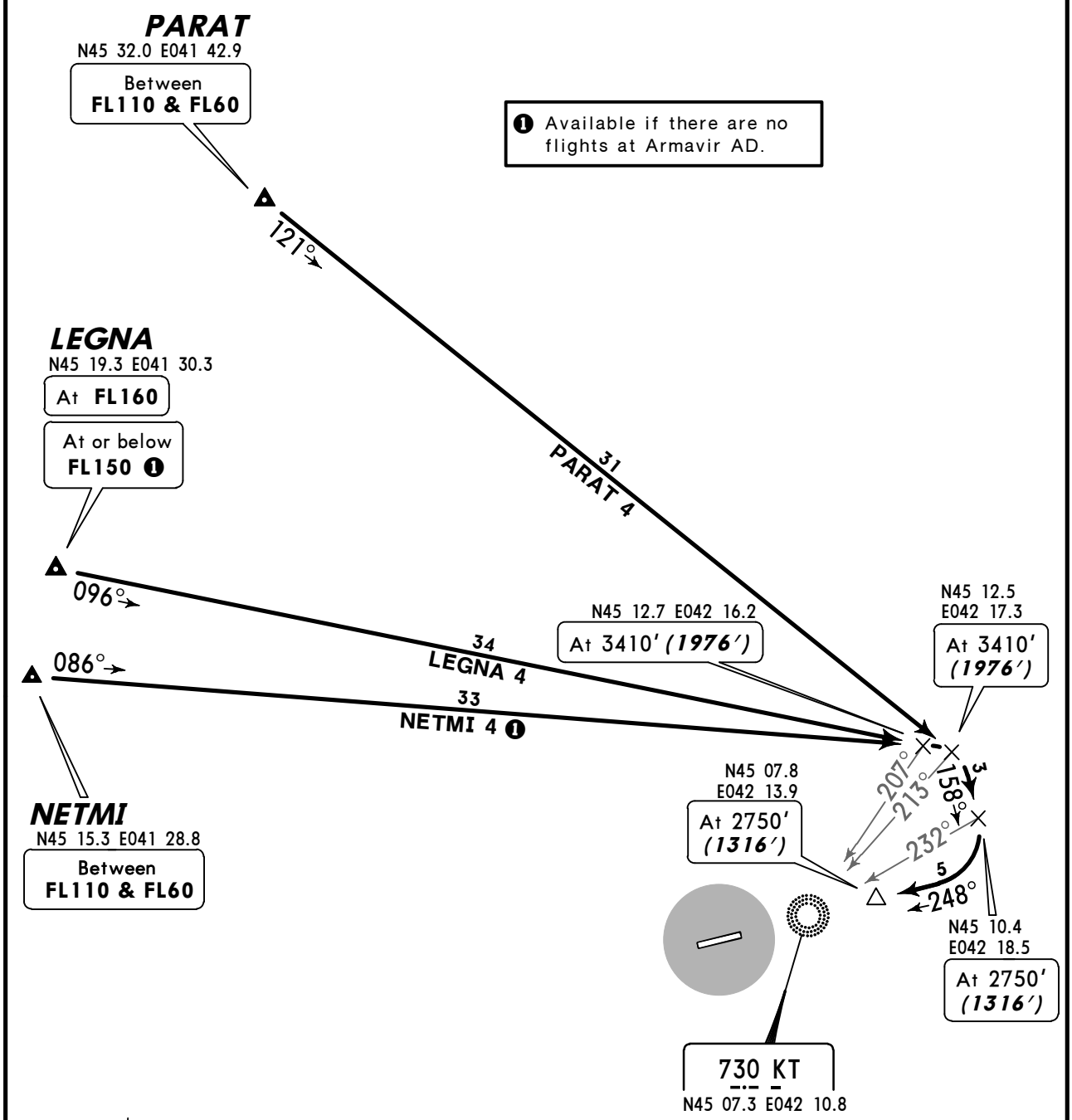
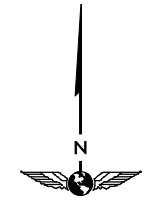
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(3006′)***

LEGNA 4
NETMI 4❶
PARAT 4
RWY 25 ARRIVALS



❶ Available if there are no flights at Armavir AD.





NOT TO SCALE

Direct distance from
N45 07.8 E042 13.9 to:
Shpakovskoye Apt 5 NM

ALT/HEIGHT CONVERSION

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

CHANGES: ATIS commissioned.

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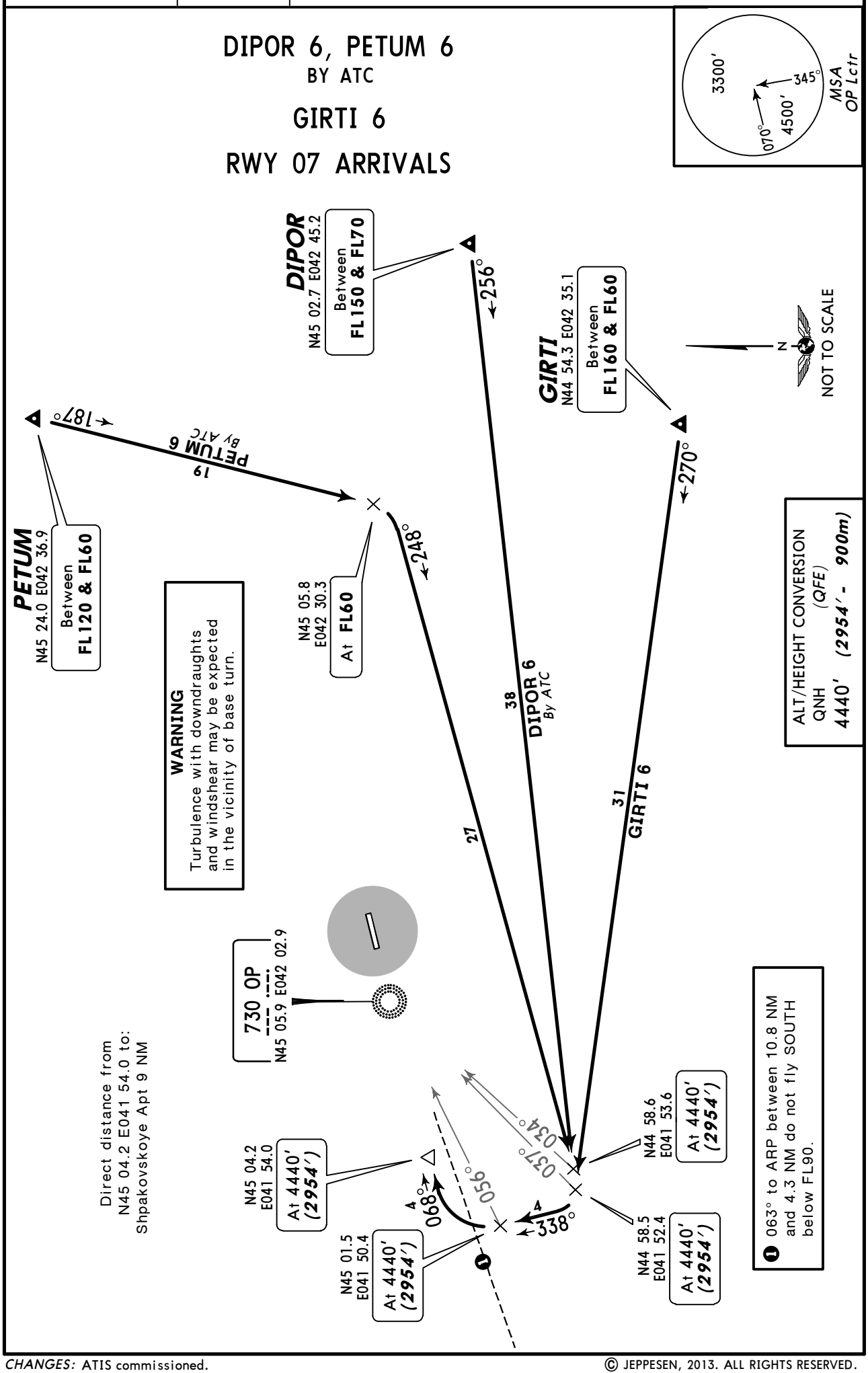
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4440′ *(2954′)*

DIPOR 6, PETUM 6
BY ATC

GIRTI 6

RWY 07 ARRIVALS



CHANGES: ATIS commissioned.

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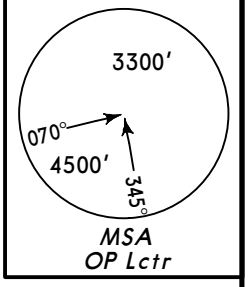
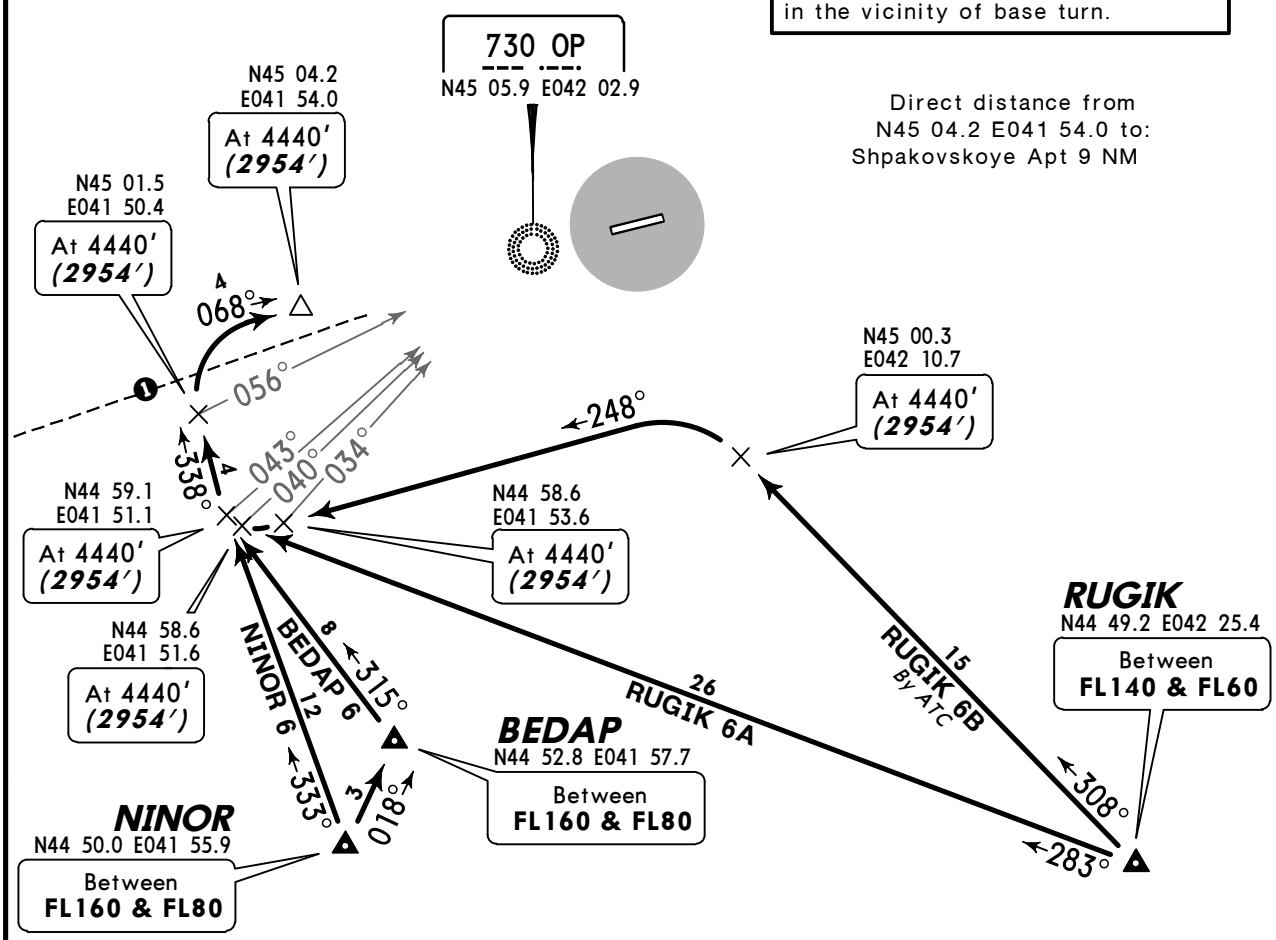
ATIS 134.2 (Russian 128.82)	Apt Elev 1486′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4440′ *(2954′)*

BEDAP 6, NINOR 6
RUGIK 6A *[RUGI6A]*
RUGIK 6B *[RUGI6B]*
BY ATC
RWY 07 ARRIVALS



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



Direct distance from N45 04.2 E041 54.0 to: Shpakovskoye Apt 9 NM

❶ 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)*

CHANGES: ATIS commissioned.

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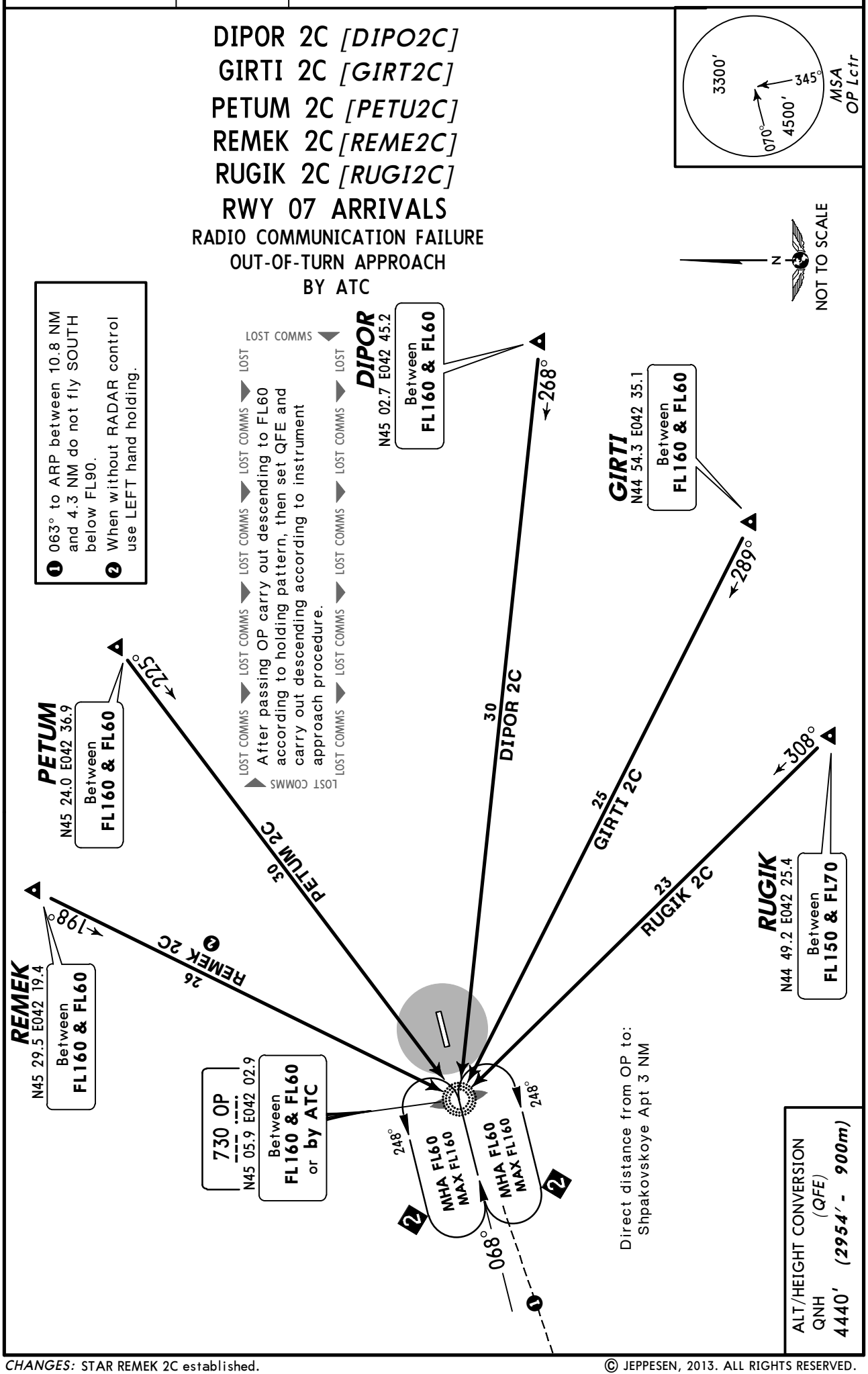
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4440′ *(2954′)*

DIPOR 2C *[DIPO2C]*
GIRTI 2C *[GIRT2C]*
PETUM 2C *[PETU2C]*
REMEK 2C *[REME2C]*
RUGIK 2C *[RUGI2C]*
RWY 07 ARRIVALS

RADIO COMMUNICATION FAILURE
OUT-OF-TURN APPROACH
BY ATC



CHANGES: STAR REMEK 2C established.

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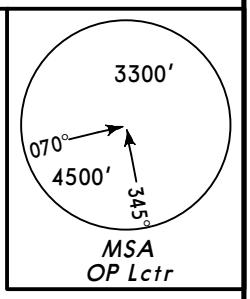
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(2954′)***

BEDAP 2C *[BEDA2C]*❶
LEGNA 2C *[LEGN2C]*
NETMI 2C *[NETM2C]*❶
PARAT 2C *[PARA2C]*
RWY 07 ARRIVALS

RADIO COMMUNICATION FAILURE
OUT-OF-TURN APPROACH
BY ATC



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

After passing OP carry out descending to FL60 according to holding pattern, then set QFE and carry out descending according to instrument approach procedure.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Direct distance from OP to:
Shpakovskoye Apt 3 NM

PARAT
N45 32.0 E041 42.9
Between
FL150 & FL70

144°

30
PARAT 2C

LEGNA
N45 19.3 E041 30.3
Between
FL150 & FL70

112°

26
LEGNA 2C

103°

26
NETMI 2C ❶

NETMI
N45 15.3 E041 28.8
Between
FL150 & FL70

730 OP
N45 05.9 E042 02.9
Between
FL160 & FL60
or **by ATC**

248°

❷
MHA FL60
MAX FL160

068°

MHA FL60
MAX FL160

248°

❷

❸

13
BEDAP 2C
❶❷

008°

BEDAP
N44 52.8 E041 57.7
Between
FL160 & FL80

❶ Available if there are no flights at Armavir AD.
❷ When without RADAR control use LEFT hand holding.
❸ 063° to ARP between 10.8 NM and 4.3 NM do not fly SOUTH below FL90.

N
NOT TO SCALE

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

CHANGES: STAR BEDAP 2C established.

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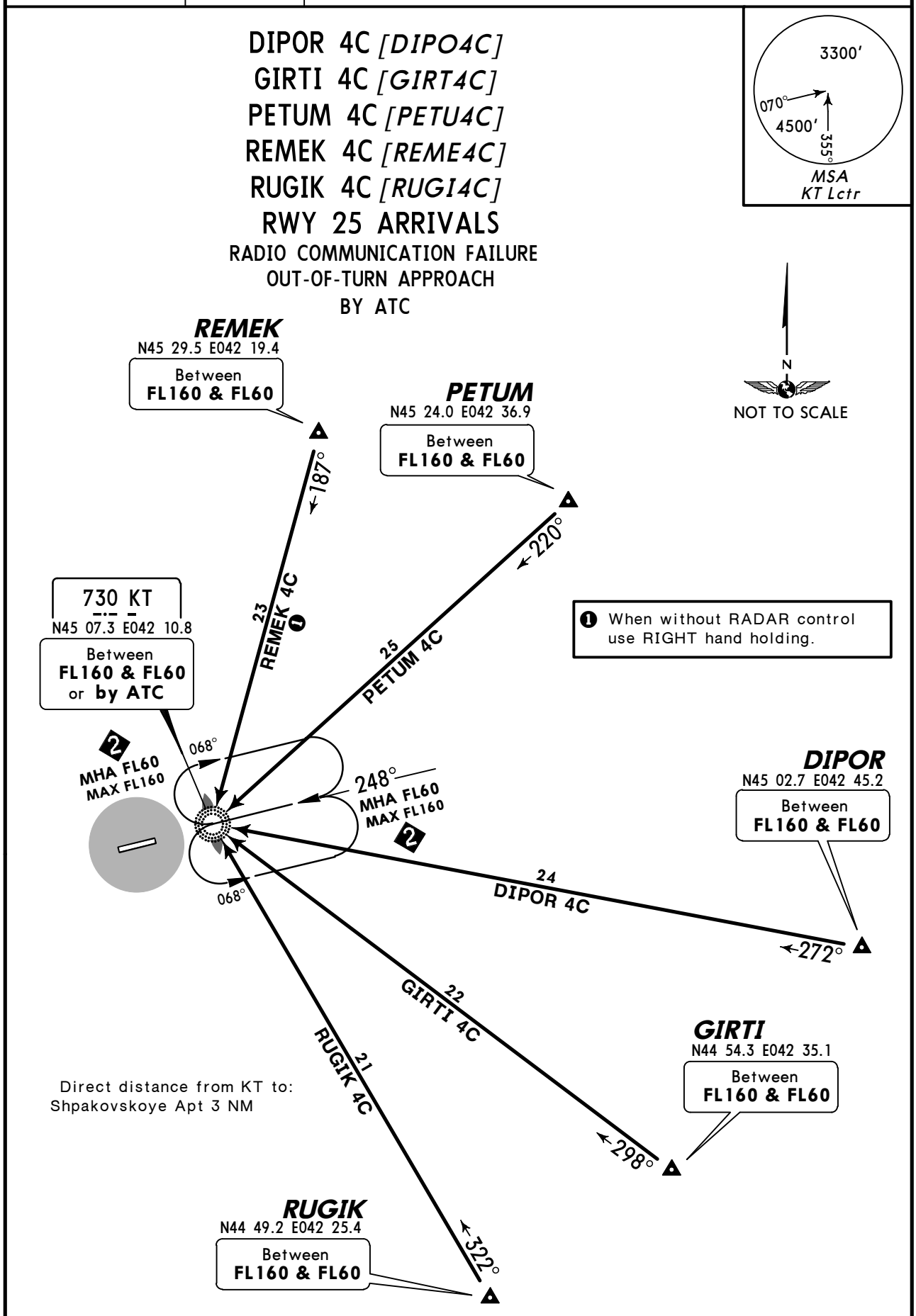
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 Trans alt: 4440′ *(3006′)*

DIPOR 4C *[DIPO4C]*
GIRTI 4C *[GIRT4C]*
PETUM 4C *[PETU4C]*
REMEK 4C *[REME4C]*
RUGIK 4C *[RUGI4C]*
RWY 25 ARRIVALS

RADIO COMMUNICATION FAILURE
OUT-OF-TURN APPROACH
BY ATC



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

LOST COMMS

After passing KT carry out descending to FL60 according to holding pattern, then set QFE and carry out descending according to instrument approach procedure.

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

CHANGES: STAR REMEK 4C established.

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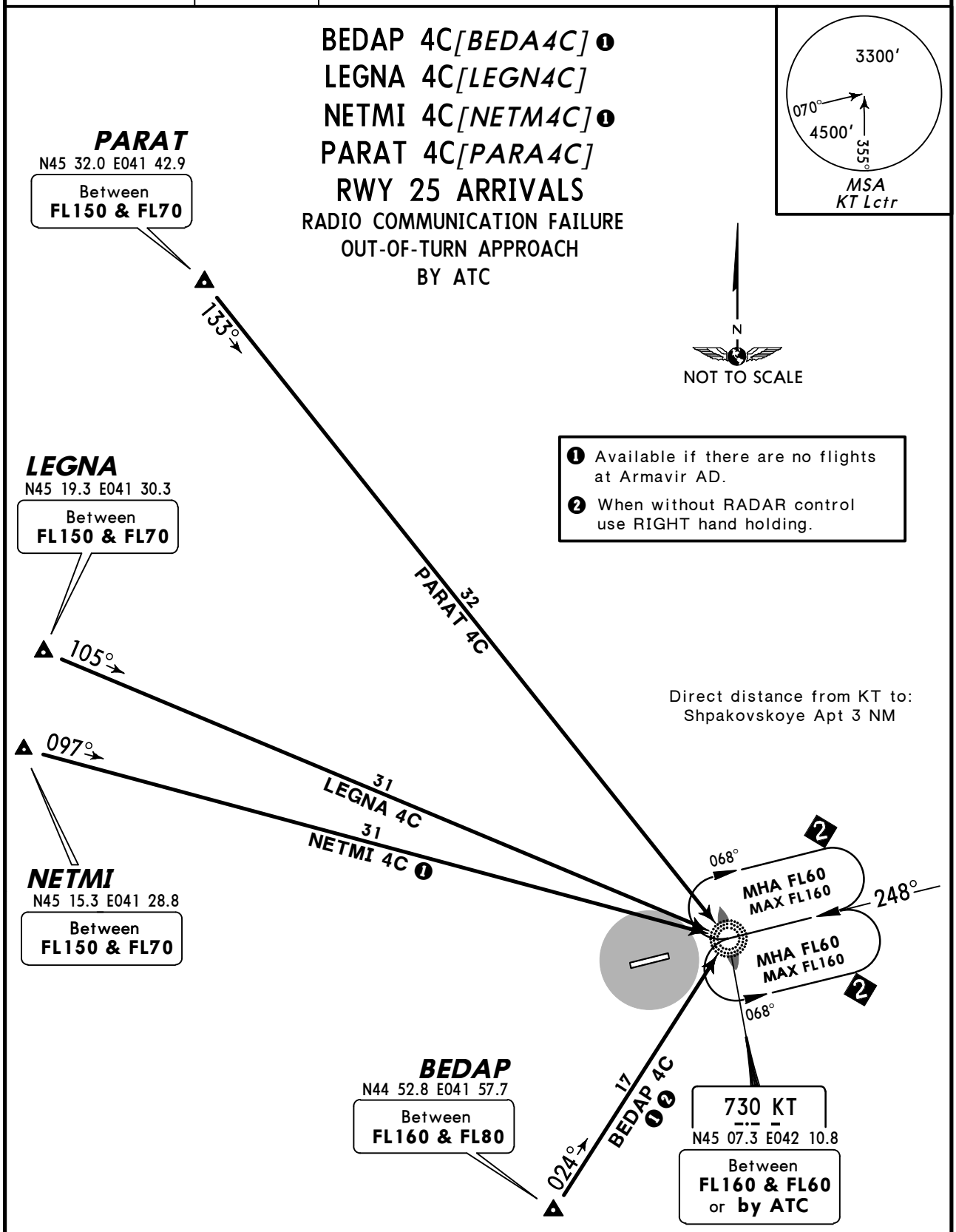
ATIS	Apt Elev	
134.2 (Russian 128.82)	1486′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(3006′)***

BEDAP 4C*[BEDA4C]* ❶
LEGNA 4C*[LEGN4C]*
NETMI 4C*[NETM4C]* ❶
PARAT 4C*[PARA4C]*
RWY 25 ARRIVALS
RADIO COMMUNICATION FAILURE
OUT-OF-TURN APPROACH
BY ATC



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

After passing KT carry out descending to FL60 according to holding pattern, then set QFE and carry out descending according to instrument approach procedure.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

LOST COMMS

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

CHANGES: STAR BEDAP 4C established.

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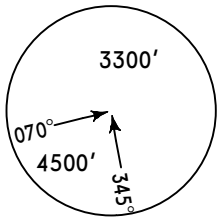
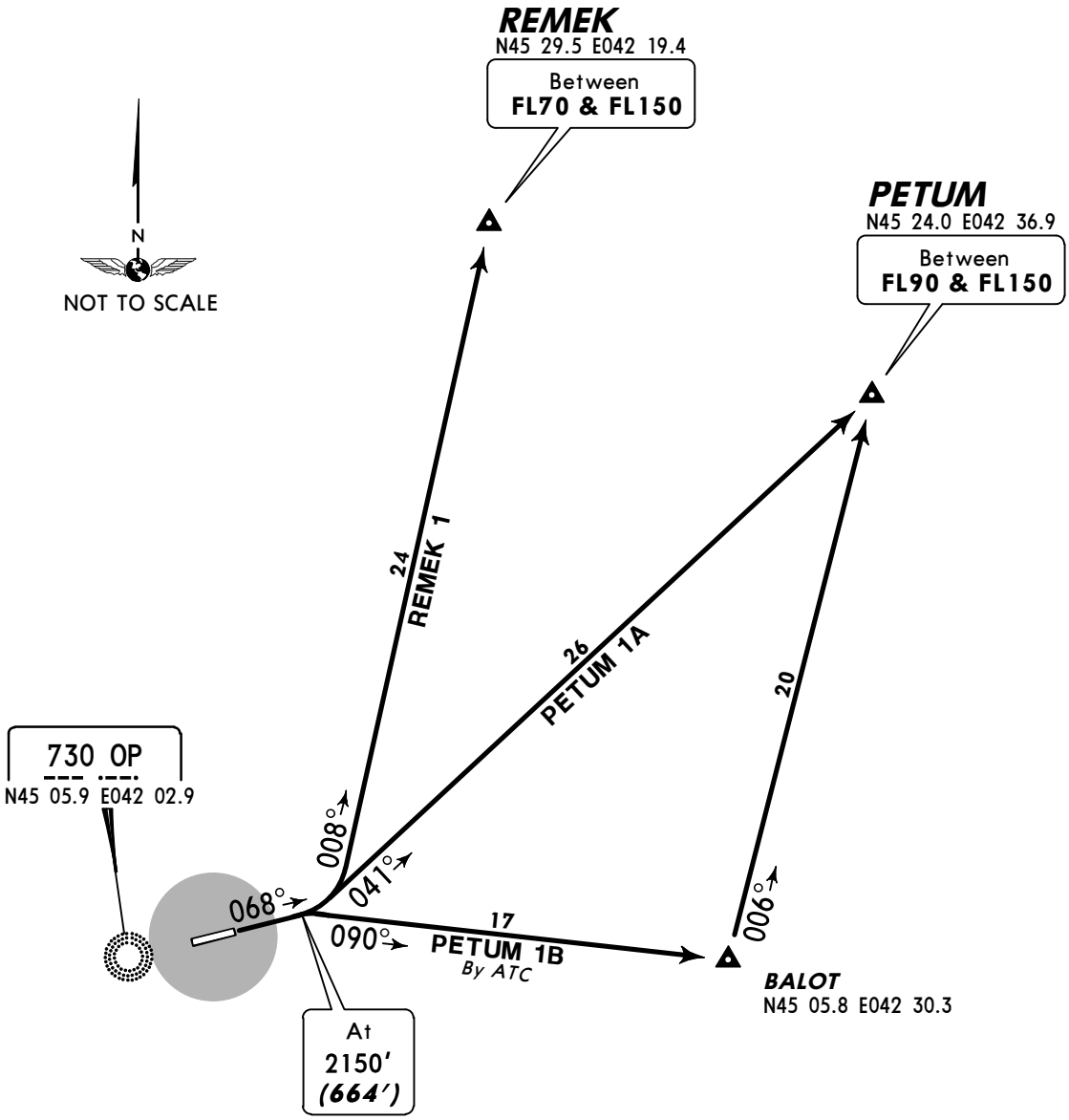
Apt Elev	QNH on request **(QFE)**
1486′	Trans level: FL60 Trans alt: 4440′ ***(2954′)***



MSA
OP Lctr

PETUM 1A *[PETU1A]*
REMEK 1
PETUM 1B *[PETU1B]*
BY ATC
RWY 07 DEPARTURES



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

PETUM 1A

This SID requires a minimum climb gradient of 4.4%.

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

SID	ROUTING
PETUM 1A	Climb on runway heading to 2150′ (664′), turn LEFT, 041° track to PETUM, climbing to assigned FL.
REMEK 1	Climb on runway heading to 2150′ (664′), turn LEFT, 008° track to REMEK, climbing to assigned FL.

CHANGES: CRP BALOT established.

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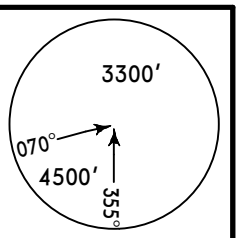
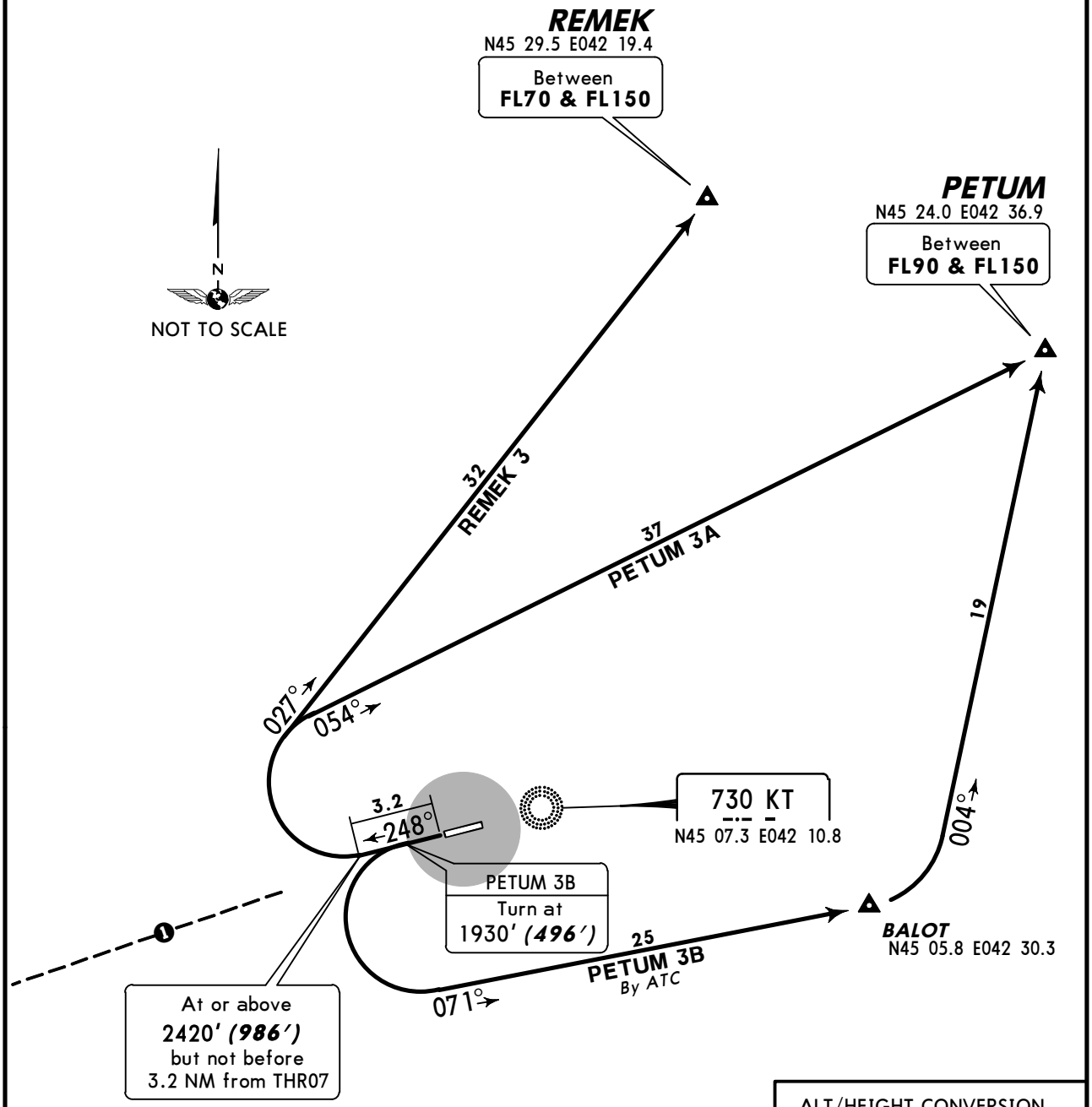
Apt Elev 1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(3006′)*** Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.



PETUM 3A *[PETU3A]*
REMEK 3
PETUM 3B *[PETU3B]*
BY ATC
RWY 25 DEPARTURES



❶ 243° from ARP between 4.3 NM and 10.8 NM do not fly SOUTH below FL90.

ALT/HEIGHT CONVERSION

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

SID	ROUTING
PETUM 3A	Climb on runway heading, at or above 2420′ (986′) turn RIGHT, 054° track to PETUM, climbing to assigned FL.
REMEK 3	Climb on runway heading, at or above 2420′ (986′) turn RIGHT, 027° track to REMEK, climbing to assigned FL.

CHANGES: CRP BALOT established.

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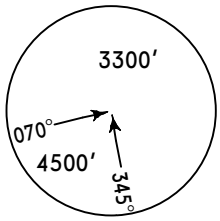
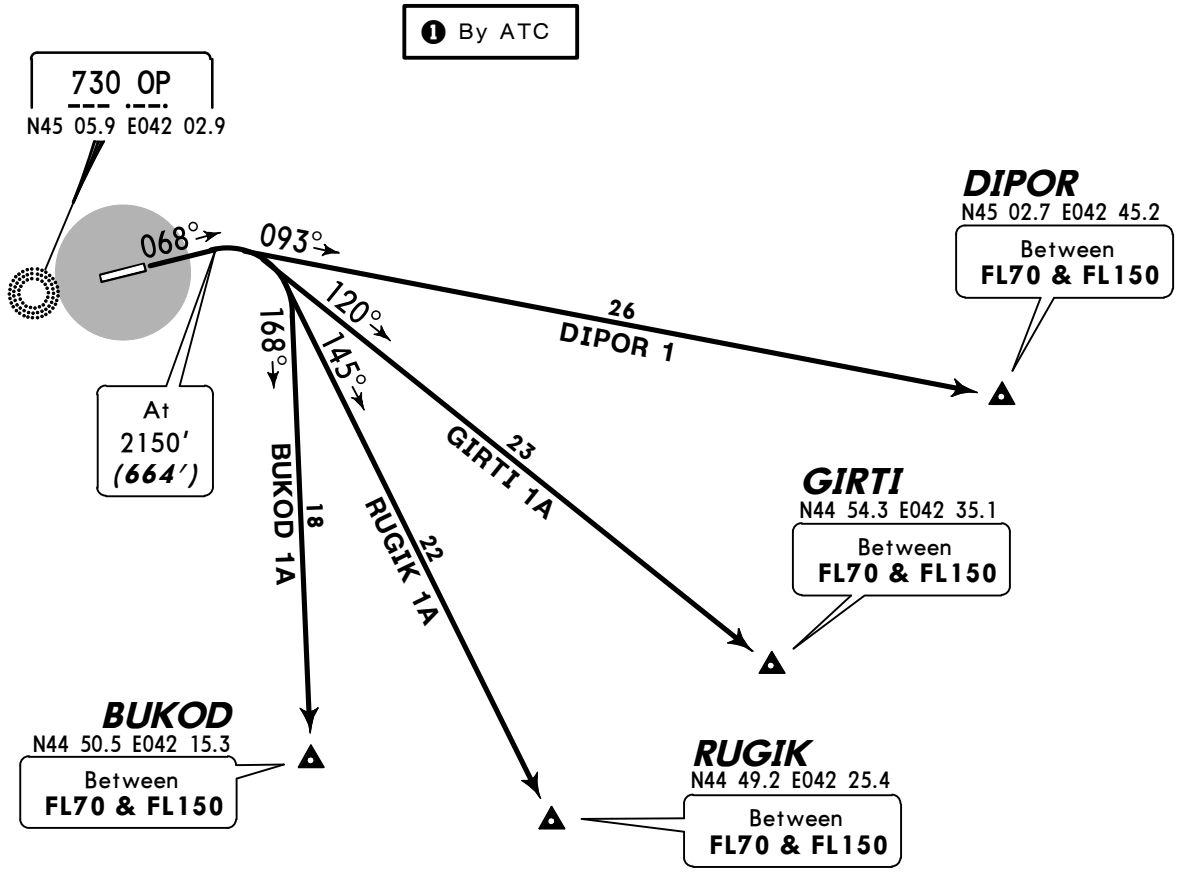
Apt Elev 1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(2954′)*** BUKOD 1A, RUGIK 1A: Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.



BUKOD 1A *[BUKO1A]*, DIPOR 1❶
GIRTI 1A *[GIRT1A]*
RUGIK 1A *[RUGI1A]*
RWY 07 DEPARTURES



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
2150′	***(664′ - 200m)***
4440′	***(2954′ - 900m)***

SID	ROUTING
BUKOD 1A	Climb straight ahead to 2150′ (664′), turn RIGHT, 168° track to BUKOD, climbing to assigned FL.
DIPOR 1 ❶	Climb straight ahead to 2150′ (664′), turn RIGHT, 093° track to DIPOR, climbing to assigned FL.
GIRTI 1A	Climb straight ahead to 2150′ (664′), turn RIGHT, 120° track to GIRTI, climbing to assigned FL.
RUGIK 1A	Climb straight ahead to 2150′ (664′), turn RIGHT, 145° track to RUGIK, climbing to assigned FL.

CHANGES: PELIR SID replaced by RUGIK.

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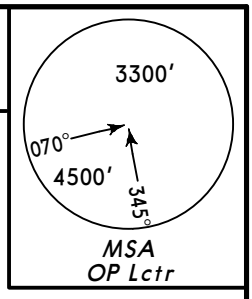
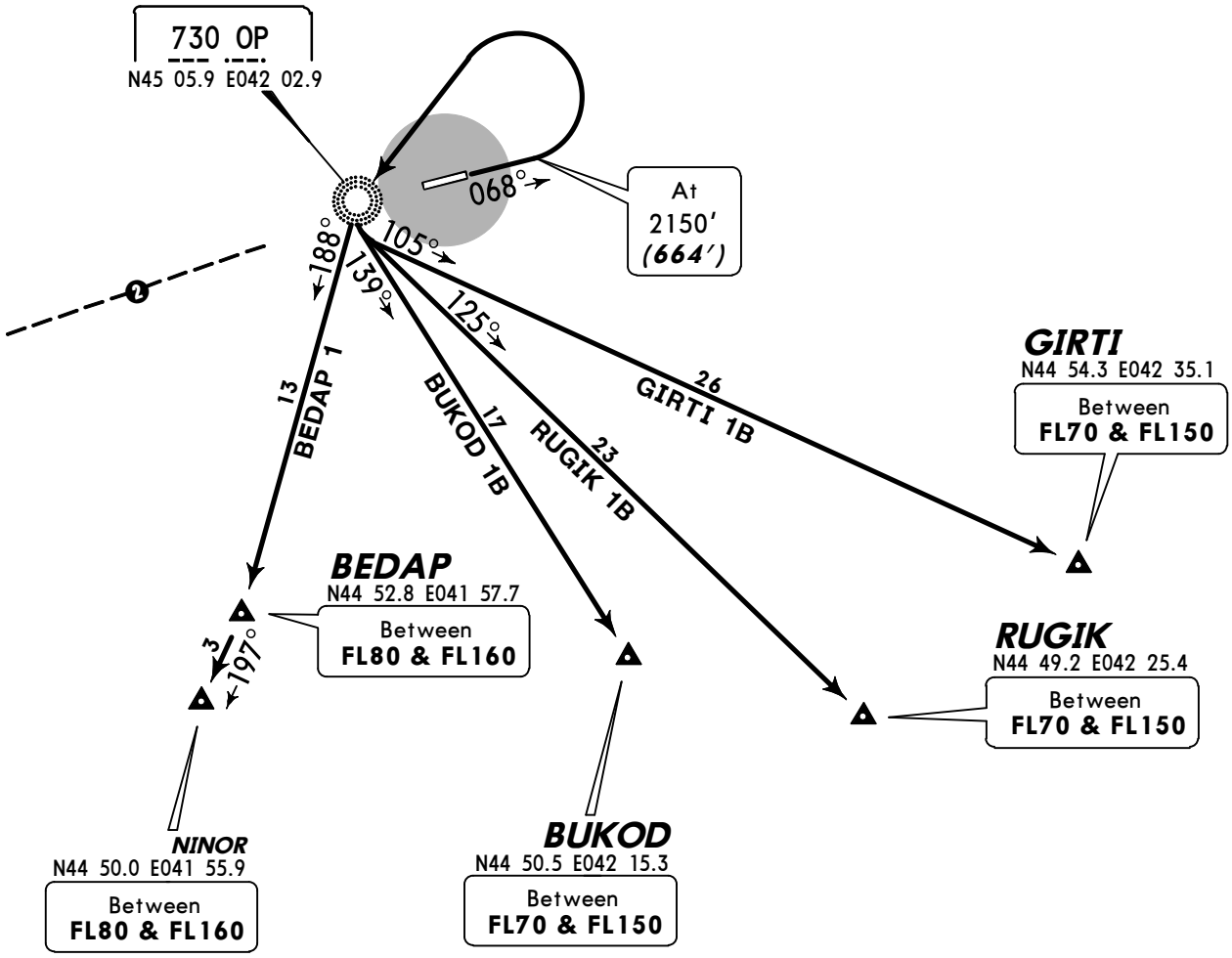
Apt Elev	
1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(2954′)***



BEDAP 1❶, BUKOD 1B *[BUKO1B]*
GIRTI 1B *[GIRT1B]*
RUGIK 1B *[RUGI1B]*
RWY 07 DEPARTURES
BY ATC



❷ 243° from ARP between 4.3 NM and 10.8 NM do not fly SOUTH below FL90.

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
2150′	***(664′ - 200m)***
4440′	***(2954′ - 900m)***

Direct distance from Shpakovskoye Apt to:
OP **3 NM**

SID	ROUTING
BEDAP 1 ❶	Climb straight ahead to 2150′ (664′), turn LEFT to OP, 188° bearing to BEDAP, climbing to assigned FL.
BUKOD 1B	Climb straight ahead to 2150′ (664′), turn LEFT to OP, 139° track to BUKOD.
GIRTI 1B	Climb straight ahead to 2150′ (664′), turn LEFT to OP, 105° track to GIRTI.
RUGIK 1B	Climb straight ahead to 2150′ (664′), turn LEFT to OP, 125° track to RUGIK.

❶ Available if there are no flights at Armavir AD.

CHANGES: PELIR SID replaced by RUGIK.

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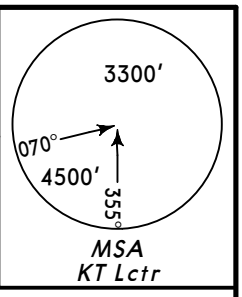
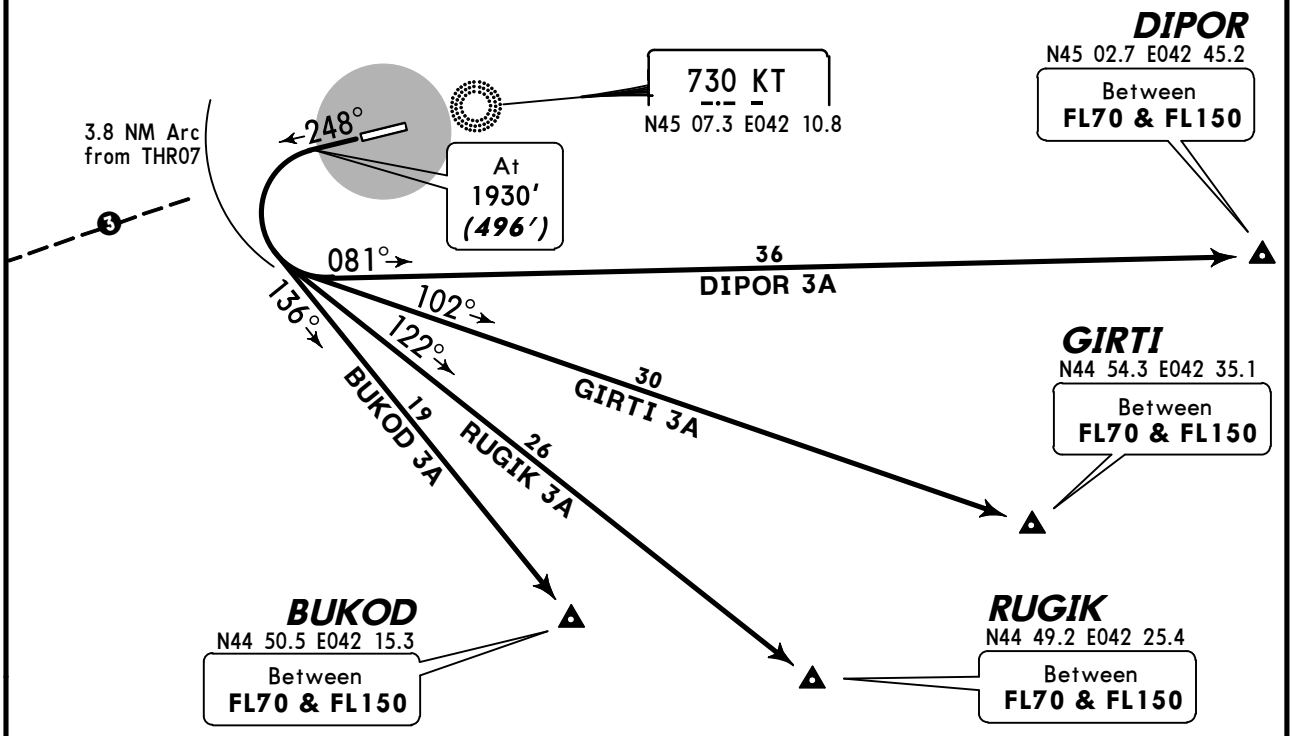
Apt Elev 1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(3006′)*** Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.



BUKOD 3A *[BUKO3A]*❶
DIPOR 3A *[DIPO3A]*❷
GIRTI 3A *[GIRT3A]*❶
RUGIK 3A *[RUGI3A]*❶
RWY 25 DEPARTURES

WARNING
LEFT turn must be executed within maximum distance from THR07 of 3.8 NM. If unable to comply, turn RIGHT.



❸ 243° from ARP between 4.3 NM and 10.8 NM do not fly SOUTH below FL90.

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
1930′	***(496′ - 150m)***
4440′	***(3006′ - 900m)***

SID	ROUTING
BUKOD 3A ❶	Climb straight ahead to 1930′ (496′), turn LEFT, 136° track to BUKOD.
DIPOR 3A ❷	Climb straight ahead to 1930′ (496′), turn LEFT, 081° track to DIPOR, climbing to assigned FL.
GIRTI 3A ❶	Climb straight ahead to 1930′ (496′), turn LEFT, 102° track to GIRTI.
RUGIK 3A ❶	Climb straight ahead to 1930′ (496′), turn LEFT, 122° track to RUGIK climbing to assigned FL.

❶ Under mandatory RADAR control. ❷ By ATC.

CHANGES: PELIR SID replaced by RUGIK.

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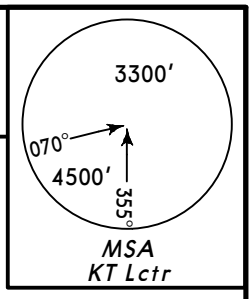
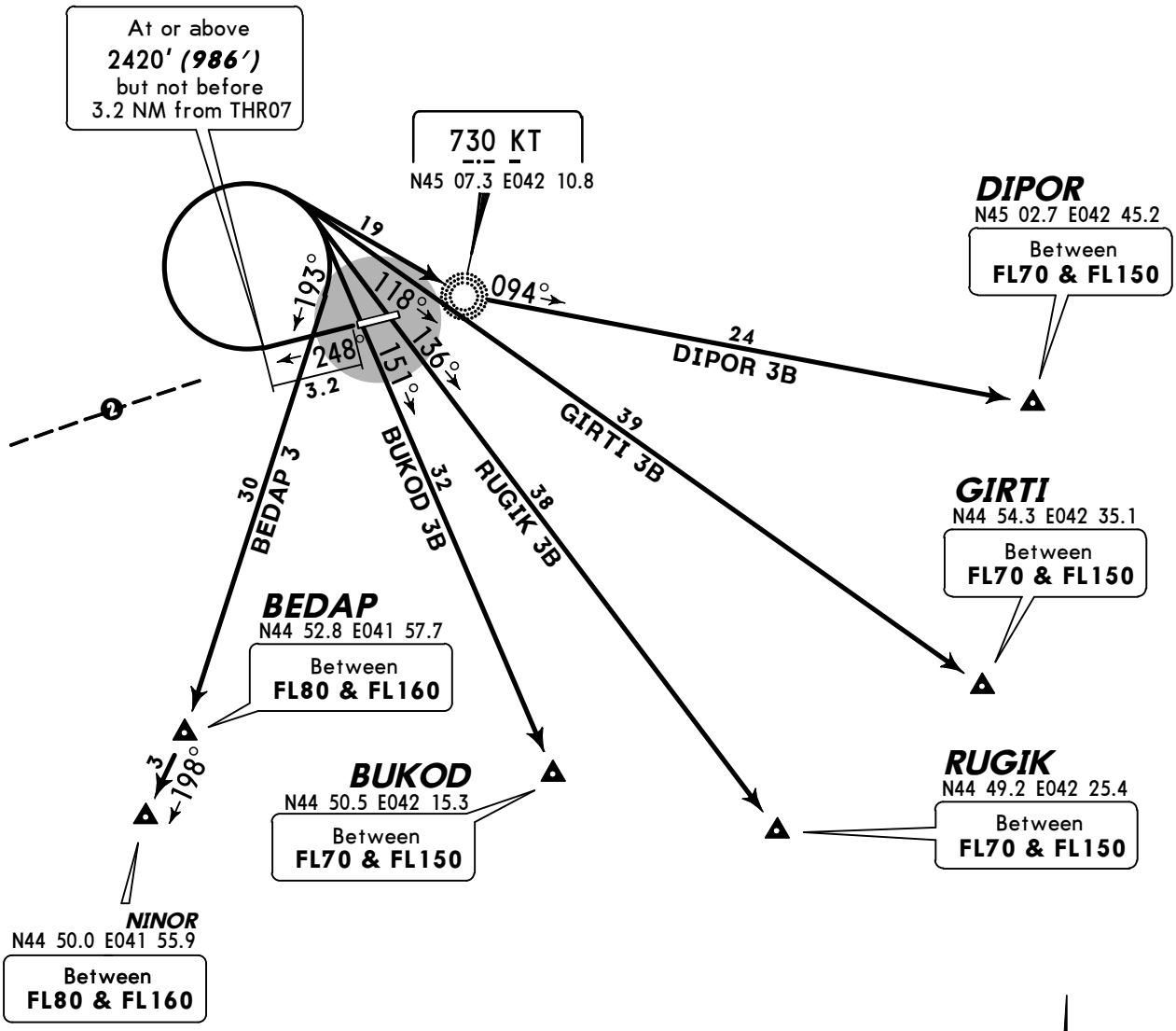
Apt Elev 1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(3006′)*** Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.



BEDAP 3❶, BUKOD 3B *[BUKO3B]*
DIPOR 3B *[DIPO3B]*, GIRTI 3B *[GIRT3B]*
RUGIK 3B *[RUGI3B]*
RWY 25 DEPARTURES
BY ATC



❷ 243° from ARP between 4.3 NM and 10.8 NM do not fly SOUTH below FL90.

ALT/HEIGHT CONVERSION

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

N
NOT TO SCALE

SID	ROUTING
BEDAP 3 ❶	Climb straight ahead, at or above 2420′ (986′) turn RIGHT, 193° track to BEDAP, climbing to assigned FL.
BUKOD 3B	Climb straight ahead, at or above 2420′ (986′) turn RIGHT, 151° track to BUKOD.
DIPOR 3B	Climb straight ahead, at or above 2420′ (986′) turn RIGHT to KT, 094° bearing to DIPOR, climbing to assigned FL.
GIRTI 3B	Climb straight ahead, at or above 2420′ (986′) turn RIGHT, 118° track to GIRTI, climbing to assigned FL.
RUGIK 3B	Climb straight ahead, at or above 2420′ (986′) turn RIGHT, 136° track to RUGIK, climbing to assigned FL.

❶ Available if there are no flights at Armavir AD.

CHANGES: PELIR SID replaced by RUGIK.

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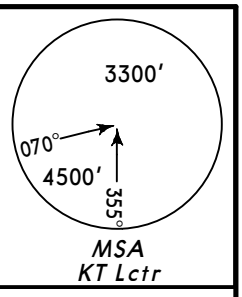
Apt Elev 1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(3006′)*** Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.



BUKOD 3V *[BUKO3V]*
GIRTI 3V *[GIRT3V]*
RUGIK 3V *[RUGI3V]*
RWY 25 DEPARTURES
BY ATC

❶ 243° from ARP between 4.3 NM and 10.8 NM do not fly SOUTH below FL90.

730 KT
N45 07.3 E042 10.8

19
3.2
248°
122°
161°
143°
22
GIRTI 3V
17
BUKOD 3V
21
RUGIK 3V

GIRTI
N44 54.3 E042 35.1
Between
FL70 & FL150

At or above
2420′ ***(986′)***
but not before
3.2 NM from THR07

BUKOD
N44 50.5 E042 15.3
Between
FL70 & FL150

RUGIK
N44 49.2 E042 25.4
Between
FL70 & FL150

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

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

SID	ROUTING
BUKOD 3V	Climb straight ahead, at or above 2420′ (986′) turn RIGHT to KT, 161° bearing to BUKOD.
GIRTI 3V	Climb straight ahead, at or above 2420′ (986′) turn RIGHT to KT, 122° bearing to GIRTI.
RUGIK 3V	Climb straight ahead, at or above 2420′ (986′) turn RIGHT to KT, 143° bearing to RUGIK.

CHANGES: PELIR SID replaced by RUGIK.

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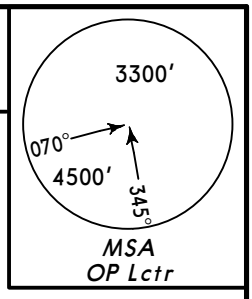
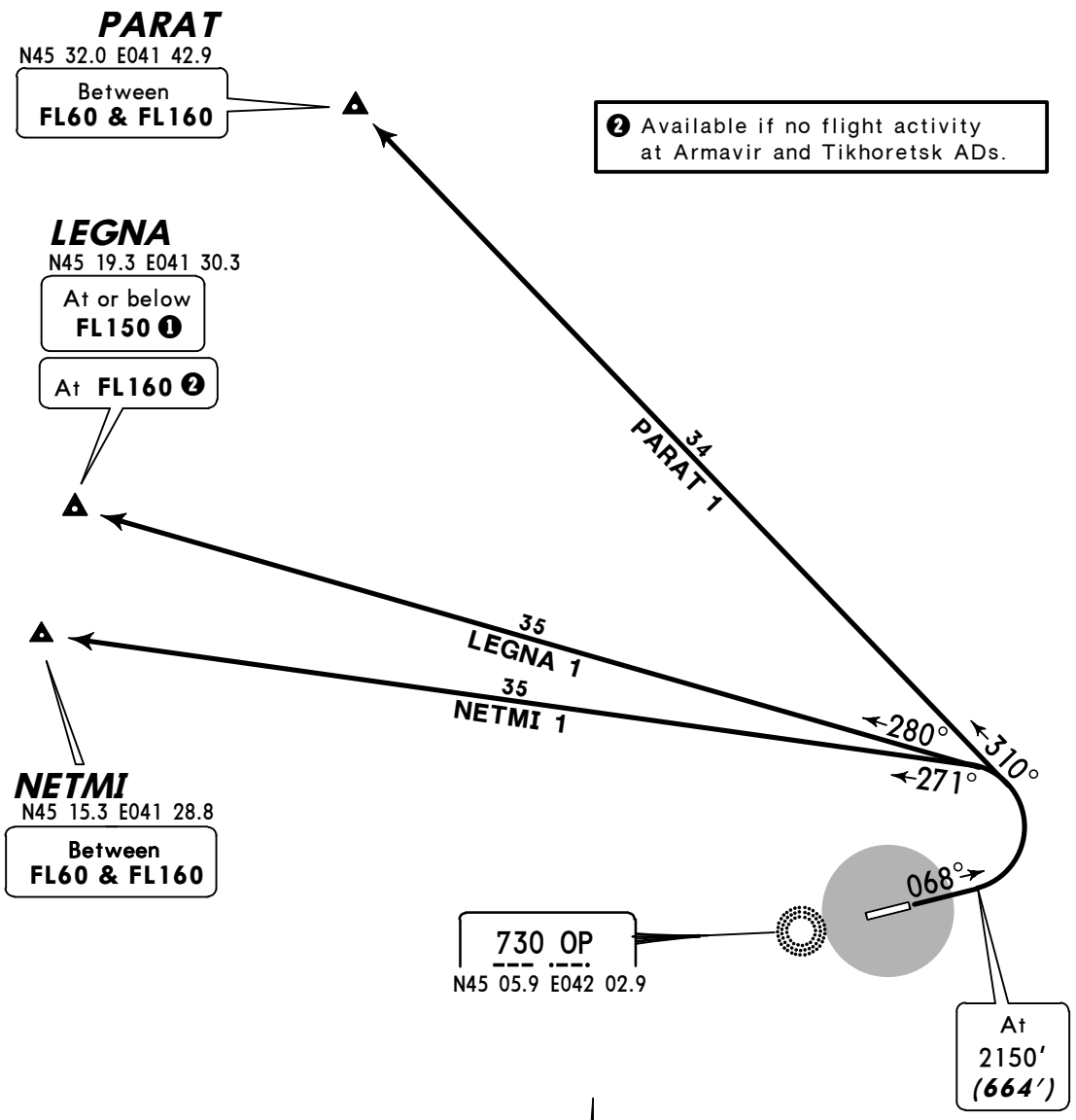
Apt Elev	
1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(2954′)***



LEGNA 1
NETMI 1❶
PARAT 1
RWY 07 DEPARTURES



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

SID	ROUTING
LEGNA 1	Climb straight ahead to 2150′ (664′), turn LEFT, 280° track to LEGNA, climbing to assigned FL.
NETMI 1 ❶	Climb straight ahead to 2150′ (664′), turn LEFT, 271° track to NETMI, climbing to assigned FL.
PARAT 1	Climb straight ahead to 2150′ (664′), turn LEFT, 310° track to PARAT, climbing to assigned FL.

❶ Available if there are no flights at Armavir AD.

CHANGES: None.

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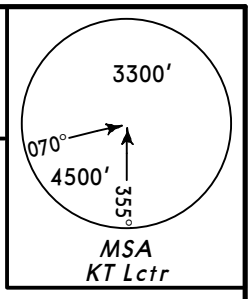
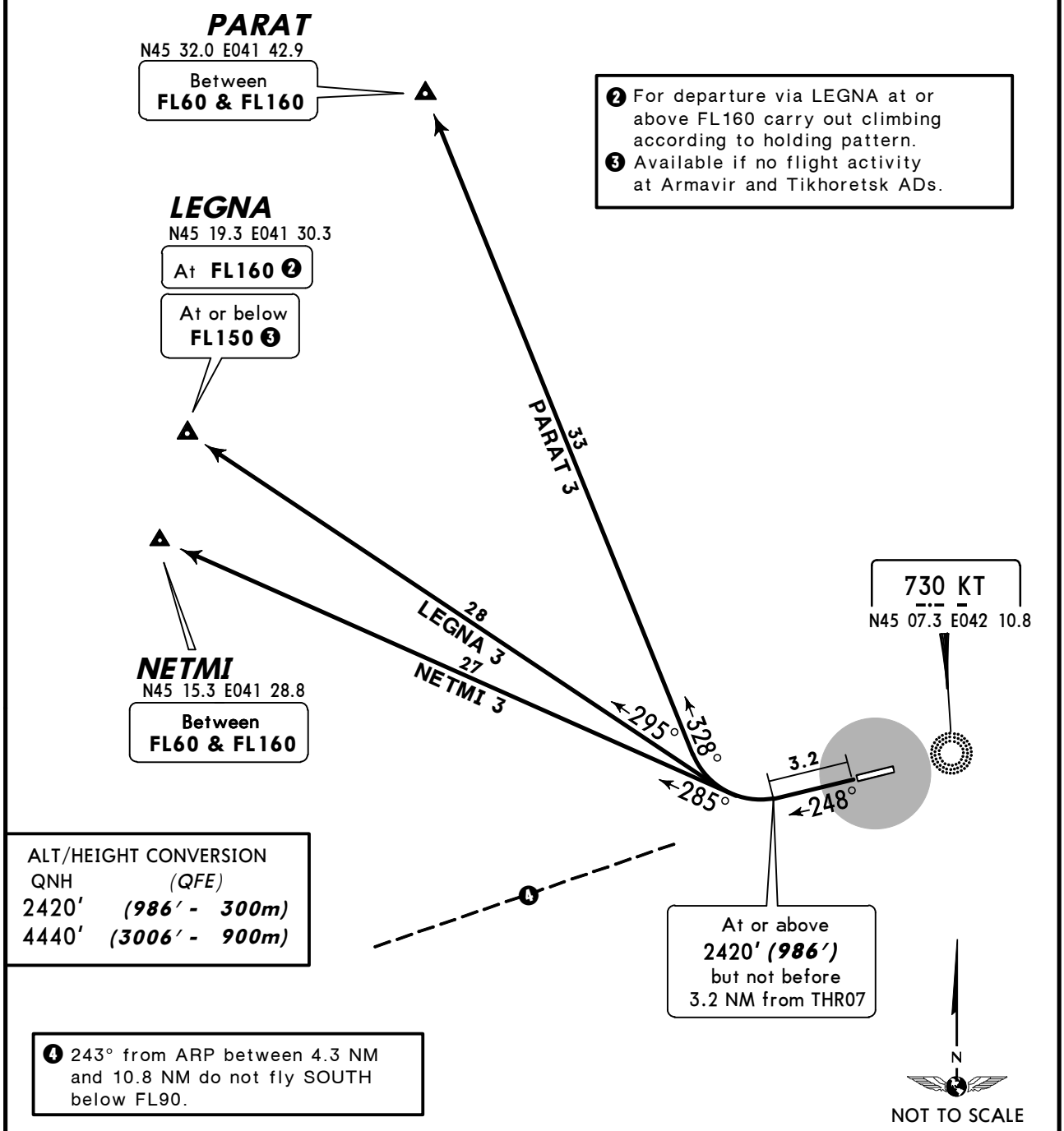
Apt Elev 1486′	QNH on request **(QFE)** Trans level: FL60 Trans alt: 4440′ ***(3006′)*** Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.



LEGNA 3
NETMI 3 ❶
PARAT 3
RWY 25 DEPARTURES



SID	ROUTING
LEGNA 3	Climb straight ahead, at or above 2420′ (986′) turn RIGHT, 295° track to LEGNA, climbing to assigned FL.
NETMI 3 ❶	Climb straight ahead, at or above 2420′ (986′) turn RIGHT, 285° track to NETMI, climbing to assigned FL.
PARAT 3	Climb straight ahead, at or above 2420′ (986′) turn RIGHT, 328° track to PARAT, climbing to assigned FL.

❶ Available if there are no flights at Armavir AD.

CHANGES: New chart.

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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 ACFT 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

ACFT 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 ACFT type .

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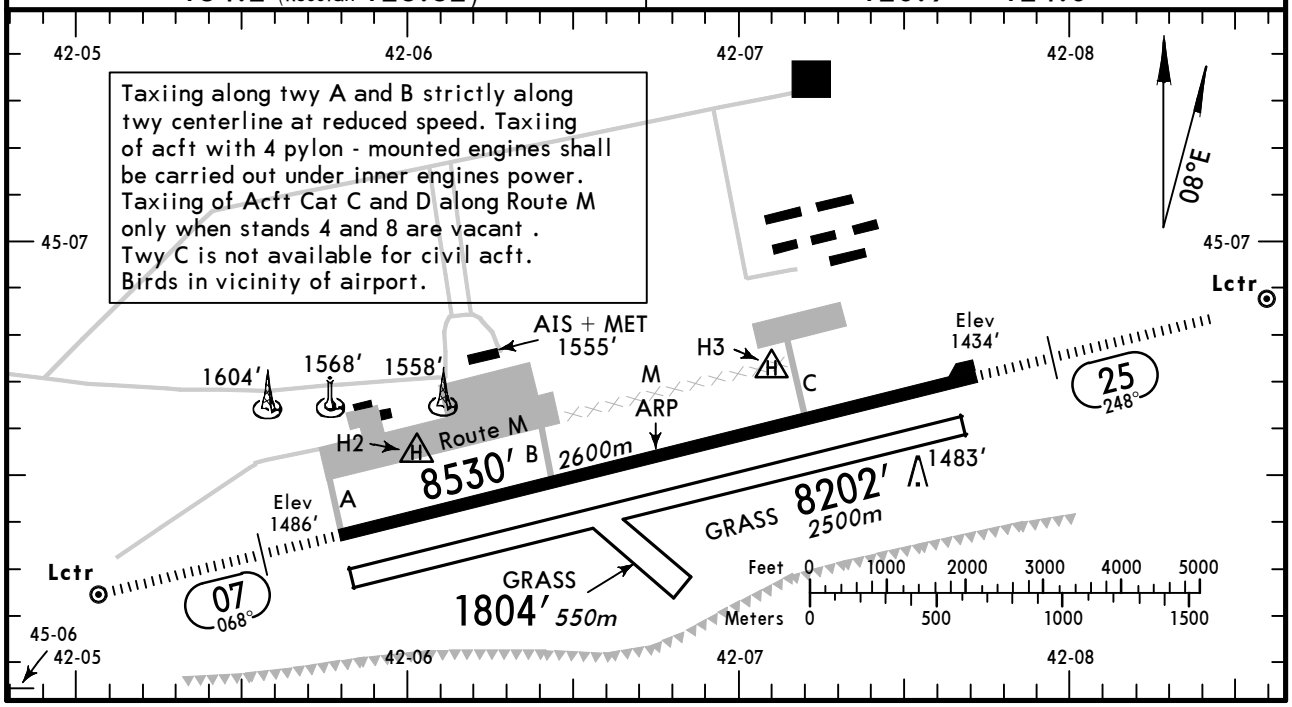
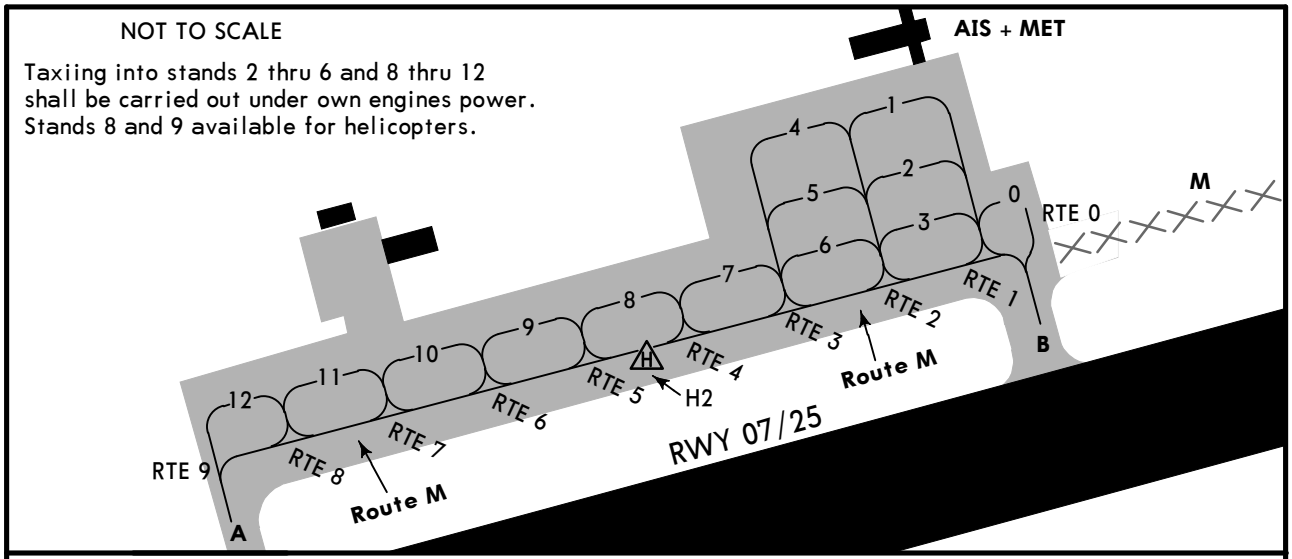
*ATIS	STAVROPOL Tower (GND/TWR)
134.2 (Russian 128.82)	120.9 124.0





ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07	RL *(60m)*	HIALS	PAPI-L (angle 3.10°)	RVR			7558' *2304m*		157' *48m*
25	RL *(60m)*	HIALS	PAPI-L (angle 2.67°)	RVR			7497' *2285m*		
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: ATIS established.

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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		

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BRIEFING STRIP

*ATIS	STAVROPOL Approach (APP/SRE)	STAVROPOL Tower	Ground
134.2 (Russian 128.82)	120.3 124.0	120.9 124.0	120.9 124.0

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

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

3300′ 070° 4500′ 345°
MSA OP NDB

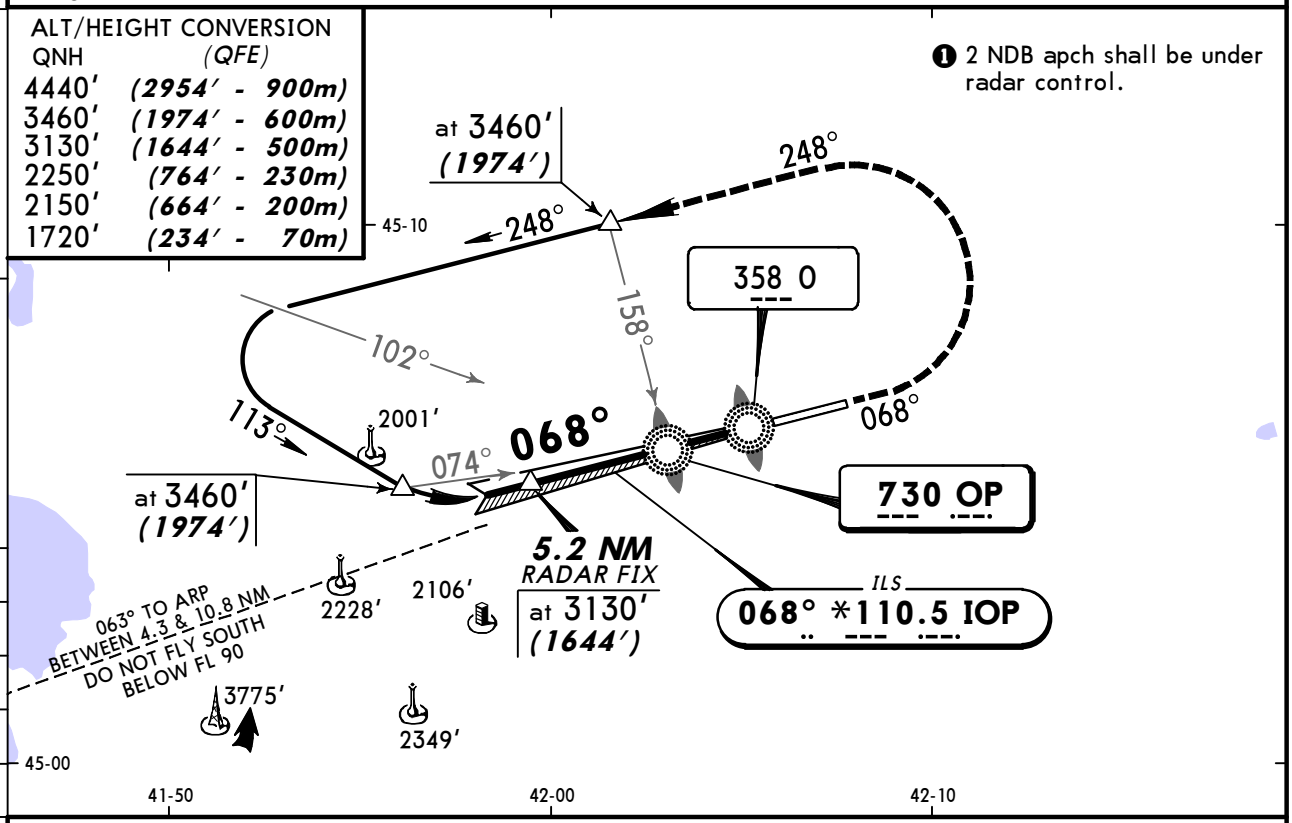
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 Trans alt: 4440′ (2954′)

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 relief.

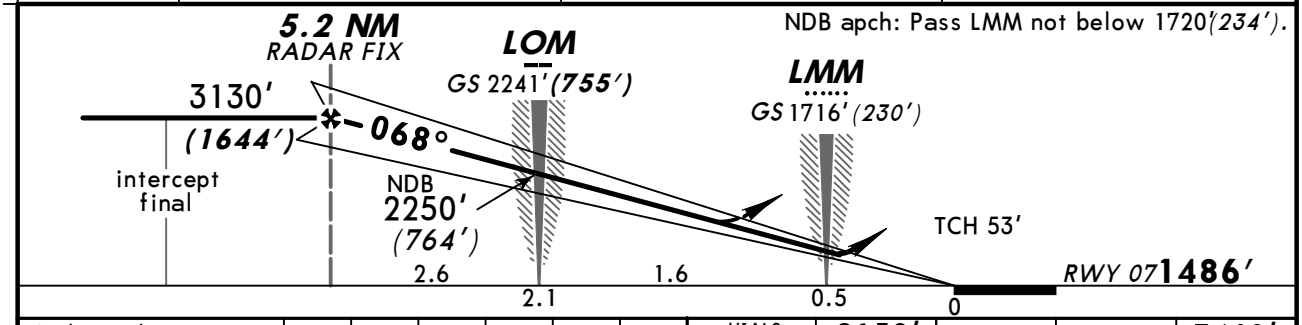
ALT/HEIGHT CONVERSION

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.



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: ATIS established.

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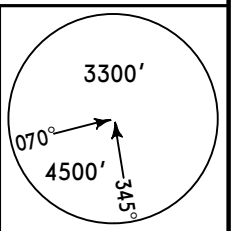
BRIEFING STRIP

*ATIS	STAVROPOL Approach (APP/SRE)	STAVROPOL Tower	Ground
134.2 (Russian 128.82)	120.3 124.0	120.9 124.0	120.9 124.0

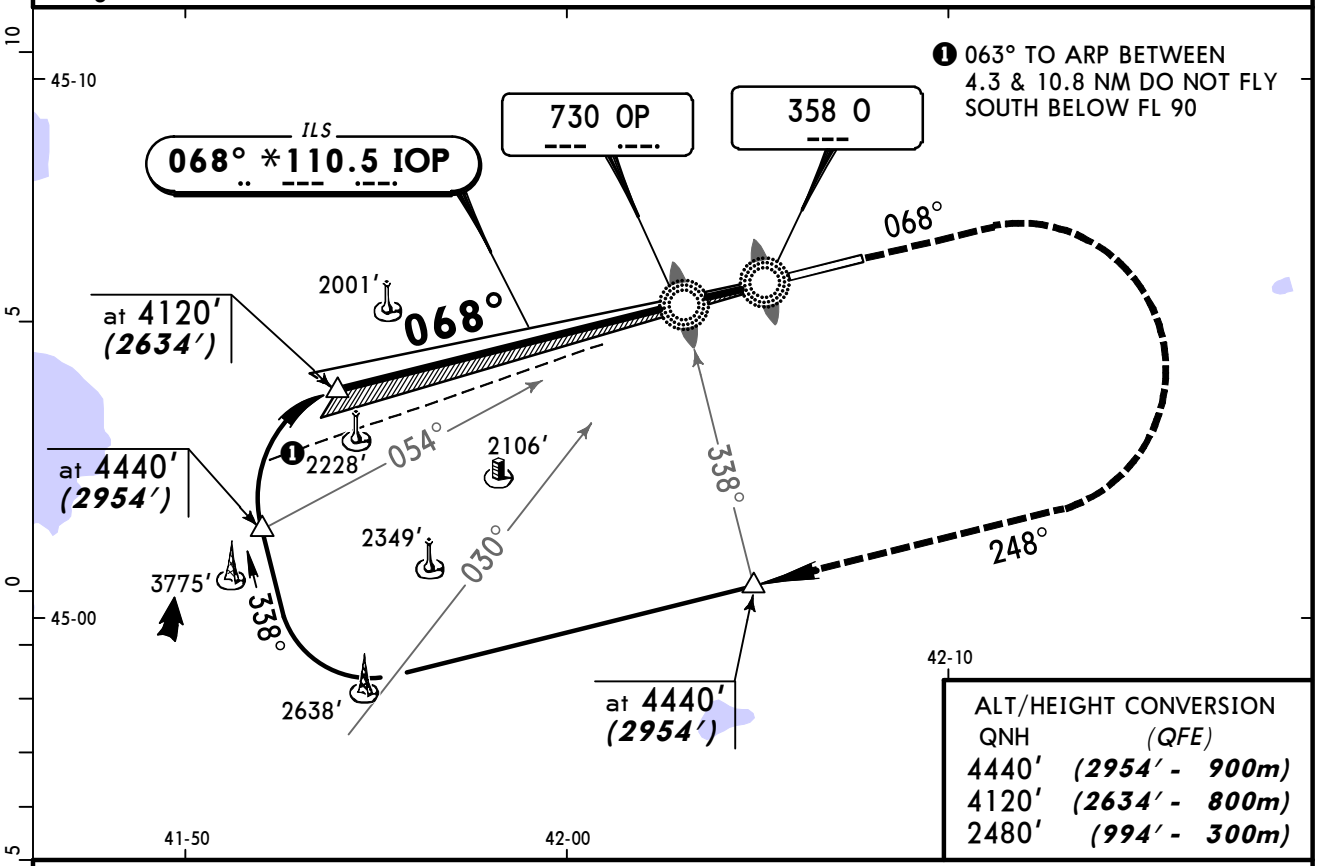
LOC IOP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1486'
*110.5	068°	2241' (755')	1686' (200')	RWY 1486'

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



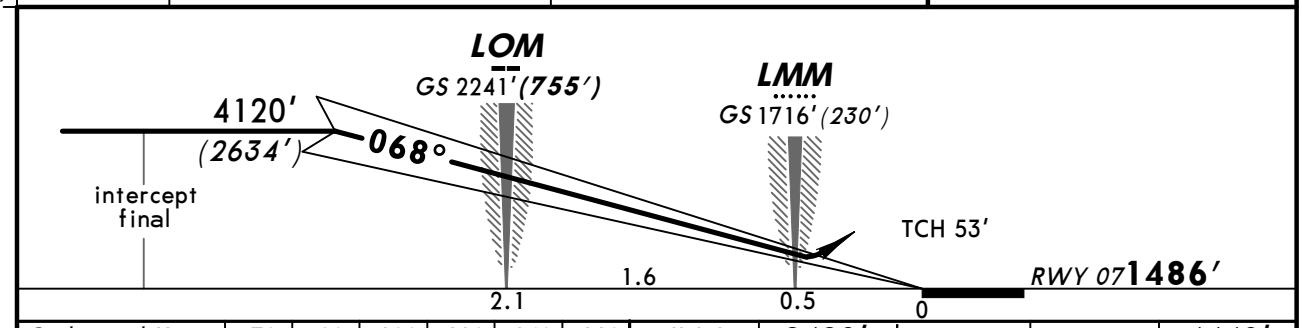
MSA OP NDB

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)
4120'	(2634' - 800m)
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	1200m	NOT AUTHORIZED
B			
C	VIS 800m		
D			

PANS OPS

CHANGES: ATIS established.

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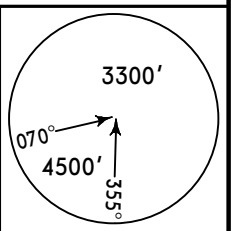
BRIEFING STRIP

*ATIS	STAVROPOL Approach (APP/SRE)	STAVROPOL Tower	Ground
134.2 (Russian 128.82)	120.3 124.0	120.9 124.0	120.9 124.0

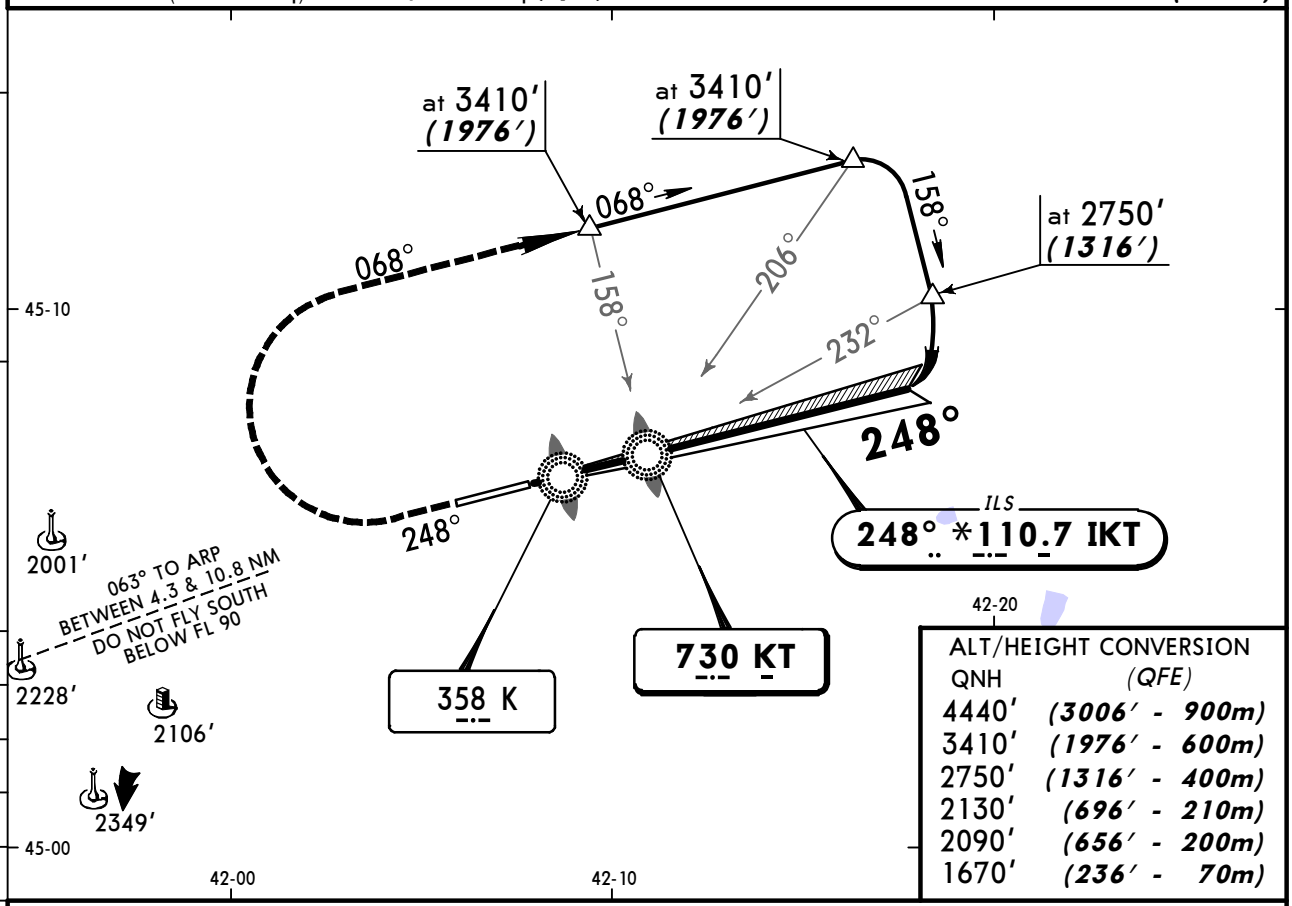
LOC IKT	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1486'
*110.7	248°	2123' (689')	1634' (200')	RWY 1434'
NDB KT		Minimum Alt LOM	NDB MDA(H)	
730		2130' (696')	1740' (306')	



MSA
KT NDB

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

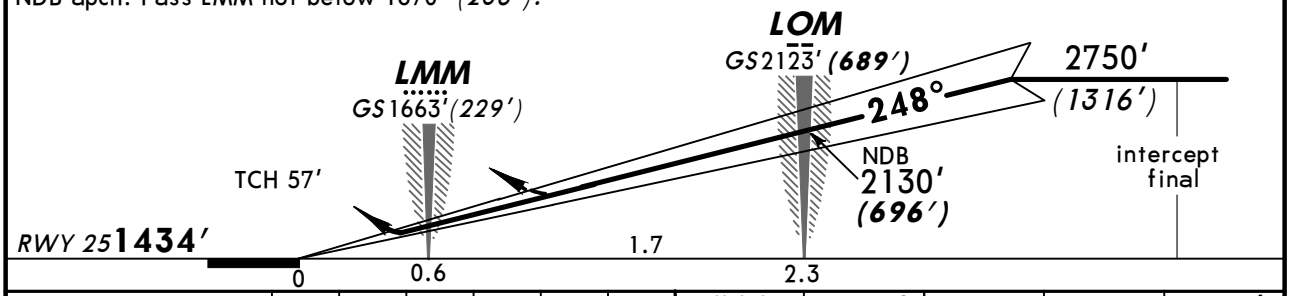
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 Trans alt: 4440' (3006')



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: ATIS established.

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*ATIS	STAVROPOL Approach (APP/SRE)	STAVROPOL Tower	Ground
134.2 (Russian 128.82)	120.3 124.0	120.9 124.0	120.9 124.0

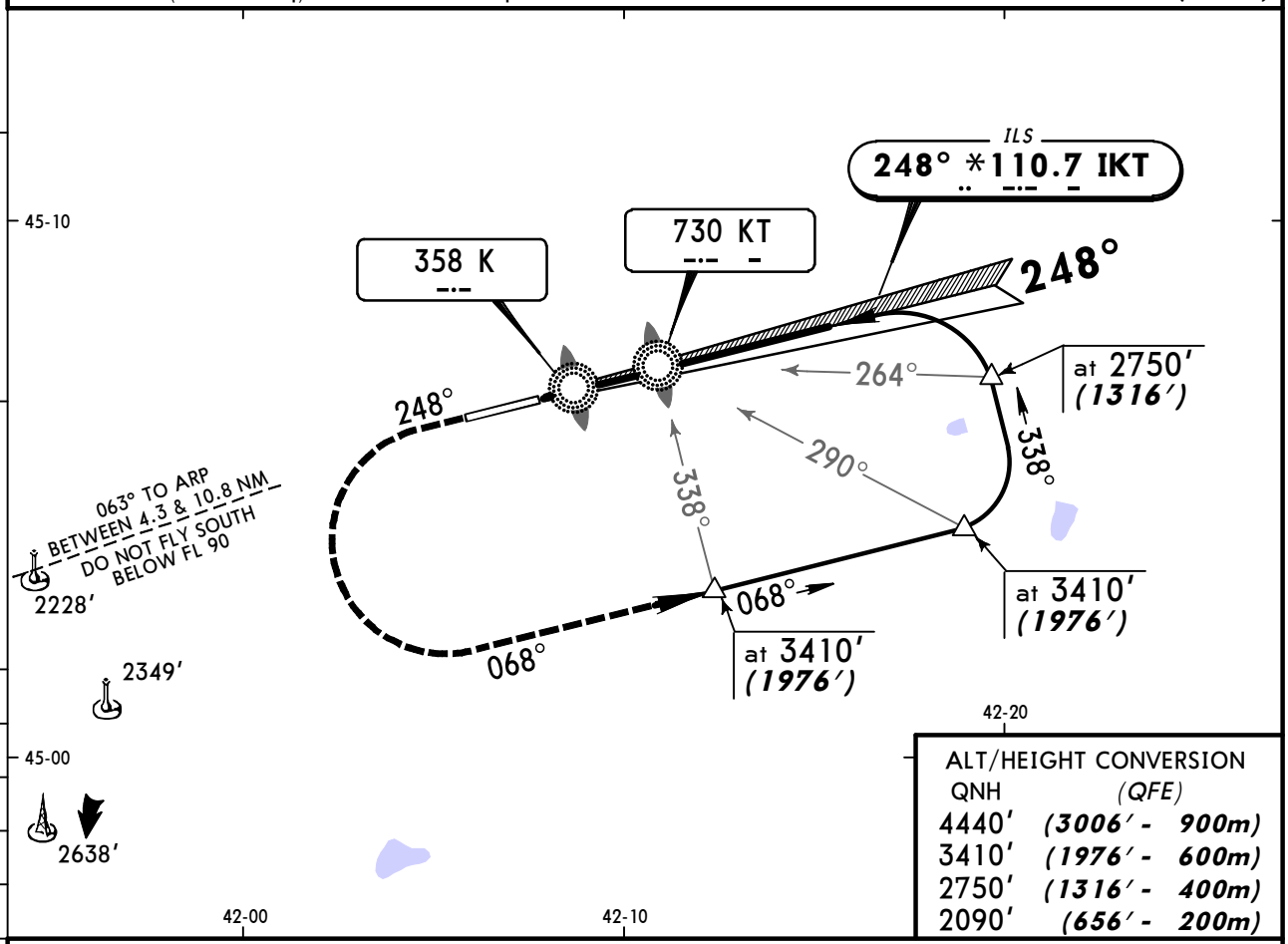
BRIEFING STRIP

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.

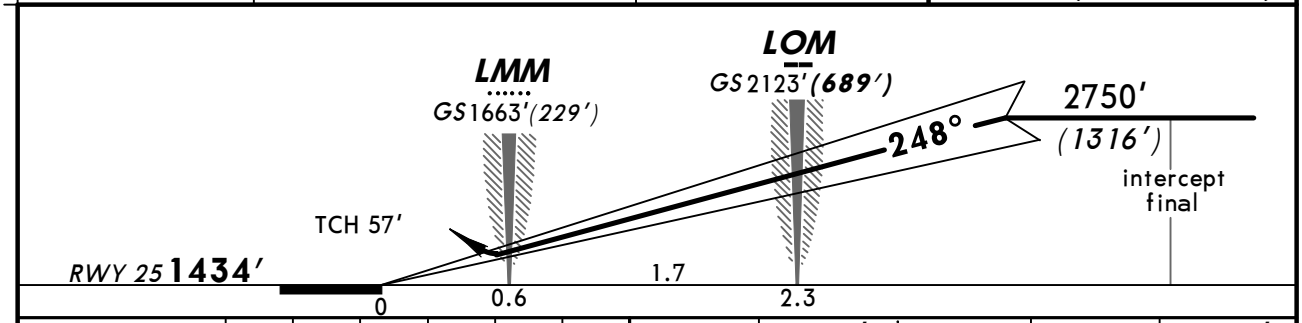
3300'
070°
4500'
355°
MSA KT NDB

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)
RVR 720m VIS 800m	1200m	NOT AUTHORIZED

PANS OPS
A
B
C
D

CHANGES: ATIS established.

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Chart changes since cycle 22-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

STAVROPOL, (SHPAKOVSKOYE - URMT)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport URMT

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-2H/2J) Coordinates and lead-in bearings of base leg under clarification, CAUTION advised. Crossing at N45 04.2 E041 54.0 lowered to 4120' (2634'). Turning base point for STARs DIPOR & PETUM 6, RUGIK 6B changed to 030° to OP at N44 58.8 E041 55.1. Turn on base leg for STARs BEDAP, DIPOR, GIRTI & NINOR 6, RUGIK 6A by ATC.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(10-2H) Turning point at N45 05.8 E042 30.3 renamed to CRP BALOT with the same coordinates. Holding with 186° inbound, LEFT turn, MHA FL60, MAX FL160 over CRP BALOT established.