

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULMM

Terminal Charts For ULMM

Revision Letter For Cycle 06-2012

Change Notices

Notebook

General Information

Location: Murmansk Rus
IATA Code: MMK
Lat/Long: N68° 46.9' E032° 45.1'
Elevation: 262 ft

Airport Use: Public
Magnetic Variation: 14.7°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0316 Z
Sunset: 1633 Z,

Runway Information

Runway: 13
Length x Width: 8202 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 242 ft
Lighting: Edge, ALS

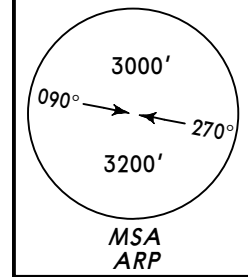
Runway: 31
Length x Width: 8202 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 267 ft
Lighting: Edge, ALS

Communication Information

ATIS 127.4
Murmansk Tower 120.3

ATIS 127.4	Apt Elev 262'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3220' (2978')
---------------	------------------	---

ASGOR 2A [ASGO2A]
ASGOR 2B [ASGO2B]
PELOR 2B [PELO2B]
BY ATC
PELOR 2A [PELO2A]
ULMER 2
RWY 13 ARRIVALS



MEAs when under radar assistance.

PELOR
N68 37.0 E031 47.0
Between
FL148 & FL79

KROTA
N69 28.0 E031 52.0

ULMER
N68 58.0 E032 31.0
Between
FL89 & FL79

MURMANSK *635 PF
N68 49.4 E032 40.4
At FL69

N68 54.4 E032 17.5
At 3220'
(2978')

N68 56.1 E032 18.0
At 3220'
(2978')

N68 56.6 E032 20.1
At 2540'
(2298')

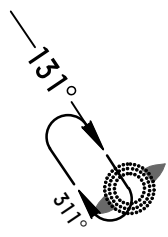
ASGOR
N68 31.0 E032 46.0
Between
FL148 & FL59

OLADA
N67 59.0 E032 46.0

FL CONVERSION	
FL148	FL4500m
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

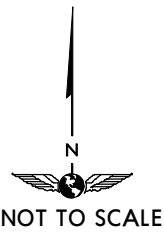
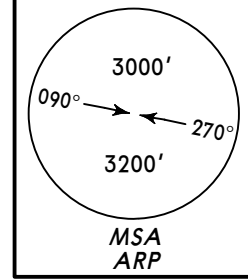
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3220'	(2978' - 900m)
2540'	(2298' - 700m)

HOLDING OVER PF



ATIS 127.4	Apt Elev 262'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3220' (2953')
---------------	------------------	---

ASGOR 4A [ASGO4A]
ASGOR 4B [ASGO4B]
PELOR 4B [PELO4B]
BY ATC
PELOR 4A [PELO4A]
ULMER 4
RWY 31 ARRIVALS



① MEA, when under radar assistance.

PELOR
N68 37.0 E031 47.0
Between
FL148 & FL79

054° →
077° →

24
5250
5120 ①
PELOR 4B
By ATC

24
5250
5120 ①
PELOR 4A

ULMER
N68 58.0 E032 31.0
Between
FL89 & FL79

13
5090
4760 ①
ULMER 4

MURMANSK
*635 RD
N68 44.6 E032 49.4
At FL69

Intercept
final at
2570'
(2303')

N68 35.5 E032 51.9
At 3220'
(2953')

ASGOR
N68 31.0 E032 46.0
ASGOR 4A
At
FL59

ASGOR 4B
Between
FL148 & FL59

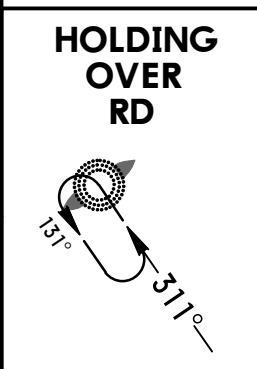
N68 36.3
E032 59.1
At 2570'
(2303')

N68 35.2
E032 53.3
At 3220'
(2953')

OLADA
N67 59.0 E032 46.0

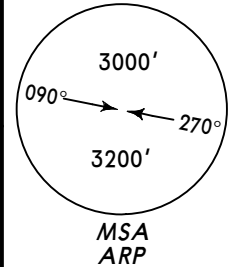
FL CONVERSION	
FL148	FL4500m
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3220'	(2953' - 900m)
2570'	(2303' - 700m)



Apt Elev
262'

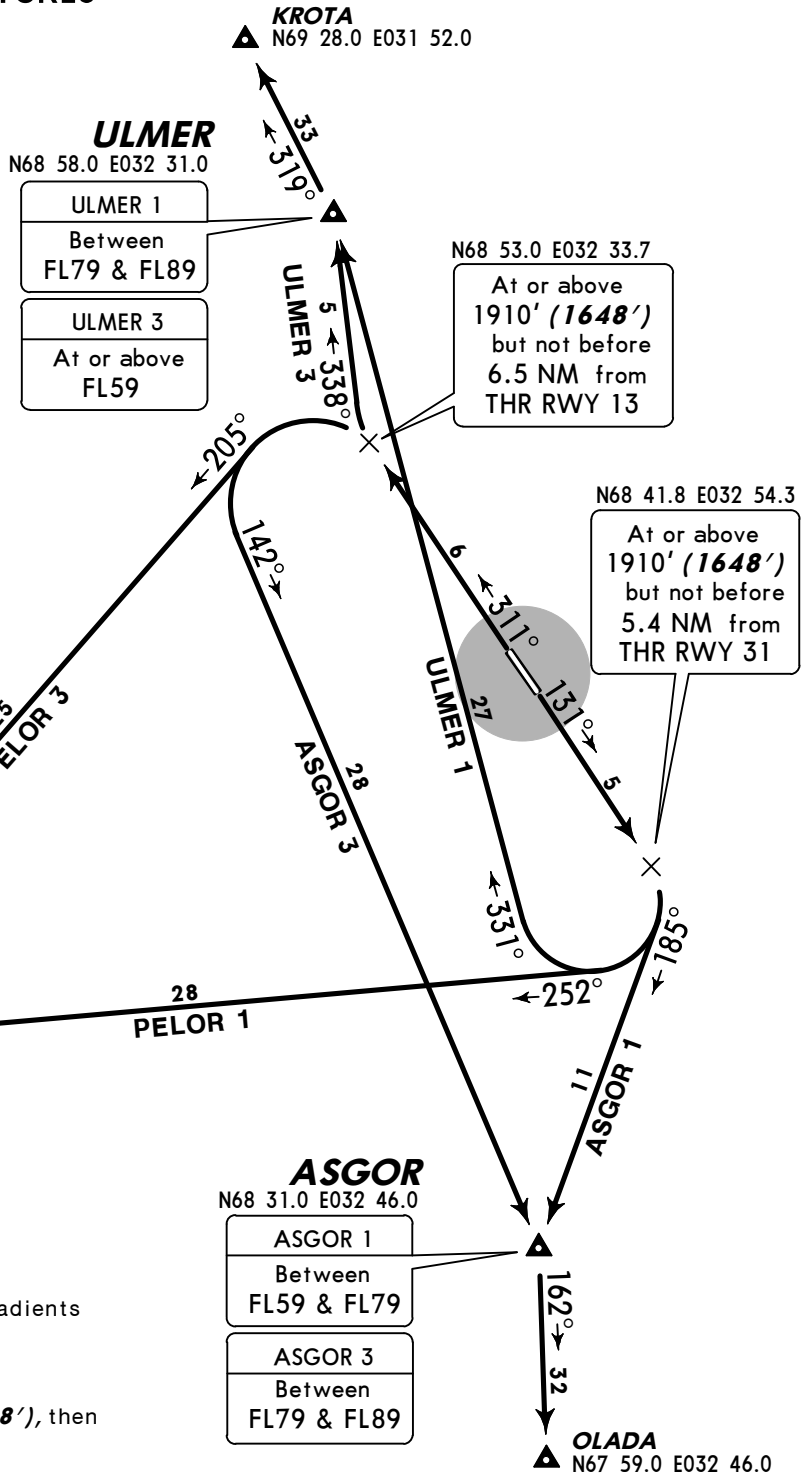
QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3220' (2958')



ASGOR 1, ASGOR 3
PELOR 1, PELOR 3
ULMER 1, ULMER 3
RWYS 13, 31 DEPARTURES

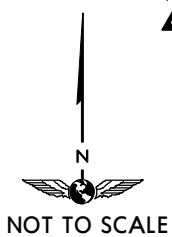
ALT/HEIGHT CONVERSION	
QNH	(QFE)
680'	(418' - 125m)
1090'	(828' - 250m)
1910'	(1648' - 500m)
3220'	(2958' - 900m)

FL CONVERSION	
FL39	FL1200m
FL49	FL1500m
FL59	FL1800m
FL79	FL2400m
FL89	FL2700m



PELOR
N68 37.0 E031 47.0

At or above FL79



These SIDs require minimum climb gradients of

Rwy 13

Aircraft with more than 162 KT, 383' per NM (6.3%) up to 1090' (828'), then 273' per NM (4.5%) up to FL39, Aircraft with less than 162 KT, 383' per NM (6.3%) up to 680' (418'), then 273' per NM (4.5%) up to FL39.

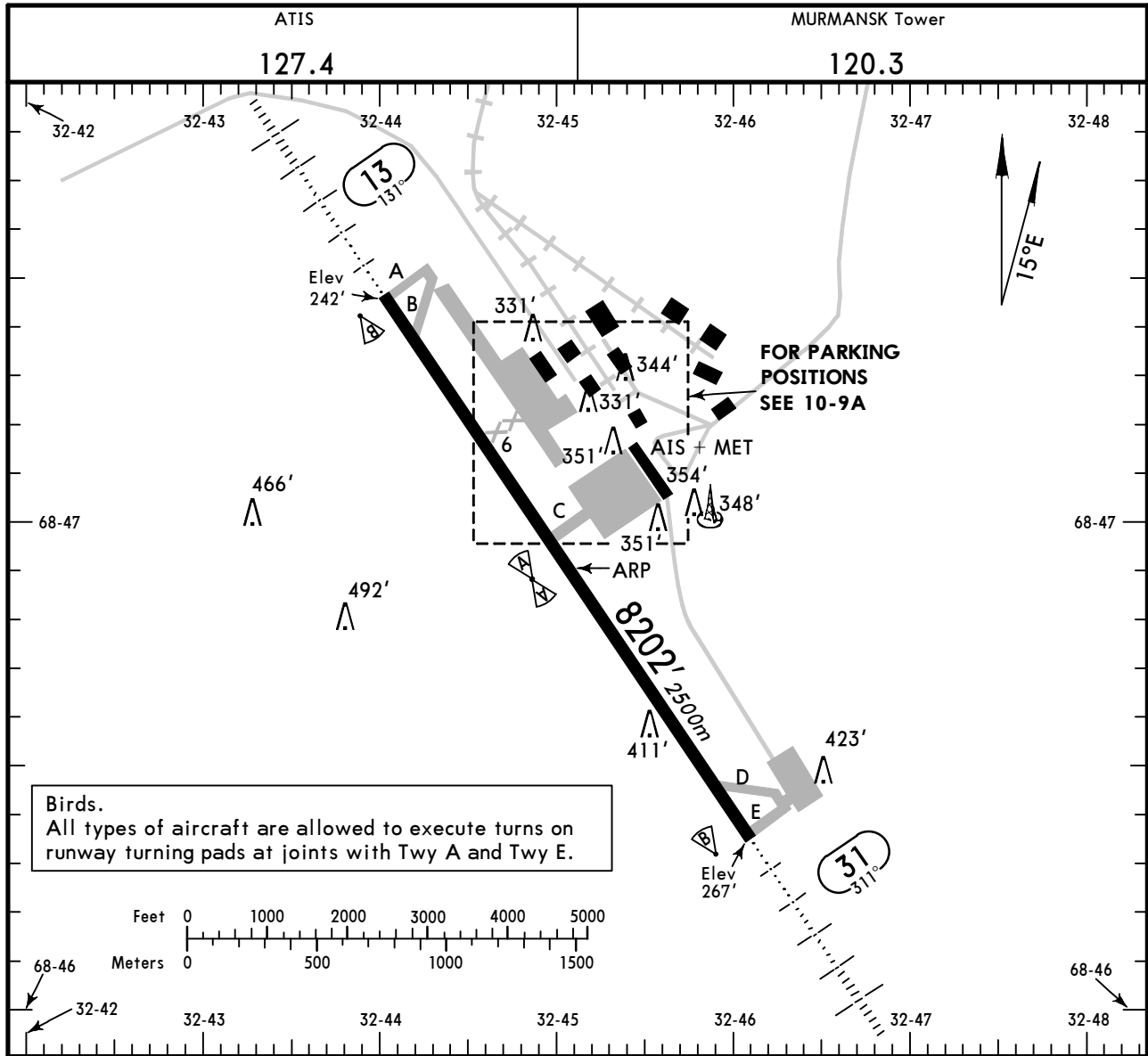
Rwy 31

243' per NM (4%) up to 1910' (1648'), then 213' per NM (3.5%) up to FL39.

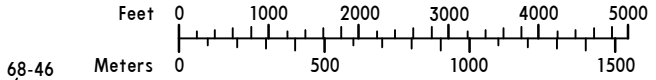
Further climb according to Flight Operation Manual.

If unable to reach assigned FL climb in the established rectangular traffic pattern and by ATC instruction.

Gnd speed-KT	75	100	150	200	250	300
383' per NM	479	638	957	1276	1595	1914
273' per NM	342	456	684	911	1139	1367
243' per NM	304	405	608	810	1013	1215
213' per NM	266	354	532	709	886	1063



Birds.
 All types of aircraft are allowed to execute turns on runway turning pads at joints with Twy A and Twy E.



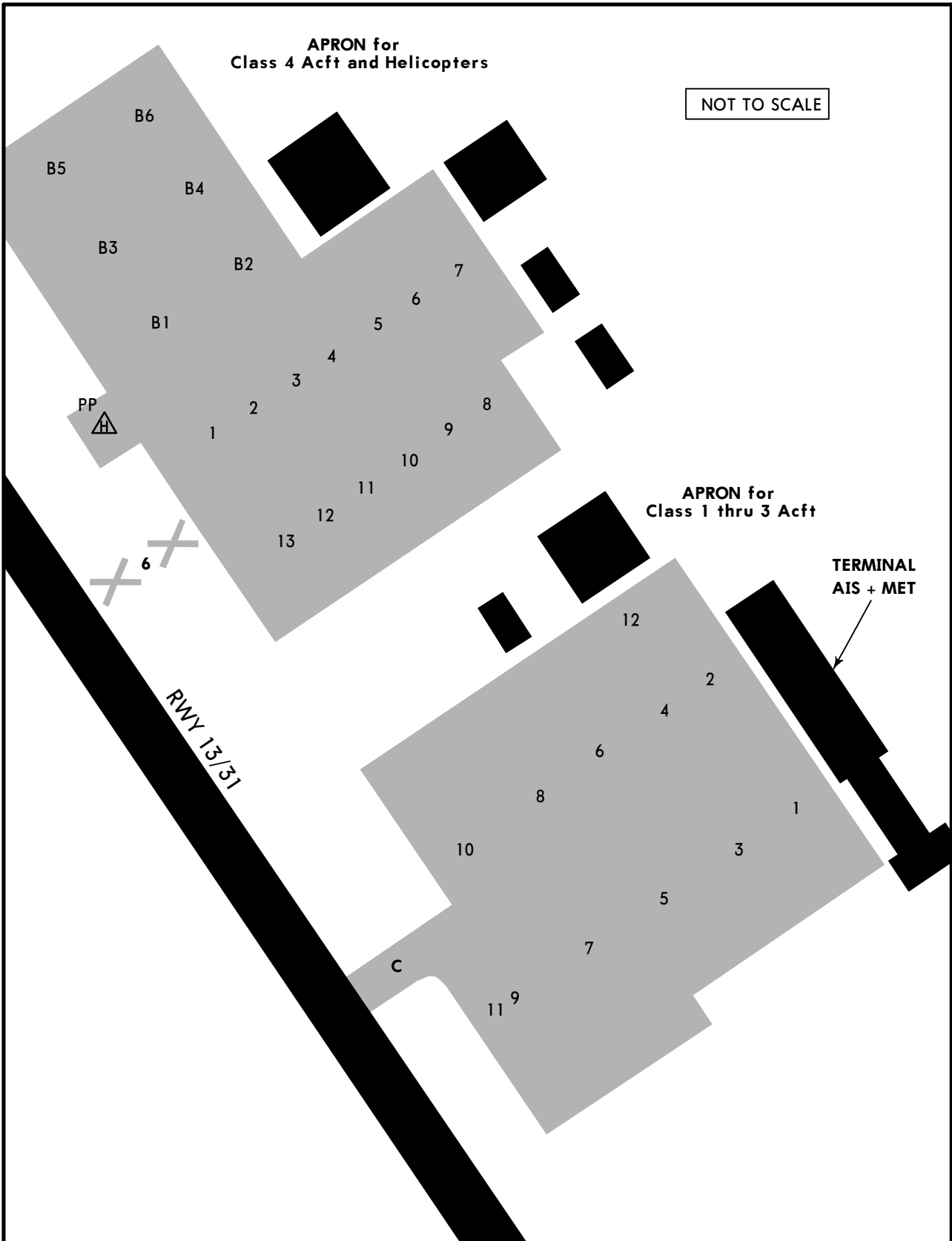
ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m)	HIALS	PAPI	RVR	USABLE LENGTHS			WIDTH
					Threshold	Glide Slope	TAKE-OFF	
13	HIRL (60m)	HIALS	PAPI	RVR		7382' 2250m		137'
31	HIRL (60m)	HIALS	PAPI (angle 3.0°)	RVR		7482' 2281m		42m

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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



INS COORDINATES

APRON for Class 1 thru 3 Acft		APRON for Class 4 Acft	
STAND No.	COORDINATES	STAND No.	COORDINATES
3 thru 8	N68 47.0 E032 45.1	PP	N68 47.2 E032 44.6

Stand PP for helicopters only.

On the apron for acft Class 4 Acft stands 1-13 & B1-B6 for helicopters.

Twy 6 for towing only.

On the apron for acft Class 1 thru 3 Acft:

1. When facing SE acft with an operating radius of 72'/22m or less shall taxi out of stands 3, 5, 7 and 9 under own power only, other acft shall be towed.

2. When facing NW acft with an operating radius of 72'/22m or less shall taxi out of stands 4, 6, 8 and 10 under own power only, other acft shall be towed.

STRAIGHT-IN RWY		A	B	C	D
13	ILS	505' (263')	505' (263')	505' (263')	505' (263')
	<i>FULL</i>	R600m	R600m	R600m	R600m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1300m	R1300m	R1300m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	720' (478')	720' (478')	720' (478')	720' (478')
	<i>ALS out</i>	R1500m C2200m	R1500m C2200m	R1500m C2200m	R1500m C2200m
31	ILS	467' (200')	467' (200')	467' (200')	467' (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	1010' (743')	1010' (743')	1010' (743')	1010' (743')
	<i>ALS out</i>	C2700m C3500m	C2700m C3500m	C2700m C3500m	C2700m C3500m

① Continuous Descent Final Approach.

TAKE-OFF RWY 13, 31

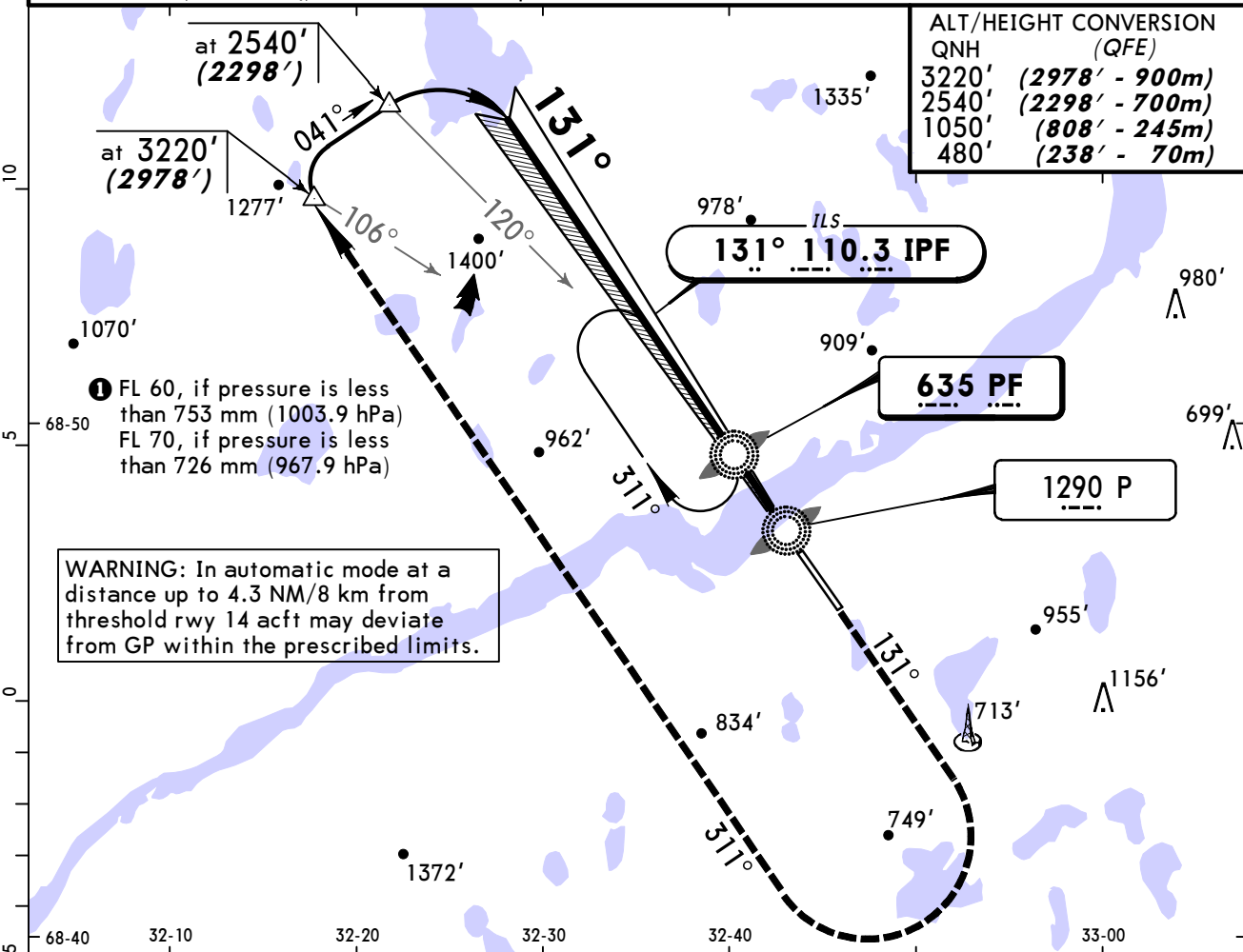
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

STRAIGHT-IN RWY		A	B	C	D
13	ILS	505' (263')	505' (263')	505' (263')	505' (263')
		R650m	R650m	R650m	R650m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB	720' (478')	720' (478')	720' (478')	720' (478')
	R1000m	R1200m	R1200m	R1600m	
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	
31	ILS	467' (200')	467' (200')	467' (200')	467' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB	1010' (743')	1010' (743')	1010' (743')	1010' (743')
	R1200m	R1400m	R1400m	R1800m	
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	

TAKE-OFF RWY 13, 31

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		

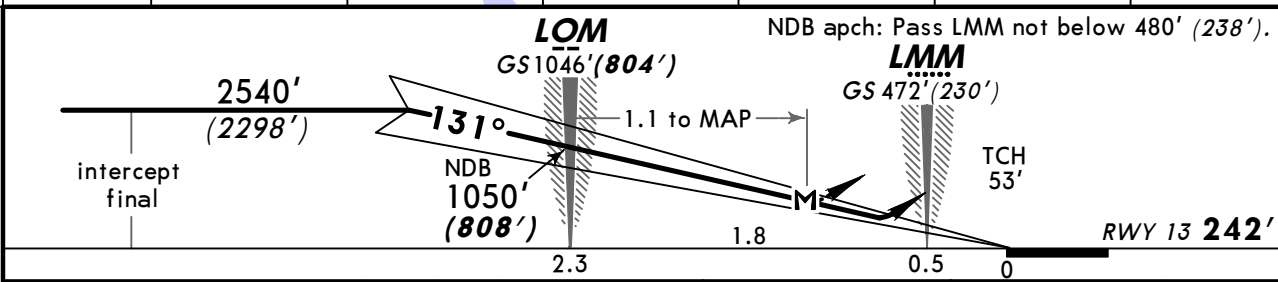
ATIS 127.4			MURMANSK Tower 120.3		
LOC IPF 110.3	Final Apch Crs 131°	GS LOM 1046' (804')	ILS DA(H) 505' (263')	Apt Elev 262'	
NDB PF 635		Minimum Alt LOM 1050' (808')	NDB MDA(H) 720' (478')		
MISSED APCH: Climb on 131° to 2540' (2298') then turn RIGHT onto 311° climbing to 3220' (2978') then according to chart.					MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1 Trans alt: 3220' (2978')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3220'	(2978' - 900m)
2540'	(2298' - 700m)
1050'	(808' - 245m)
480'	(238' - 70m)

1 FL 60, if pressure is less than 753 mm (1003.9 hPa)
FL 70, if pressure is less than 726 mm (967.9 hPa)

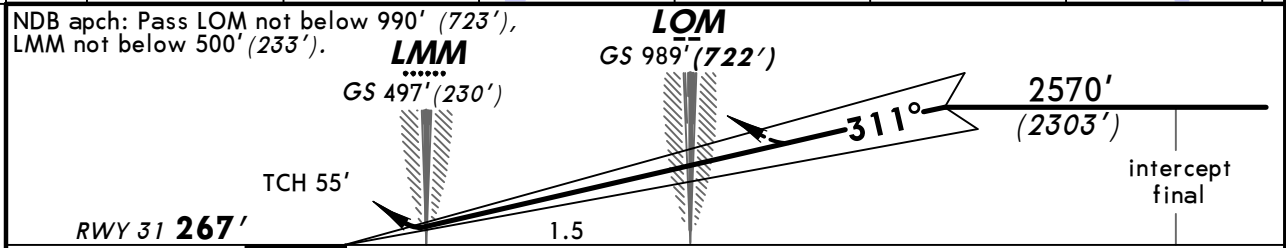
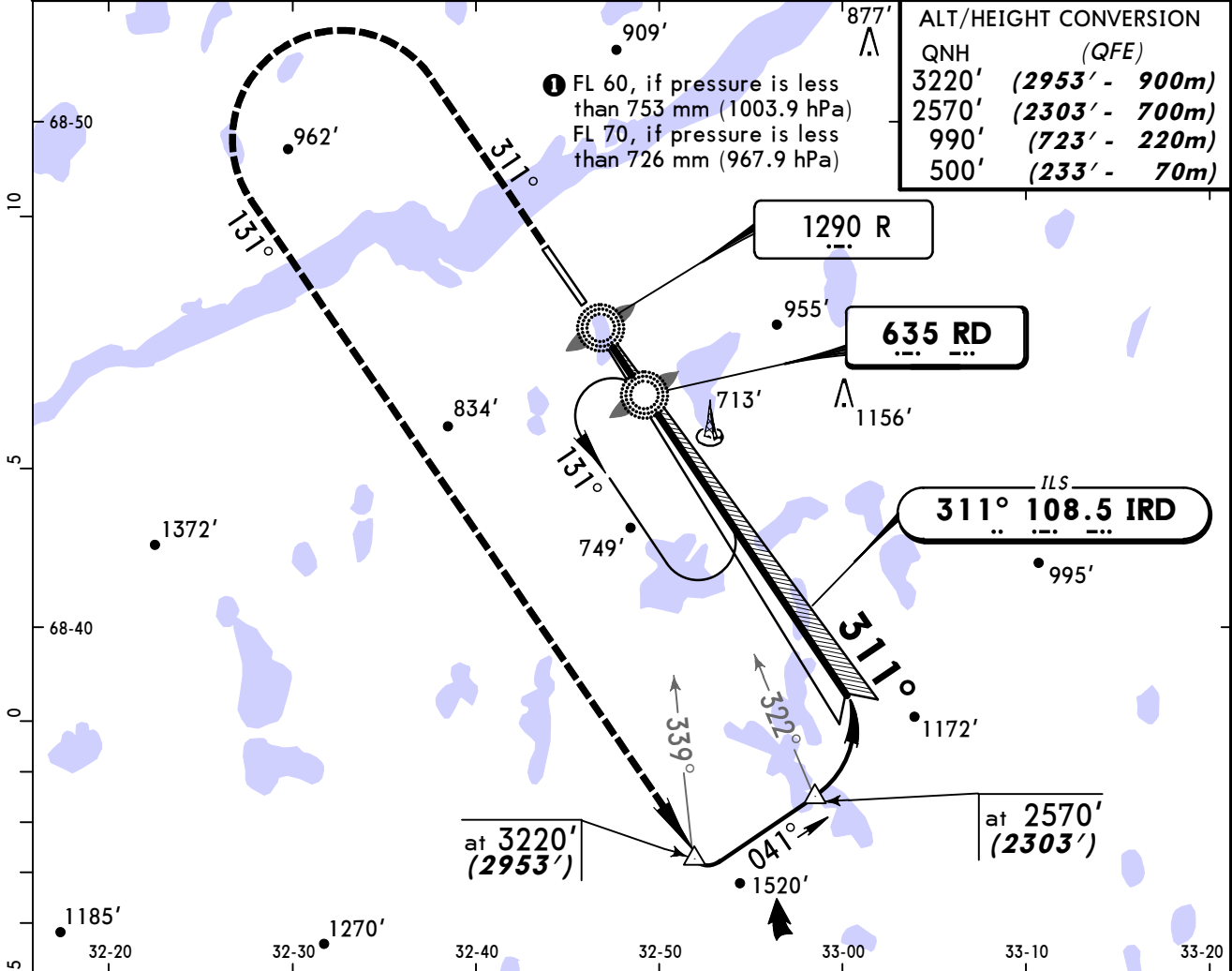
WARNING: In automatic mode at a distance up to 4.3 NM/8 km from threshold rwy 14 acft may deviate from GP within the prescribed limits.



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or NDB Descent angle 3.00°	372	478	531	637	743	849	
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28	

STRAIGHT-IN LANDING RWY 13					
ILS DA(H) 505' (263')		LOC (GS out)		NDB MDA(H) 720' (478')	
FULL	ALS out			ALS out	
A		NOT AUTHORIZED			
B				1400m	2200m
C	RVR 720m VIS 800m	1200m			
D				RVR 1800m VIS 2000m	2400m

ATIS 127.4			MURMANSK Tower 120.3		
BRIEFING STRIP™ LOC IRD 108.5	Final Apch Crs 311°	GS LOM 989' (722')	ILS DA(H) 467' (200')	Apt Elev 262' RWY 267'	
		Minimum Alt No FAF	NDB MDA(H) 1010' (743')		
MISSED APCH: Climb on 311° to 2570' (2303') then turn LEFT onto 131° climbing to 3220' (2953') then according to chart.					MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 1 Trans alt: 3220' (2953')	



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or NDB Descent angle 3.00°	372	478	531	637	743	849	

STRAIGHT-IN LANDING RWY 31					
ILS DA(H) 467' (200')		LOC (GS out)		NDB MDA(H) 1010' (743')	
FULL	ALS out			ALS out	
A				3200m	
B	RVR 720m	NOT AUTHORIZED		3200m	
C	VIS 800m			3600m	
D				4000m	

Chart changes since cycle 05-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

MURMANSK, (MURMANSK - ULMM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULMM

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.