

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 04-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport ULMM

General Info

Murmansk, RUS

N 68° 46.9' E 32° 44.8' Mag Var: 12.3°E

Elevation: 266'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 14-32 8202' x 138' concrete

Runway 14 (135.0°M) TDZE 241'

Lights: Edge, ALS

Runway 32 (315.0°M) TDZE 266'

Lights: Edge, ALS

Communications Info

ATIS **127.4**

Murmansk Tower **120.3**

Notebook Info

ULMM/MMK
MURMANSK

JEPPesen
13 AUG 10 **10-2**

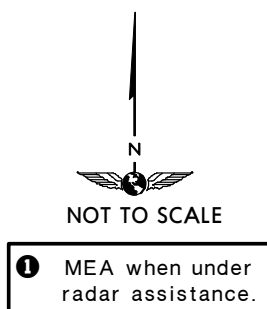
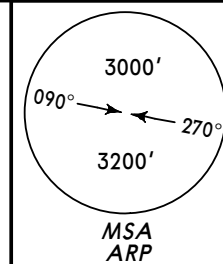
MURMANSK, RUSSIA
STAR

ATIS
127.4

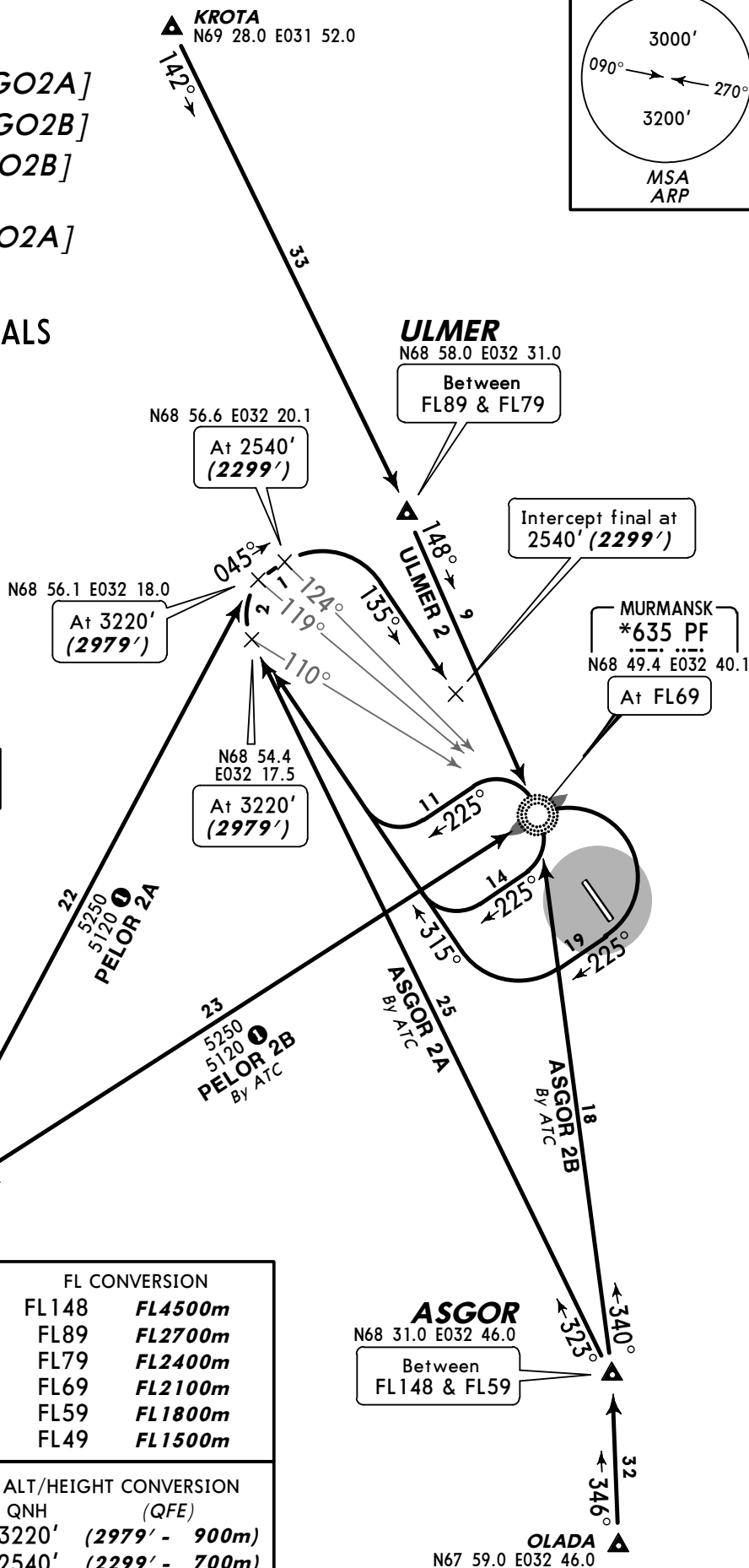
Apt Elev
266'

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' **(2979')**

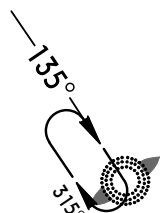
ASGOR 2A [ASGO2A]
ASGOR 2B [ASGO2B]
PELOR 2B [PELO2B]
BY ATC
PELOR 2A [PELO2A]
ULMER 2
RWY 14 ARRIVALS



PELOR
N68 37.0 E031 47.0
Between
FL148 & FL79



**HOLDING OVER
PF**



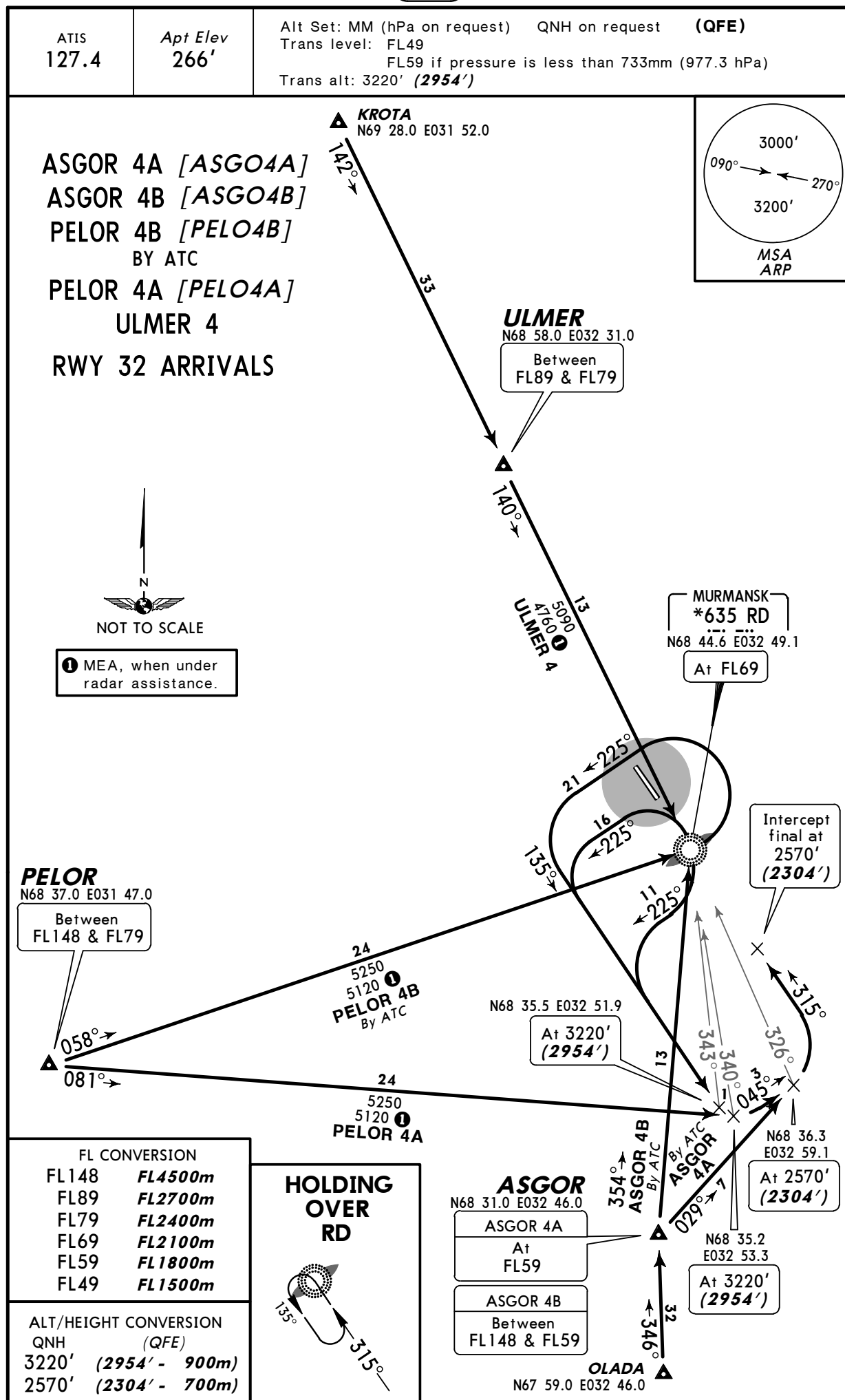
FL CONVERSION	
FL148	FL4500m
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3220'	(2979' - 900m)
2540'	(2299' - 700m)

ULMM/MMK
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13 AUG 10 **(10-2A)**

MURMANSK, RUSSIA
STAR



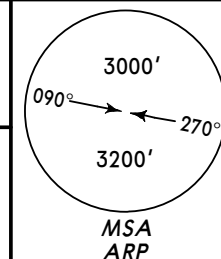
ULMM/MMK
MURMANSK

JEPPESEN
21 JUL 06 **10-3** **Eff 3 Aug**

MURMANSK, RUSSIA
SID

Apt Elev
266'

QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3220' **(2954')**



ASGOR 1, ASGOR 3
PELOR 1, PELOR 3
ULMER 1, ULMER 3
RWYS 14, 32 DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	(QFE)
680'	(414' - 125m)
1090'	(824' - 250m)
1910'	(1644' - 500m)
3220'	(2954' - 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 14

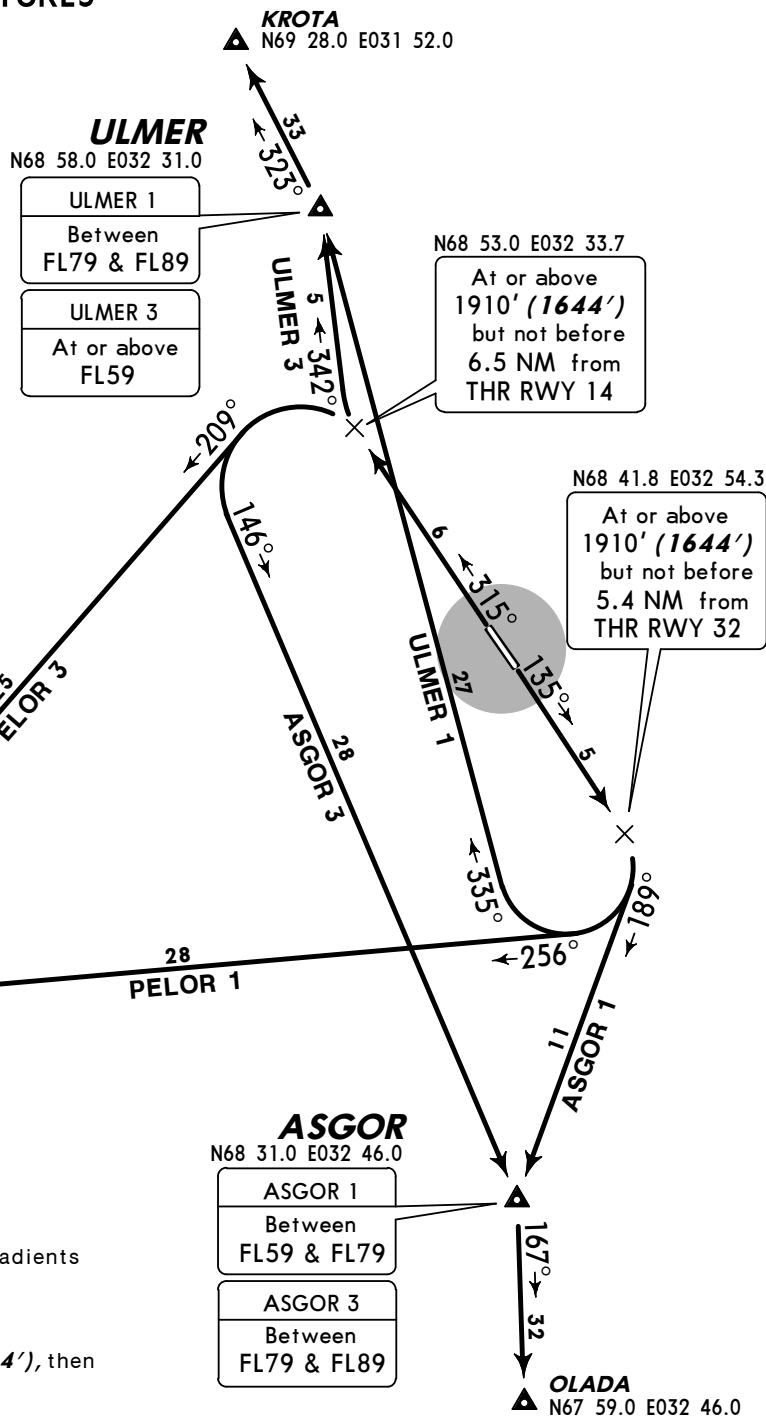
Aircraft with more than 162 KT, 383' per NM (6.3%) up to 1090' **(824')**, then 273' per NM (4.5%) up to FL39, Aircraft with less than 162 KT, 383' per NM (6.3%) up to 680' **(414')**, then 273' per NM (4.5%) up to FL39.

Rwy 32

243' per NM (4%) up to 1910' **(1644')**, 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

ULMM/MMK

Apt Elev 266'
N68 46.9 E032 44.8

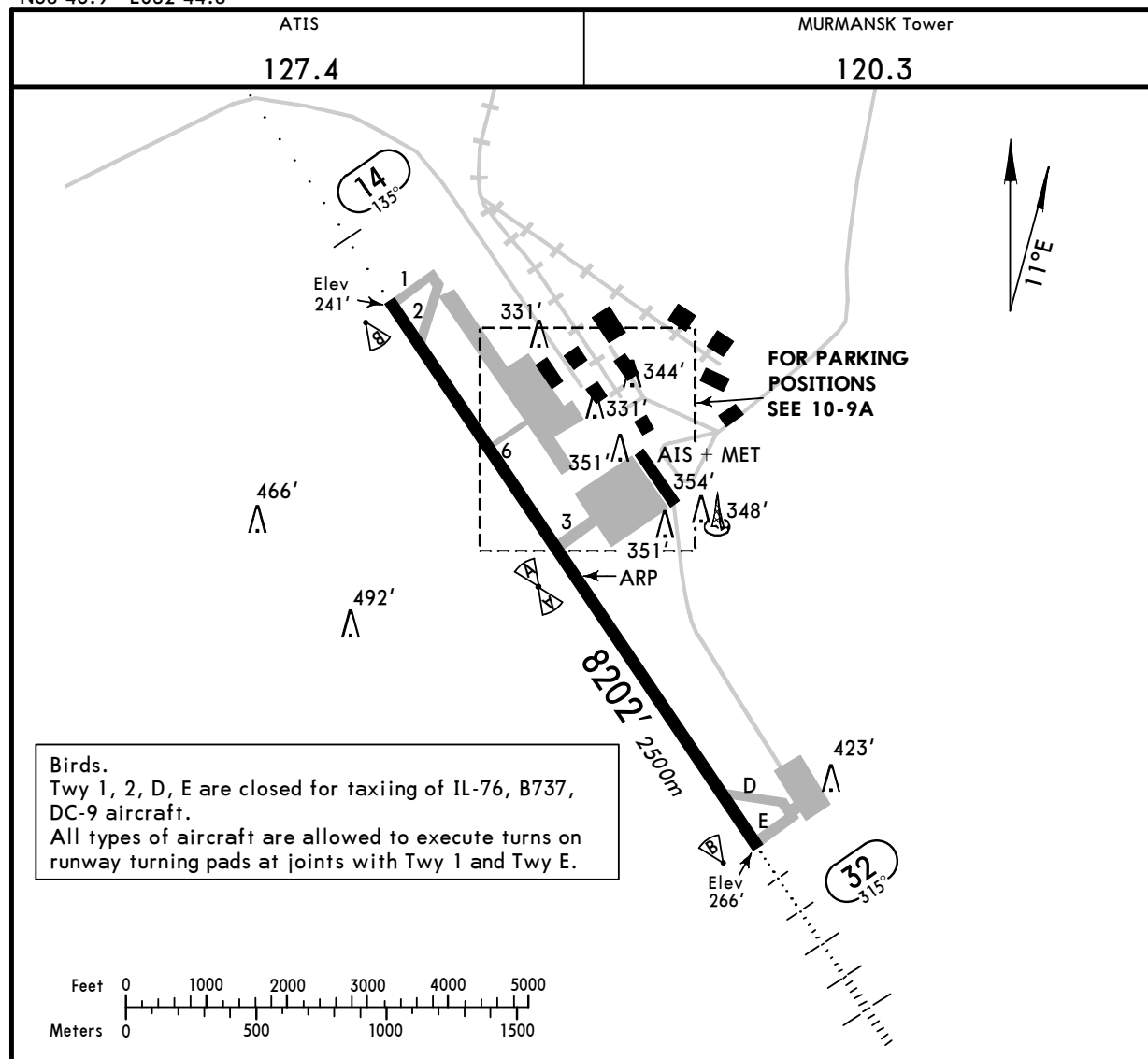


JEPPESSEN

22 OCT 10 (10-9)

MURMANSK, RUSSIA

MURMANSK



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
					— LANDING BEYOND —			
RWY					Threshold	Glide Slope		
14	HIRL (60m)	ALS		RVR		7382' 2250m		148'
32	HIRL (60m)	HIALS	PAPI (angle 3.0°)	RVR		7482' 2281m		45m

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

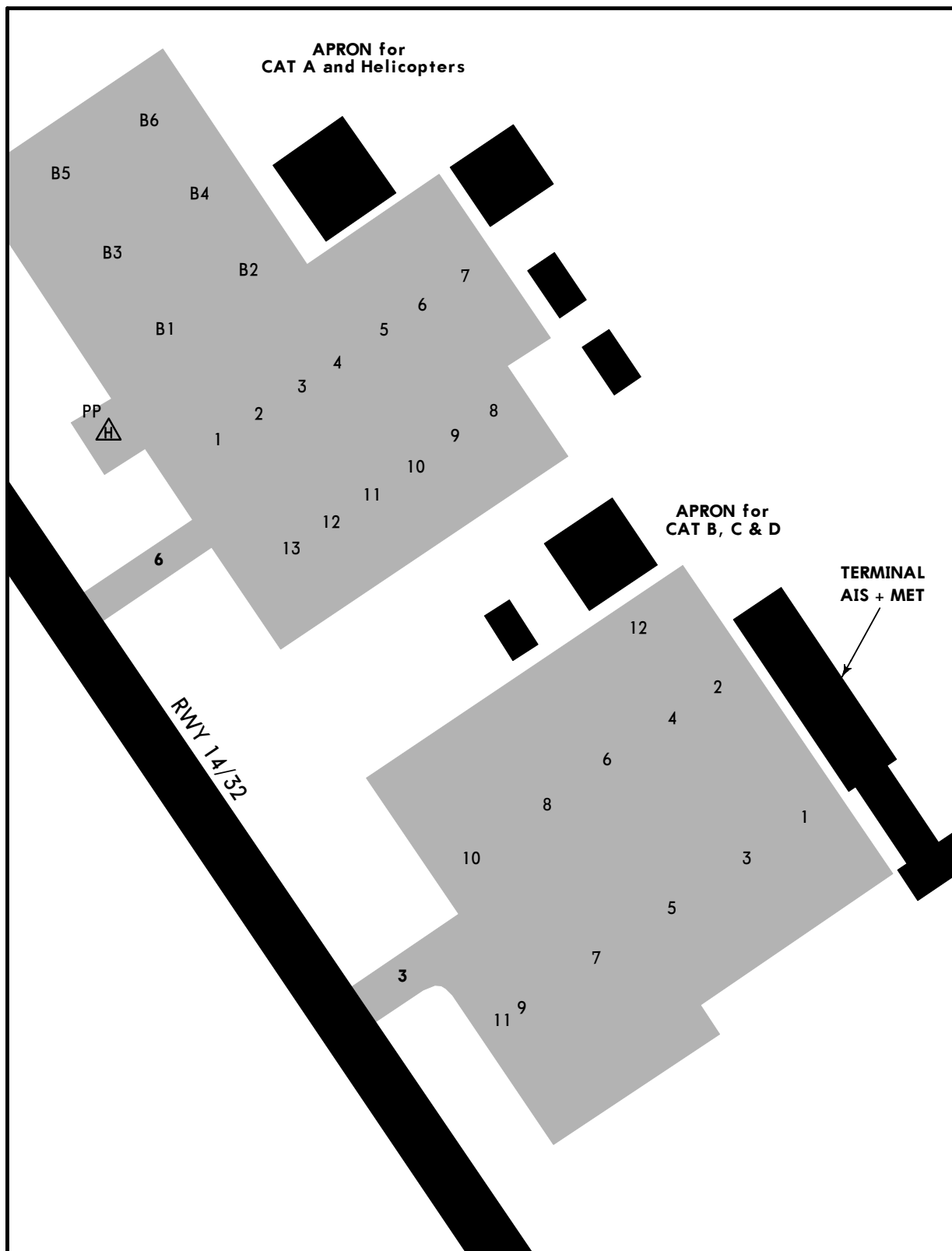
RCLM (DAY only)
or RL

A	250m	400m
B		
C		
D		

ULMM/MMK

JEPPESEN
 22 OCT 10 (10-9A)

MURMANSK, RUSSIA
 MURMANSK



INS COORDINATES

APRON for CAT B, C & D		APRON for CAT A	
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 CAT A stands 1-13 & B1-B6 for helicopters.

On the apron for acft CAT B, C & D:

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.

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JEPPESEN

3 NOV 00

10-9X

JAA MINIMUMS

MURMANSK, RUSSIA

MURMANSK

STRAIGHT-IN RWY		A	B	C	D
14	ILS	505' (262')	505' (262')	505' (262')	505' (262')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	NDB	720' (477')	720' (477')	720' (477')	720' (477')
32		R1500m	R1500m	R1800m	R2000m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	ILS	466' (200')	466' (200')	466' (200')	466' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	NDB	1010' (744')	1010' (744')	1010' (744')	1010' (744')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 14, 32

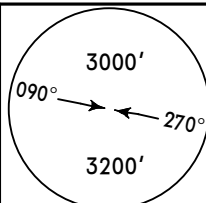
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

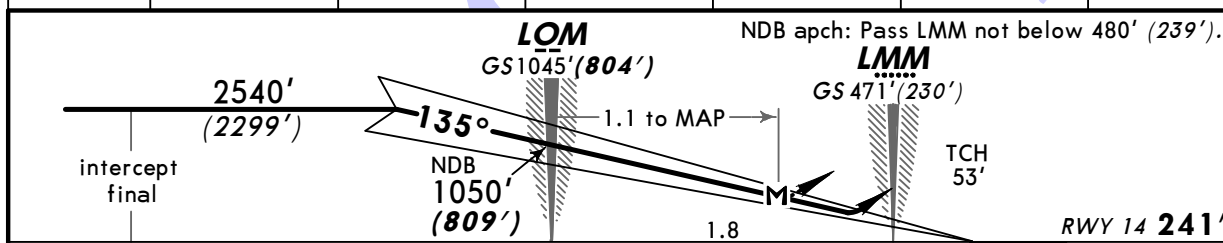
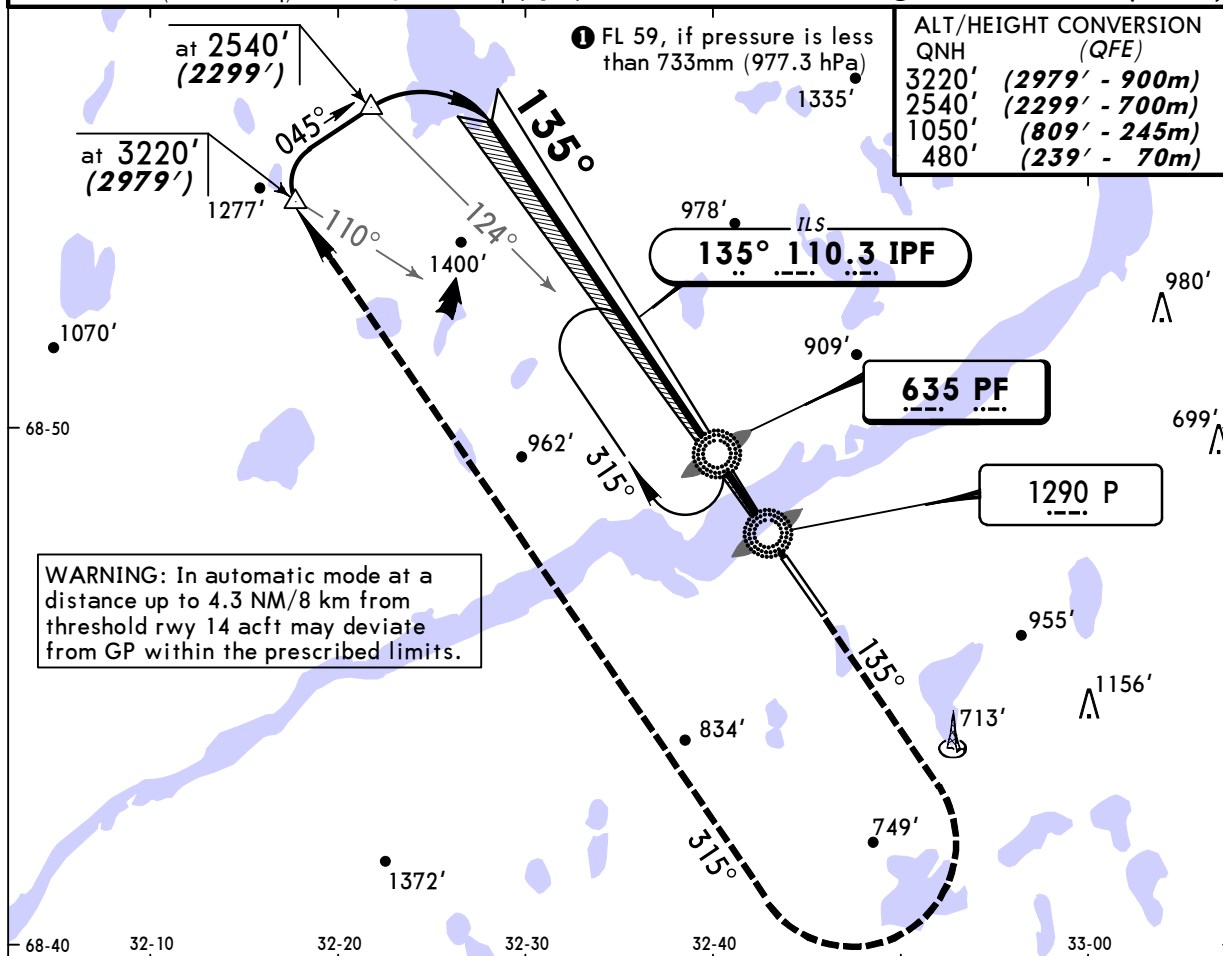
ULMM/MMK
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JEPPesen
22 OCT 10 **(11-1)**

MURMANSK, RUSSIA
ILS or 2 NDB Rwy 14

BRIEFING STRIP

ATIS 127.4				MURMANSK Tower 120.3		
LOC IPF 110.3	Final Apch Crs 135°	GS LOM 1045' (804')	ILS DA(H) 505' (264')	Apt Elev 266' RWY 241'		
NDB PF 635		Minimum Alt LOM 1050' (809')	NDB MDA(H) 720' (479')			
MISSED APCH: Climb on 135° to 2540' (2299'), then turn RIGHT onto 315° climbing to 3220' (2979'), then according to chart.						MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 49 1	Trans alt: 3220' (2979')		



Gnd speed-Kts	70	90	100	120	140	160	ALS 2540' (2299') on 135° 315° RT 3220' (2979')
ILS GS or NDB Descent angle 3.00°	377	484	538	646	753	861	
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25	

ILS DA(H) 505' (264')		LOC (GS out)		NDB MDA(H) 720' (479')	
FULL	ALS out			ALS out	
A	1200m		NOT AUTHORIZED	2400m	
B					
C					
D					

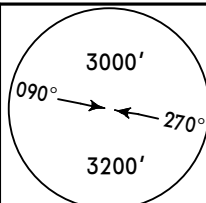
PANS OPS

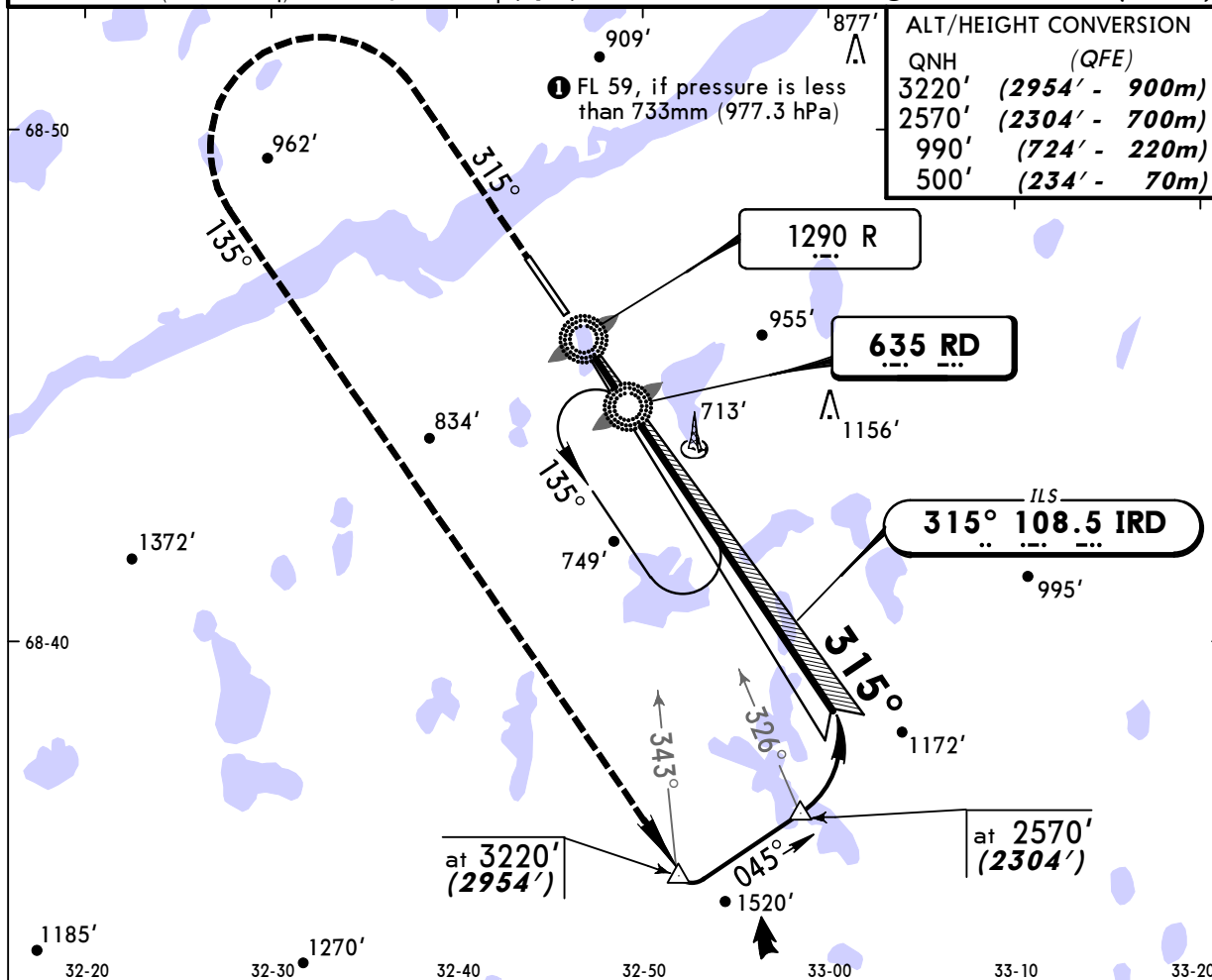
ULMM/MMK
MURMANSK

JEPPESEN
22 OCT 10 **(11-2)**

MURMANSK, RUSSIA
ILS or 2 NDB Rwy 32

BRIEFING STRIP

ATIS 127.4				MURMANSK Tower 120.3	
LOC IRD 108.5	Final Apch Crs 315°	GS LOM 988' (722')	ILS DA(H) 466' (200')	Apt Elev 266' RWY 266'	
NDB RD 635		Minimum Alt No FAF	NDB MDA(H) 1010' (744')		
MISSED APCH: Climb on 315° to 2570' (2304') then turn LEFT onto 135° climbing to 3220' (2954') then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49 ①	Trans alt: 3220' (2954')



NDB apch: Pass LOM not below 990' (724'), LMM not below 500' (234').		LOM GS 988' (722')		LMM GS 496' (230')		2570' (2304') 315°		intercept final	
RWY 32 266'		TCH 55'		0.6		1.5		2.1	
Gnd speed-Kts	70	90	100	120	140	160	2570' (2304') on 315°		3220' (2954')
ILS GS or NDB Descent angle	3.00°	377	484	538	646	753	861	135° LT	

STRAIGHT-IN LANDING RWY 32					
ILS DA(H) 466' (200')		LOC (GS out)		NDB MDA(H) 1010' (744')	
FULL	ALS out			ALS out	
A					
B	RVR 720m	NOT AUTHORIZED		3200m	3600m
C	VIS 800m			3200m	3600m
D				3600m	4000m

PANS OPS