

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULMM

Terminal Charts For ULMM

Revision Letter For Cycle 08-2012

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: 0132 Z
Sunset: 1804 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

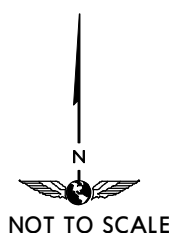
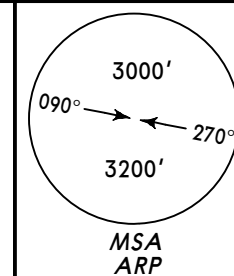
ATIS 127.4
Murmansk Tower 120.3

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



① MEA 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

Intercept final at
2540' (2298')

MURMANSK
*635 PF
N68 49.4 E032 40.4
At FL69

N68 56.1 E032 18.0
At 3220'
(2978')

N68 54.4 E032 17.5
At 3220'
(2978')

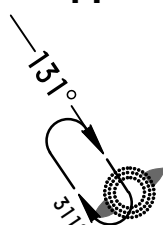
N68 52.5 E032 17.5
At 3220'
(2978')

ASGOR
N68 31.0 E032 46.0

Between
FL148 & FL59

OLADA
N67 59.0 E032 46.0

**HOLDING OVER
PF**



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)

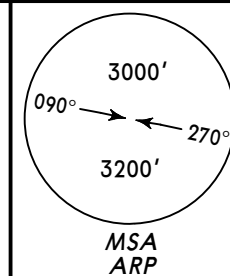
ATIS
127.4

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')

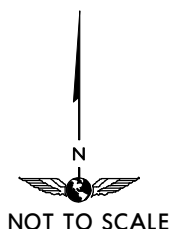
ASGOR 4A [ASGO4A]
ASGOR 4B [ASGO4B]
PELOR 4B [PELO4B]
BY ATC
PELOR 4A [PELO4A]
ULMER 4
RWY 31 ARRIVALS

KROTA
N69 28.0 E031 52.0



ULMER
N68 58.0 E032 31.0

Between
FL89 & FL79



① MEA, when under
radar assistance.

MURMANSK
*635 RD
N68 44.6 E032 49.4
At FL69

PELOR
N68 37.0 E031 47.0

Between
FL148 & FL79

Intercept
final at
2570'
(2303')

N68 35.5 E032 51.9

At 3220'
(2953')

054°
077°

PELOR 4B
By ATC

PELOR 4A

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)

HOLDING
OVER
RD



ASGOR
N68 31.0 E032 46.0

ASGOR 4A

At
FL59

ASGOR 4B

Between
FL148 & FL59

OLADA
N67 59.0 E032 46.0

N68 36.3
E032 59.1
At 2570'
(2303')

N68 35.2
E032 53.3
At 3220'
(2953')

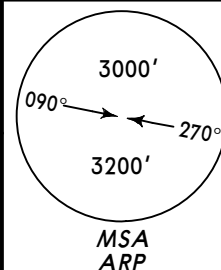
Apt Elev
262'

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	FL 1200m
FL49	FL 1500m
FL59	FL 1800m
FL79	FL 2400m
FL89	FL 2700m

ULMER
N68 58.0 E032 31.0

ULMER 1

Between
FL79 & FL89

ULMER 3

At or above
FL59

N68 53.0 E032 33.7

At or above
1910' (1648')
but not before
6.5 NM from
THR RWY 13

N68 41.8 E032 54.3

At or above
1910' (1648')
but not before
5.4 NM from
THR RWY 31

PELOR
N68 37.0 E031 47.0

At or above
FL79

NOT TO SCALE

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.

ASGOR
N68 31.0 E032 46.0

ASGOR 1

Between
FL59 & FL79

ASGOR 3

Between
FL79 & FL89

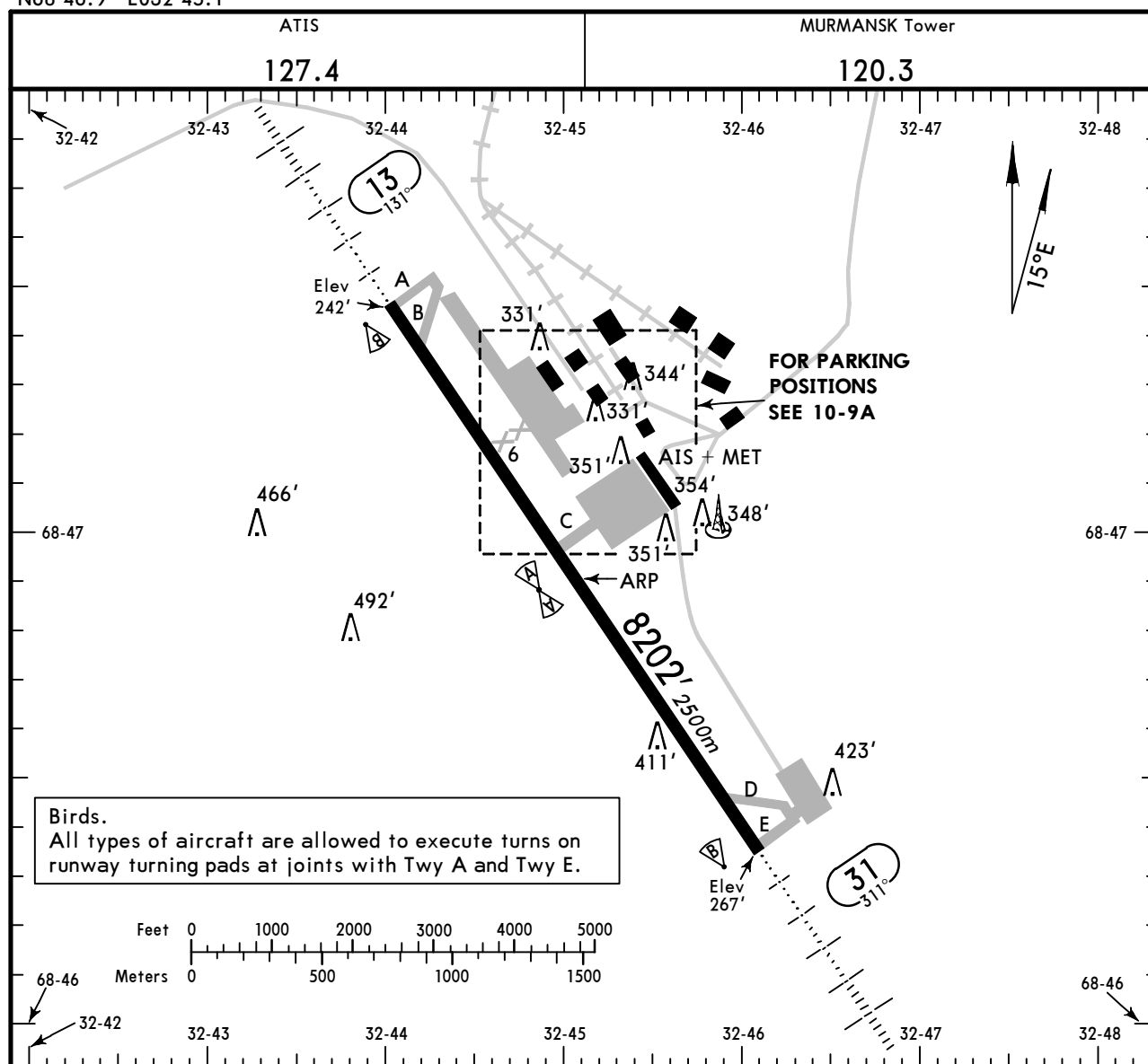
OLADA
N67 59.0 E032 46.0

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 **262'**
N68 46.9 E032 45.1

JEPPSEN
13 JAN 12 **(10-9)**

MURMANSK, RUSSIA
MURMANSK

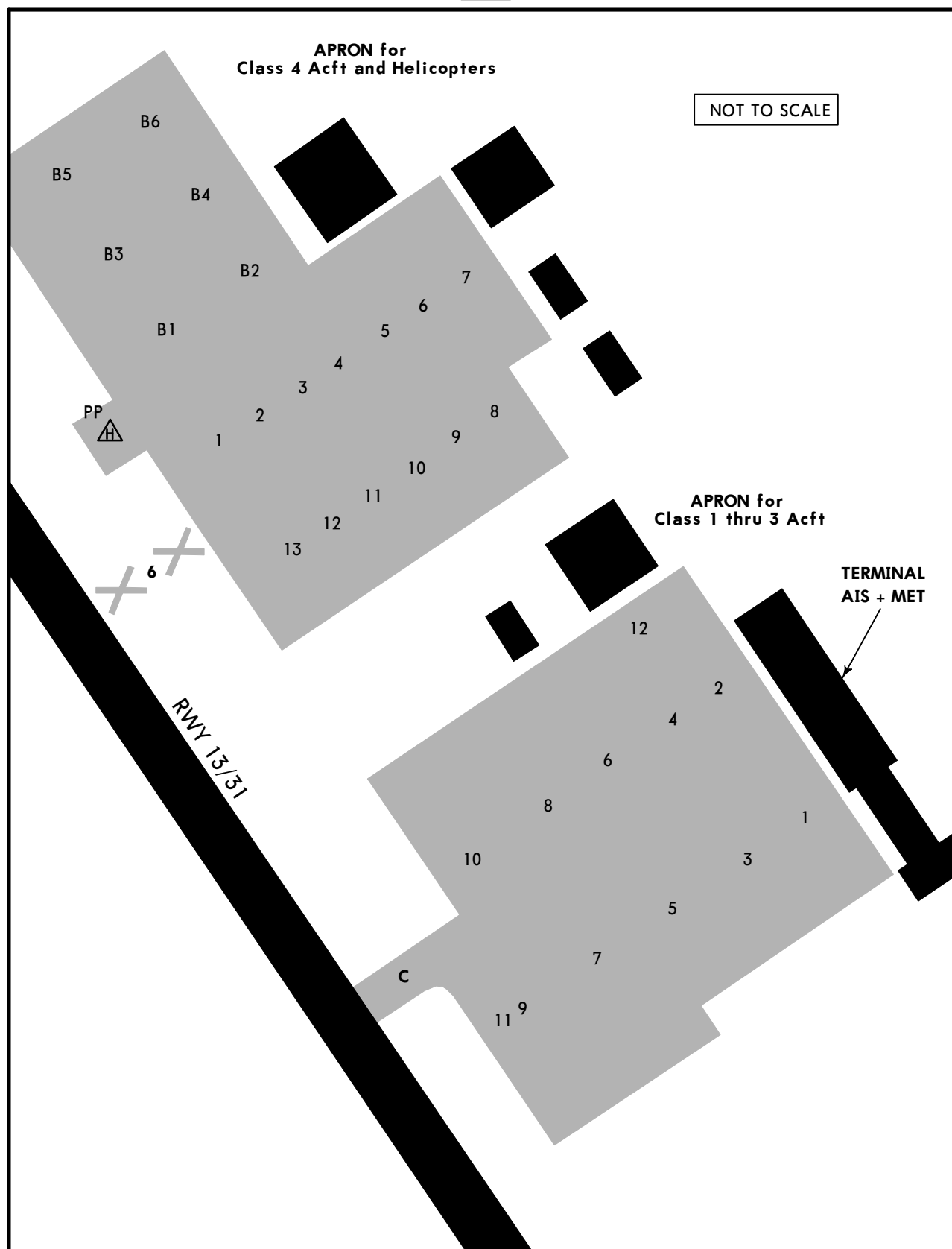


ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
13	HIRL (60m)	HIALS	PAPI	RVR		7382' 2250m		137'
31	HIRL (60m)	HIALS	PAPI (angle 3.0°)	RVR		7482' 2281m		42m

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
LVP must be in force	
RCLM (DAY only)	RCLM (DAY only)
or RL	or RL
A	
B	250m
C	
D	300m
	400m

CHANGES: Twy 6 closed.

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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 ❶	720' (478')	720' (478')	720' (478')	720' (478')
31	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
		C2200m	C2200m	C2200m	C2200m
	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 ❶	1010' (743')	1010' (743')	1010' (743')	1010' (743')
		C2700m	C2700m	C2700m	C2700m
	<i>ALS out</i>	C3500m	C3500m	C3500m	C3500m

❶ Continuous Descent Final Approach.

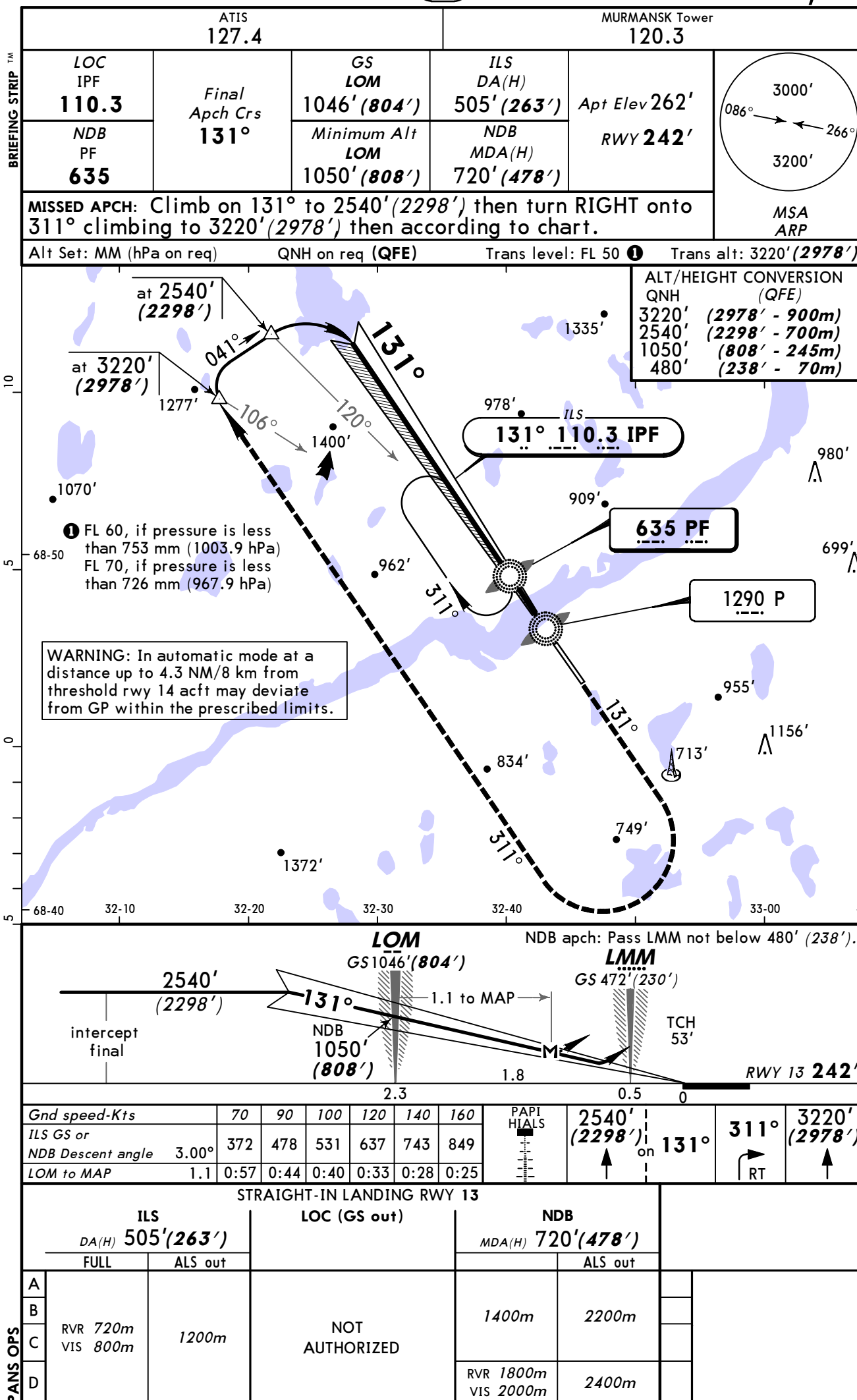
TAKE-OFF RWY 13, 31

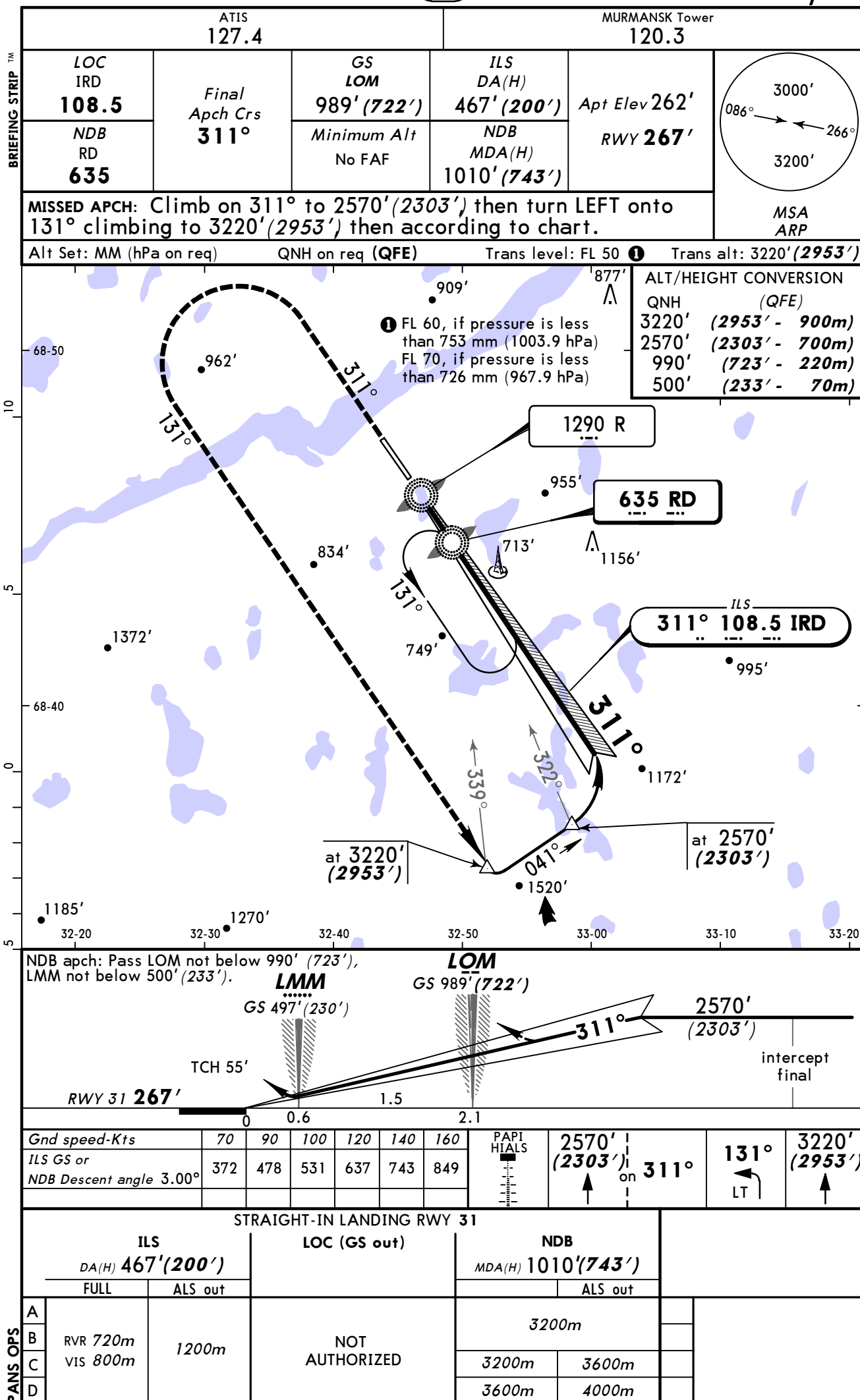
LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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')
31		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	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		





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.