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Trip Kit Index

Airport Information For ULMM

Terminal Charts For ULMM

Revision Letter For Cycle 25-2012

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: 14.8°E

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

Sunrise: Never
Sunset: 24 Hour Night,

Runway Information

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

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

Communication Information

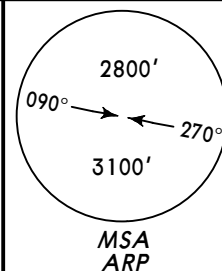
ATIS 127.4
Murmansk Tower 120.3
Murmansk Transit Operations 131.9

ATIS
127.4

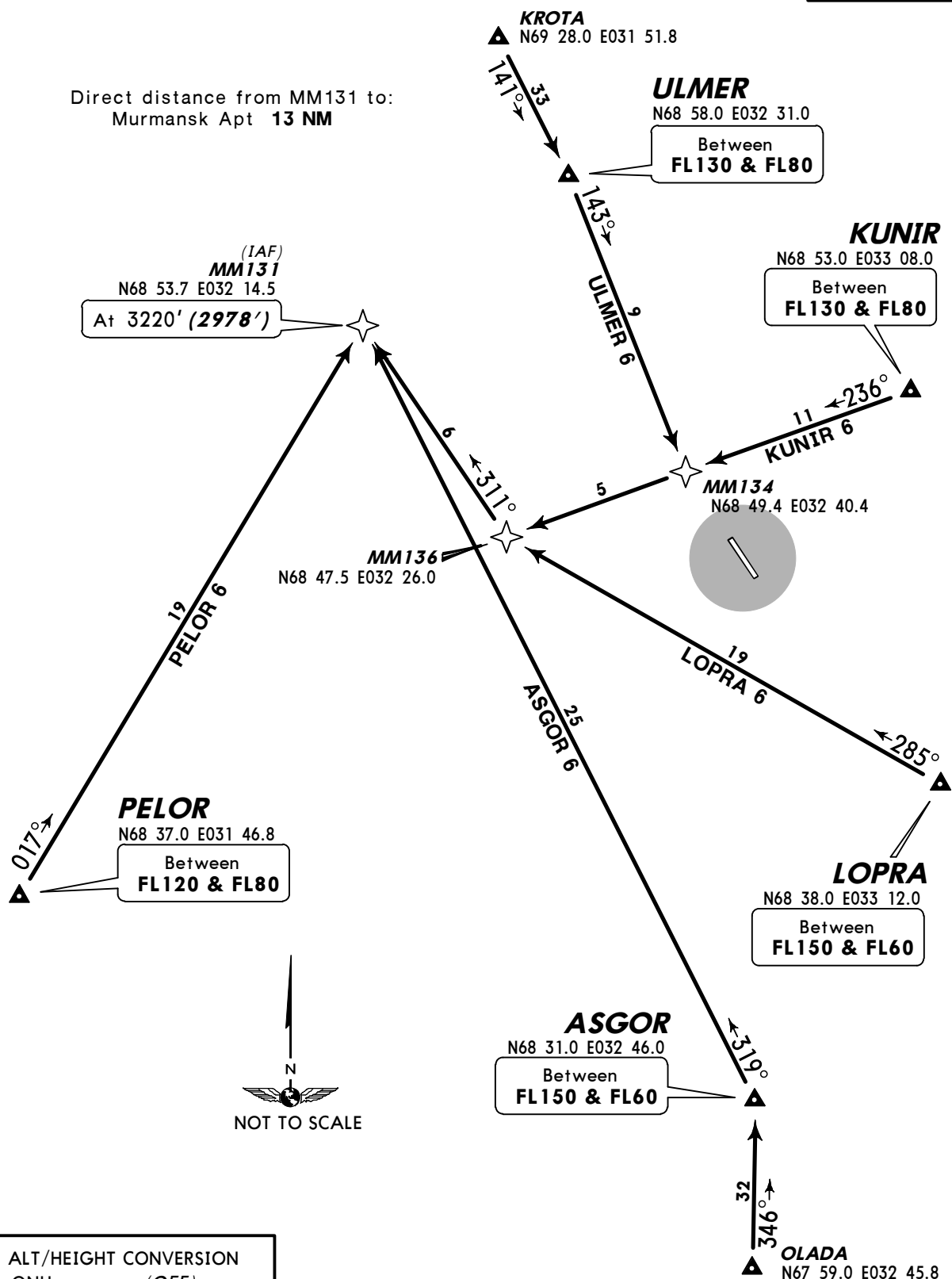
Apt Elev
262'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753mm (1004.0 hPa)
FL70 if pressure is less than 726mm (968.0 hPa)
Trans alt: 3220' (2978')

ASGOR 6, KUNIR 6
LOPRA 6, PELOR 6, ULMER 6
RWY 13 RNAV ARRIVALS
RNAV (GNSS)



Direct distance from MM131 to:
Murmansk Apt 13 NM



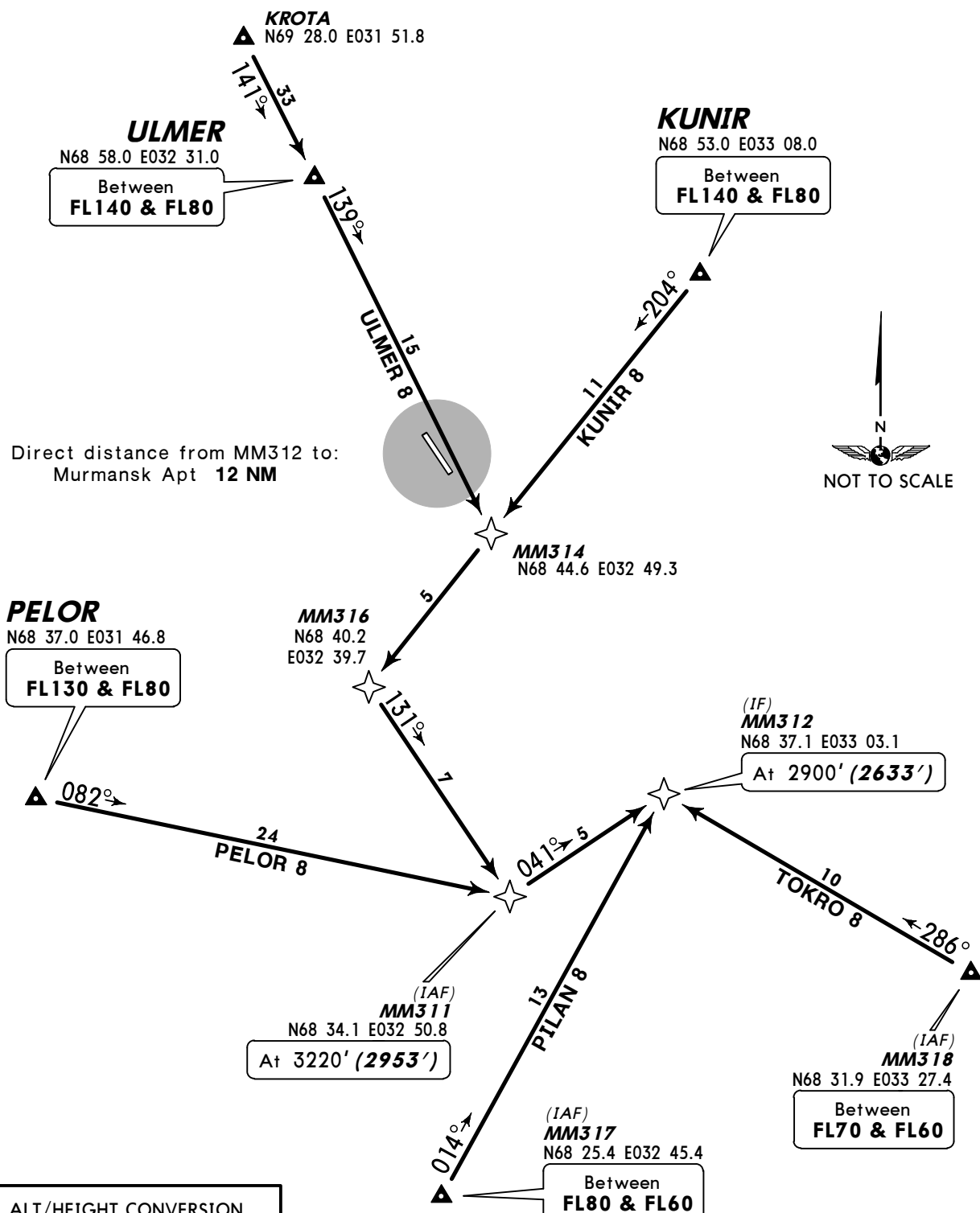
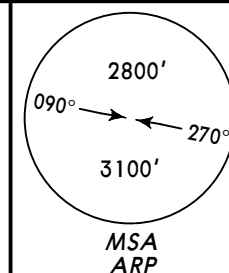
ALT/HEIGHT CONVERSION
QNH (QFE)
3220' (2978' - 900m)

ATIS
127.4

Apt Elev
262'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753mm (1004.0 hPa)
FL70 if pressure is less than 726mm (968.0 hPa)
Trans alt: 3220' (2953')

KUNIR 8, PELOR 8
PILAN 8, TOKRO 8, ULMER 8
RWY 31 RNAV ARRIVALS
RNAV (GNSS)



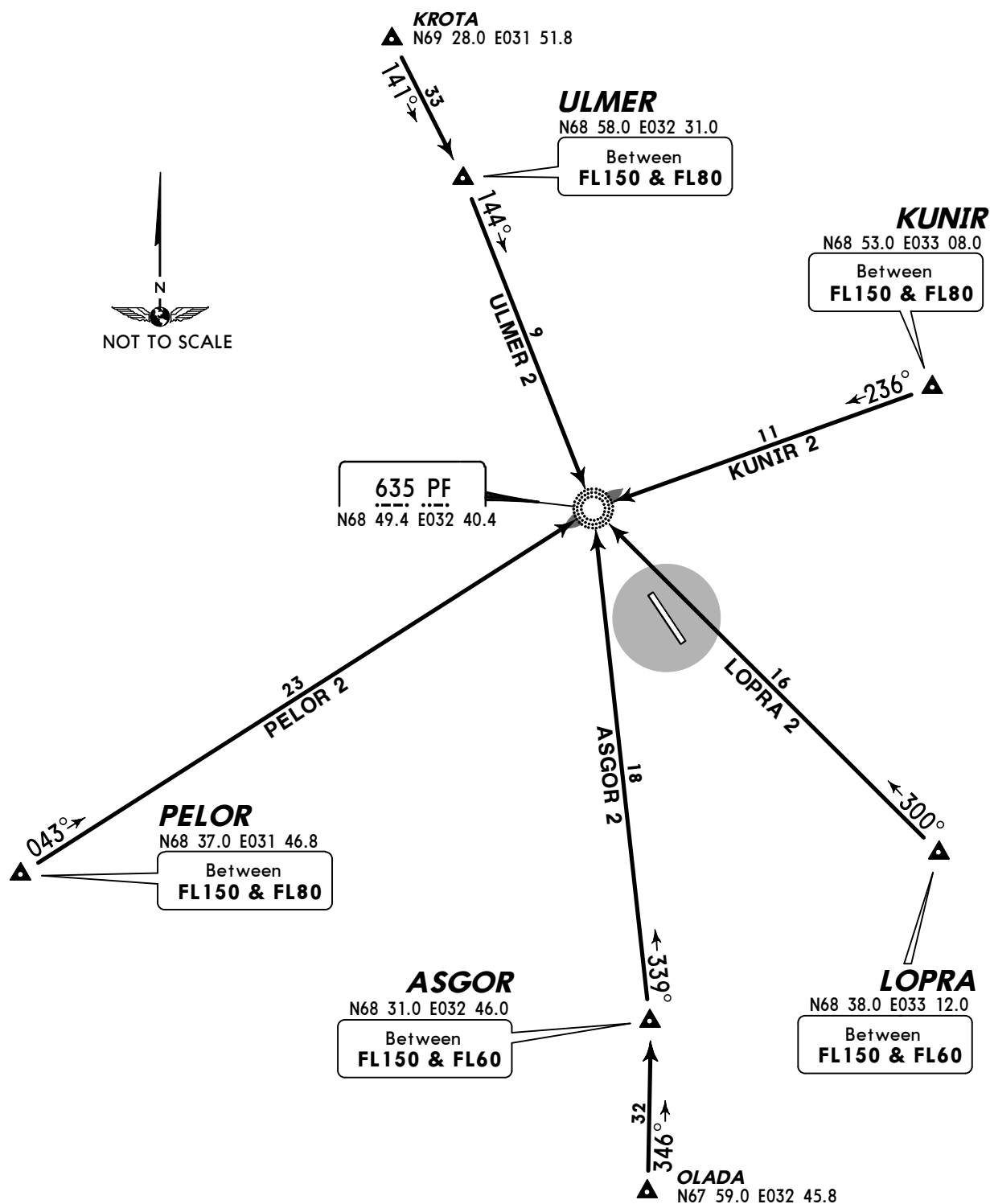
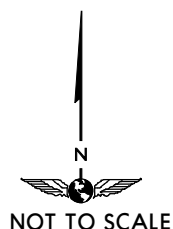
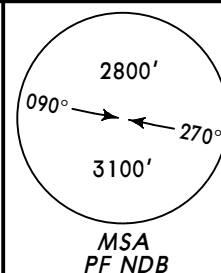
ALT/HEIGHT CONVERSION
QNH (QFE)
3220' (2953' - 900m)
2900' (2633' - 800m)

ATIS
127.4

Apt Elev
262'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753mm (1004.0 hPa)
FL70 if pressure is less than 726mm (968.0 hPa)
Trans alt: 3220' (2978')

ASGOR 2, KUNIR 2
LOPRA 2, PELOR 2, ULMER 2
RWY 13 ARRIVALS



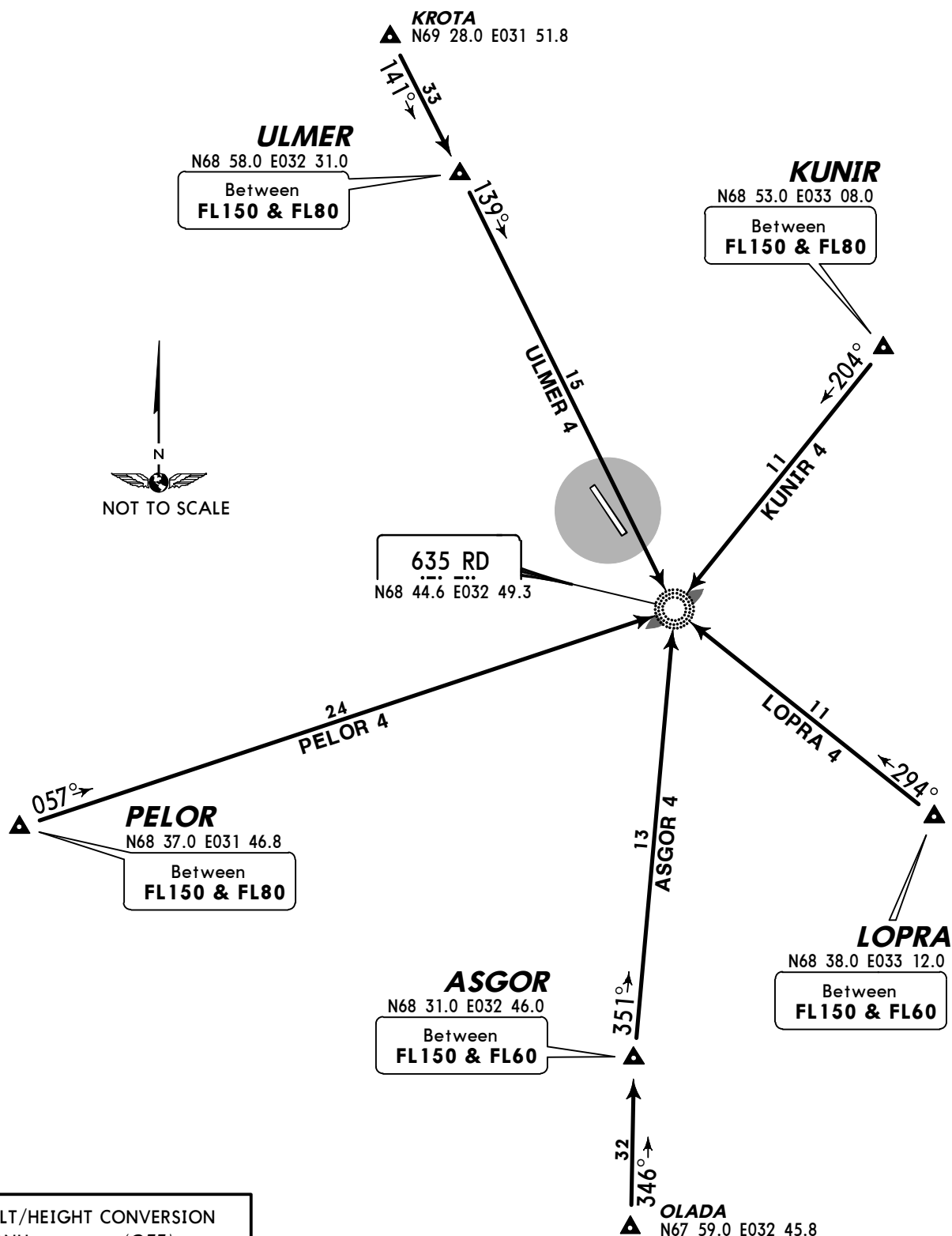
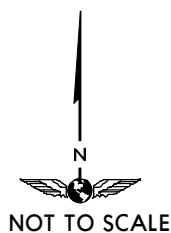
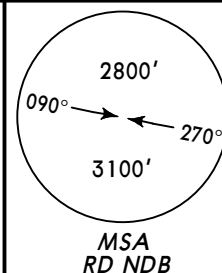
ALT/HEIGHT CONVERSION
QNH (QFE)
3220' (2978' - 900m)

ATIS
127.4

Apt Elev
262'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753mm (1004.0 hPa)
FL70 if pressure is less than 726mm (968.0 hPa)
Trans alt: 3220' (2953')

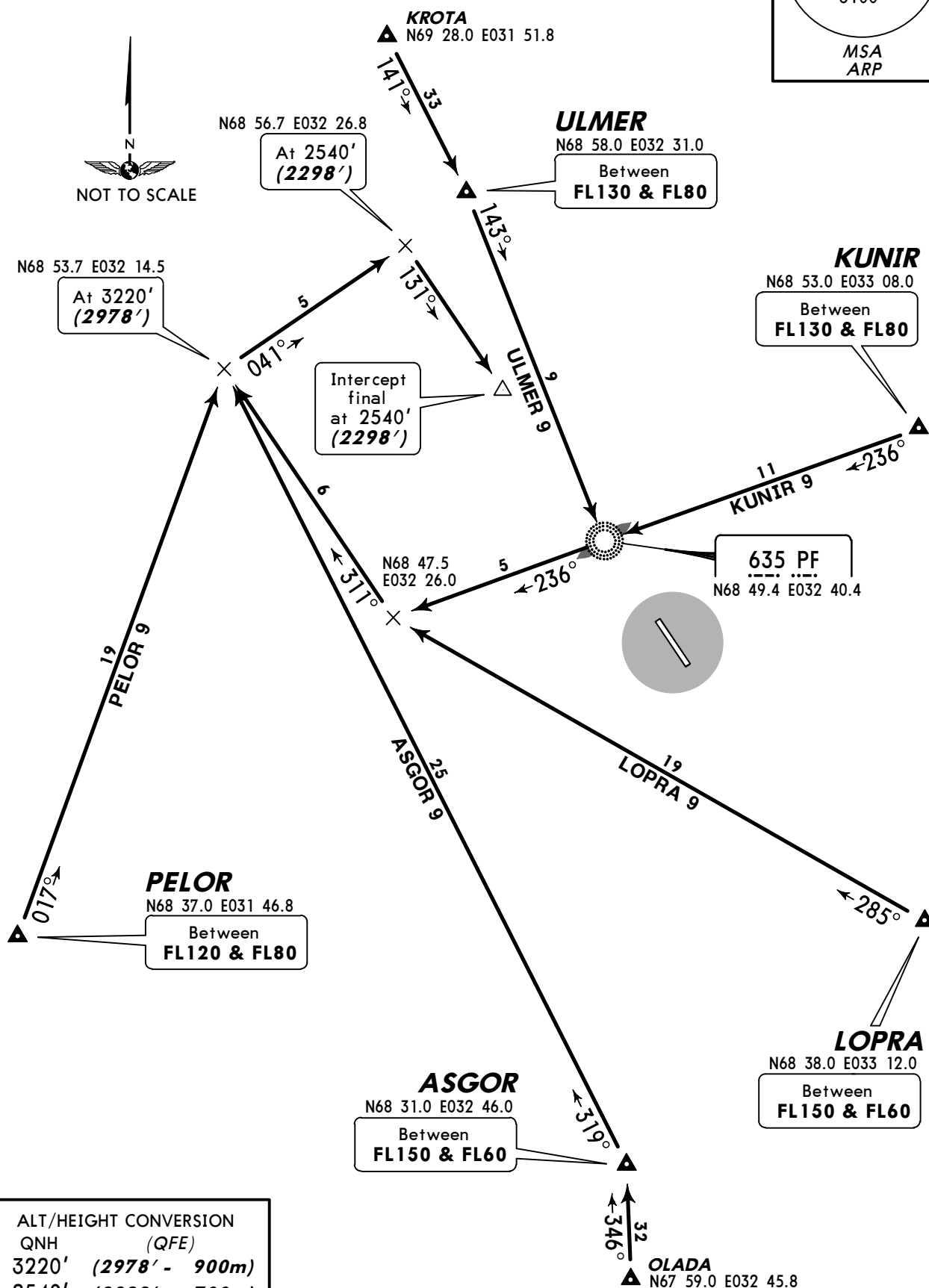
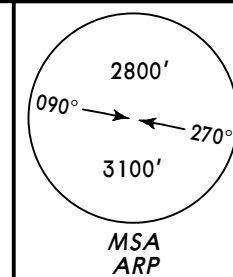
ASGOR 4, KUNIR 4
LOPRA 4, PELOR 4, ULMER 4
RWY 31 ARRIVALS



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

ATIS 127.4	Apt Elev 262'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 753mm (1003.9 hPa) or above 726mm (967.9 hPa) FL70 if pressure is equal or less than 726mm (967.9 hPa) Trans alt: 3220' (2978')
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ASGOR 9, KUNIR 9
LOPRA 9, PELOR 9, ULMER 9
RWY 13 ARRIVALS

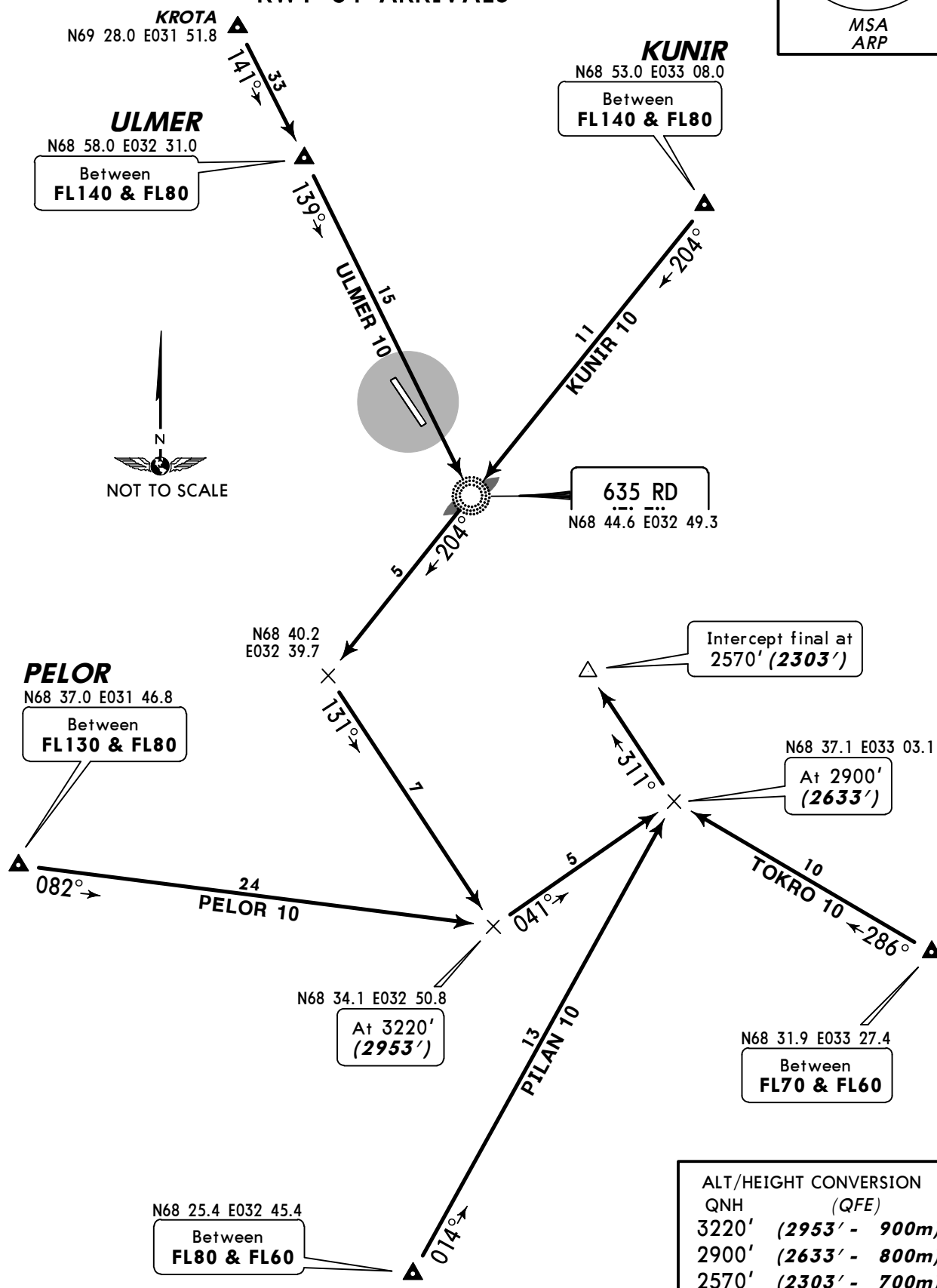
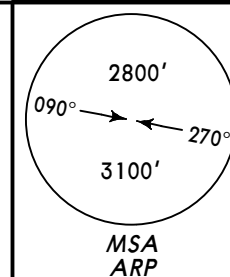


ATIS
127.4

Apt Elev
262'

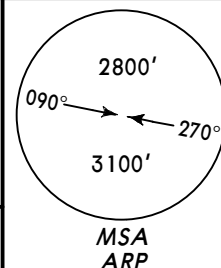
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753mm (1003.9 hPa) or
above 726mm (967.9 hPa)
FL70 if pressure is equal or less than 726mm (967.9 hPa)
Trans alt: 3220' (2953')

KUNIR 10 [KUNI10], PELOR 10 [PELO10]
PILAN 10 [PILA10], TOKRO 10 [TOKR10]
ULMER 10 [ULME10]
RWY 31 ARRIVALS



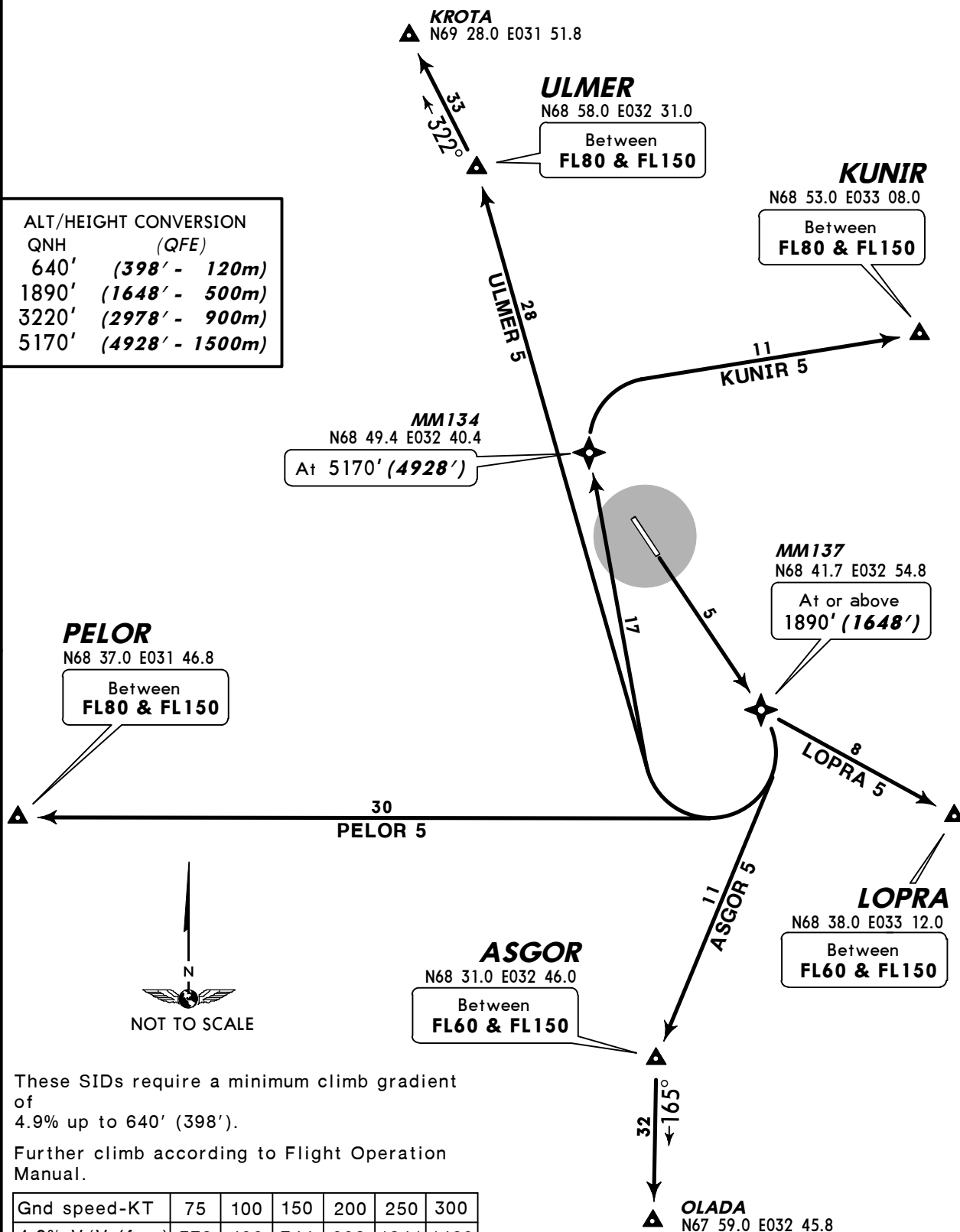
Apt Elev
262'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753mm (1004.0 hPa)
FL70 if pressure is less than 726mm (968.0 hPa)
Trans alt: 3220' (2978')
If unable to reach assigned FL climb in the established
rectangular traffic pattern and by ATC instruction.



ASGOR 5, KUNIR 5
LOPRA 5, PELOR 5, ULMER 5
RWY 13 RNAV DEPARTURES
RNAV (GNSS)

ALT/HEIGHT CONVERSION	
QNH	(QFE)
640'	(398' - 120m)
1890'	(1648' - 500m)
3220'	(2978' - 900m)
5170'	(4928' - 1500m)



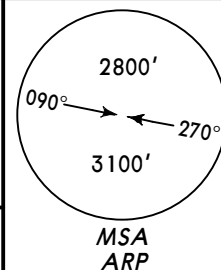
These SIDs require a minimum climb gradient
of
4.9% up to 640' (398').

Further climb according to Flight Operation
Manual.

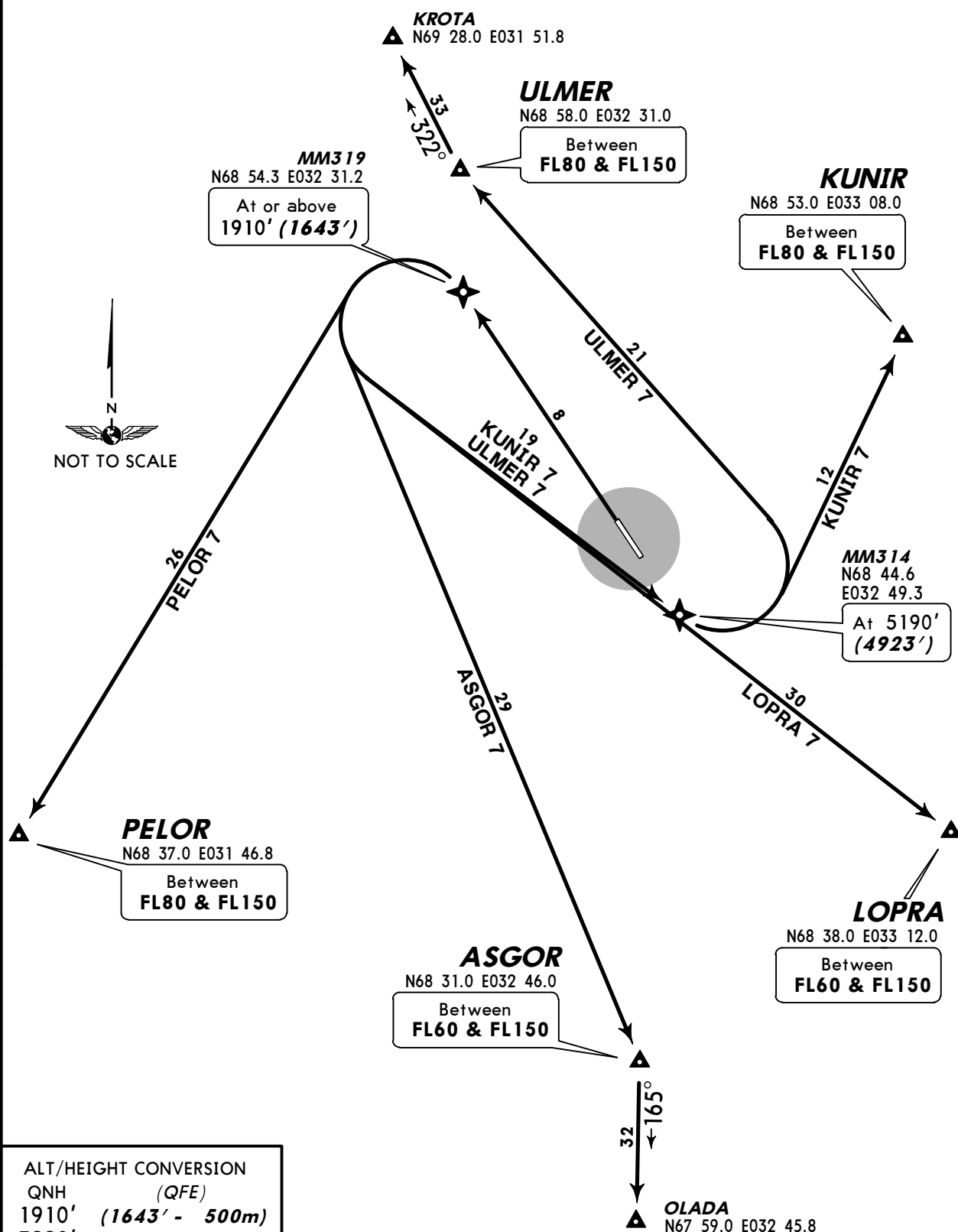
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

Apt Elev
262'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753mm (1004.0 hPa)
FL70 if pressure is less than 726mm (968.0 hPa)
Trans alt: 3220' (2953')
If unable to reach assigned FL climb in the established rectangular traffic pattern and by ATC instruction.



ASGOR 7, KUNIR 7
LOPRA 7, PELOR 7, ULMER 7
RWY 31 RNAV DEPARTURES
RNAV (GNSS)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1910'	(1643' - 500m)
3220'	(2953' - 900m)
5190'	(4923' - 1500m)

Apt Elev
262'

QNH on request (QFE)

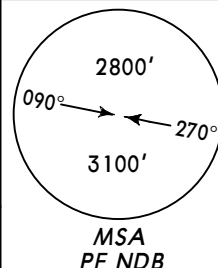
Trans level: FL50

FL60 if pressure is less than 753mm (1004.0 hPa)

FL70 if pressure is less than 726mm (968.0 hPa)

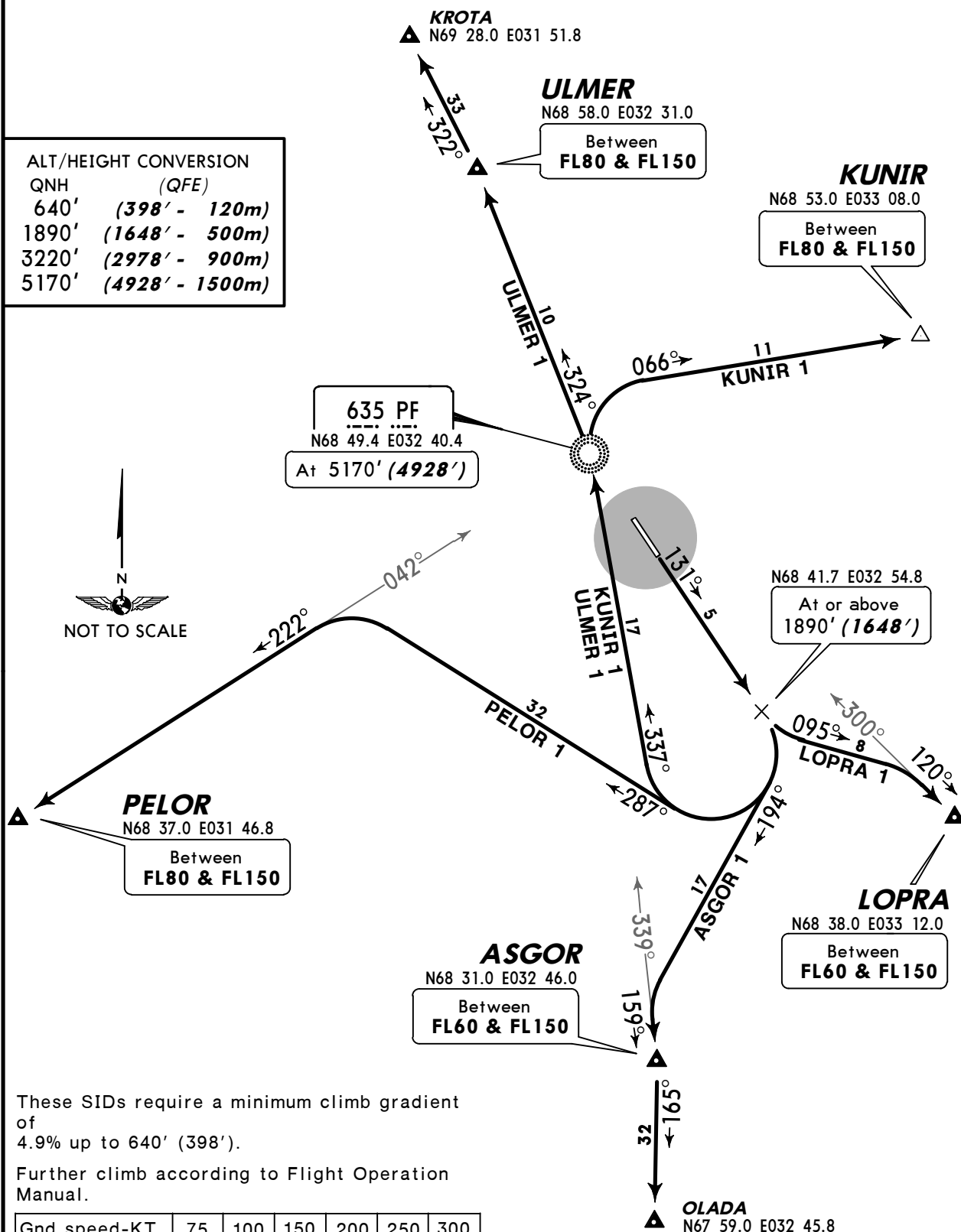
Trans alt: 3220' (2978')

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



ASGOR 1, KUNIR 1
LOPRA 1, PELOR 1, ULMER 1
RWY 13 DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	(QFE)
640'	(398' - 120m)
1890'	(1648' - 500m)
3220'	(2978' - 900m)
5170'	(4928' - 1500m)



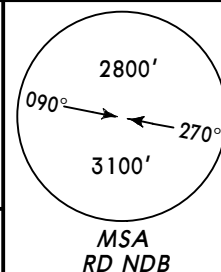
These SIDs require a minimum climb gradient of 4.9% up to 640' (398').

Further climb according to Flight Operation Manual.

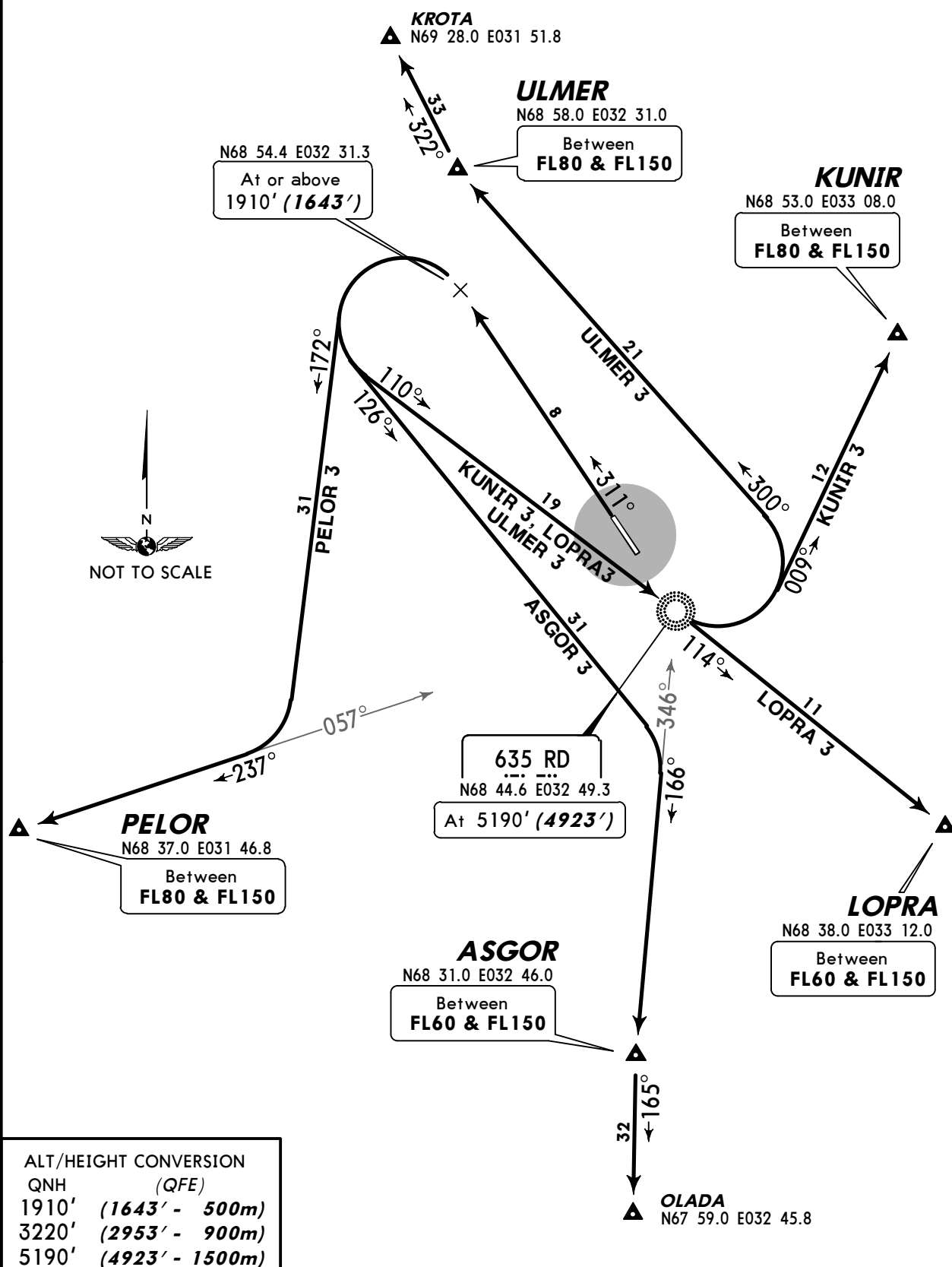
Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

Apt Elev
262'

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 753mm (1004.0 hPa)
FL70 if pressure is less than 726mm (968.0 hPa)
Trans alt: 3220' (2953')
If unable to reach assigned FL climb in the established rectangular traffic pattern and by ATC instruction.



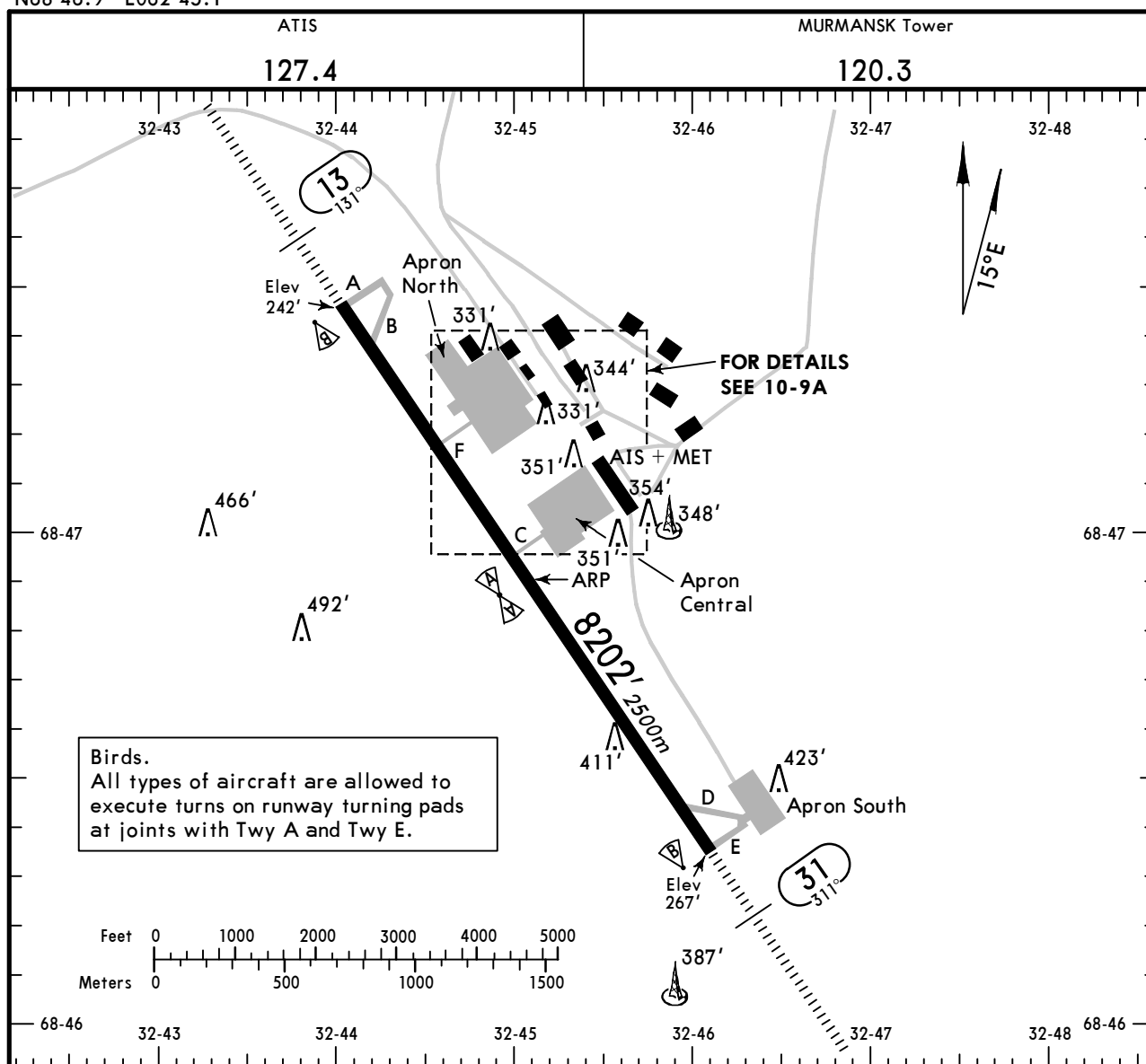
ASGOR 3, KUNIR 3
LOPRA 3, PELOR 3, ULMER 3
RWY 31 DEPARTURES



ULMM/MMK
Apt Elev 262'
N68 46.9 E032 45.1

JEPPesen
7 SEP 12 10-9

MURMANSK, RUSSIA
Eff 20 Sep
MURMANSK



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
13		HIRL (60m)	HIALS	PAPI (angle 3.0°)	RVR	7412' 2259m		138'
31						7169' 2185m		42m

TAKE-OFF

AIR CARRIER (JAA)
All Rwy's

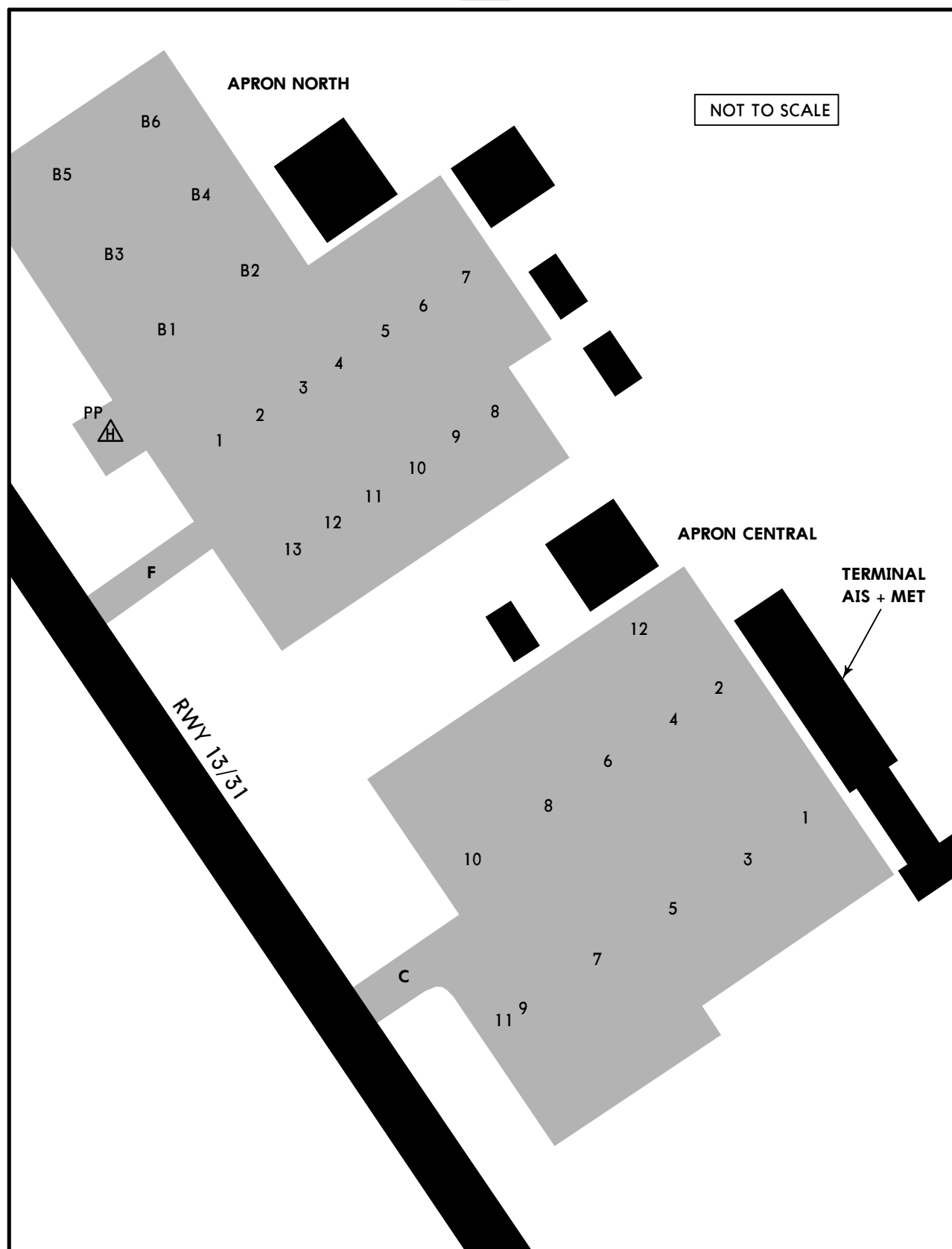
LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

CHANGES: Twy F. Aprons.

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INS COORDINATES

APRON CENTRAL		APRON NORTH	
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 NORTH, stands 1-13 & B1-B6 for helicopters.

Twy F for towing only.

On the APRON CENTRAL:

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 6, 8 and 10 under own power only, other acft shall be towed.

STRAIGHT-IN RWY		A	B	C	D
13	ILS	442'(200')	452'(210')	459'(217')	468'(226')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS ①	590'(348')	590'(348')	590'(348')	590'(348')
31	ALS out	R900m	R900m	R900m	R900m
		R1500m	R1500m	R1600m	R1600m
	NDB ①	600'(358')	600'(358')	600'(358')	600'(358')
	(with FAF)	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	1440'(1198')	1440'(1198')	1440'(1198')	1440'(1198')
	(w/o FAF)	C4800m	C4800m	C5000m	C5000m
	ALS out	C5000m	C5000m	C5000m	C5000m
	ILS	467'(200')	467'(200')	470'(203')	480'(213')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS ①	800'(533')	800'(533')	800'(533')	800'(533')
	ALS out	R1500m	R1500m	R1700m	R1700m
		R1500m	R1500m	C2400m	C2400m
	NDB ①	800'(533')	800'(533')	800'(533')	800'(533')
	(with FAF)	R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB	1430'(1163')	1430'(1163')	1430'(1163')	1430'(1163')
	(w/o FAF)	C4800m	C4800m	C5000m	C5000m
	ALS out	C5000m	C5000m	C5000m	C5000m

① Continuous Descent Final Approach.

TAKE-OFF RWY 13, 31

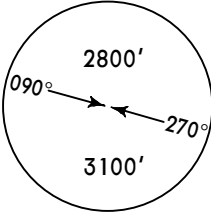
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

STRAIGHT-IN RWY		A	B	C	D
13	ILS	442' (200')	452' (210')	459' (217')	468' (226')
		R550m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS	590' (348')	590' (348')	590' (348')	590' (348')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	600' (358')	600' (358')	600' (358')	600' (358')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
31	NDB	1440' (1198')	1440' (1198')	1440' (1198')	1440' (1198')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	ILS	467' (200')	467' (200')	470' (203')	480' (213')
		R550m	R550m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS	800' (533')	800' (533')	800' (533')	800' (533')
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	800' (533')	800' (533')	800' (533')	800' (533')
	(with FAF)	R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	1430' (1163')	1430' (1163')	1430' (1163')	1430' (1163')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

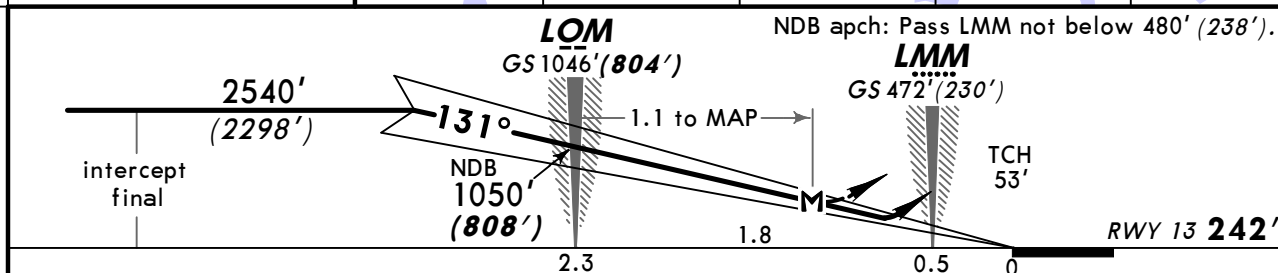
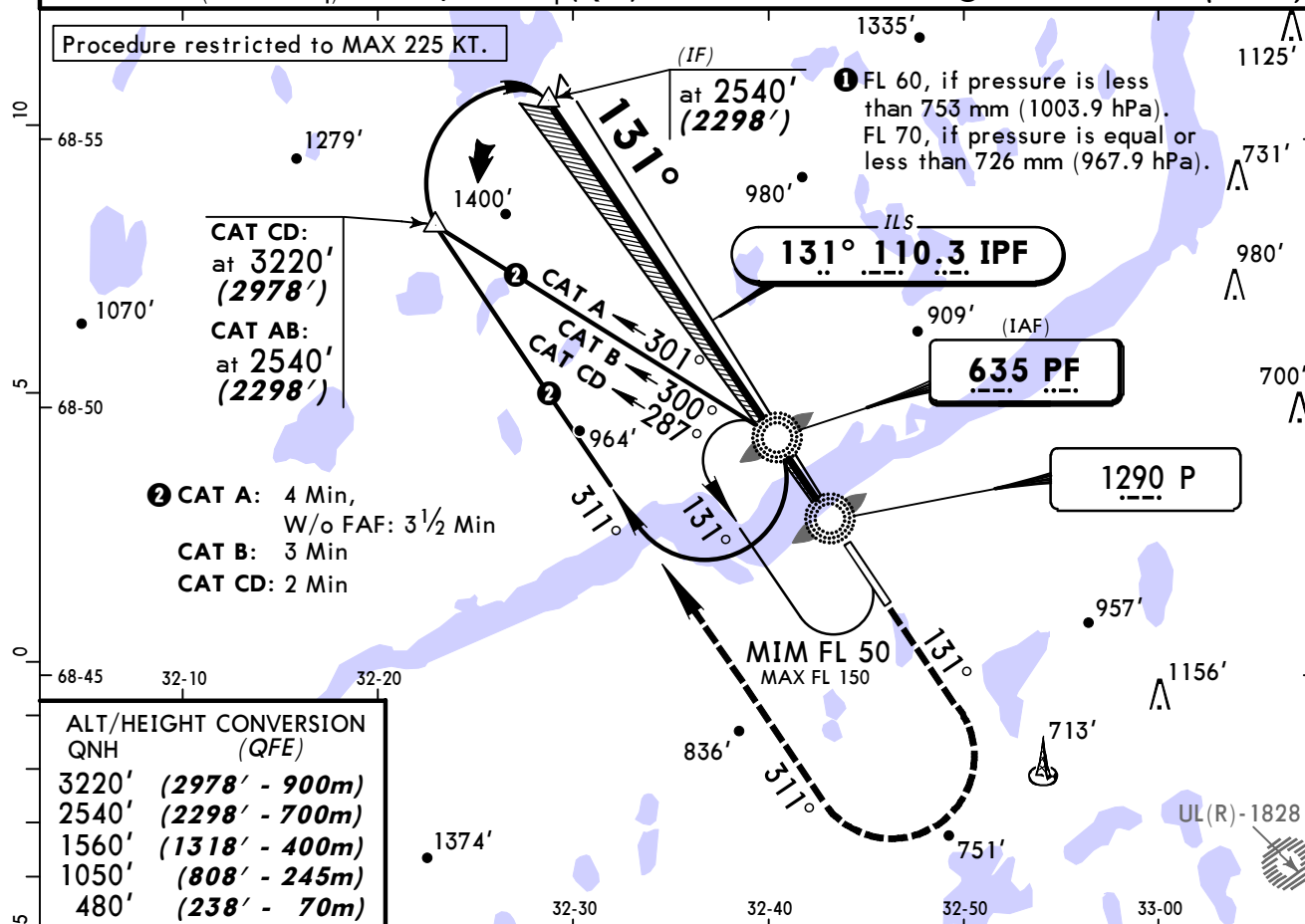
TAKE-OFF RWY 13, 31

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

BRIEFING STRIP™

ATIS 127.4				MURMANSK Tower 120.3		
LOC IPF 110.3	Final Apch Crs 131°	GS LOM 1046' (804')	ILS DA(H) Refer to Minimums	Apt Elev 262'		
Lctr PF 635		Minimum Alt LOM 1050' (808')	NDB MDA(H) (CONDITIONAL) 600' (358')			RWY 242'
MISSED APCH: Climb on 131° to 1560' (1318'), then turn RIGHT onto 311° climbing CAT CD: to 3220' (2978'), CAT AB: to 2540' (2298'), then according to chart.						MSA ARP

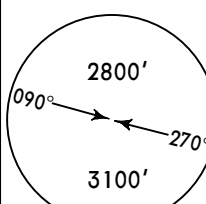
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2978')



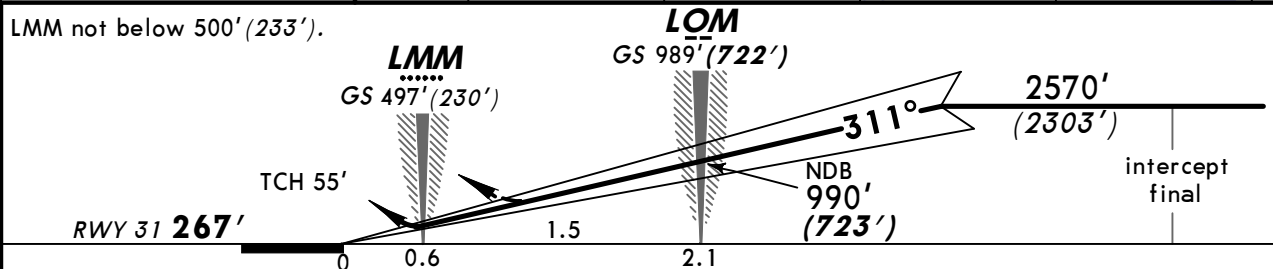
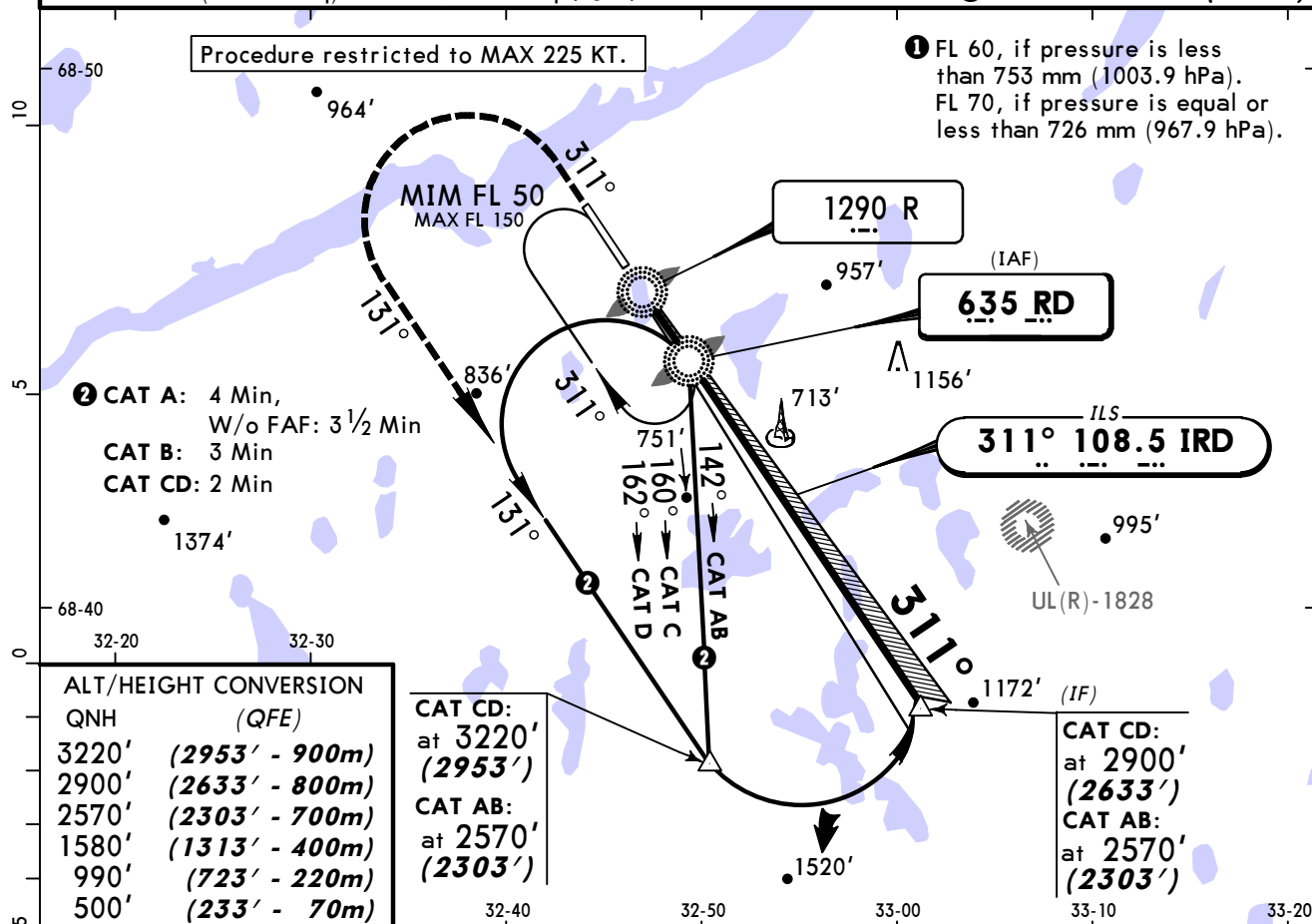
Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	
ILS GS or NDB Descent angle 3.00°	372	478	531	637	743	849	1560' (1318') on 131°	
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25		

PANS OPS		STRAIGHT-IN LANDING RWY 13					
		ILS		LOC (GS out)	2 NDB		
		<i>DA(H)</i> A: 442'(200') C: 459'(217') B: 452'(210') D: 468'(226')			With FAF	W/o FAF	
				<i>MDA(H)</i> 600'(358')	<i>MDA(H)</i> 1440'(1198')		
		FULL		ALS out		ALS out	ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1400m	2200m	3200m	
B							
C				4000m		4800m	
D				4400m			
				RVR 1800m VIS 2000m			

BRIEFING STRIP

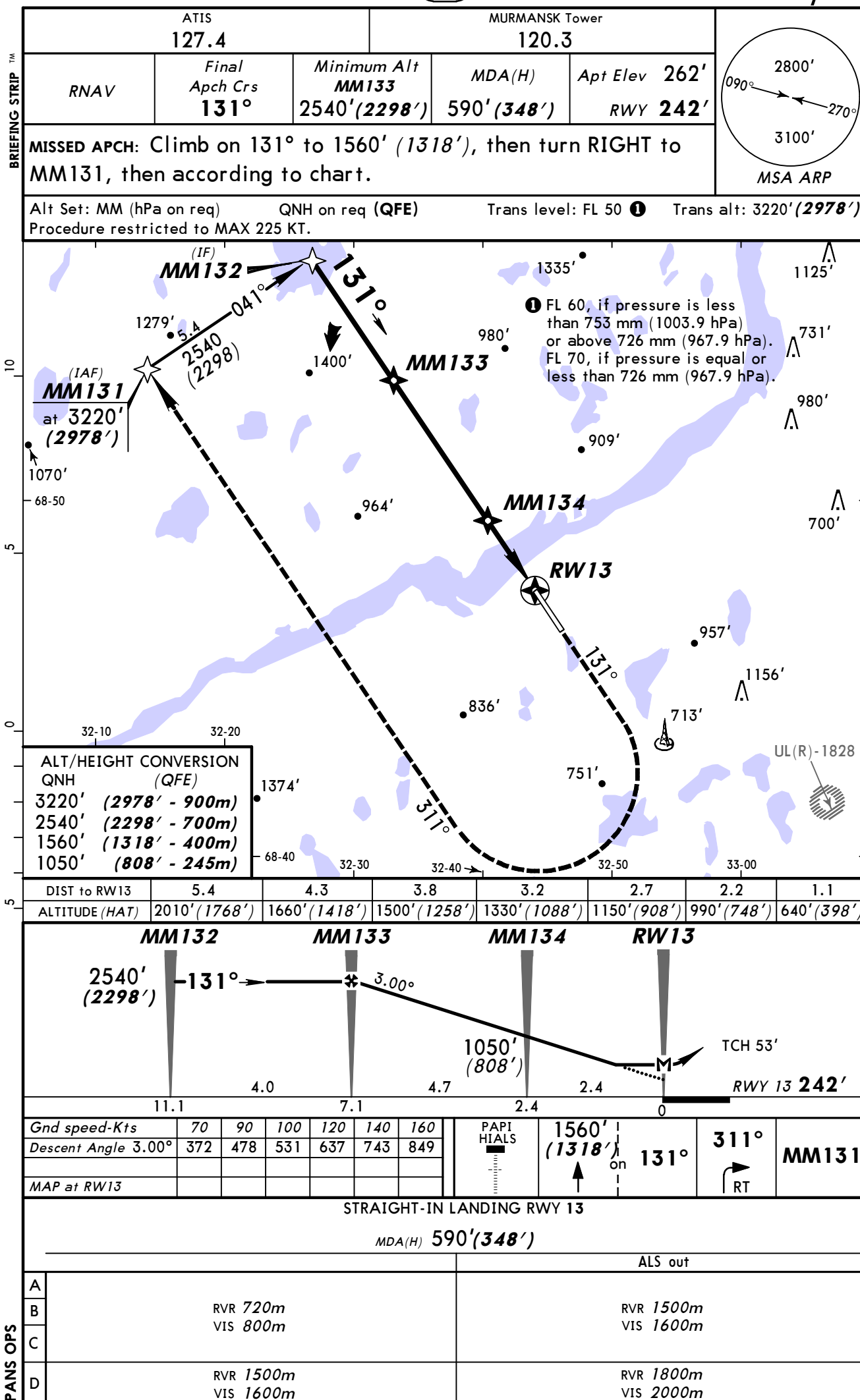
ATIS 127.4				MURMANSK Tower 120.3	
LOC IRD 108.5	Final Aptch Crs 311°	GS LOM 989' (722')	ILS DA(H) Refer to Minimums	Apt Elev 262' RWY 267'	
Lctr RD 635		Minimum Alt LOM 990' (723')	NDB MDA(H) (CONDITIONAL) 800' (533')		
MISSED APCH: Climb on 311° to 1580' (1313'), then turn LEFT onto 131° climbing CAT CD: to 3220' (2953'), CAT AB: to 2570' (2303'), then according to chart.					
MSA ARP					

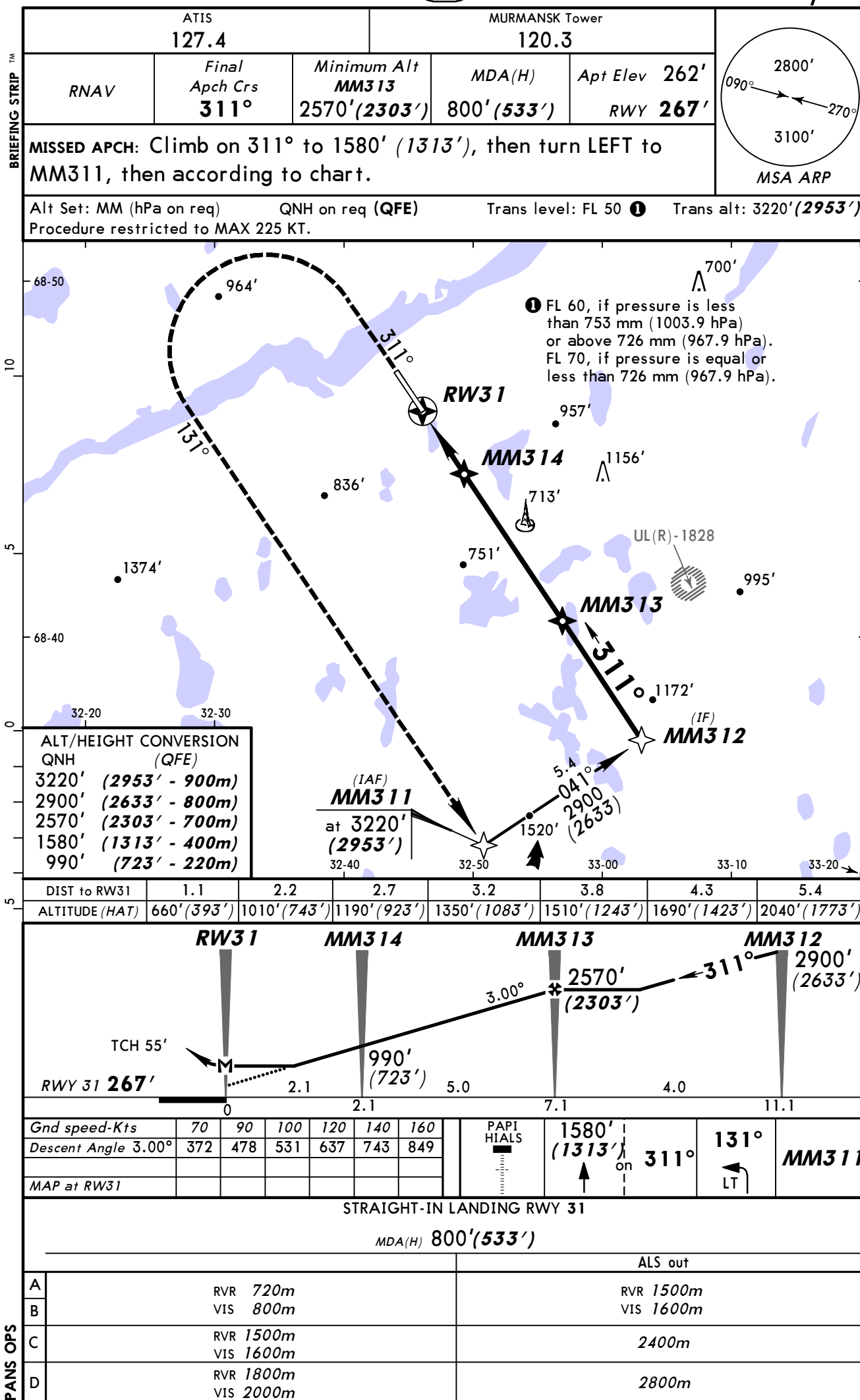
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3220' (2953')



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		LOC (GS out)	2 NDB		PAPI HIALS
DA(H)	C: 470' (203')		With FAF	W/o FAF	
AB: 467' (200')	D: 480' (213')		MDA(H) 800' (533')	MDA(H) 1430' (1163')	
FULL	ALS out		ALS out	ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	2000m	2800m	3200m
D		NOT AUTH	2400m		4000m
					4800m





MURMANSK, (MURMANSK - ULMM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULMM