GENERAL

Operational Hours

ATS Hours / AD OPS Hours: 0600-1800

AD ADMIN Hours: MON-FRI 0530-1430, SAT/SUN/HOL CLSD

Airport Information

RFF: CAT 6, H24
Fuel: TS-1
PCN: RWY 09/27: 35/F/B/X/T

Operations

Low Visibility Procedure
In LVC towing shall be carried out at reduced speed with ACFT navigation lights and strobe switched on.

RWY Restrictions
180° turns for ACFT above 40t / 88185lbs on turning pads at RWY end only.

TWY Restrictions
TWY B width 20.5m / 67ft.

Taxi/Parking
Taxiing of ACFT with low mounted ENG to/from stands 10-15 by towing only.

During winter conditions taxi guidelines may be invisible, request follow-me via TWR.

Engine Run-up Areas
ENG run-ups above idle thrust prohibited BTN 1900-0400.

Fuel Dumping Area
Fuel dumping/cargo dropping shall be carried out by controller's instruction on downwind leg above FL60.

Warnings

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;
After entry into Urmo CTR
Continue to proceed towards NDB/MKR at last assigned FL cleared by ATC controller.
Descent from NDB/MKR to FL70 shall be commenced at ETA or as close as possible to ETA without exit from HLDG area. Then carry out APCH to land at AD, descending beforehand to TRL FL60 or, if LDG at Vladikavkaz/Beslan AD is impossible, proceed to ALTN AD (Nalchik, Mineralnyye Vody) at last FL assigned by controller.

If LDG not possible (due to LDG weight or MET COND**)**
Proceed via prescribed for specified RWY direction entry to HLDG area over NDB/MKR climbing to FL60 and hold during 10min, then exit from HLDG area according to Vladikavkaz/Beslan AD APCH patterns.

ARRIVAL

Arrival Procedure

ARR Notes: SRA procedures are not applied.

Noise Abatement Procedure
Noise Abatement APCH PROC shall be carried out on HDG 274°/094°, at the piloting technique for noise abatement according the ACFT flight Manual.

Flying below the ILS glide path angle is not allowed.

DEPARTURE

Take-off Minima

RWY		09/27	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN

Communication

COM Failure: See CRAR and in addition;
COM Failure after TKOF
If no COM with Vladikavkaz KRUG at 300m (984ft above THR ELEV), continue climb to AD TFC circuit height of 900m (2953ft above THR ELEV), proceed according to APCH pattern and depending on MET COND and LDG weight, carry out LDG at Vladikavkaz/Beslan AD or proceed to ALTN AD (Nalchik, Mineralnyyee Vody) at FL70.

In case of COM FAIL climbing to FL (ALT), proceed at last assigned by the controller FL (ALT) or, if deemed necessary, at one of FL140 (FL150) or FL240 (FL250) established for flights without radio COM depending on flight direction.

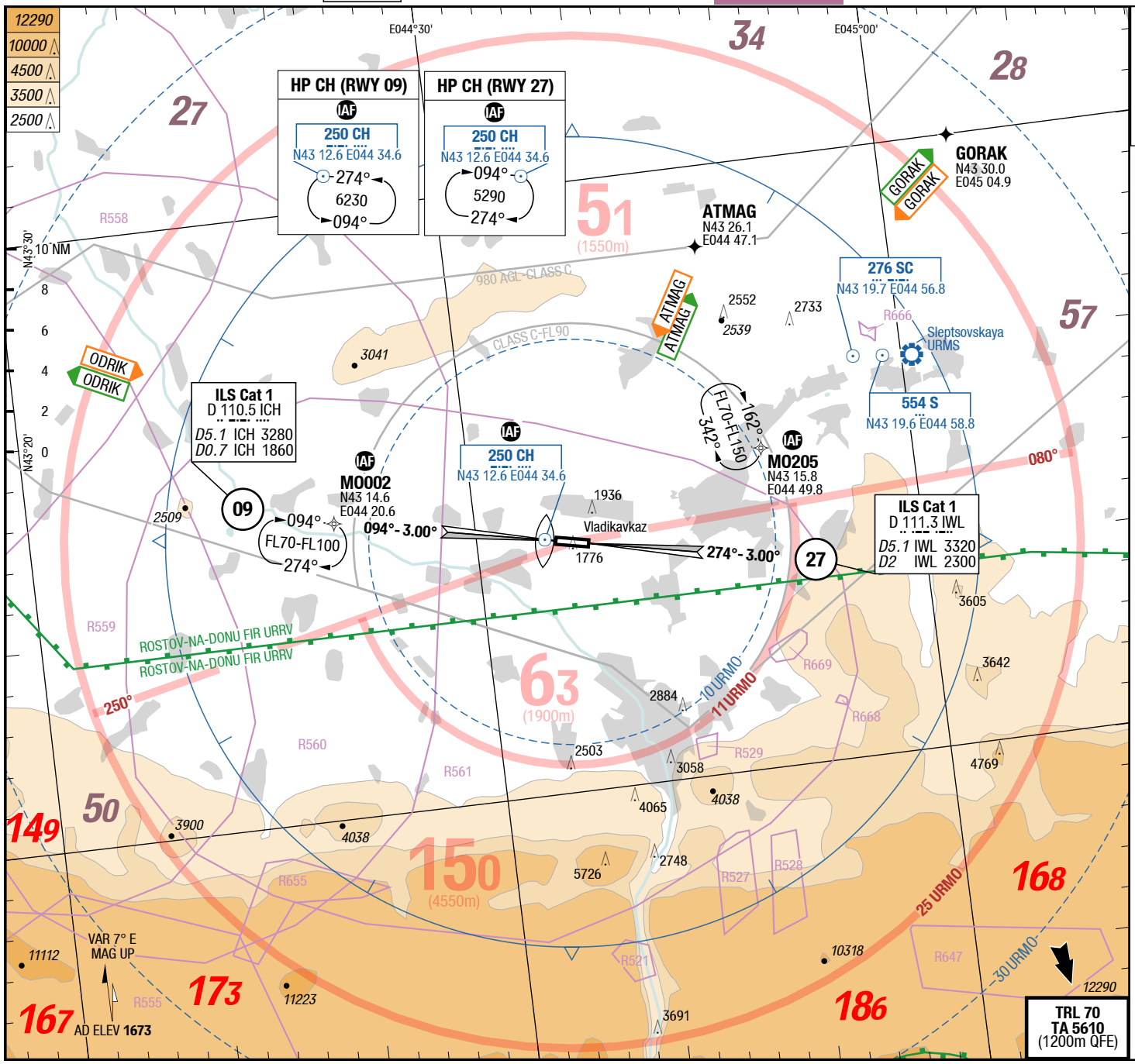
Departure Procedure

Noise Abatement Procedure
RWY 09
Initial turn commencement height is 300m/2620ft. Climbing to 300m/2620ft shall be carried out with MAX possible climb gradient. After reaching 300m/2620ft, right turn shall be carried out at once onto HDG 274° with further climbing to 900m/4580ft for ACFT code letter A, B, C, D. Then joining the corridors shall be carried out by controller's instruction.

RWY 27
Initial turn commencement height is 300m/2660ft. Climbing to 300m/2660ft shall be carried out with MAX possible climb gradient. After reaching 300m/2660ft, left turn shall be carried out at once onto HDG 094° with further climbing to 900m/4630ft for ACFT code letter A, B, C, D. Then joining the corridors shall be carried out by controller's instruction.

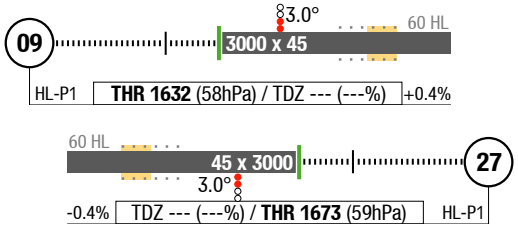
De-Icing

AVBL

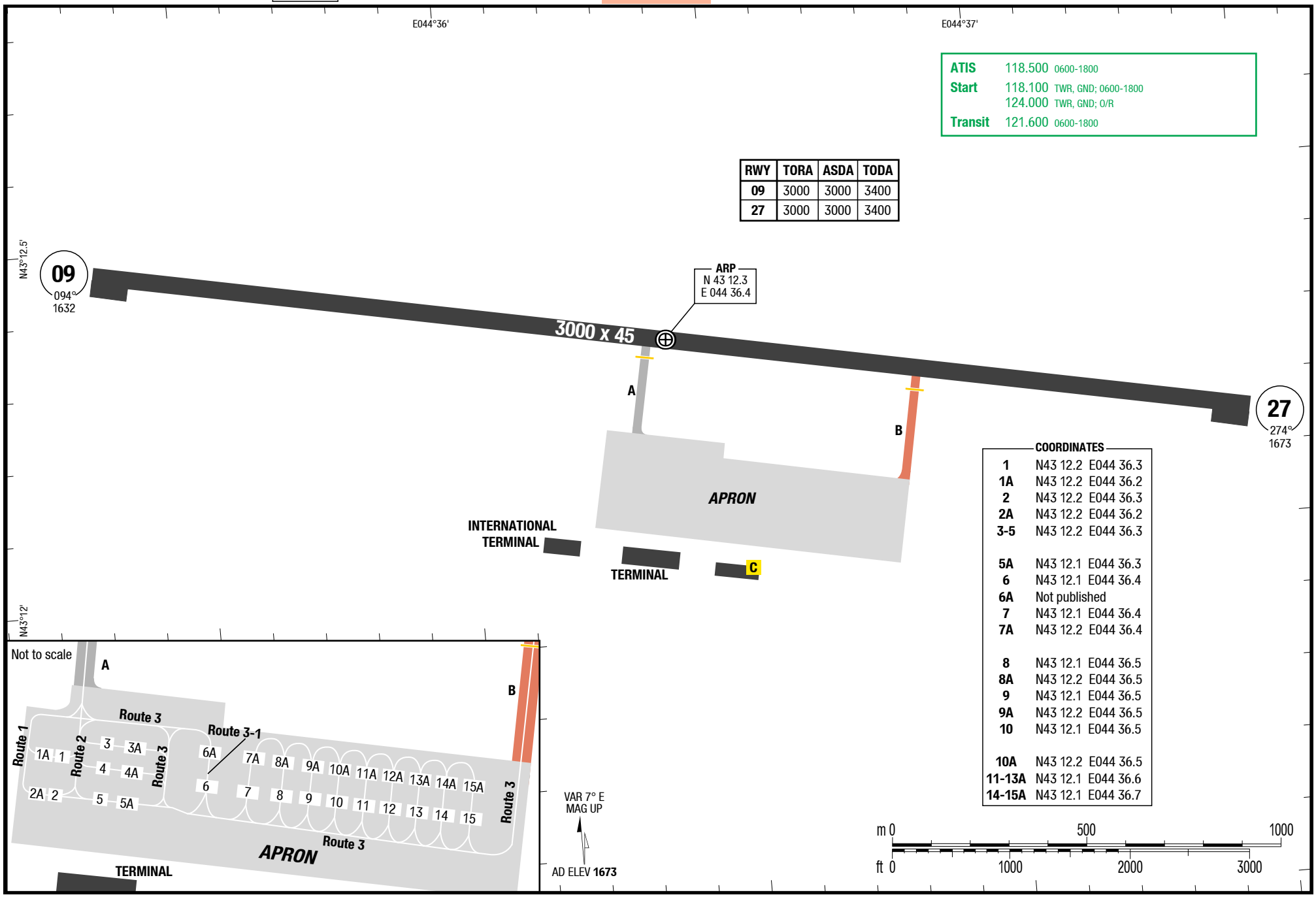


ATIS	118.500	0600-1800
Krug	121.200	RAD; 0600-1800
	124.000	RAD; O/R
Start	118.100	TWR, GND; 0600-1800
	124.000	TWR, GND; O/R
Transit	121.600	0600-1800

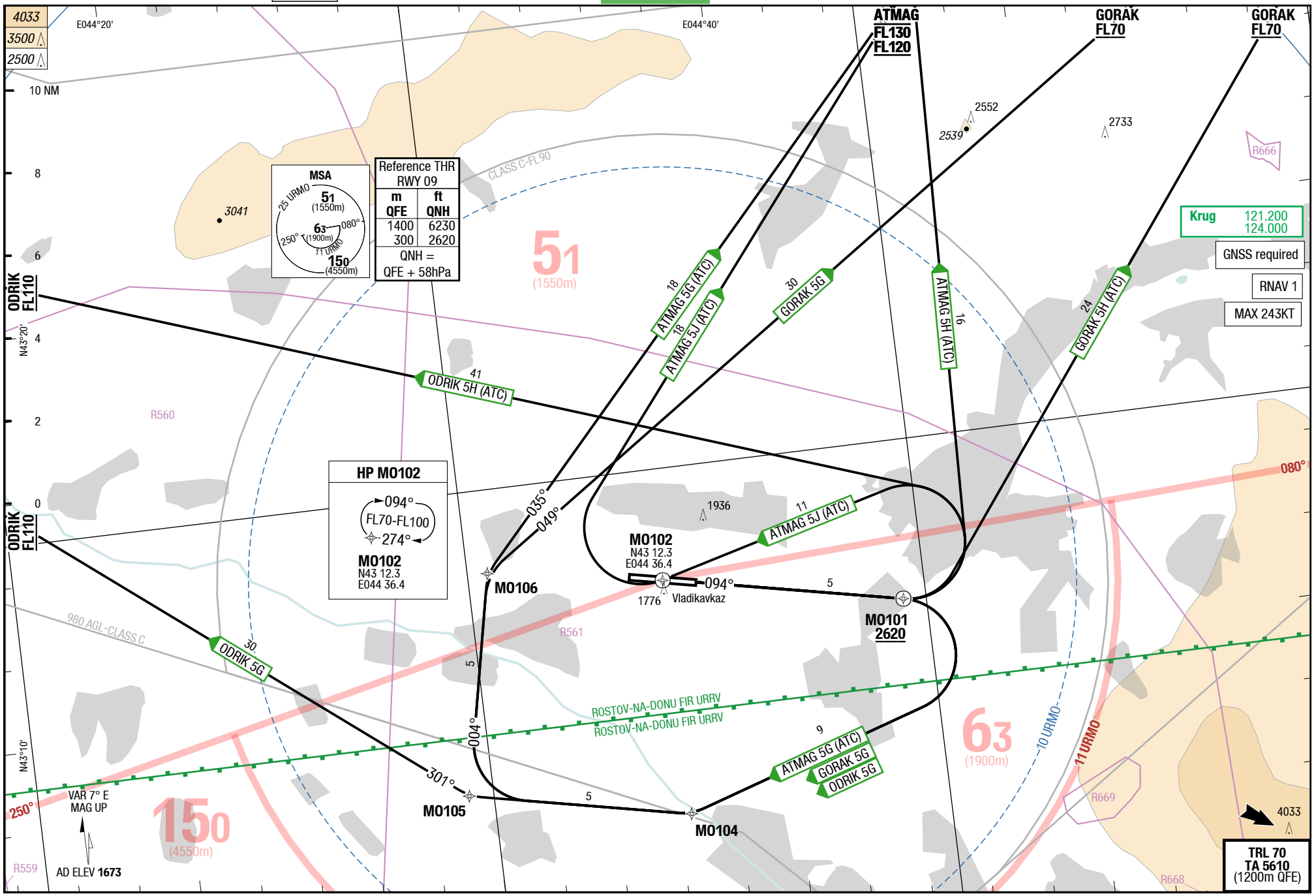
Landing RWY system:



Changes: HLDG



Changes: Nil



Changes: Track, HLDG, DIST

Russian Federation **Vladikavkaz** Beslan

OGZ-URMO

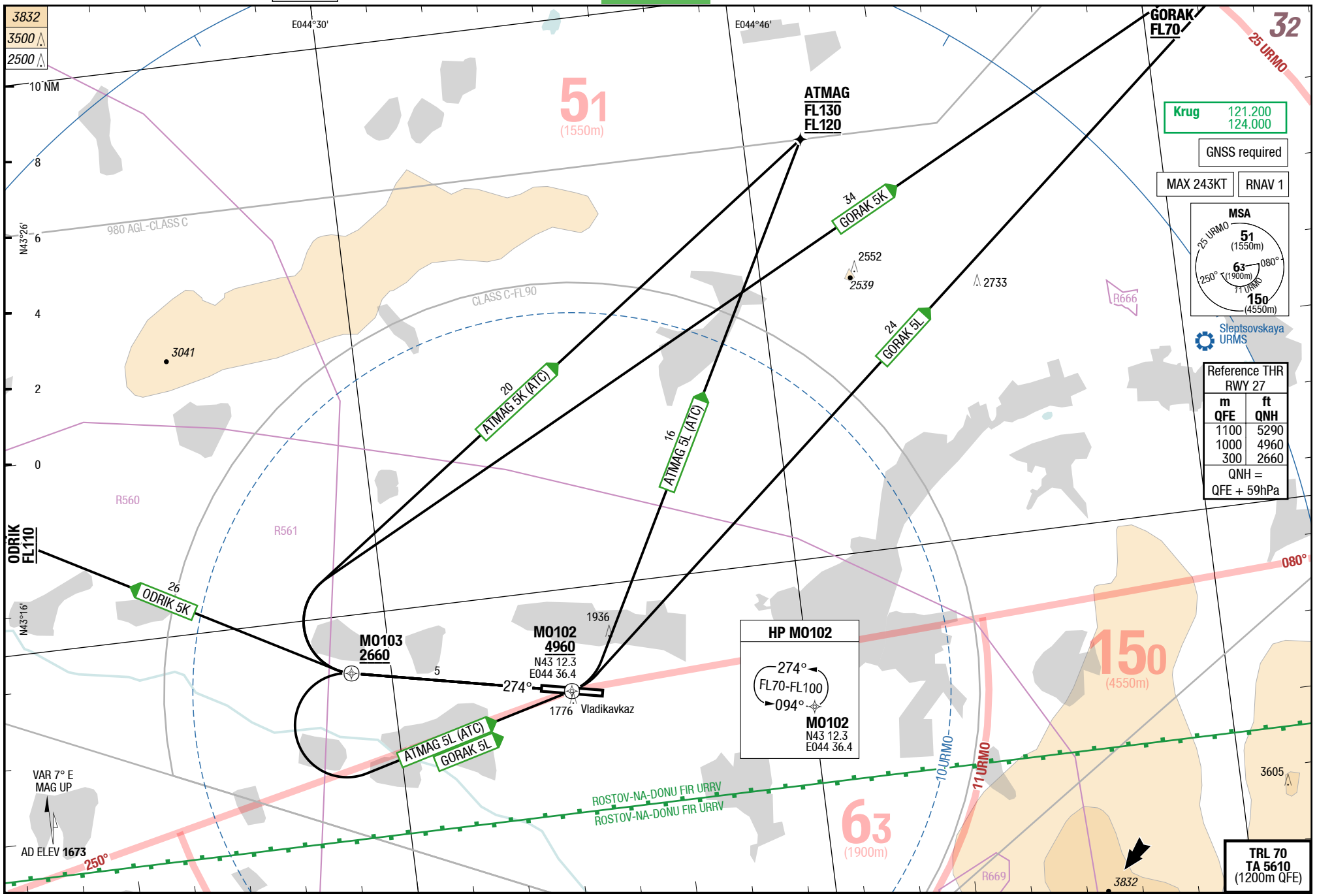
4-20

RNAV SIDs RWY 27

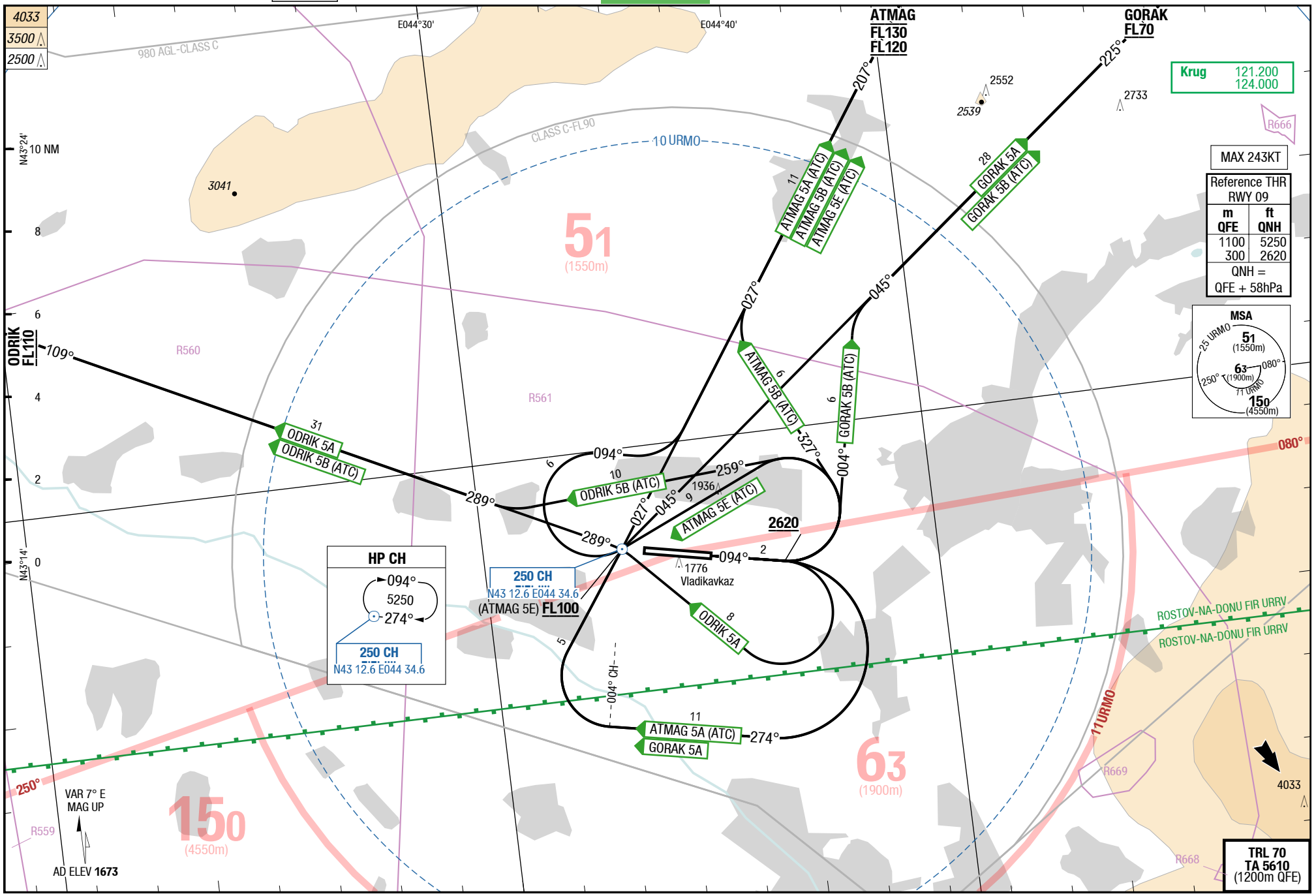
SID SID

Beslan **Vladikavkaz** Russian Federation

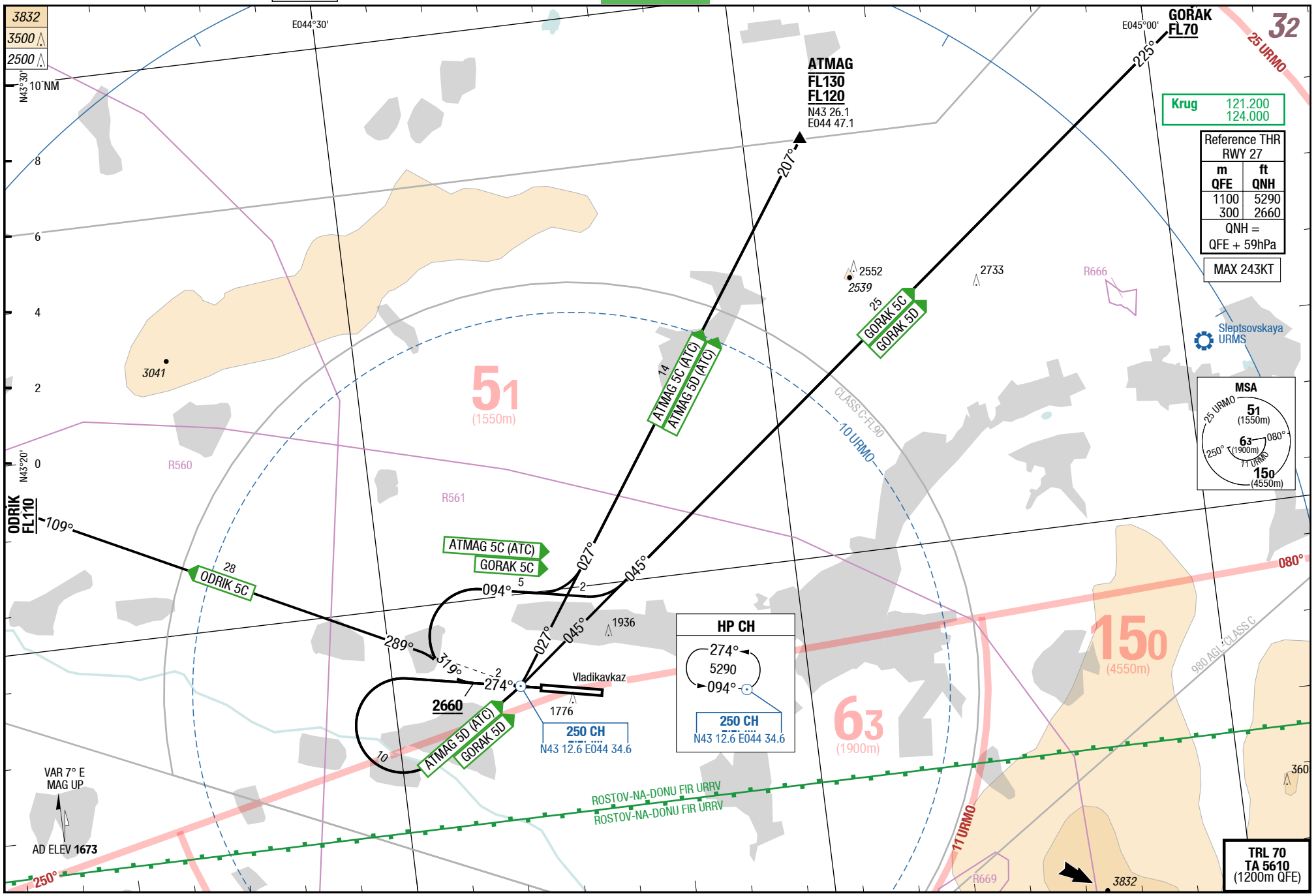
RNAV SIDs RWY 27



Changes: HLDG, DIST



Changes: Completely revised



Changes: Completely revised

ATMAG 5G / ATMAG 5H / ATMAG 5J / GORAK 5G / GORAK 5H / ODRIK 5G / ODRIK 5H
RWY 09 (094°)

	GS	120	150	180	210	240	270
7.7%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
ATMAG 5G (ATC) **121.200** ②	DCT MO101 [R] - DCT MO104 - MO105 - MO106 - ATMAG	MO101 MNM **2620** ATMAG between **FL120** and **FL130**
ATMAG 5H 7.7% to FL120 **121.200** ①②	DCT MO101 [L] - DCT ATMAG	MO101 MNM **2620** ATMAG between **FL120** and **FL130**
ATMAG 5J (ATC) **121.200** ②	DCT MO101 [L] - DCT MO102 - DCT ATMAG	MO101 MNM **2620** ATMAG between **FL120** and **FL130**
GORAK 5G **121.200** ②	DCT MO101 [R] - DCT MO104 - MO105 - MO106 - GORAK	MO101 MNM **2620** GORAK MNM **FL70**
GORAK 5H (ATC) **121.200** ②	DCT MO101 - DCT GORAK	MO101 MNM **2620** GORAK MNM **FL70**
ODRIK 5G **121.200** ②	DCT MO101 [R] - DCT MO104 - MO105 - ODRIK	MO101 MNM **2620** ODRIK MNM **FL110**
ODRIK 5H (ATC) **121.200** ②	DCT MO101 [L] - DCT ODRIK	MO101 MNM **2620** ODRIK MNM **FL110**

① Climb gradient due to airspace structure.

② MAX 243KT

ATMAG 5K / ATMAG 5L / GORAK 5K / GORAK 5L / ODRIK 5K

RWY 27 (274°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
ATMAG 5K 6.3% to FL120 **121.200** ①③	DCT MO103 - DCT ATMAG	MO103 MNM **2660** ATMAG between **FL120** and **FL130**
ATMAG 5L 5.2% to FL120 **121.200** ①②③	DCT MO103 [L] - DCT MO102 - DCT ATMAG	MO103 MNM **2660** MO102 MNM **4960** ATMAG between **FL120** and **FL130**
GORAK 5K **121.200** ③	DCT MO103 [R] - DCT GORAK	MO103 MNM **2660** GORAK MNM **FL70**
GORAK 5L **121.200** ③	DCT MO103 [L] - DCT MO102 - DCT GORAK	MO103 MNM **2660** MO102 MNM **4960** GORAK MNM **FL70**
ODRIK 5K 4.9% to FL110 **121.200** ①③	DCT MO103 - DCT ODRIK	MO103 MNM **2660** ODRIK MNM **FL110**

① Climb gradient due to airspace structure.

② If unable to comply with climb gradient, climb in HLDG at MO102 to FL100.

③ MAX 243KT.

Changes: Editorial

ATMAG 5A / ATMAG 5B / ATMAG 5E / GORAK 5A / GORAK 5B / ODRIK 5A / ODRIK 5B
RWY 09 (094°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
ATMAG 5A (ATC) **121.200** ④	at MNM **2620 RT** 274° - crossing QDM 004 **CH RT** direct **CH** - 027° to ATMAG	ATMAG between **FL120** and **FL130**
ATMAG 5B (ATC) 7.5% to FL120 **121.200** ①②④	at MNM **2620 LT** 327° - crossing QDM 207 **CH** - 027° to ATMAG	ATMAG between **FL120** and **FL130**
ATMAG 5E (ATC) 5.8% to CH **121.200** ③④	at MNM **2620 LT** direct **CH** - **RT** 094° - crossing QDM 207 **CH** - 027° to ATMAG	**CH** MNM **FL100** ATMAG between **FL120** and **FL130**
GORAK 5A **121.200** ④	at MNM **2620 RT** 274° - crossing QDM 004 **CH RT** direct **CH** - 045° to GORAK	GORAK MNM **FL70**
GORAK 5B (ATC) **121.200** ④	at MNM **2620 LT** 004° - crossing QDM 225 **CH** - 045° to GORAK	GORAK MNM **FL70**
ODRIK 5A **121.200** ④	at MNM **2620 RT** direct **CH** - 289° to ODRIK	ODRIK MNM **FL110**
ODRIK 5B (ATC) **121.200** ④	at MNM **2620 LT** 259° - crossing QDM 109 **CH** - 289° to ODRIK	ODRIK MNM **FL110**

① Climb gradient due to airspace structure.

② If unable to comply with assigned climb gradient, pilots shall use ATMAG 5E SID.

③ If unable to achieve climb gradient of 5.8%, flight crews shall join HLDG over CH, leaving the holding area at FL100 - RT to ATMAG, climbing FL120-FL130.

④ MAX 243KT.

Changes: Completely revised

ATMAG 5C / ATMAG 5D / GORAK 5C / GORAK 5D / ODRIK 5C

RWY 27 (274°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
6.3%	ft/MIN	800	1000	1200	1400	1600	1800

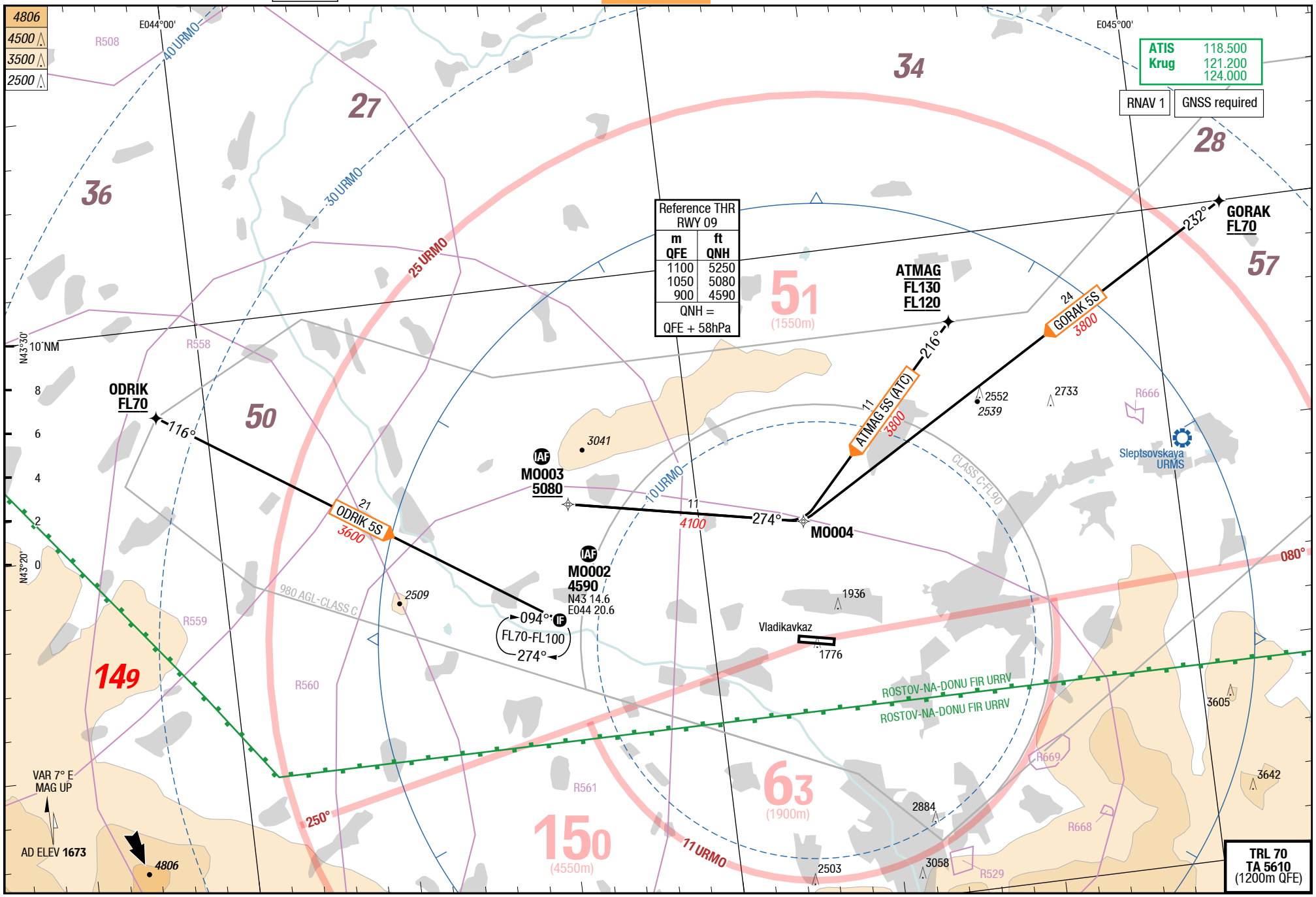
DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
ATMAG 5C (ATC) 6.3% to FL120 **121.200** ①②③	at MNM **2660 RT** 094° - crossing QDM 207 **CH** - 027° to ATMAG	ATMAG between **FL120** and **FL130**
ATMAG 5D (ATC) 5.2% to FL120 **121.200** ①②③	at MNM **2660 LT** to **CH** - 027° to ATMAG	ATMAG between **FL120** and **FL130**
GORAK 5C **121.200** ③	at MNM **2660 RT** 094° - crossing QDM 225 **CH** - 045° to GORAK	GORAK MNM **FL70**
GORAK 5D **121.200** ③	at MNM **2660 LT** to **CH** - 045° to GORAK	GORAK MNM **FL70**
ODRIK 5C 4.9% to FL110 **121.200** ①②③	at MNM **2660 RT** 319° - crossing QDM 109 **CH** - 289° to ODRIK	ODRIK MNM **FL110**

① If unable to maintain climb gradient, join CH HLDG, leave HLDG at FL100, then proceed according to SID.

② Climb gradient due to airspace structure.

③ MAX 243KT.

Changes: Completely revised



Changes: HLDG

Russian Federation **Vladikavkaz** Beslan

OGZ-URMO

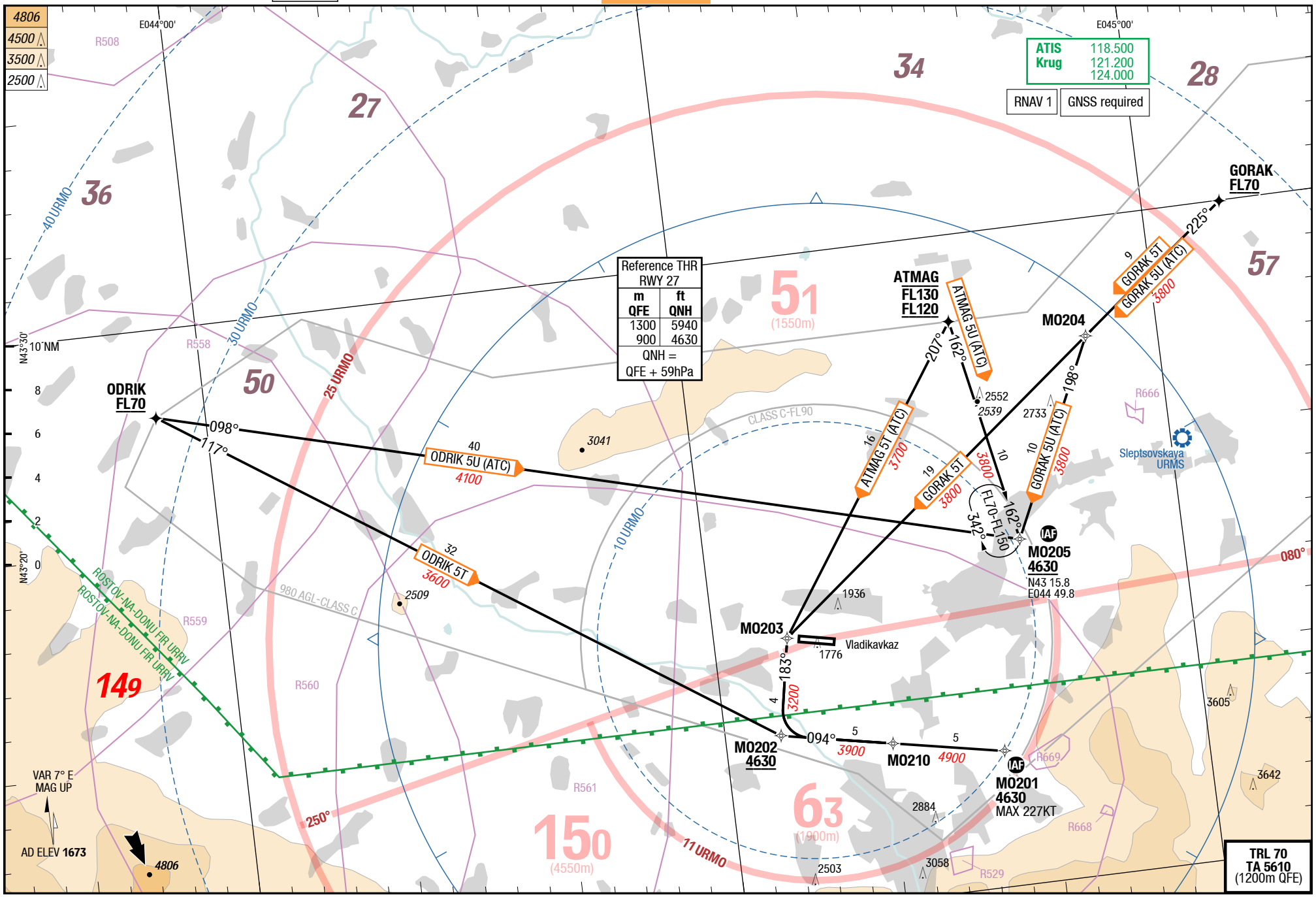
6-20

RNAV STARs RWY 27

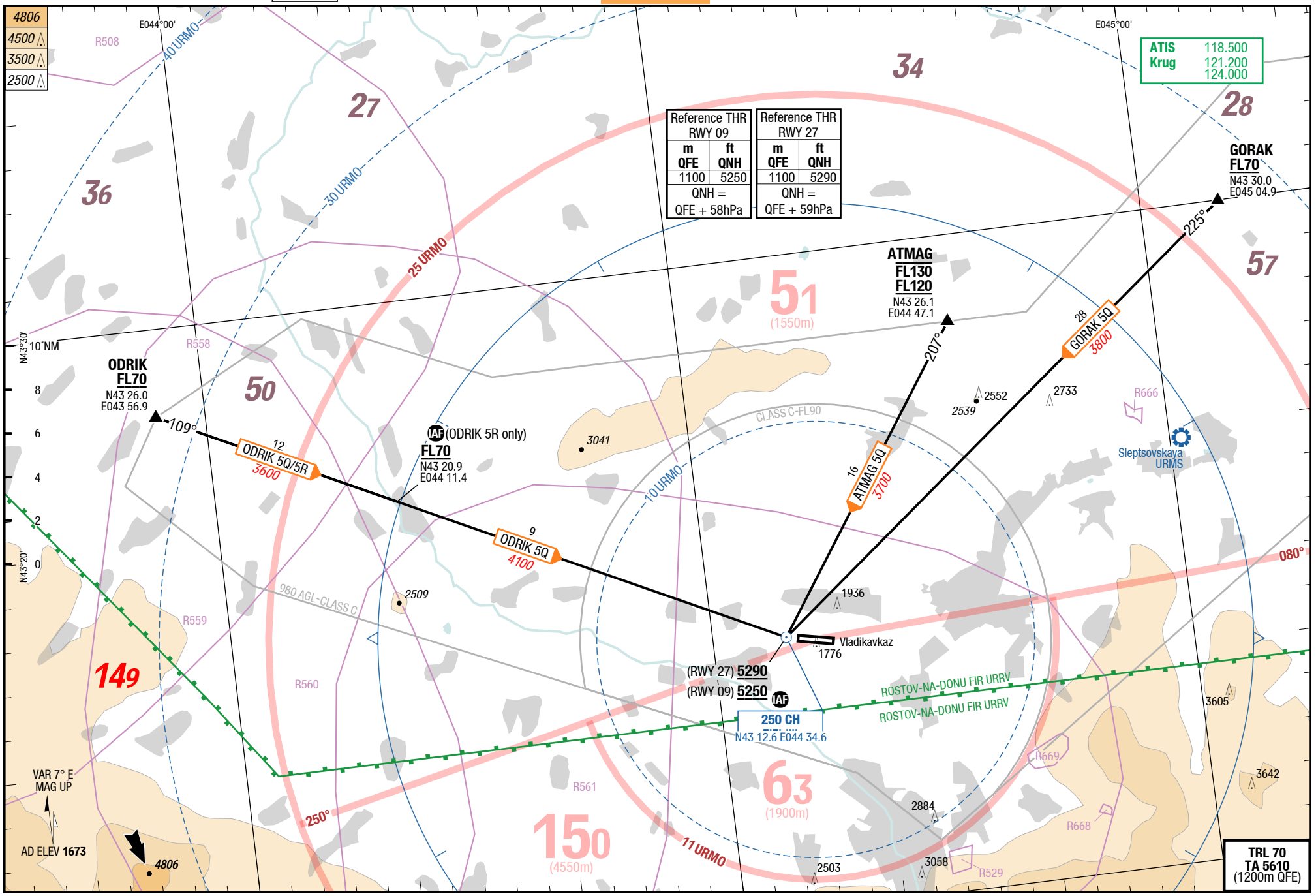
STAR STAR

Beslan **Vladikavkaz** Russian Federation

RNAV STARs RWY 27



Changes: HLDG

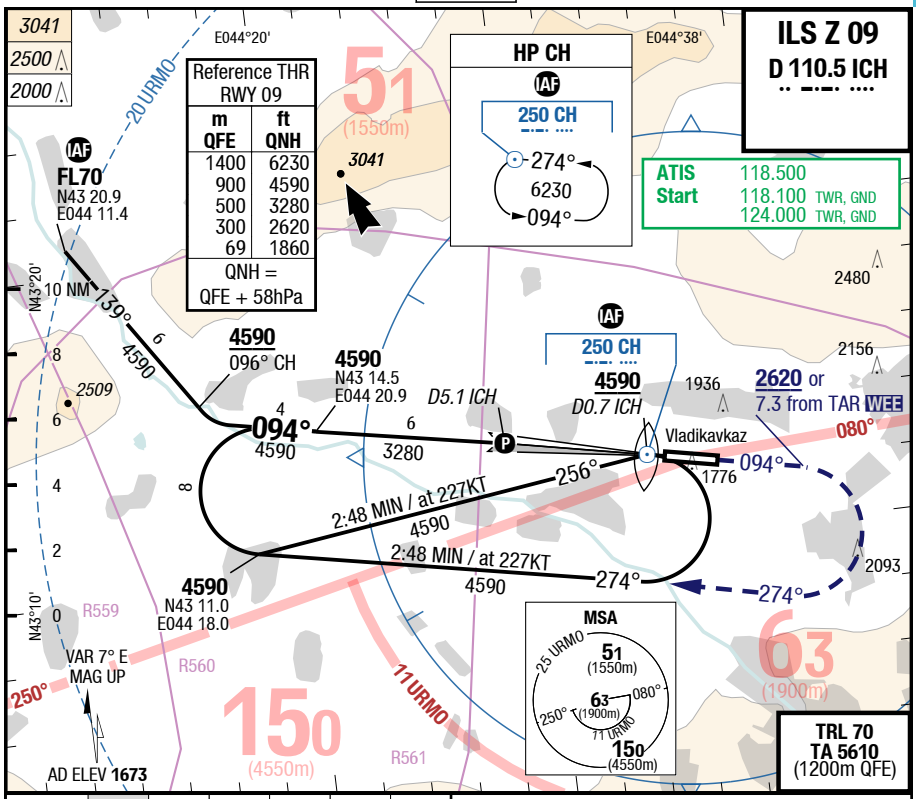


Changes: Completely revised

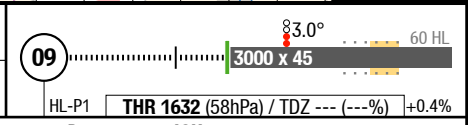
OGZ-URMO

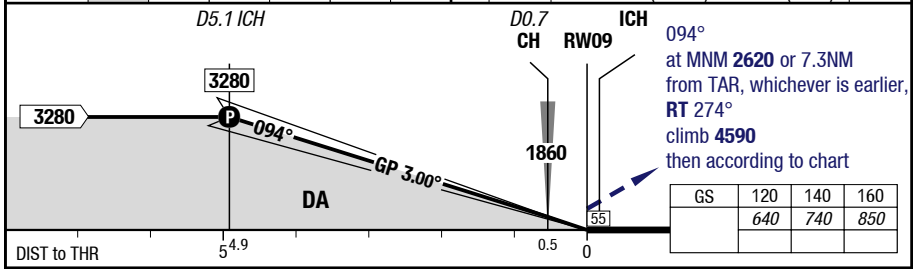
7-10

ILS Z 09



D ICH		5.1	4	3	2	1
		3280	2920	2600	2280	1960





09		Cat 1 1)	LOC				Circling
C	ft - m/km ft	200 - 550R/800V **1840**	300 - 750 **1930**				650 - 2.4V **2330**
D	ft - m/km ft	200 - 550R/800V **1840**	300 - 750 **1930**				880 - 3.6V **2560**

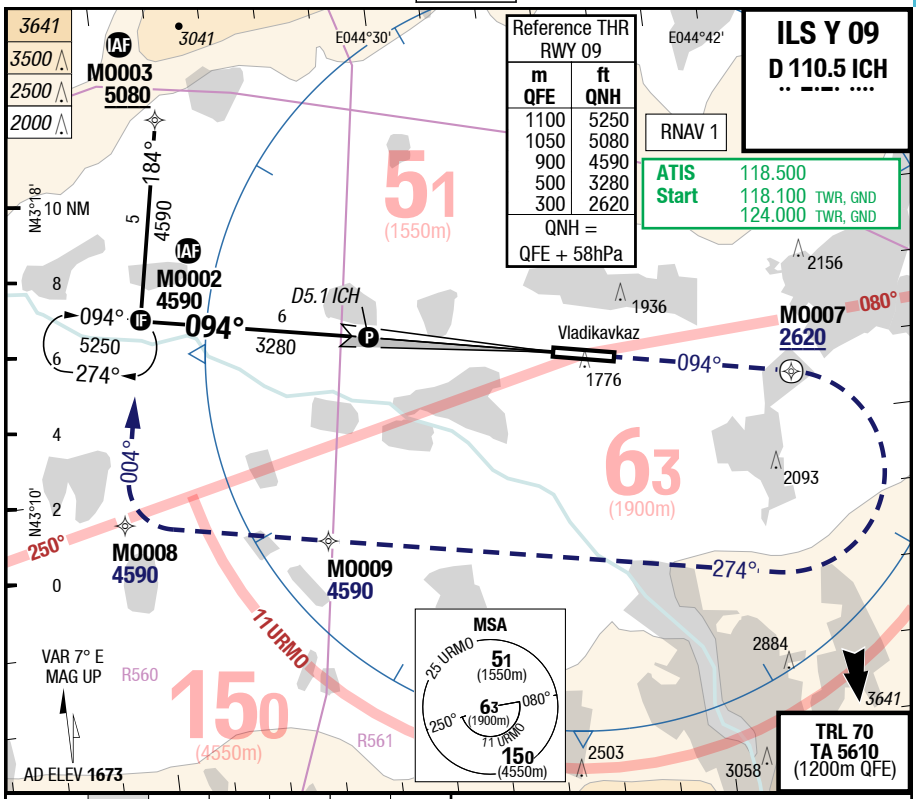
1) FD or AP or HGS to DA required, else use 750m RVR

Changes: new

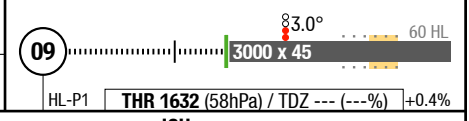
OGZ-URMO

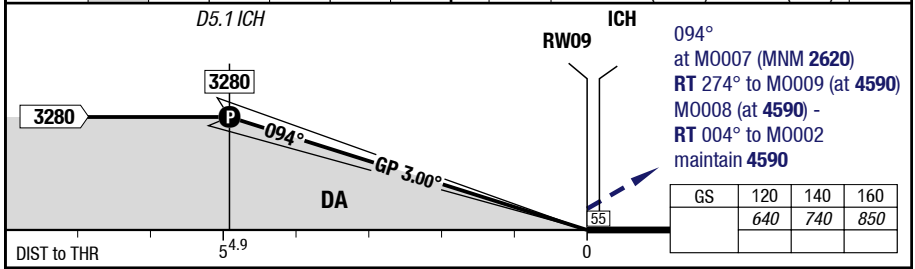
7-20

ILS Y 09



D ICH		5.1	4	3	2	1
		3280	2920	2600	2280	1960





09		Cat 1 1)	LOC				Circling
C	ft - m/km ft	200 - 550R/800V **1840**	Not authorized				650 - 2.4V **2330**
D	ft - m/km ft	200 - 550R/800V **1840**	Not authorized				880 - 3.6V **2560**

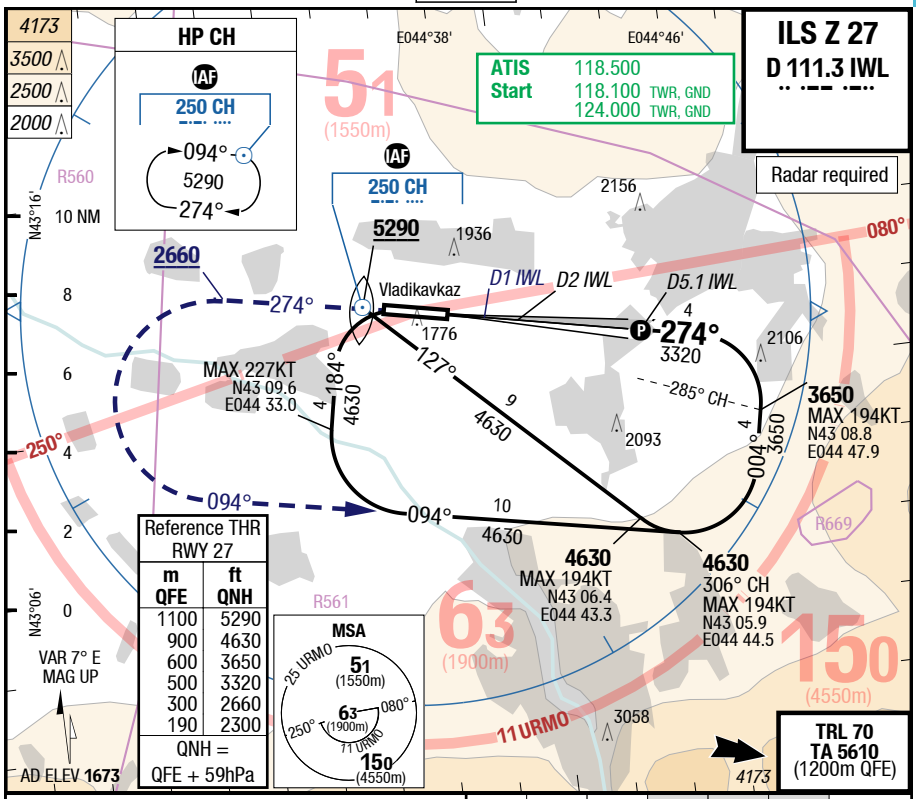
1) FD or AP or HGS to DA required, else use 750m RVR

Changes: new

OGZ-URMO

7-30

ILS Z 27



27		Cat 1 1)	LOC	LOC wo 1.8 RWY27			Circling
C	ft - m/km	200 - 550R/800V	300 - 750	500 - 1.5			690 - 2.4V
	ft	**1880**	**1970**	**2170**			**2370**
D	ft - m/km	200 - 550R/800V	300 - 750	500 - 1.5			920 - 3.6V
	ft	**1880**	**1970**	**2170**			**2600**

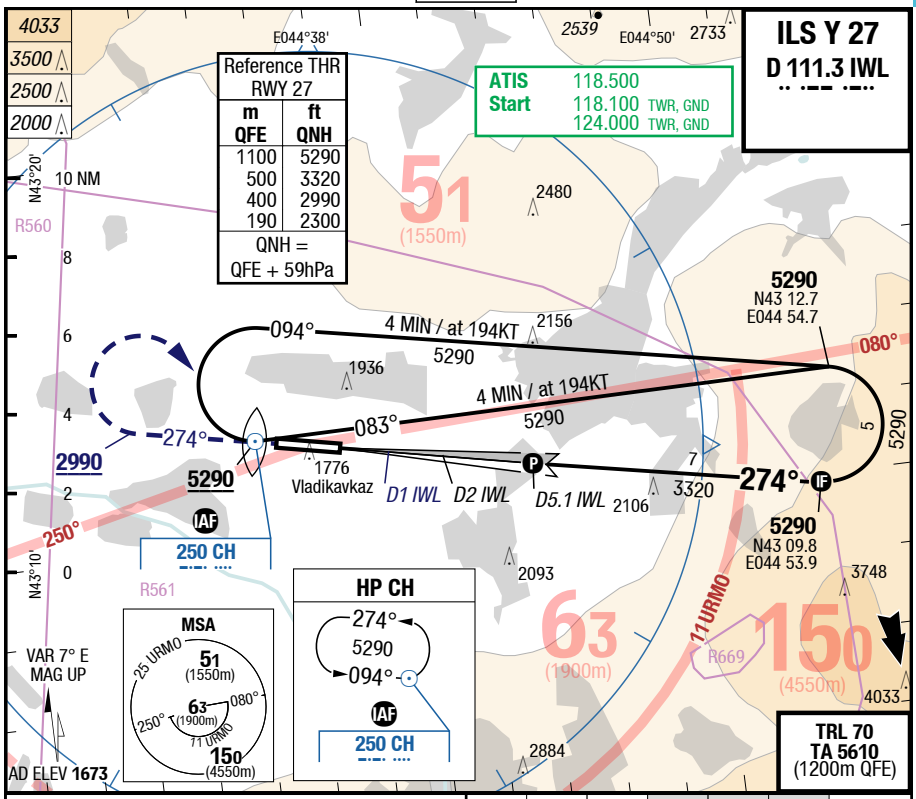
1) FD or AP or HGS to DA required, else use 750m RVR

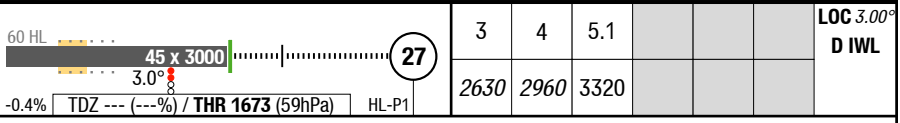
Changes: new

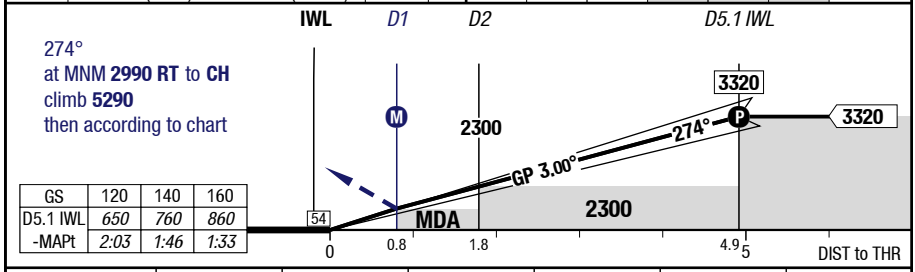
OGZ-URMO

7-40

ILS Y 27







27		Cat 1 1)	LOC	LOC wo 1.8 RWY27			Circling
C	ft - m/km ft	200 - 550R/800V **1880**	300 - 750 **1970**	500 - 1.5 **2170**			690 - 2.4V **2370**
D	ft - m/km ft	200 - 550R/800V **1880**	300 - 750 **1970**	500 - 1.5 **2170**			920 - 3.6V **2600**

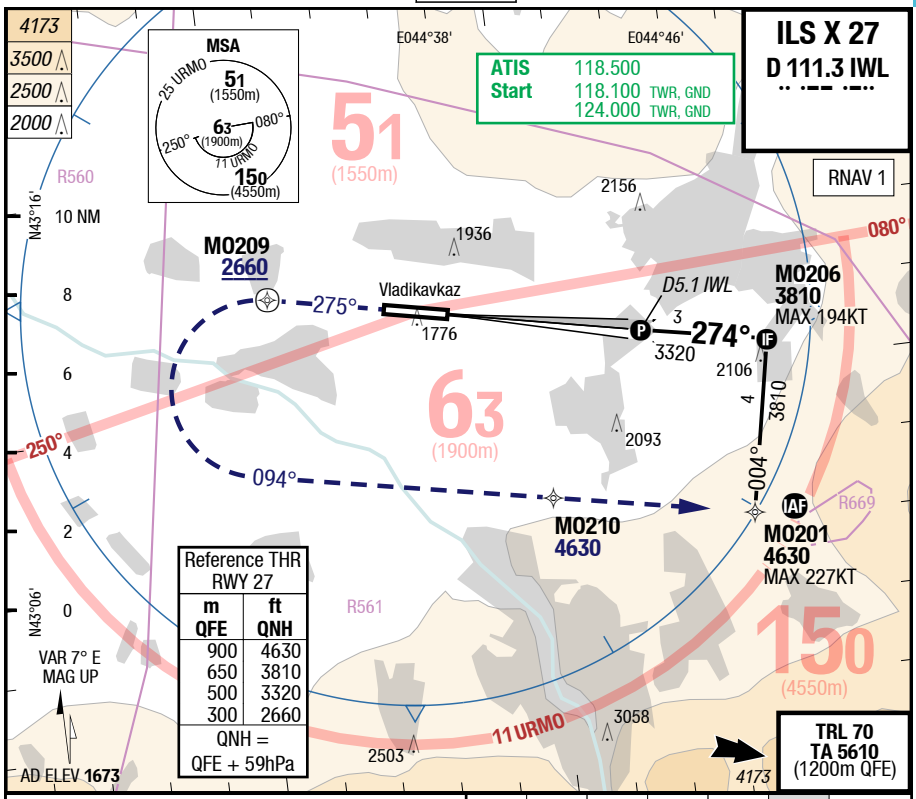
1) FD or AP or HGS to DA required, else use 750m RVR

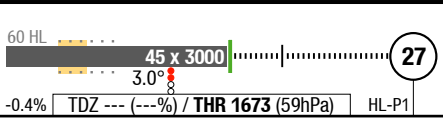
Changes: new

OGZ-URMO

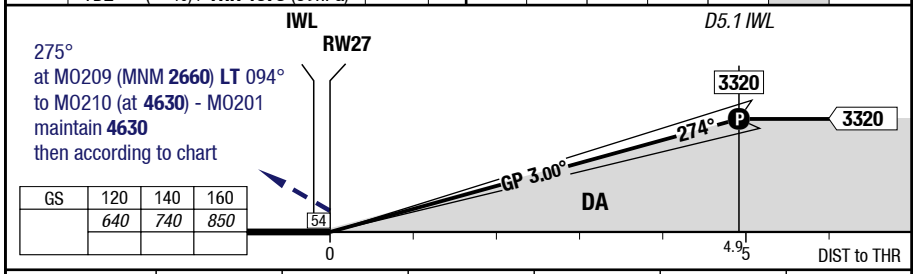
7-50

ILS X 27





1	2	3	4	5.1		D IWL
1990	*2310*	*2630*	*2950*	3320		



27		Cat 1 1)	LOC				Circling
C	ft - m/km ft	200 - 550R/800V **1880**	Not authorized				690 - 2.4V **2370**
D	ft - m/km ft	200 - 550R/800V **1880**	Not authorized				920 - 3.6V **2600**

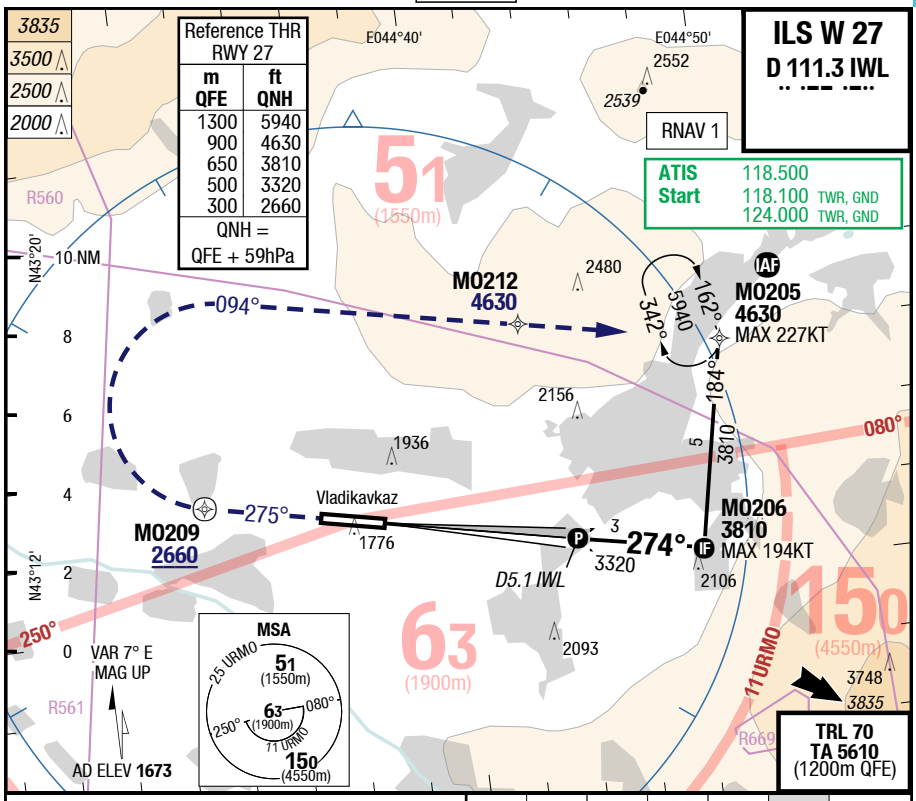
1) FD or AP or HGS to DA required, else use 750m RVR

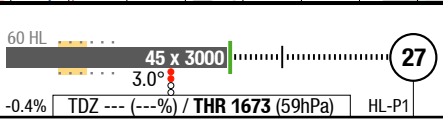
Changes: new

OGZ-URMO

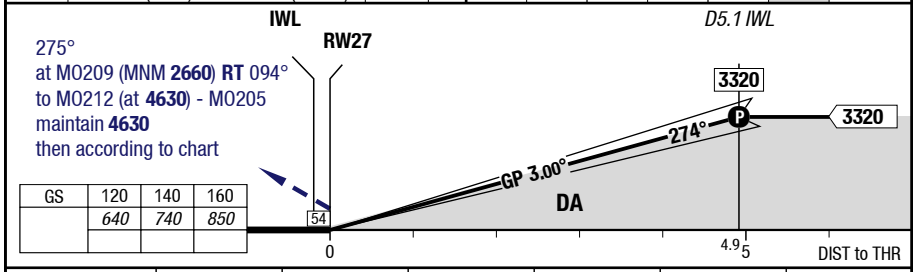
7-60

ILS W 27





1	2	3	4	5.1		D IWL
1990	*2310*	*2630*	*2950*	3320		



27		Cat 1 1)	LOC				Circling
C	ft - m/km ft	200 - 550R/800V **1880**	Not authorized				690 - 2.4V **2370**
D	ft - m/km ft	200 - 550R/800V **1880**	Not authorized				920 - 3.6V **2600**

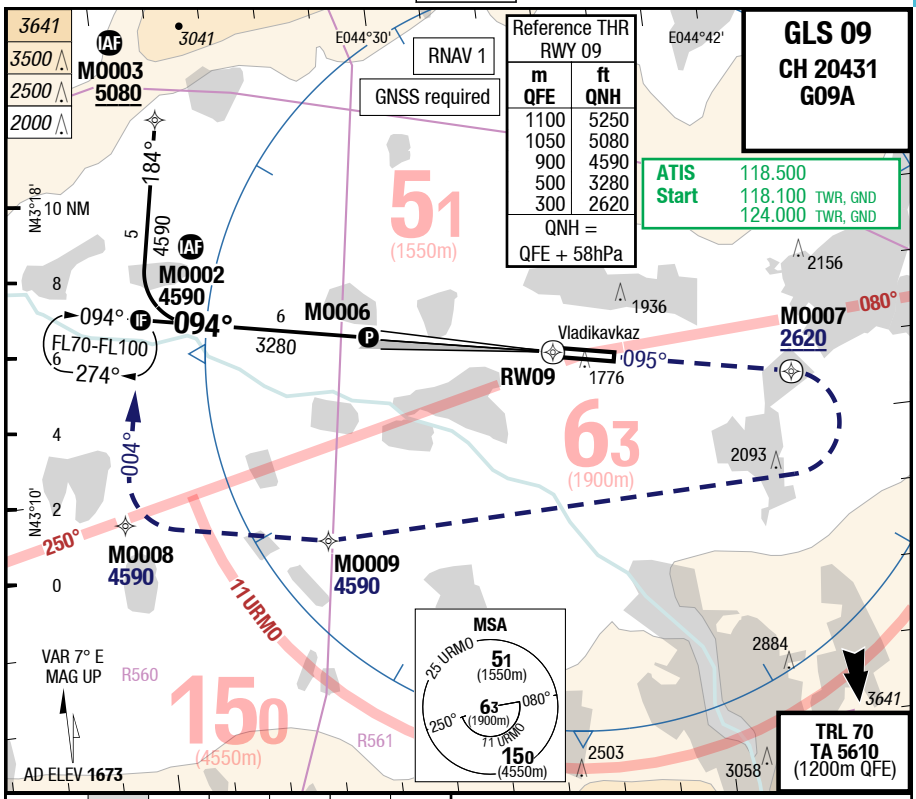
1) FD or AP or HGS to DA required, else use 750m RVR

Changes: new

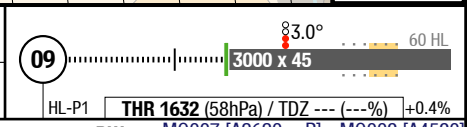
OGZ-URMO

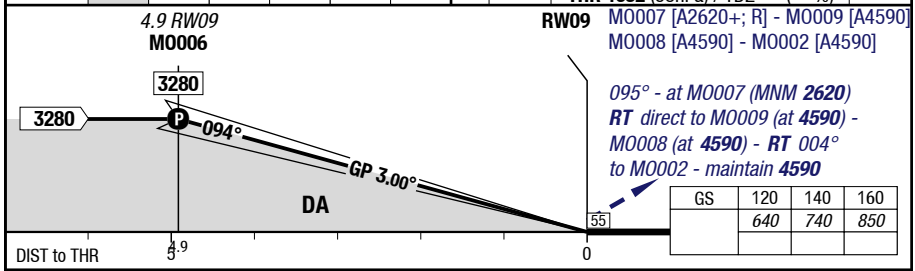
7-70

GLS 09



RW09		4.9	4	3	2	1
		3280	2980	2650	2330	2010





09		Cat 1 1)					Circling
C	ft - m/km ft	200 - 550R/800V **1840**					650 - 2.4V **2330**
D	ft - m/km ft	200 - 550R/800V **1840**					880 - 3.6V **2560**

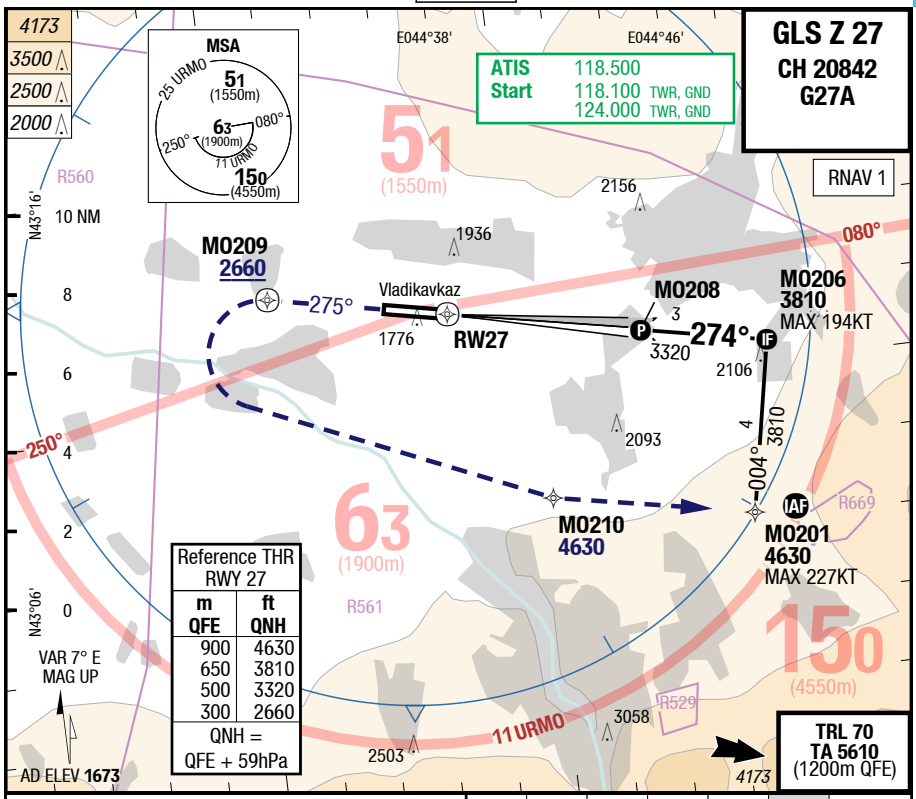
1) FD or AP or HGS to DA required, else use 750m RVR

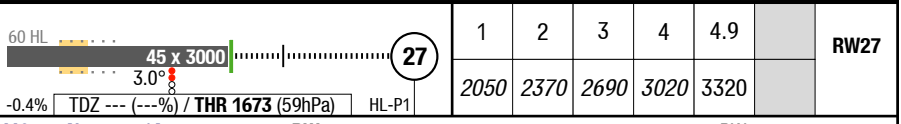
Changes: MISAP, DIST ALT table, HLDG, MISAP text

OGZ-URMO

7-80

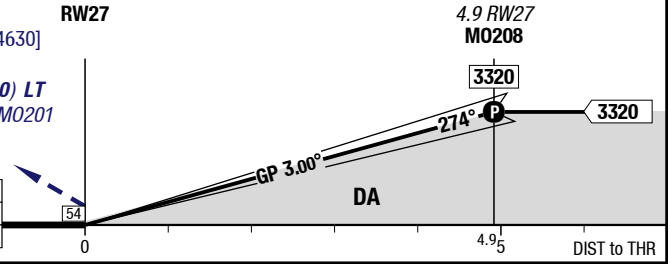
GLS Z 27





M0209 [A2660+ ;L]
M0210 [A4630] - M0201 [A4630]

*275° - at M0209 (MNM **2660**) **LT***
*direct to M0210 (at **4630**) - M0201*
*maintain **4630***
then according to chart



GS	120	140	160
	640	*740*	*850*

27		Cat 1 1)					Circling
C	ft - m/km ft	200 - 550R/800V **1880**					690 - 2.4V **2370**
D	ft - m/km ft	200 - 550R/800V **1880**					920 - 3.6V **2600**

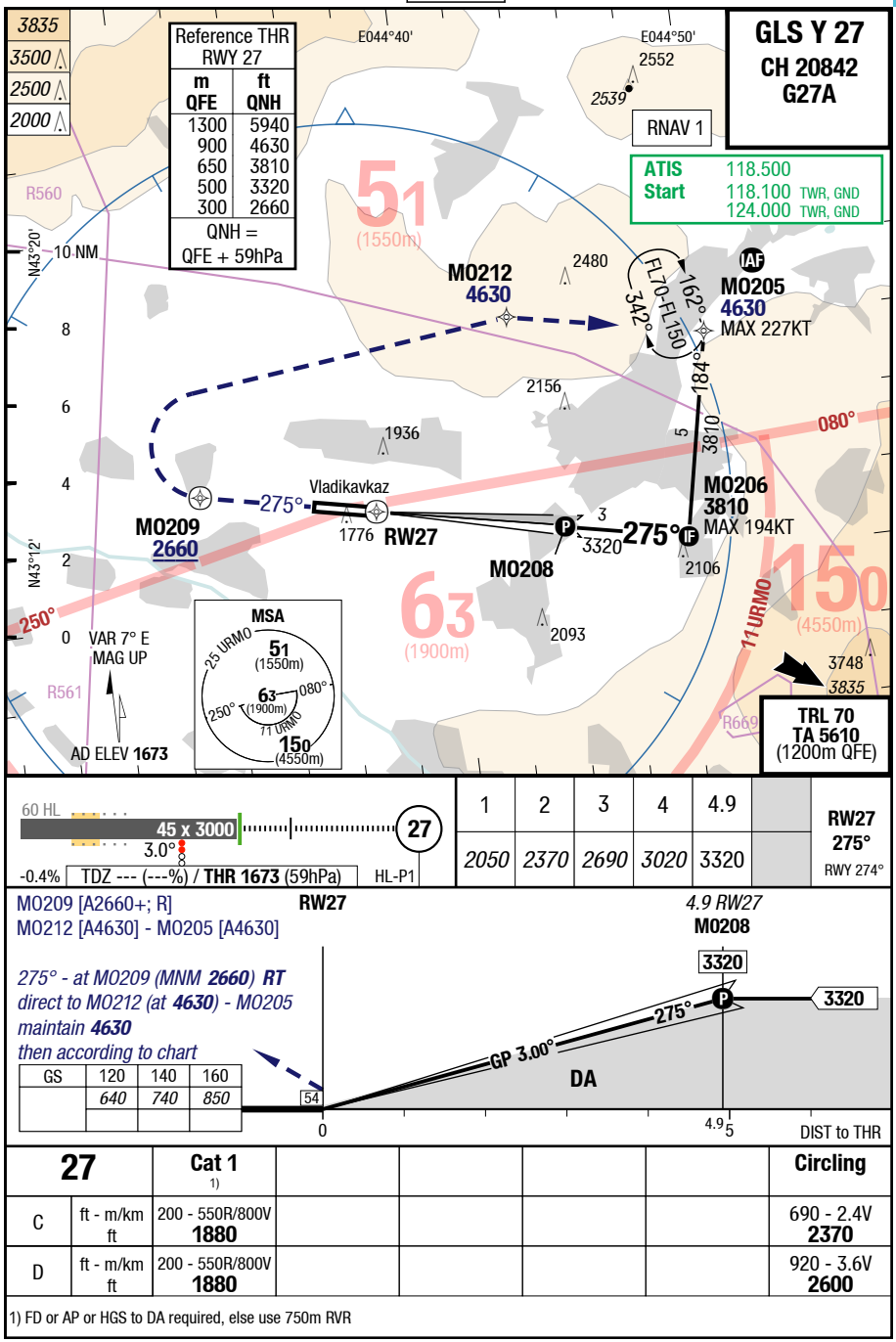
1) FD or AP or HGS to DA required, else use 750m RVR

Changes: MISAP, MISAP text

OGZ-URMO

7-90

GLS Y 27



27		Cat 1 1)					Circling
C	ft - m/km ft	200 - 550R/800V **1880**					690 - 2.4V **2370**
D	ft - m/km ft	200 - 550R/800V **1880**					920 - 3.6V **2600**

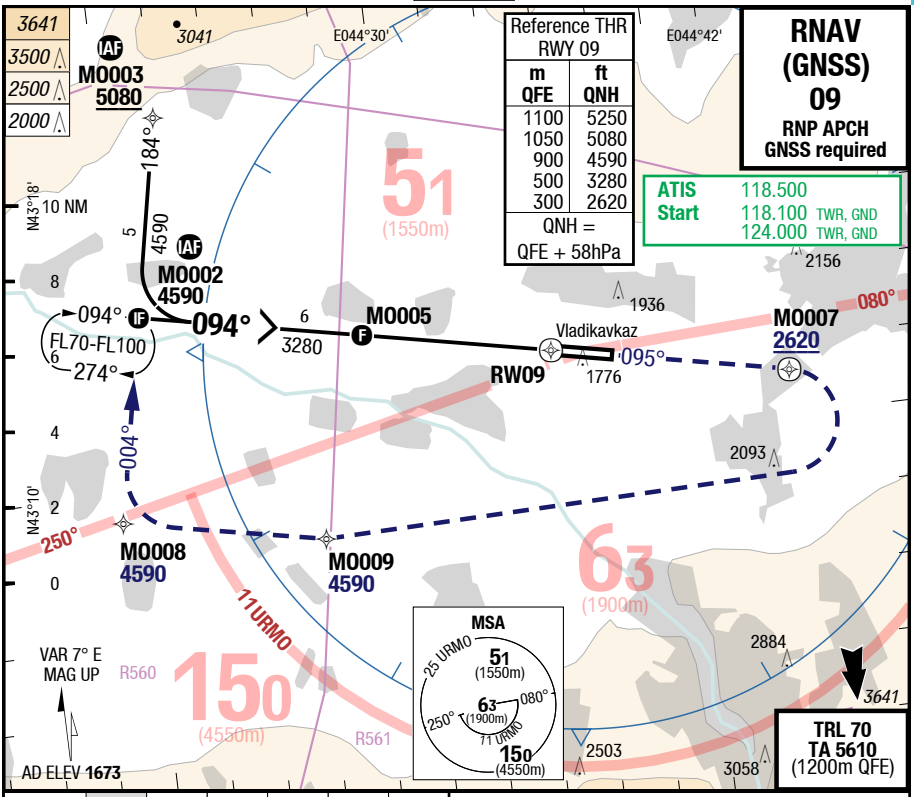
1) FD or AP or HGS to DA required, else use 750m RVR

Changes: MISAP, HLDG, MISAP text

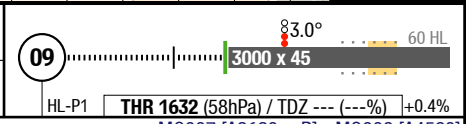
OGZ-URMO

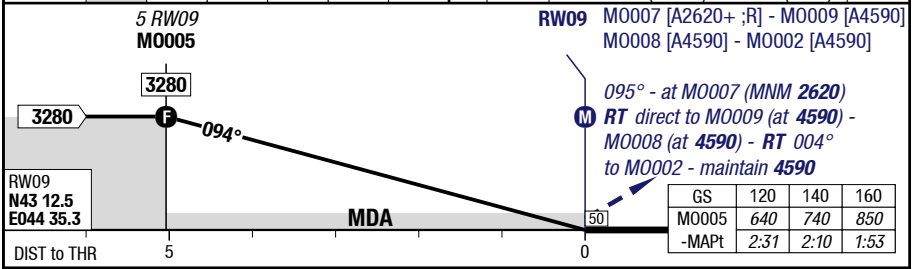
7-110

RNAV (GNSS) 09



3.00° RW09	5	4	3	2	1
	3280	2960	2640	2320	2000





09		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	350 - 900 **1990**	370 - 1.0 **2000**				Not published
D	ft - m/km ft	350 - 900 **1990**	370 - 1.0 **2000**				Not published

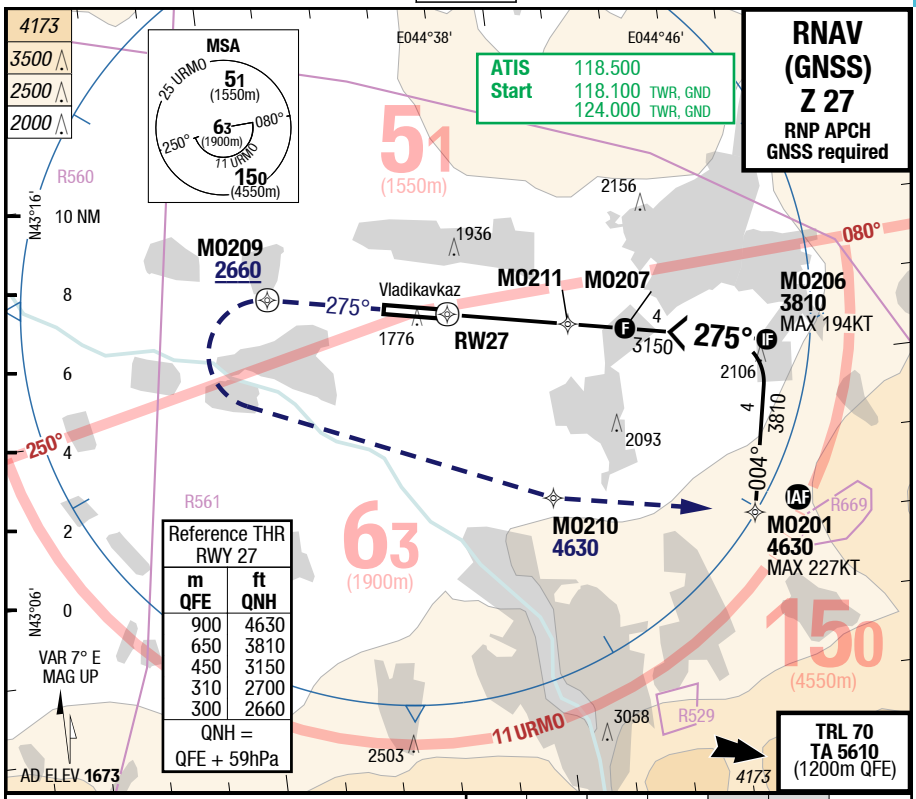
1) Uncompensated BARO VNAV NA below -20°C (-4°F)
2) With EVS 600m

Changes: MISAP, HLDG, MISAP text

OGZ-URMO

7-120

RNAV (GNSS) Z 27

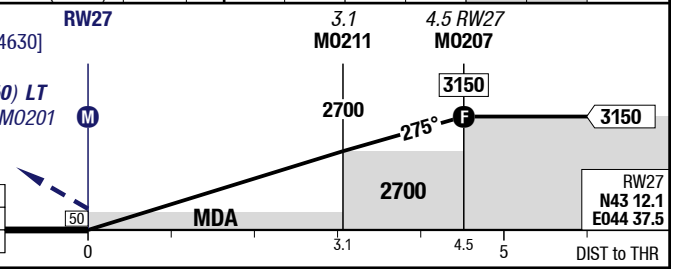


1	2	4	4.5			3.00°
2050	*2360*	*3000*	3150			RW27 275° RWY 274°

M0209 [A2660+ ;L]
M0210 [A4630] - M0201 [A4630]

*275° - at M0209 (MNM **2660**) **LT***
*direct to M0210 (at **4630**) - M0201*
*maintain **4630***
then according to chart

GS	120	140	160
M0207	*640*	*740*	*850*
-MAPt	*2:16*	*1:56*	*1:42*



27		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	290 - 750 **1960**	300 - 750 **1970**				Not published
D	ft - m/km ft	290 - 750 **1960**	300 - 750 **1970**				Not published

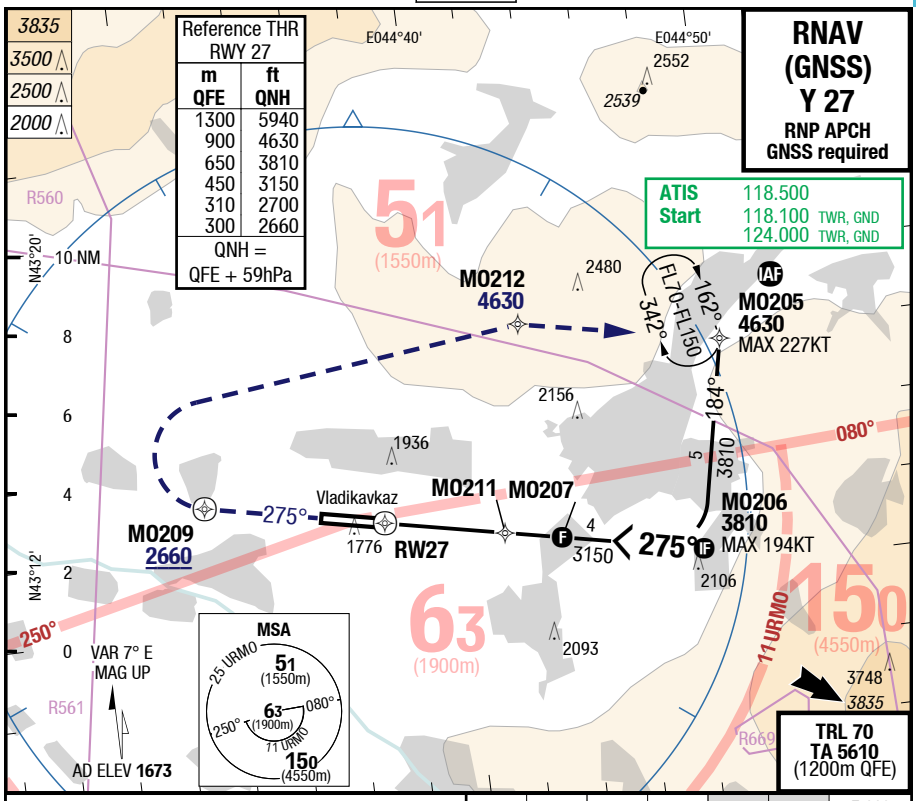
1) Uncompensated BARO VNAV NA below -20°C (-4°F)
2) With EVS 550m

Changes: MISAP, MISAP text

OGZ-URMO

7-130

RNAV (GNSS) Y 27



27		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	290 - 750 **1960**	300 - 750 **1970**				Not published
D	ft - m/km ft	290 - 750 **1960**	300 - 750 **1970**				Not published

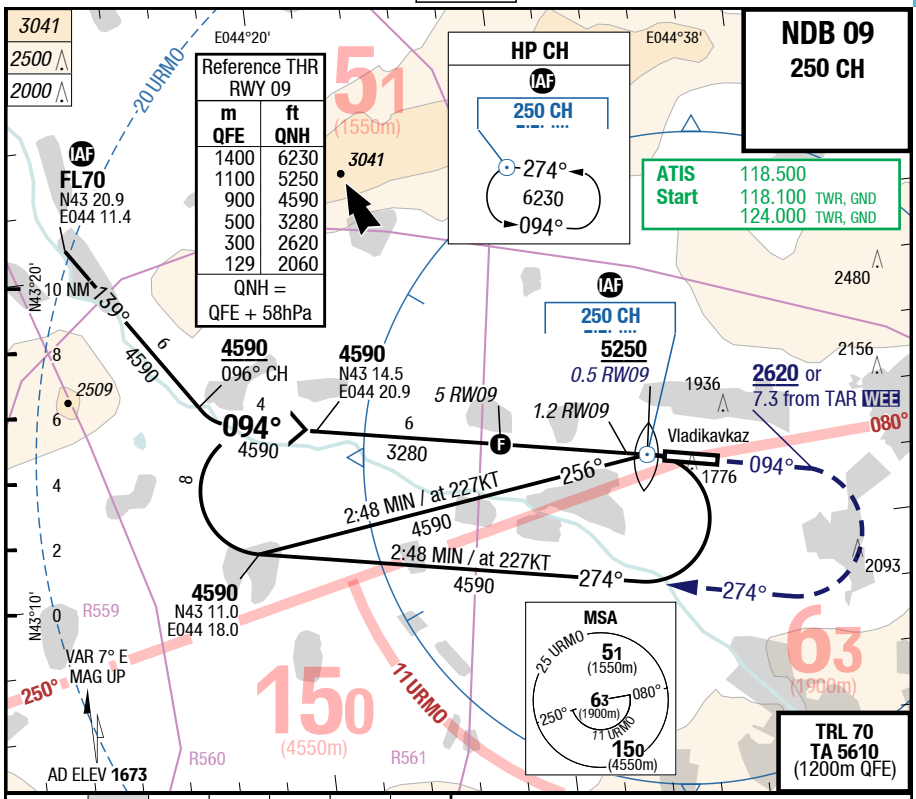
1) Uncompensated BARO VNAV NA below -20°C (-4°F)
2) With EVS 550m

Changes: MISAP, HLDG, MISAP text

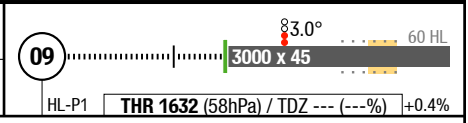
OGZ-URMO

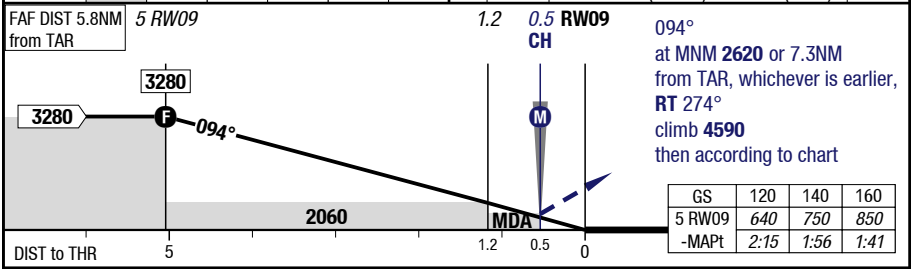
7-150

NDB 09



3.00° RW09	5	4	3	2	1
	3280	2970	2650	2330	2010





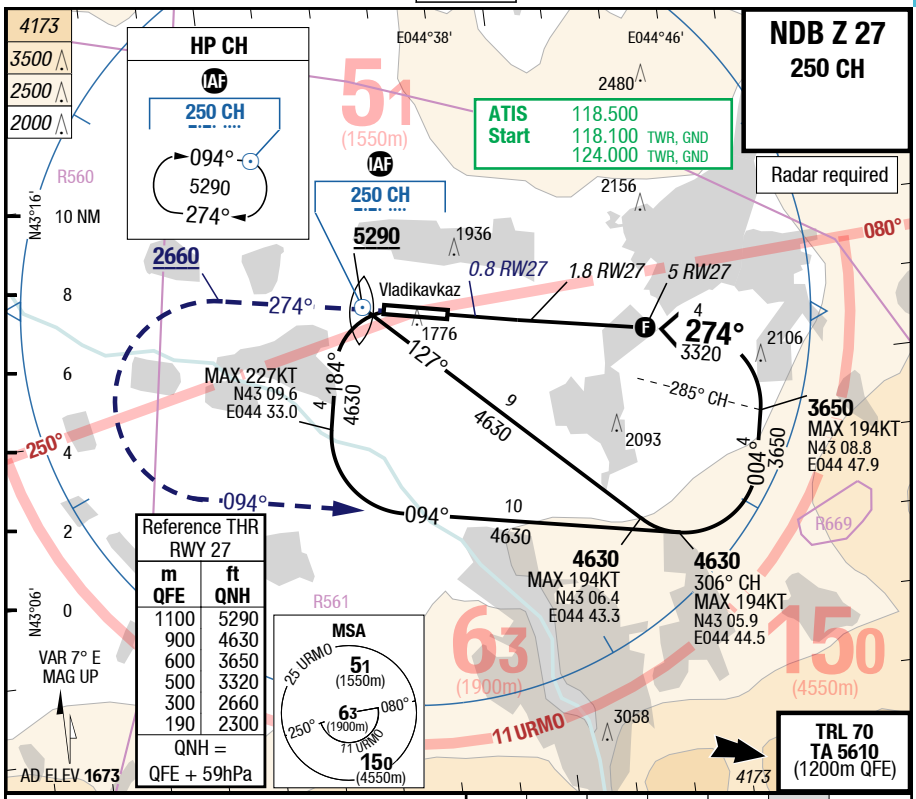
09		NDB	NDB wo 1.2 RWY09	NDB wo FAF			Circling
C	ft - m/km ft	350 - 900 **1990**	380 - 1.0 **2020**	1170 - 2.4 **2800**			1170 - 2.4V **2840**
D	ft - m/km ft	350 - 900 **1990**	380 - 1.0 **2020**	1170 - 2.4 **2800**			1170 - 3.6V **2840**

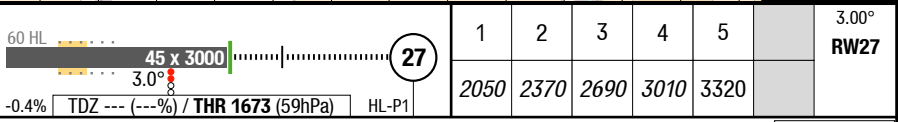
Changes: MIN

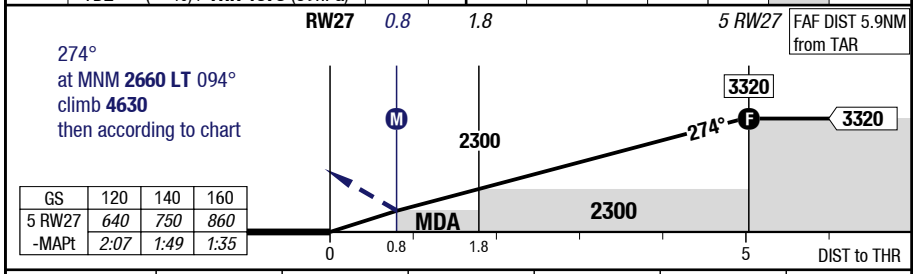
OGZ-URMO

7-160

NDB Z 27







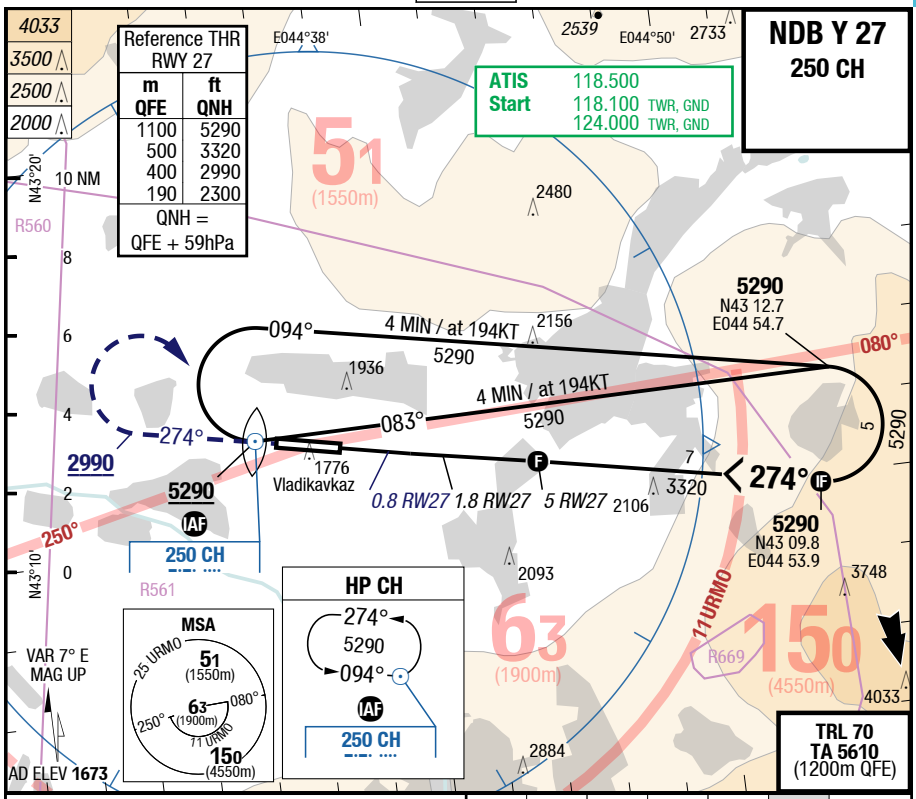
27		NDB	NDB wo 1.8 RW27				Circling
C	ft - m/km ft	350 - 900 **2030**	640 - 2.2 **2320**				690 - 2.4V **2370**
D	ft - m/km ft	350 - 900 **2030**	640 - 2.2 **2320**				920 - 3.6V **2600**

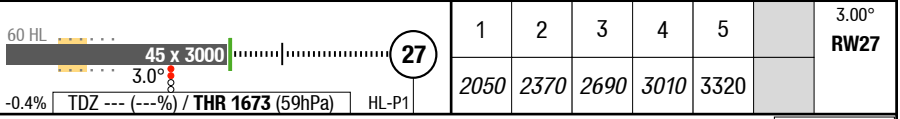
Changes: Nil

OGZ-URMO

7-170

NDB Y 27

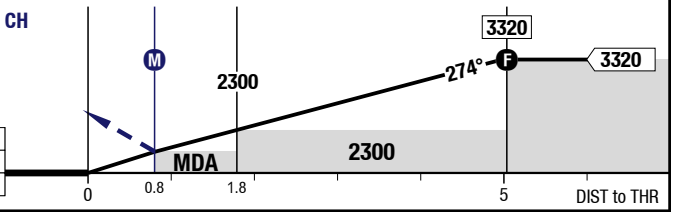




1	2	3	4	5		3.00° RW27
2050	2370	2690	3010	3320		

RW27 0.8 1.8 5 RW27 FAF DIST 5.9NM from TAR

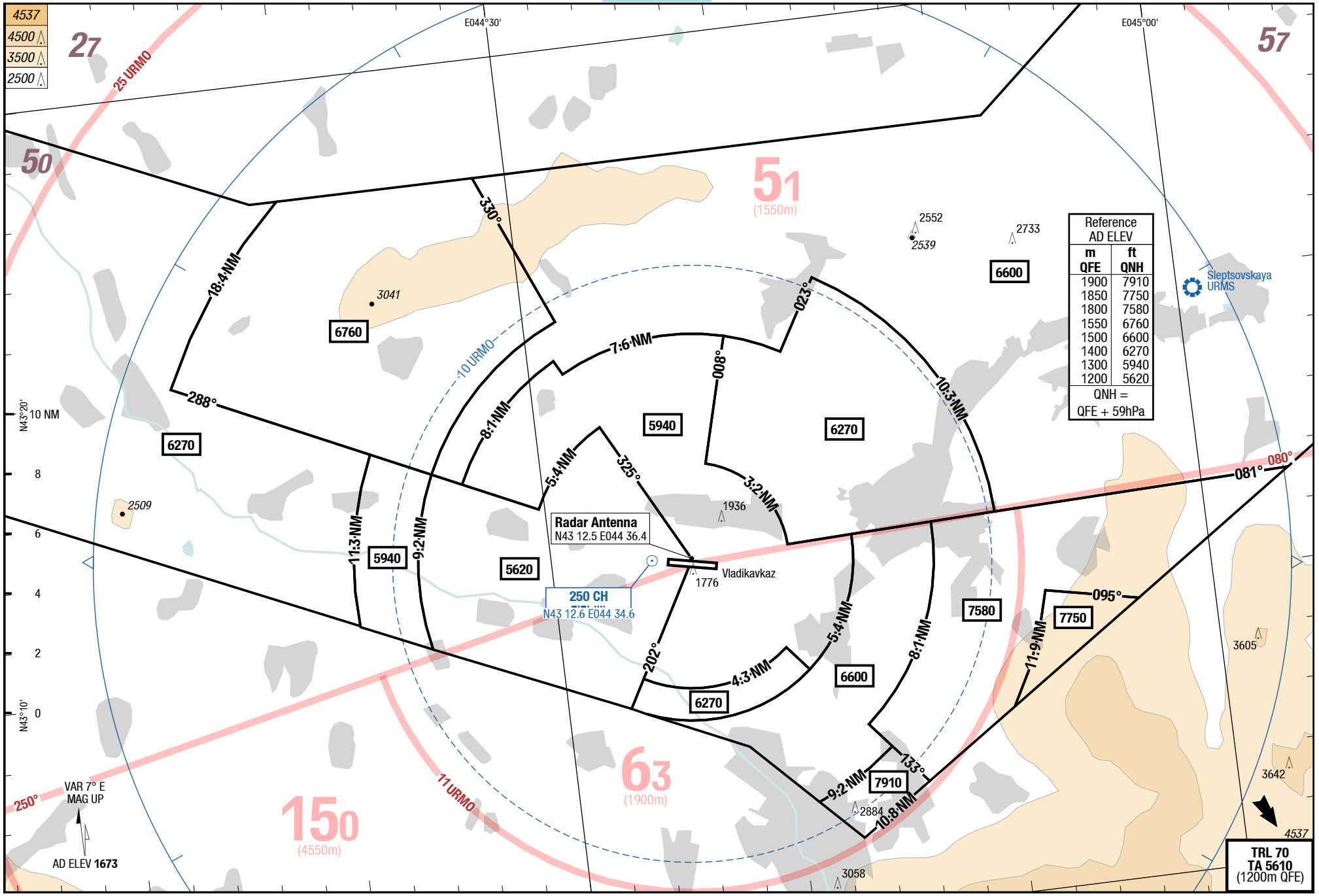
274°
at MNM **2990 RT** direct **CH**
climb **5290**
then according to chart



GS	120	140	160
5 RW27	*640*	*750*	*860*
-MAPt	*2:07*	*1:49*	*1:35*

27		**NDB**	**NDB** wo 1.8 RW27				**Circling**
C	ft - m/km ft	350 - 900 **2030**	640 - 2.2 **2320**				690 - 2.4V **2370**
D	ft - m/km ft	350 - 900 **2030**	640 - 2.2 **2320**				920 - 3.6V **2600**

Changes: Note, Editorial



Changes: new