

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URMT

Terminal Charts For URMT

Revision Letter For Cycle 01-2014

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: 7.2°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: 0450 Z
Sunset: 1344 Z,

Runway Information

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

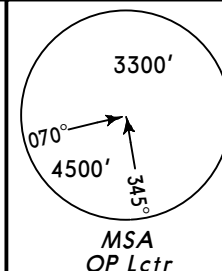
Runway: 25
Length x Width: 8530 ft x 157 ft
Surface Type: asphalt
TDZ-Elev: 1434 ft
Lighting: Edge, ALS

Communication Information

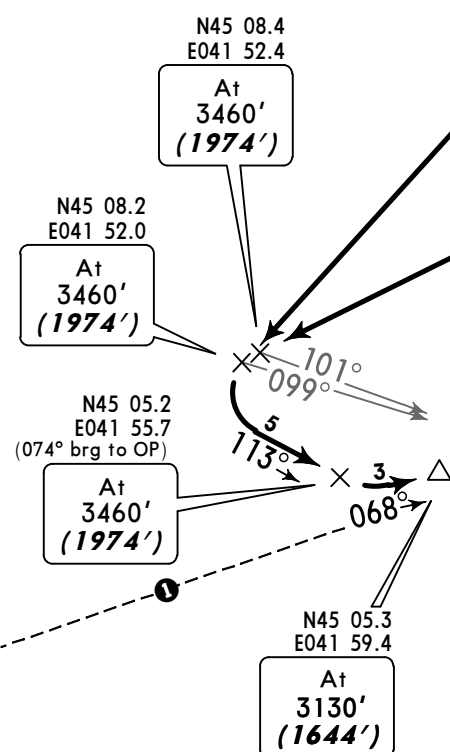
ATIS 134.2
ATIS 128.825 Non-English
Stavropol Tower 124.0
Stavropol Tower 120.9
Stavropol Approach Control 124.0
Stavropol Approach Control 120.3

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

(QFE)

PETUM 2
REMEK 2
RWY 07 ARRIVALS

WARNING

Turbulence with downdraughts and
windshear may be expected in the
vicinity of base turn.**REMEK**
N45 29.5 E042 19.4
Between
FL150 & FL70**PETUM**
N45 24.0 E042 36.9
Between
FL160 & FL60Direct distance from
N45 05.3 E041 59.4 to:
Shpakovskoye Apt 5NM730 OP
N45 05.9 E042 02.9① 063° 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)

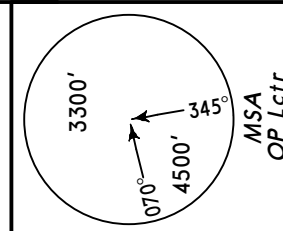
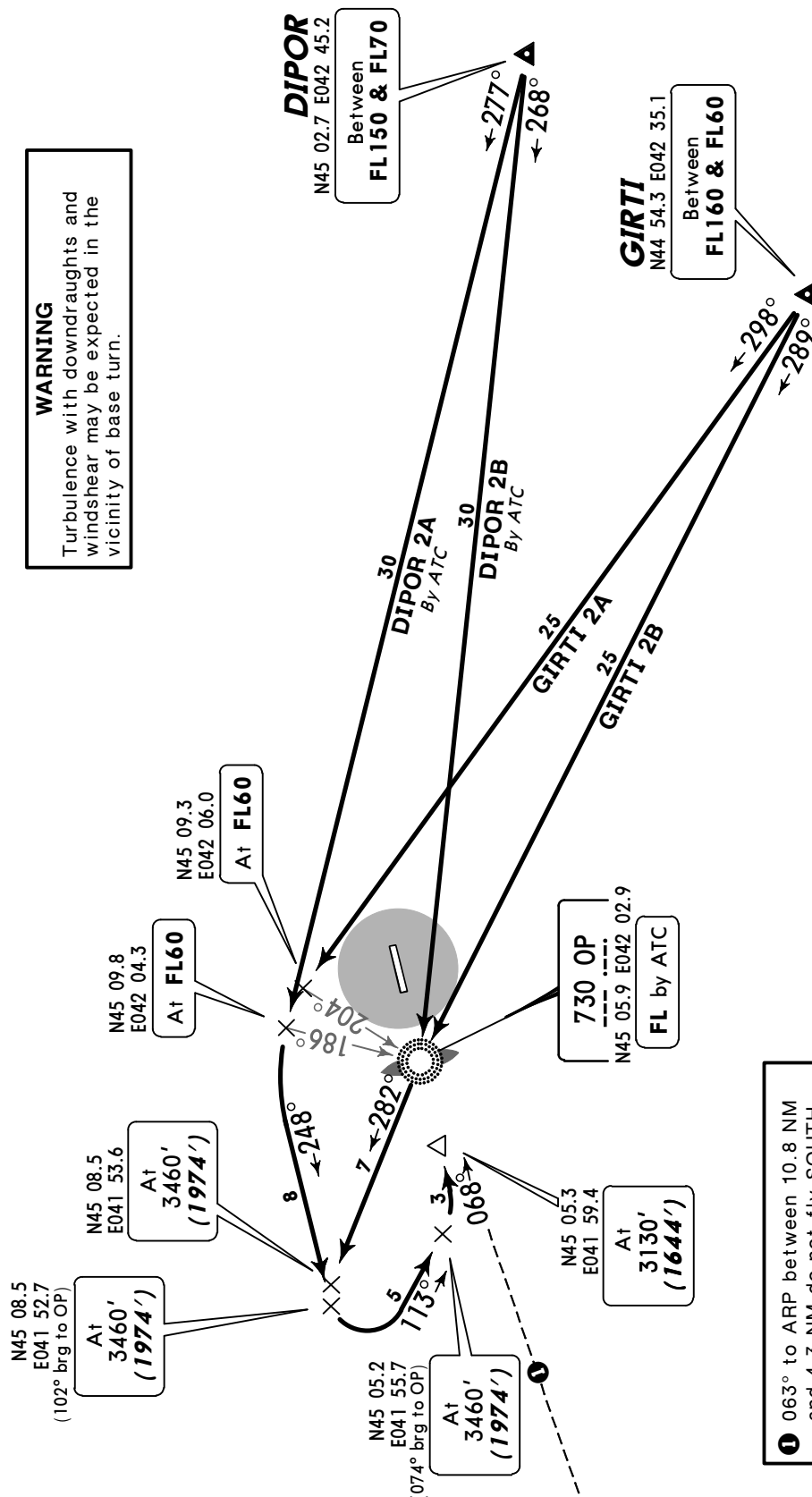
ATIS
134.2
(Russian 128.82)Apt Elev
1486'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4440' (2954')

(QFE)

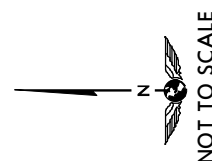
DIPOR 2A [DIPO2A], DIPOR 2B [DIPO2B]
BY ATC

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

RWY 07 ARRIVALS

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

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

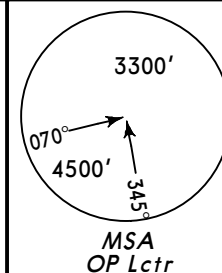


① 063° to ARP between 10.8 NM
and 4.3 NM do not fly SOUTH
below FL90.

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

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

(QFE)

LEGNA 2
NETMI 2①
PARAT 2
RWY 07 ARRIVALS**PARAT**

N45 32.0 E041 42.9

Between
FL150 & FL60**LEGNA**

N45 19.3 E041 30.3

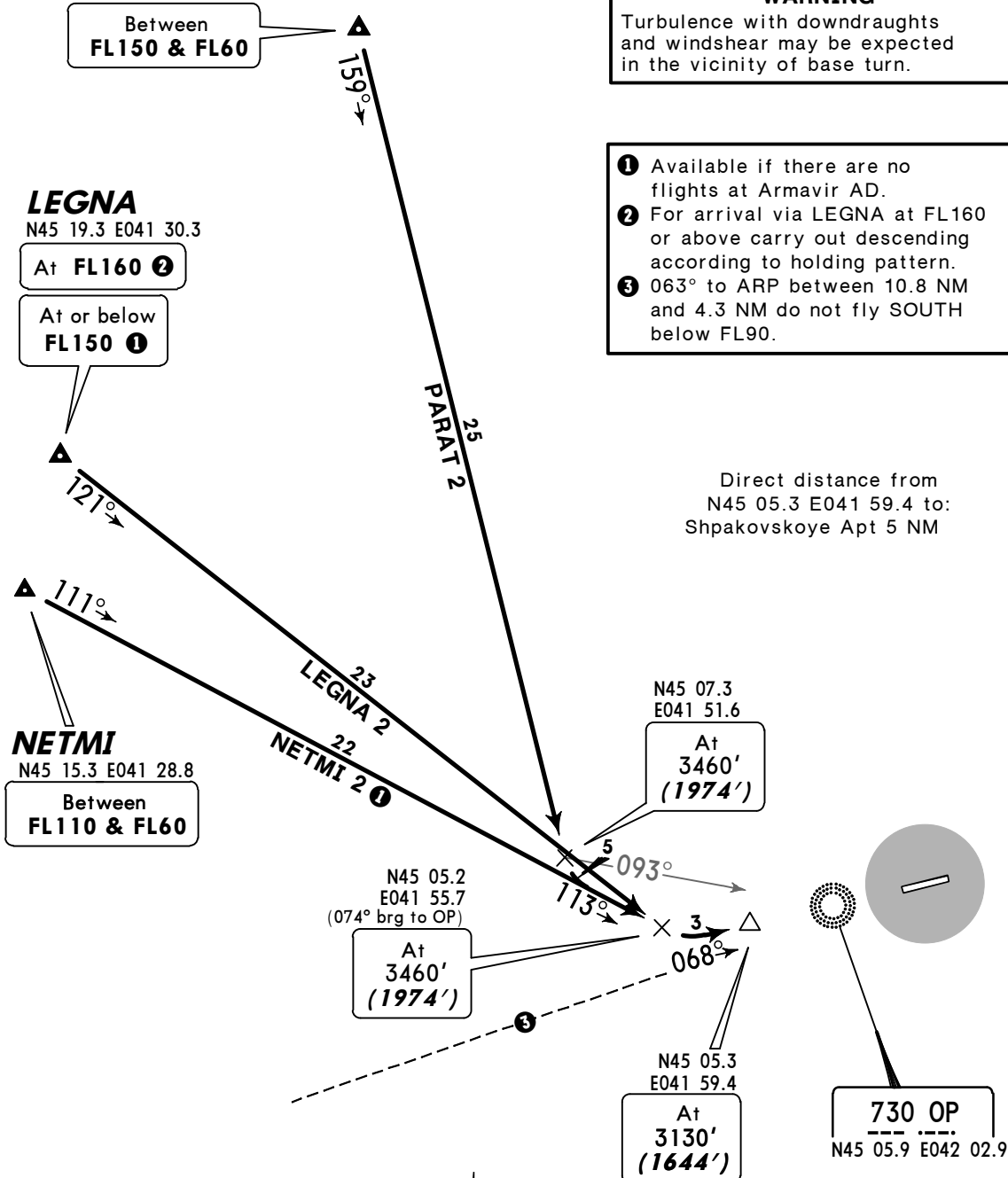
At FL160 ②

At or below
FL150 ①**NETMI**

N45 15.3 E041 28.8

Between
FL110 & FL60**WARNING**Turbulence with downdraughts
and windshear may be expected
in the vicinity of base turn.

- ① Available if there are no flights at Armavir AD.
- ② For arrival via LEGNA at FL160 or above carry out descending according to holding pattern.
- ③ 063° 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)

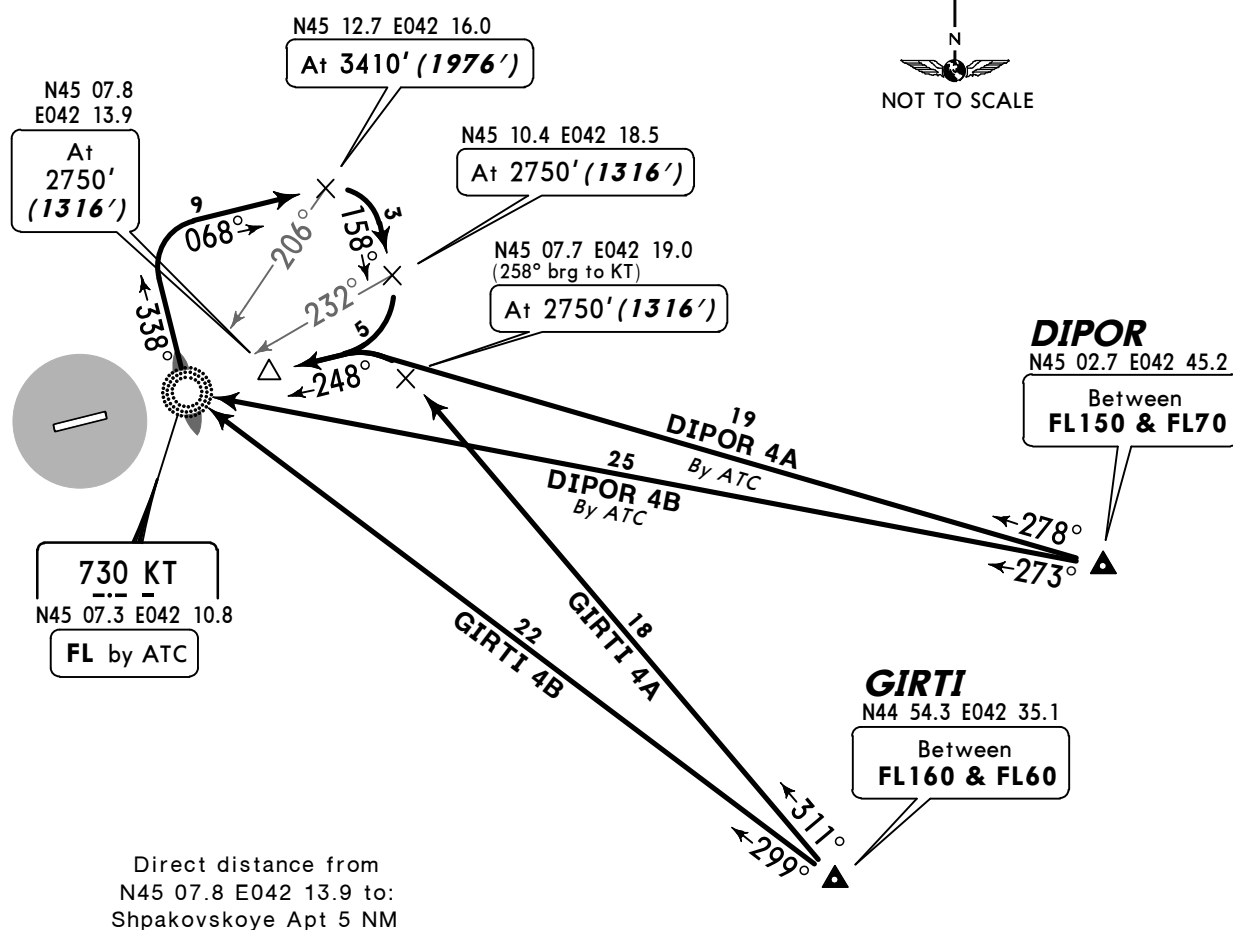
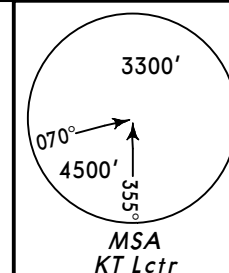
3130' (1644' - 500m)

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

(QFE)

DIPOR 4A [DIPO4A]
DIPOR 4B [DIPO4B]
BY ATCGIRTI 4A [GIRT4A]
GIRTI 4B [GIRT4B]

RWY 25 ARRIVALS



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

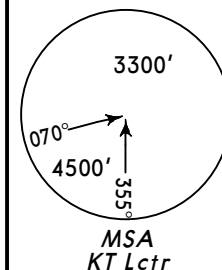
ATIS
134.2
(Russian 128.82)

Apt Elev
1486'

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

(QFE)

**LEGNA 4
NETMI 4
PARAT 4
RWY 25 ARRIVALS**



PARAT
N45 32.0 E041 42.9

Between
FL110 & FL60

① Available if there are no flights at Armavir AD.

LEGNA
N45 19.3 E041 30.3

At **FL160**

At or below
FL150 ①

NETMI
N45 15.3 E041 28.8

Between
FL110 & FL60

NETMI
N45 15.3 E041 28.8



NOT TO SCALE

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

730 KT
N45 07.3 E042 10.8

ALT/HEIGHT CONVERSION

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

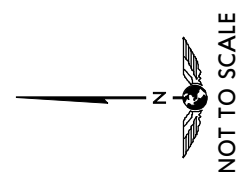
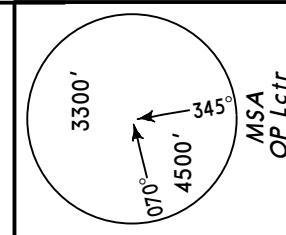
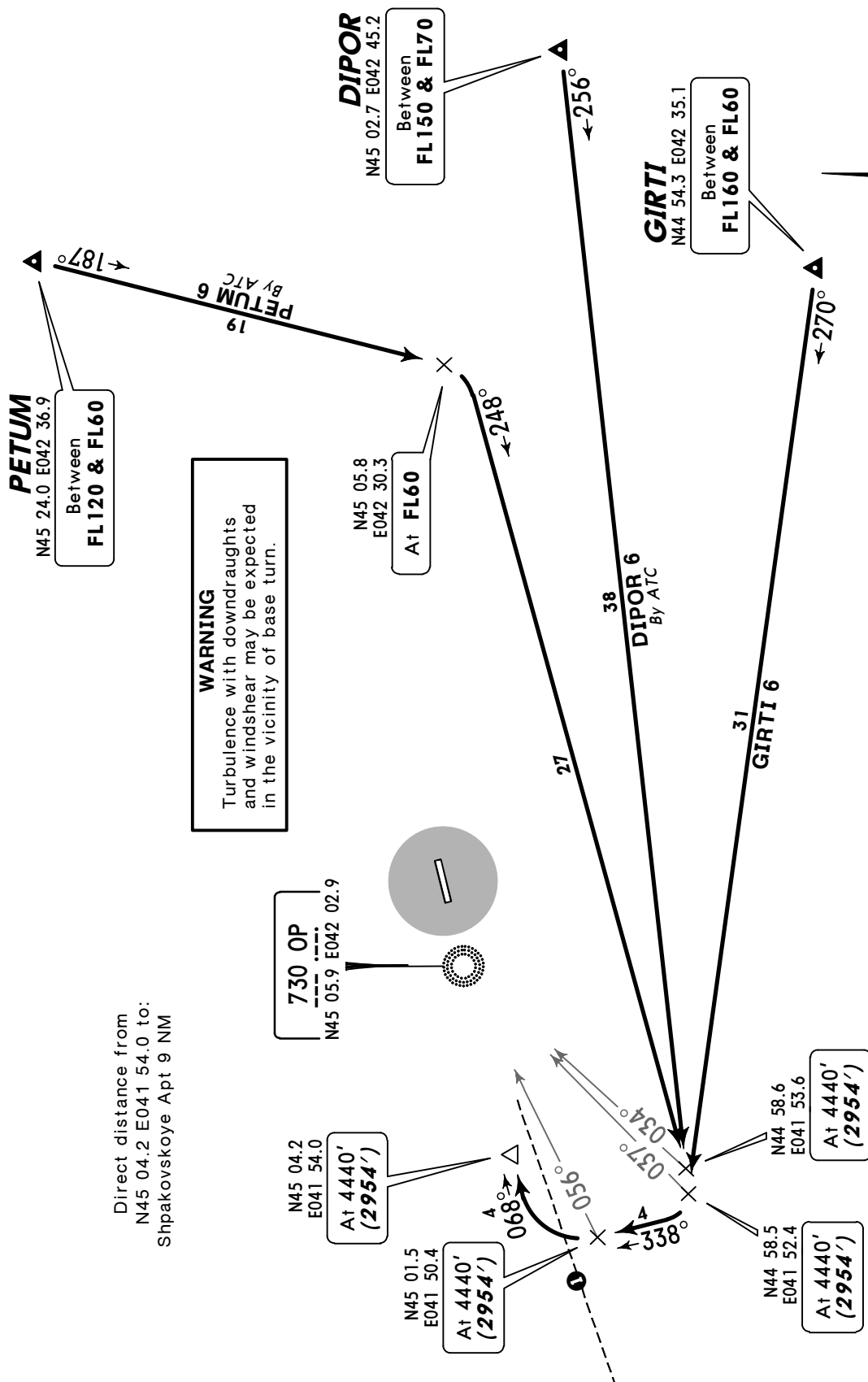
ATIS
134.2
(Russian 128.82)Apt Elev
1486'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4440' (**2954'**)

(QFE)

DIPOR 6, PETUM 6
BY ATC

GIRTI 6

RWY 07 ARRIVALS

ALT/HEIGHT CONVERSION
QNH (QFE)
4440' (2954' - 900m)**1** 063° to ARP between 10.8 NM
and 4.3 NM do not fly SOUTH
below FL90.

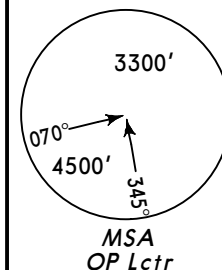
ATIS
134.2
(Russian 128.82)

Apt Elev
1486'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4440' (2954')

(QFE)

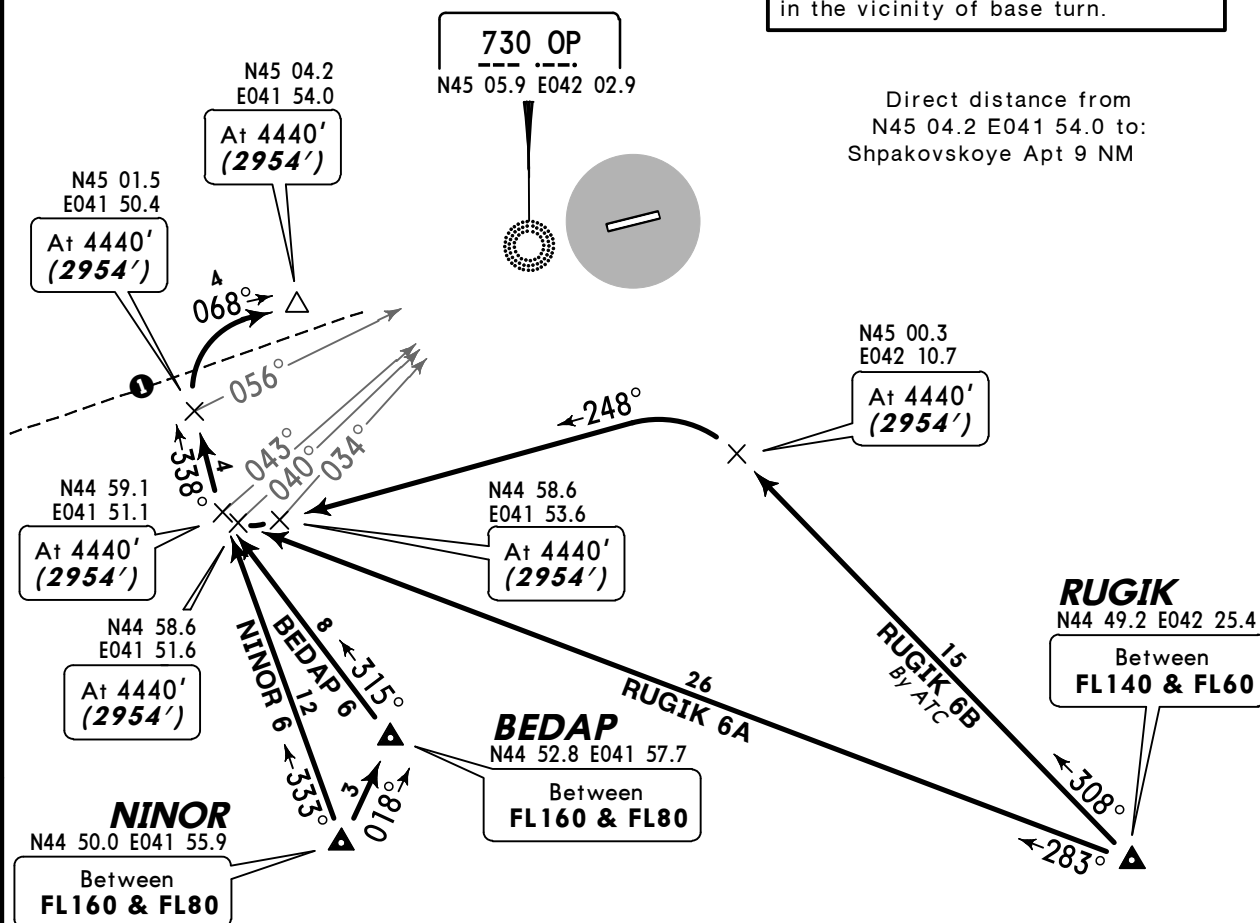
**BEDAP 6, NINOR 6
RUGIK 6A [RUGI6A]
RUGIK 6B [RUGI6B]
BY ATC
RWY 07 ARRIVALS**



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



① 063° to ARP between 10.8 NM
and 4.3 NM do not fly SOUTH
below FL90.

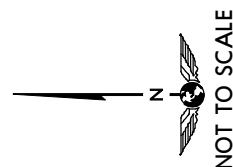
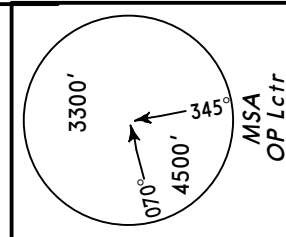


ALT/HEIGHT CONVERSION
QNH (QFE)
4440' (2954' - 900m)

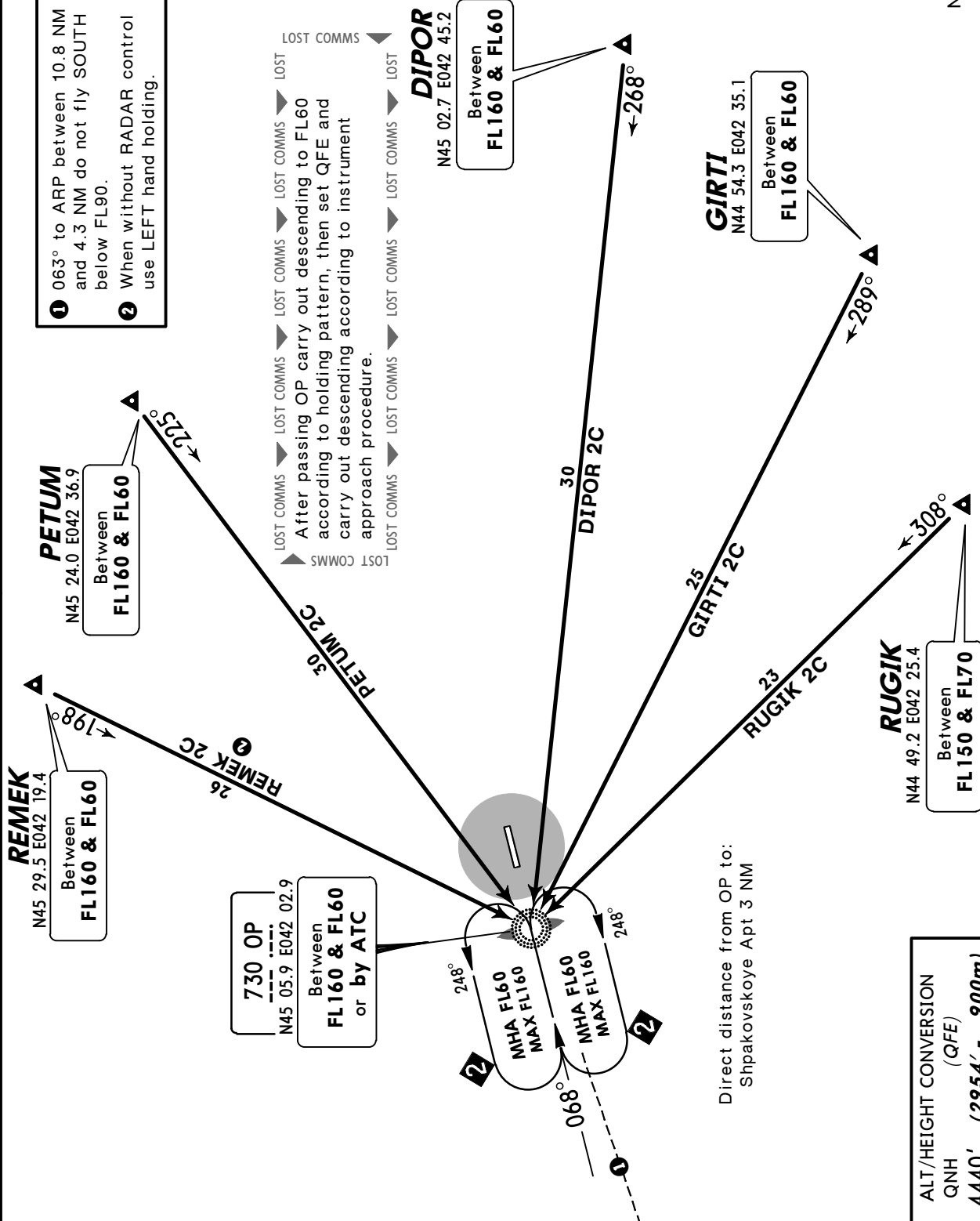
ATIS
134.2
(Russian 128.82)Apt Elev
1486'Alt Set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4440' (2954')

(QFE)

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



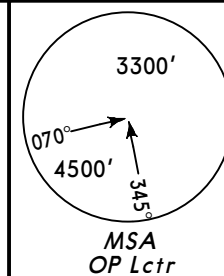
- 063° to ARP between 10.8 NM and 4.3 NM do not fly SOUTH below FL90.
- When without RADAR control use LEFT hand holding.



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

(QFE)

BEDAP 2C [BEDA2C] ①
LEGNA 2C [LEGN2C]
NETMI 2C [NETM2C] ①
PARAT 2C [PARA2C]
RWY 07 ARRIVALS
RADIO COMMUNICATION FAILURE
OUT-OF-TURN APPROACH
BY ATC

**PARAT**

N45 32.0 E041 42.9

Between
FL150 & FL70

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

LEGNA

N45 19.3 E041 30.3

Between
FL150 & FL70Direct distance from OP to:
Shpakovskoye Apt 3 NM**NETMI**

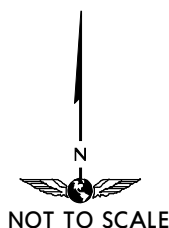
N45 15.3 E041 28.8

Between
FL150 & FL70

- ① Available if there are no flights at Armavir AD.
- ② When without RADAR control use LEFT hand holding.
- ③ 063° to ARP between 10.8 NM and 4.3 NM do not fly SOUTH below FL90.

MHA FL60
MAX FL160MHA FL60
MAX FL160**BEDAP**

N44 52.8 E041 57.7

Between
FL160 & FL80

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

ATIS
134.2
(Russian 128.82)

Apt Elev
1486'

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

(QFE)

DIPOR 4C [DIPO4C]

GIRTI 4C [GIRT4C]

PETUM 4C [PETU4C]

REMEK 4C [REME4C]

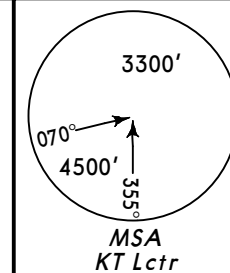
RUGIK 4C [RUGI4C]

RWY 25 ARRIVALS

RADIO COMMUNICATION FAILURE

OUT-OF-TURN APPROACH

BY ATC



REMEK
N45 29.5 E042 19.4

Between
FL160 & FL60

PETUM
N45 24.0 E042 36.9

Between
FL160 & FL60

730 KT
N45 07.3 E042 10.8
Between
FL160 & FL60
or by ATC

MHA FL60
MAX FL160



MHA FL60
MAX FL160

① When without RADAR control
use RIGHT hand holding.

DIPOR
N45 02.7 E042 45.2
Between
FL160 & FL60

Direct distance from KT to:
Shpakovskoye Apt 3 NM

GIRTI
N44 54.3 E042 35.1
Between
FL160 & FL60

RUGIK
N44 49.2 E042 25.4
Between
FL160 & FL60

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

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.

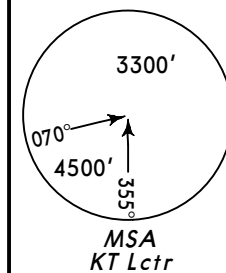
ATIS
134.2
(Russian 128.82)

Apt Elev
1486'

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

(QFE)

BEDAP 4C [BEDA4C] ①
LEGNA 4C [LEGN4C]
NETMI 4C [NETM4C] ①
PARAT 4C [PARA4C]
RWY 25 ARRIVALS
RADIO COMMUNICATION FAILURE
OUT-OF-TURN APPROACH
BY ATC



- ① Available if there are no flights at Armavir AD.
- ② When without RADAR control use RIGHT hand holding.

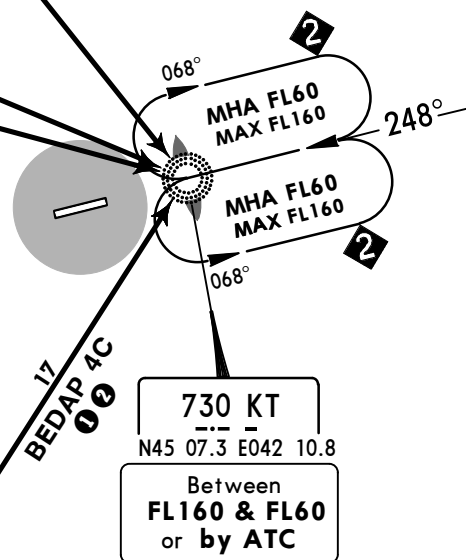
PARAT
N45 32.0 E041 42.9
Between
FL150 & FL70

LEGNA
N45 19.3 E041 30.3
Between
FL150 & FL70

NETMI
N45 15.3 E041 28.8
Between
FL150 & FL70

BEDAP
N44 52.8 E041 57.7
Between
FL160 & FL80

Direct distance from KT to:
Shpakovskoye Apt 3 NM

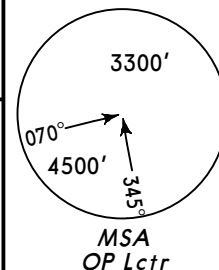


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
After passing KT carry out descending to FL60
according to holding pattern, then set QFE and
carry out descending according to instrument
approach procedure.
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

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

Apt Elev
1486'

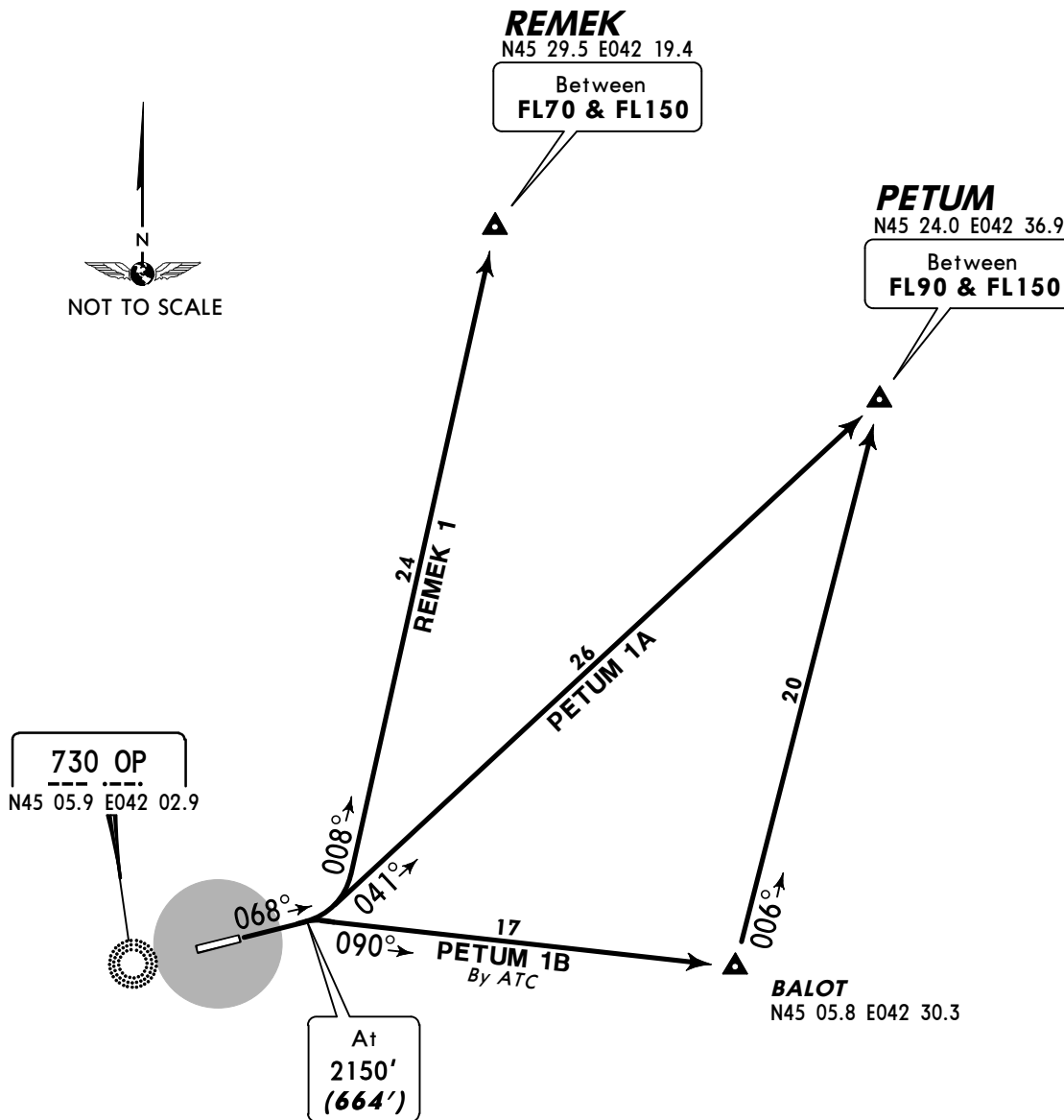
QNH on request (QFE)
Trans level: FL60 Trans alt: 4440' (2954')



PETUM 1A [PETU1A]
REMEK 1

PETUM 1B [PETU1B]
BY ATC

RWY 07 DEPARTURES



PETUM 1A

This SID requires a minimum climb gradient of 4.4%.

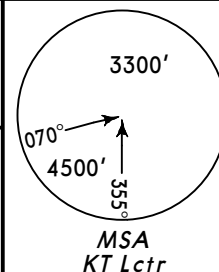
Gnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337

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

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.

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

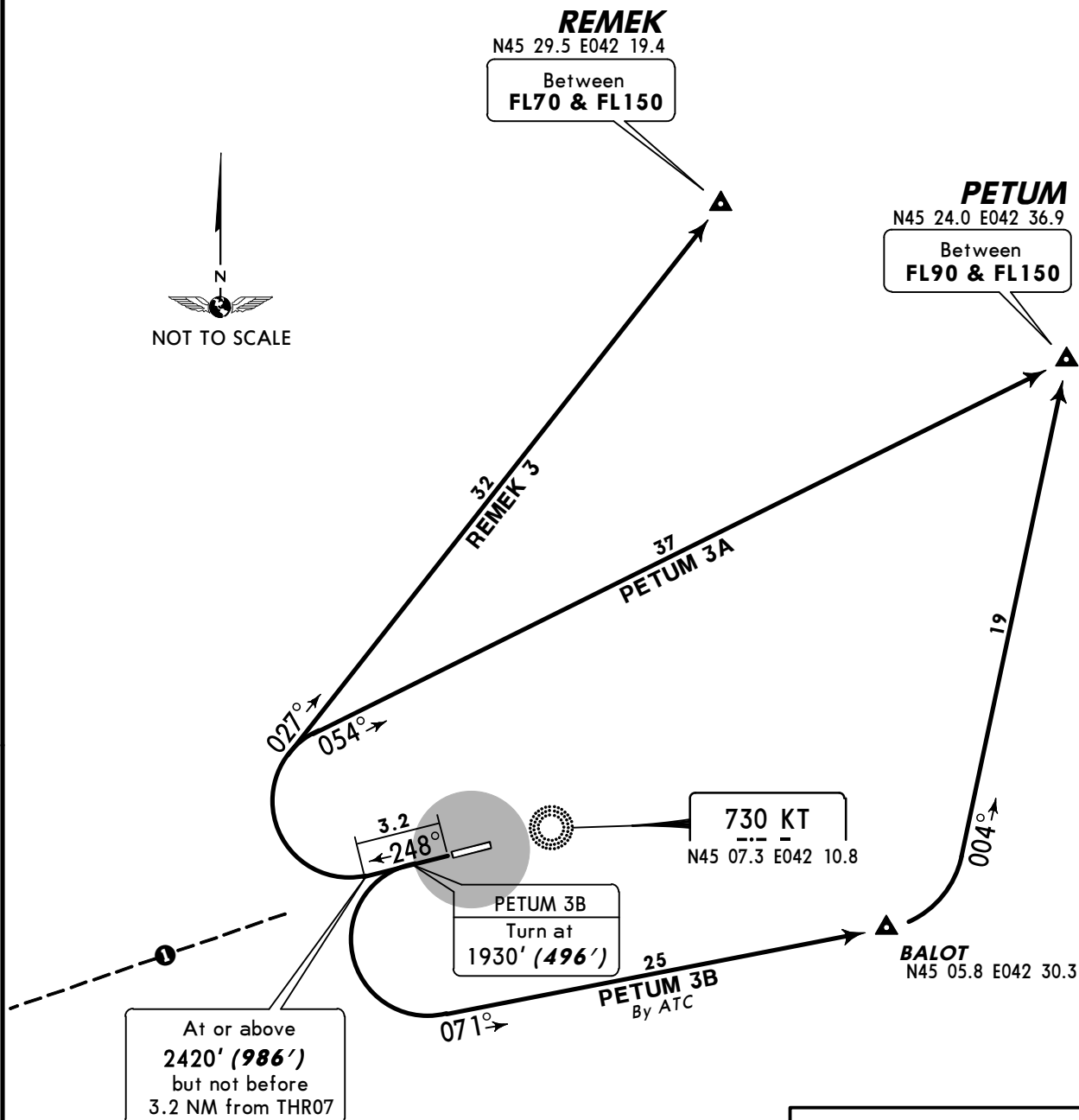


REMEK
N45 29.5 E042 19.4

Between
FL70 & FL150

PETUM
N45 24.0 E042 36.9

Between
FL90 & FL150



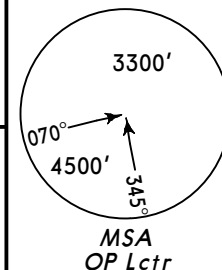
① 243° from ARP between 4.3 NM
and 10.8 NM do not fly SOUTH
below FL90.

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.

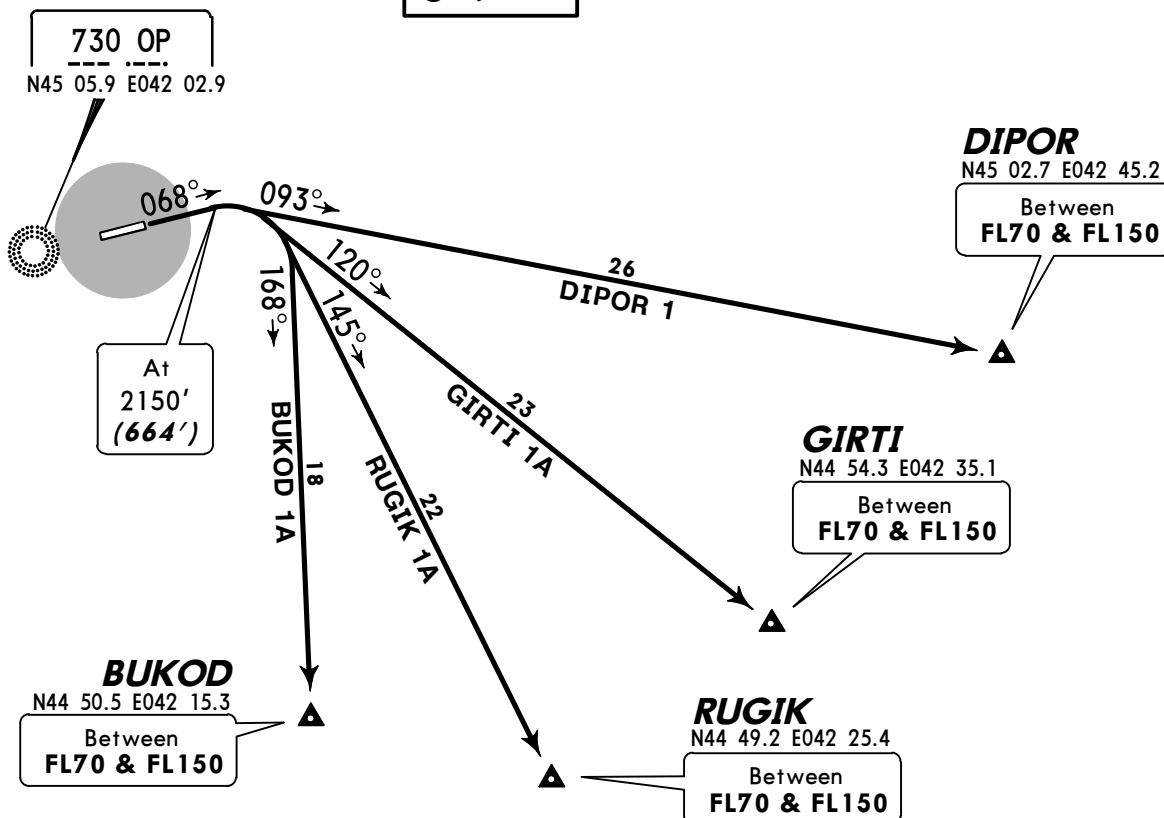
Apt Elev
1486'

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 1 ①
GIRTI 1A [GIRT1A]
RUGIK 1A [RUGI1A]
RWY 07 DEPARTURES

① By ATC



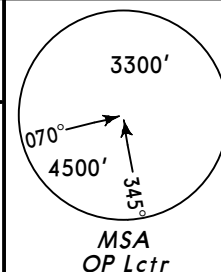
ALT/HEIGHT CONVERSION
QNH **(QFE)**
2150' **(664' - 200m)**
4440' **(2954' - 900m)**

SID	ROUTING
BUKOD 1A	Climb straight ahead to 2150' (664'), turn RIGHT, 168° track to BUKOD, climbing to assigned FL.
DIPOR 1 ①	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.

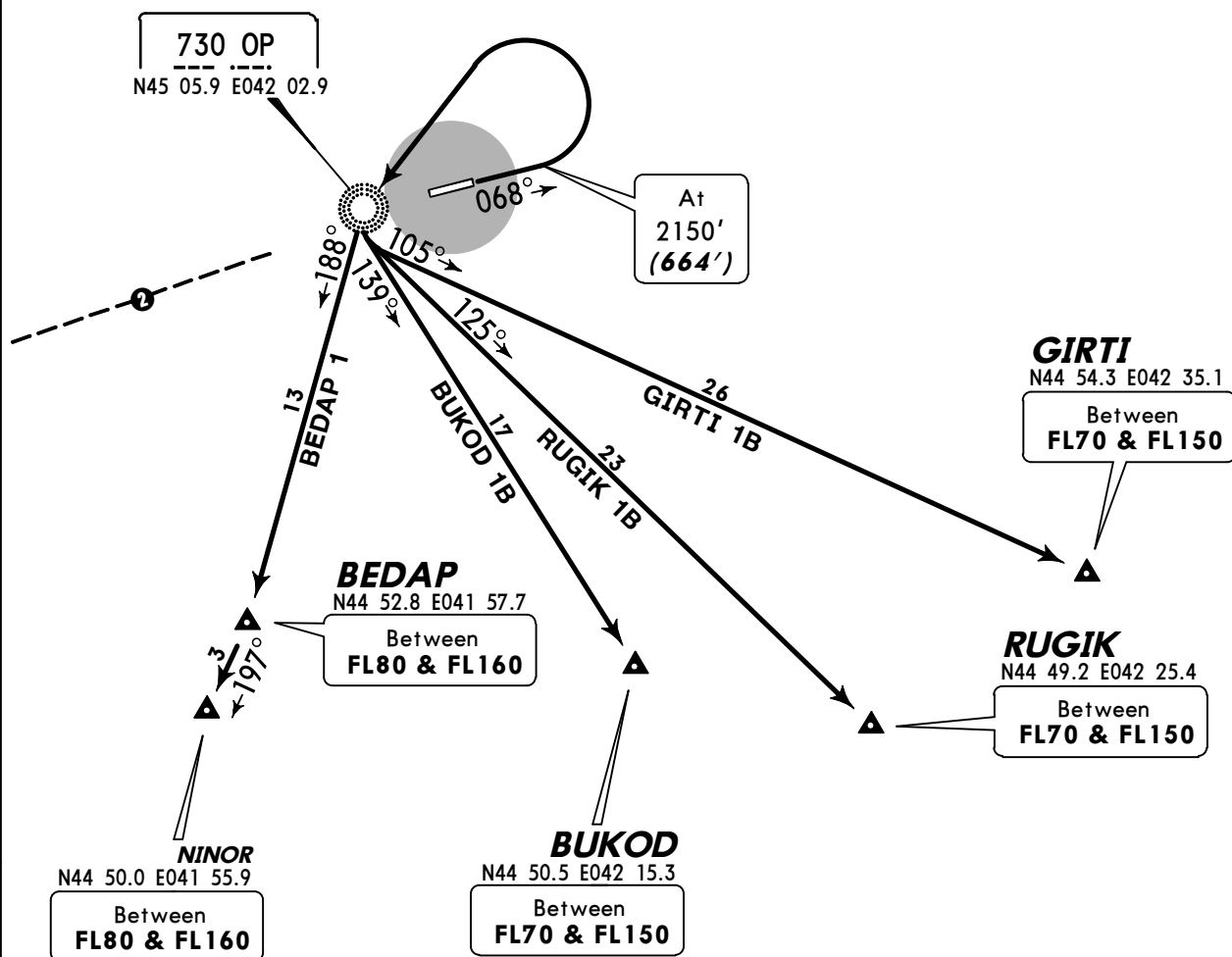
Apt Elev
1486'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4440' (2954')



**BEDAP 1①, BUKOD 1B [BUKO1B]
GIRTI 1B [GIRT1B]
RUGIK 1B [RUGI1B]
RWY 07 DEPARTURES
BY ATC**



② 243° 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)

Direct distance from Shpakovskoye Apt to:
OP 3 NM

SID	ROUTING
BEDAP 1 ①	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.

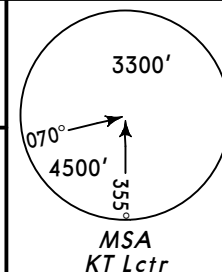
① Available if there are no flights at Armavir AD.

Apt Elev
1486'

QNH on request (QFE)

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

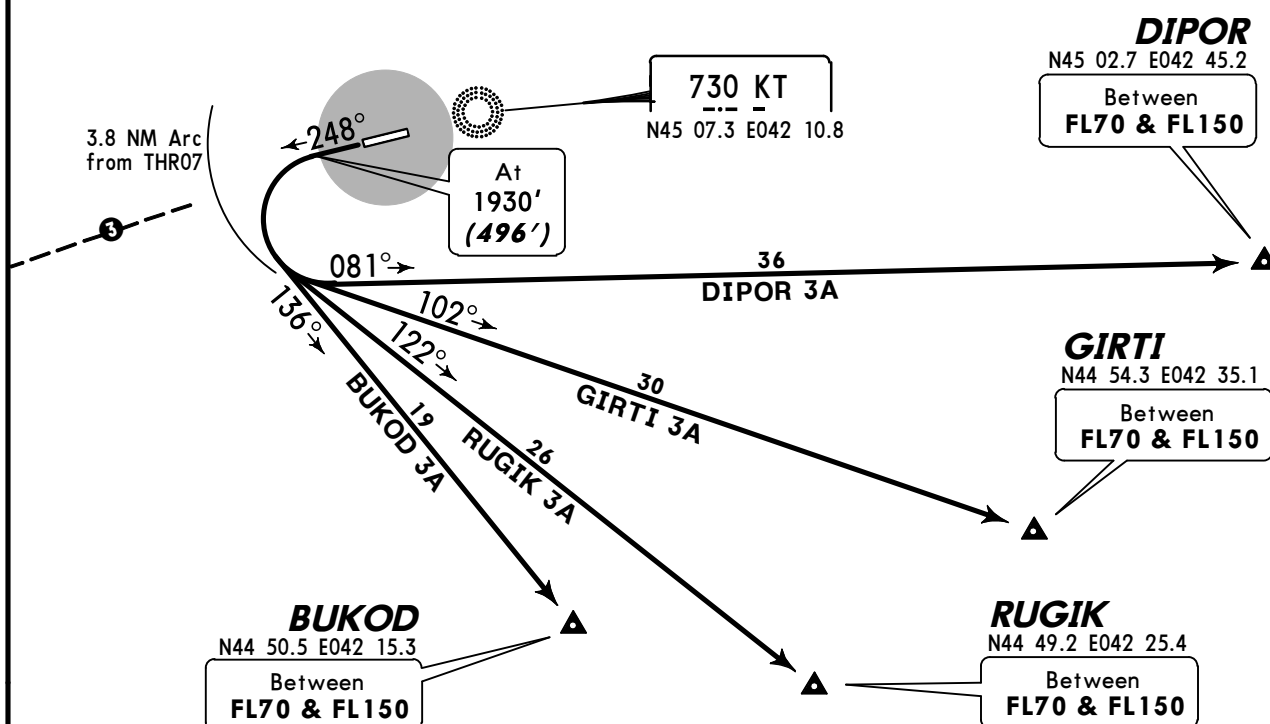
Take-off to be carried out using noise abatement procedures for the area according to Flight Manual.



BUKOD 3A [BUKO3A]①
DIPOR 3A [DIPO3A]②
GIRTI 3A [GIRT3A]①
RUGIK 3A [RUGI3A]①
RWY 25 DEPARTURES

WARNING

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



③ 243° from ARP between 4.3 NM and 10.8 NM do not fly SOUTH below FL90.



ALT/HEIGHT CONVERSION

QNH (QFE)

1930' (496' - 150m)

4440' (3006' - 900m)

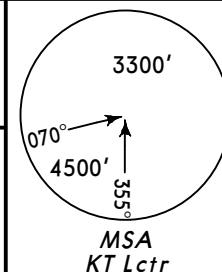
SID	ROUTING
BUKOD 3A ①	Climb straight ahead to 1930' (496'), turn LEFT, 136° track to BUKOD.
DIPOR 3A ②	Climb straight ahead to 1930' (496'), turn LEFT, 081° track to DIPOR, climbing to assigned FL.
GIRTI 3A ①	Climb straight ahead to 1930' (496'), turn LEFT, 102° track to GIRTI.
RUGIK 3A ①	Climb straight ahead to 1930' (496'), turn LEFT, 122° track to RUGIK climbing to assigned FL.
① Under mandatory RADAR control. ② By ATC.	

Apt Elev
1486'

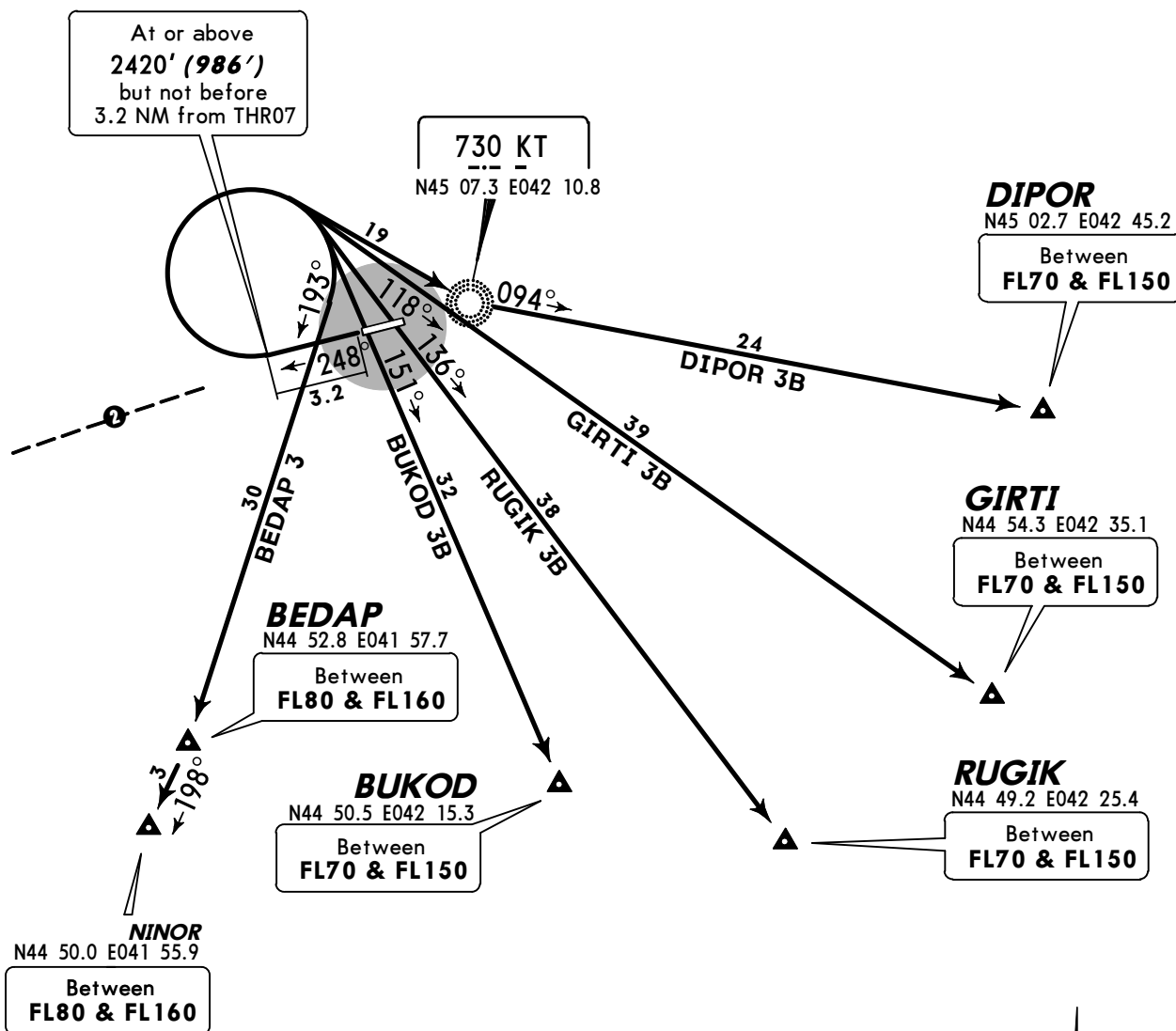
QNH on request (QFE)

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



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

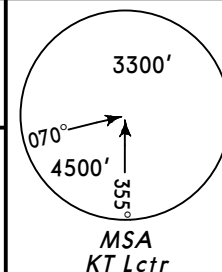


SID	ROUTING
BEDAP 3①	Climb straight ahead, at or above 2420' (986') turn RIGHT, 193° track to BEDAP, climbing to assigned FL.
BUKOD 3B	Climb straight ahead, at or above 2420' (986') turn RIGHT, 151° track to BUKOD.
DIPOR 3B	Climb straight ahead, at or above 2420' (986') turn RIGHT to KT, 094° bearing 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.

① Available if there are no flights at Armavir AD.

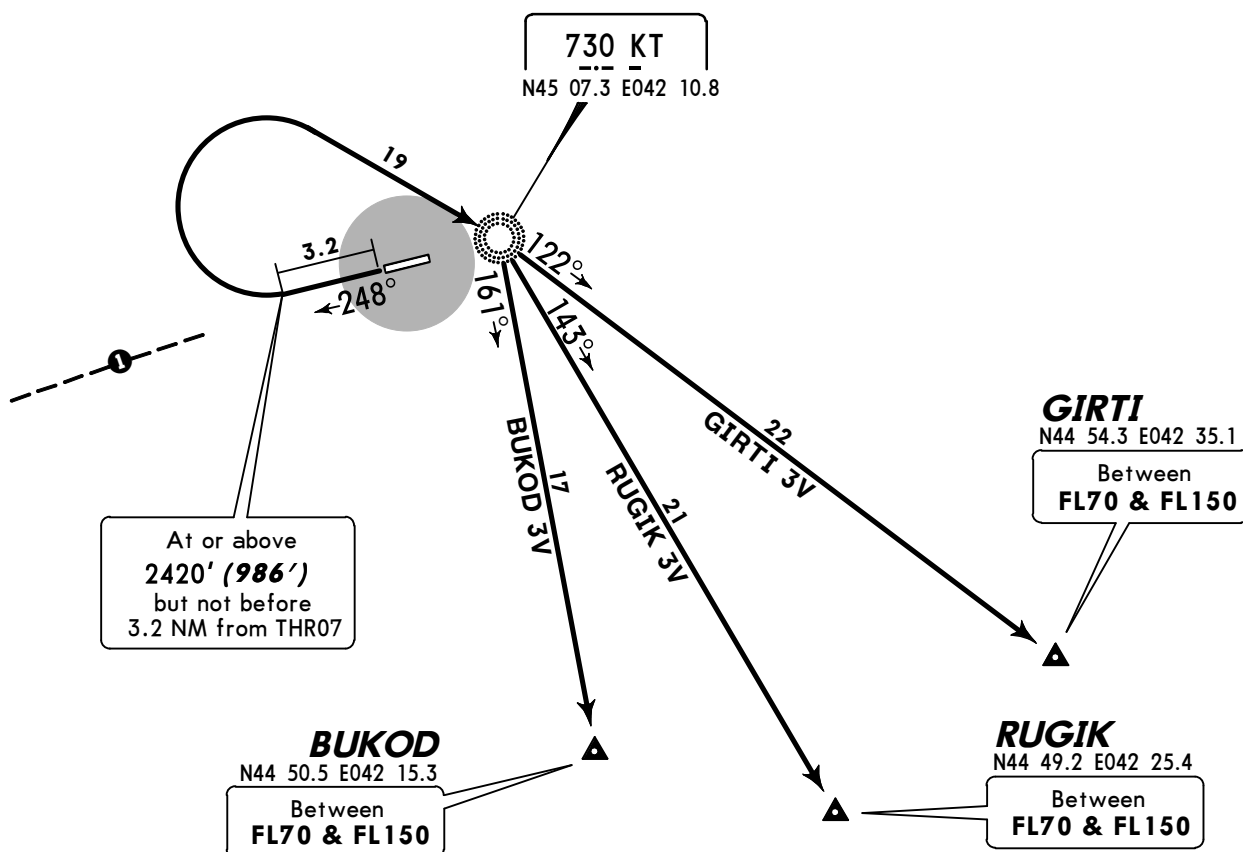
Apt Elev
1486'

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

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



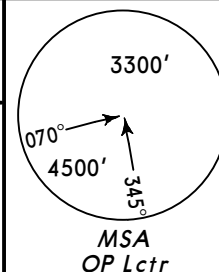
ALT/HEIGHT CONVERSION
QNH **(QFE)**
2420' **(986' - 300m)**
4440' **(3006' - 900m)**

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.

Apt Elev
1486'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4440' (2954')

LEGNA 1
NETMI 1
PARAT 1
RWY 07 DEPARTURES**PARAT**

N45 32.0 E041 42.9

Between
FL60 & FL160**LEGNA**

N45 19.3 E041 30.3

At or below
FL150 ①

At FL160 ②

NETMI

N45 15.3 E041 28.8

Between
FL60 & FL160② Available if no flight activity
at Armavir and Tikhoretsk ADs.730 OP
N45 05.9 E042 02.9At
2150'
(664')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 ①	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.

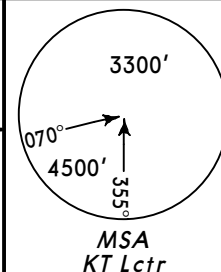
① Available if there are no flights at Armavir AD.

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 3①
PARAT 3
RWY 25 DEPARTURES**PARAT**
N45 32.0 E041 42.9Between
FL60 & FL160**LEGNA**

N45 19.3 E041 30.3

At FL160 ②

At or below
FL150 ③**NETMI**

N45 15.3 E041 28.8

Between
FL60 & FL160

- ② For departure via LEGNA at or above FL160 carry out climbing according to holding pattern.
- ③ Available if no flight activity at Armavir and Tikhoretsk ADs.

730 KT
N45 07.3 E042 10.8

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

- ④ 243° from ARP between 4.3 NM and 10.8 NM do not fly SOUTH below FL90.

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



SID	ROUTING
LEGNA 3	Climb straight ahead, at or above 2420' (986') turn RIGHT, 295° track to LEGNA, climbing to assigned FL.
NETMI 3 ①	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.

- ① Available if there are no flights at Armavir AD.

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.

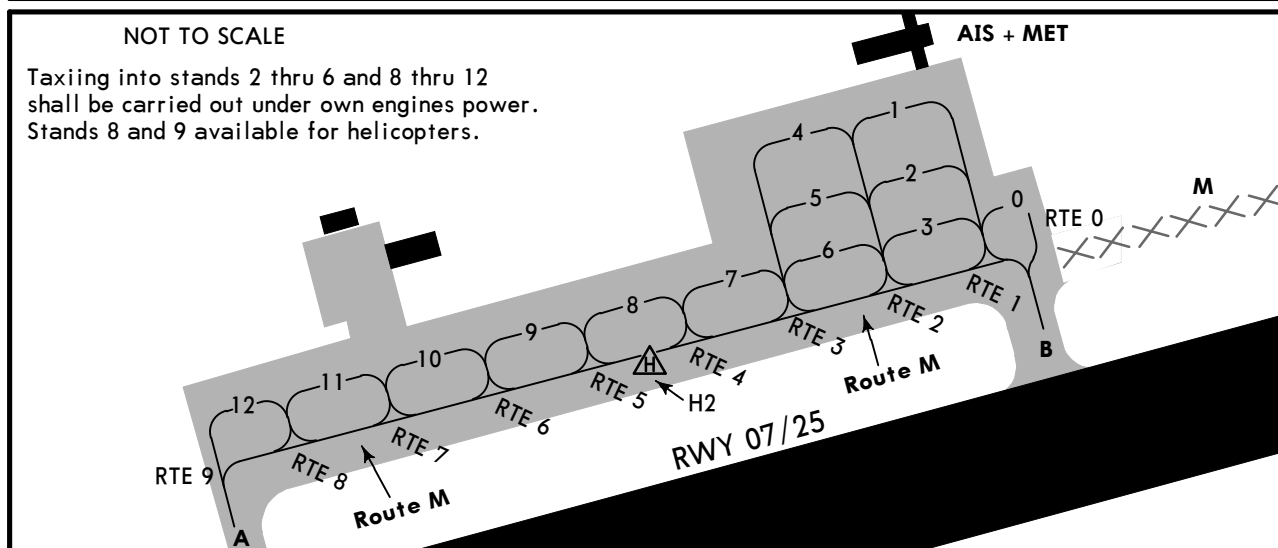
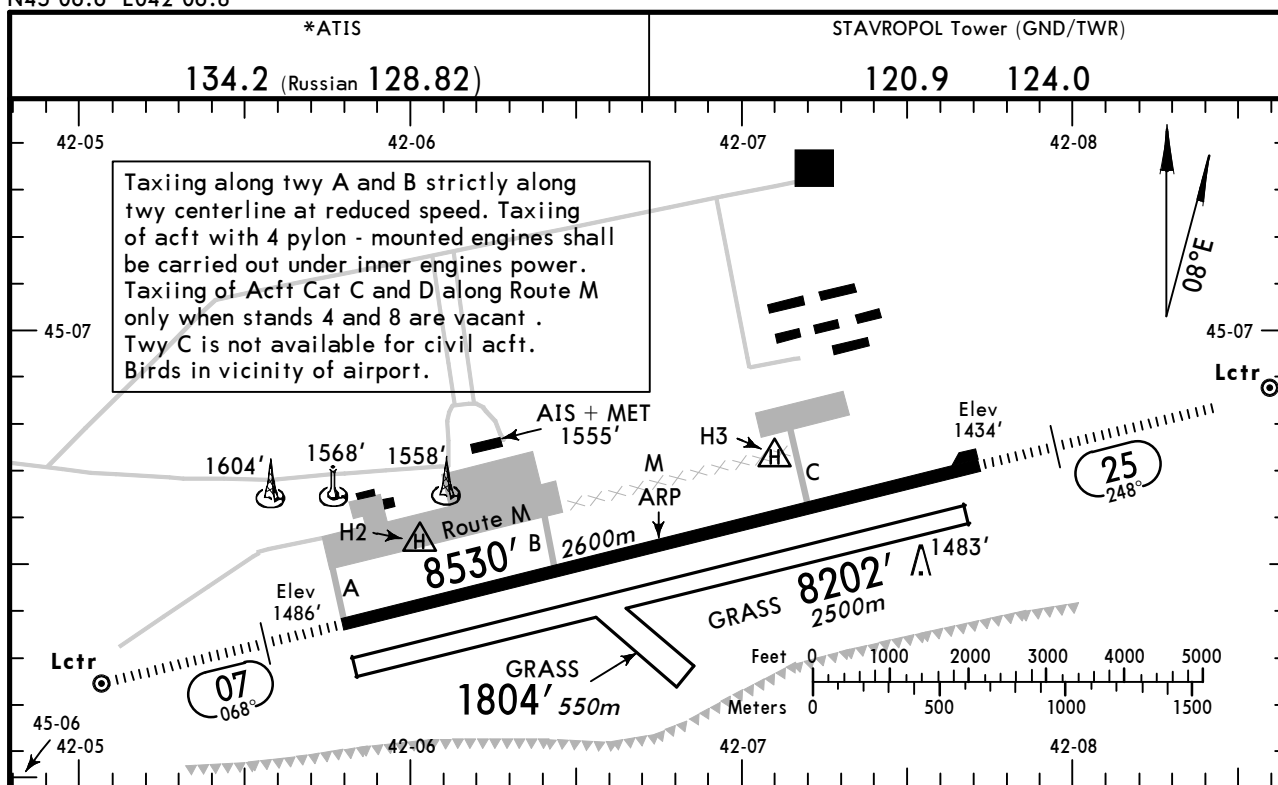
TAKE-OFF AND CLIMBING PHASE

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 .



ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		
RWY					LANDING BEYOND		WIDTH
					Threshold	Glide Slope	
07	RL (60m)	HIALS	PAPI-L (angle 3.10°)	RVR		7558' 2304m	157'
25	RL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR		7497' 2285m	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	RCLM (DAY only) or RL
A	250m
B	300m
C	400m
D	

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		

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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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

(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.

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.