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List of pages in this Trip Kit

Trip Kit Index
Airport Information For UMOO
Terminal Charts For UMOO
Revision Letter For Cycle 25-2012
Change Notices
Notebook

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General Information

Location: Mahiliou Blr
IATA Code: MVQ
Lat/Long: N53° 57.3' E030° 05.6'
Elevation: 636 ft

Airport Use: Public
Magnetic Variation: 7.8°E

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

Sunrise: 0619 Z
Sunset: 1346 Z,

Runway Information

Runway: 13
Length x Width: 8419 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 625 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 8419 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 616 ft
Lighting: Edge, ALS

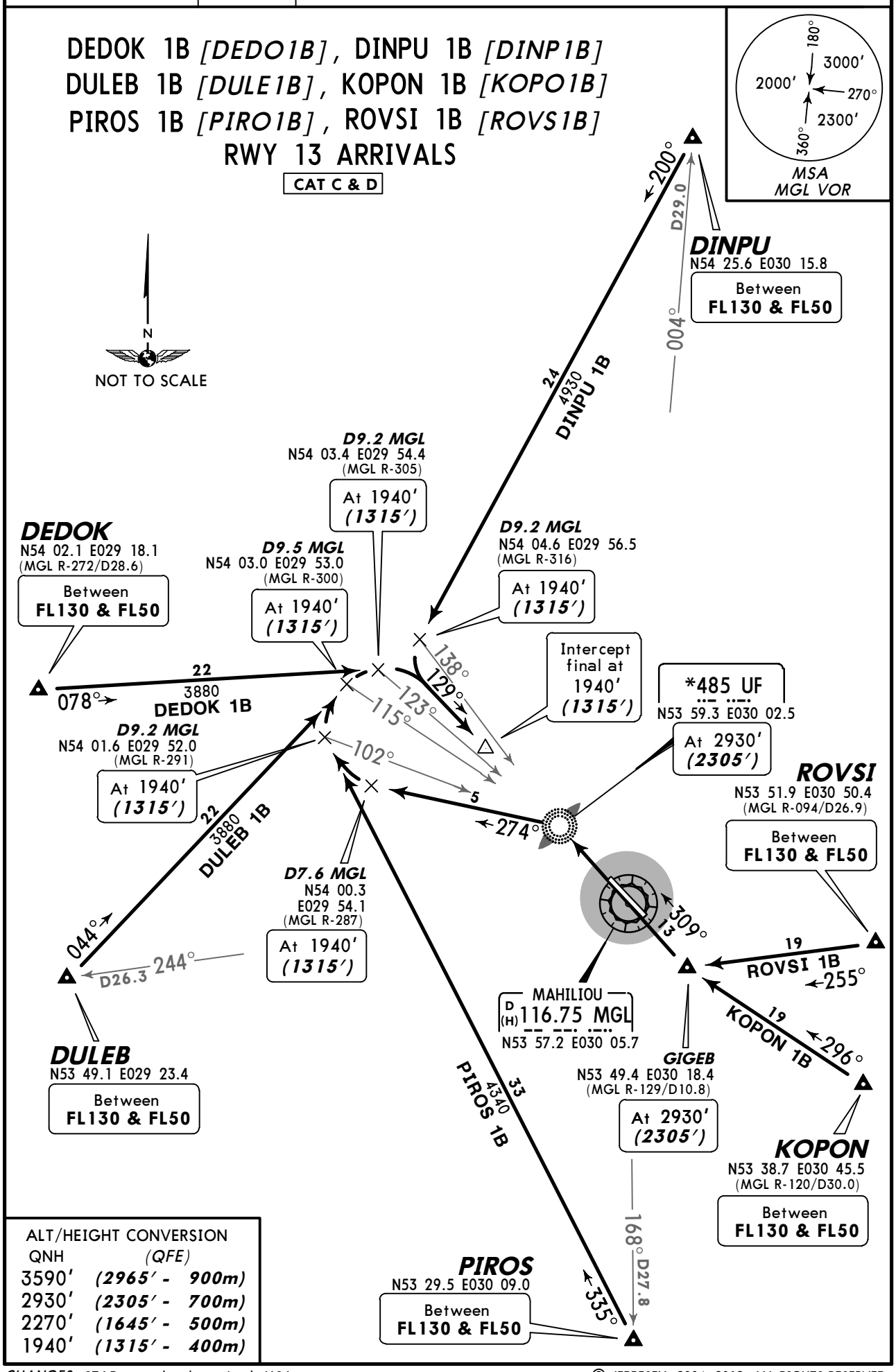
Communication Information

ATIS 126.2 Non-English
ATIS 118.075
Mahiliou Tower 133.0 Secondary
Mahiliou Tower 127.1

*ATIS	Apt Elev	
118.07 (126.2 Russian)	636′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 when pressure is less than 733mm (977.3 hPa) Trans alt: 3590′ ***(2965′)*** Do not overfly city of Mahiliou below 2270′ (1645′).

DEDOK 1B *[DEDO1B]*, DINPU 1B *[DINP1B]* DULEB 1B *[DULE1B]*, KOPON 1B *[KOPO1B]* PIROS 1B *[PIRO1B]*, ROVSI 1B *[ROVS1B]* RWY 13 ARRIVALS

CAT C & D



ALT/HEIGHT CONVERSION

QNH	(QFE)
3590′	***(2965′ - 900m)***
2930′	***(2305′ - 700m)***
2270′	***(1645′ - 500m)***
1940′	***(1315′ - 400m)***

CHANGES: STARs completely revised; MSA.

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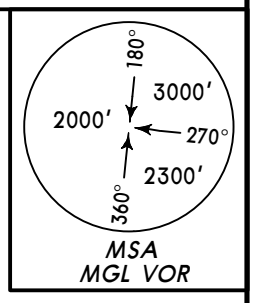
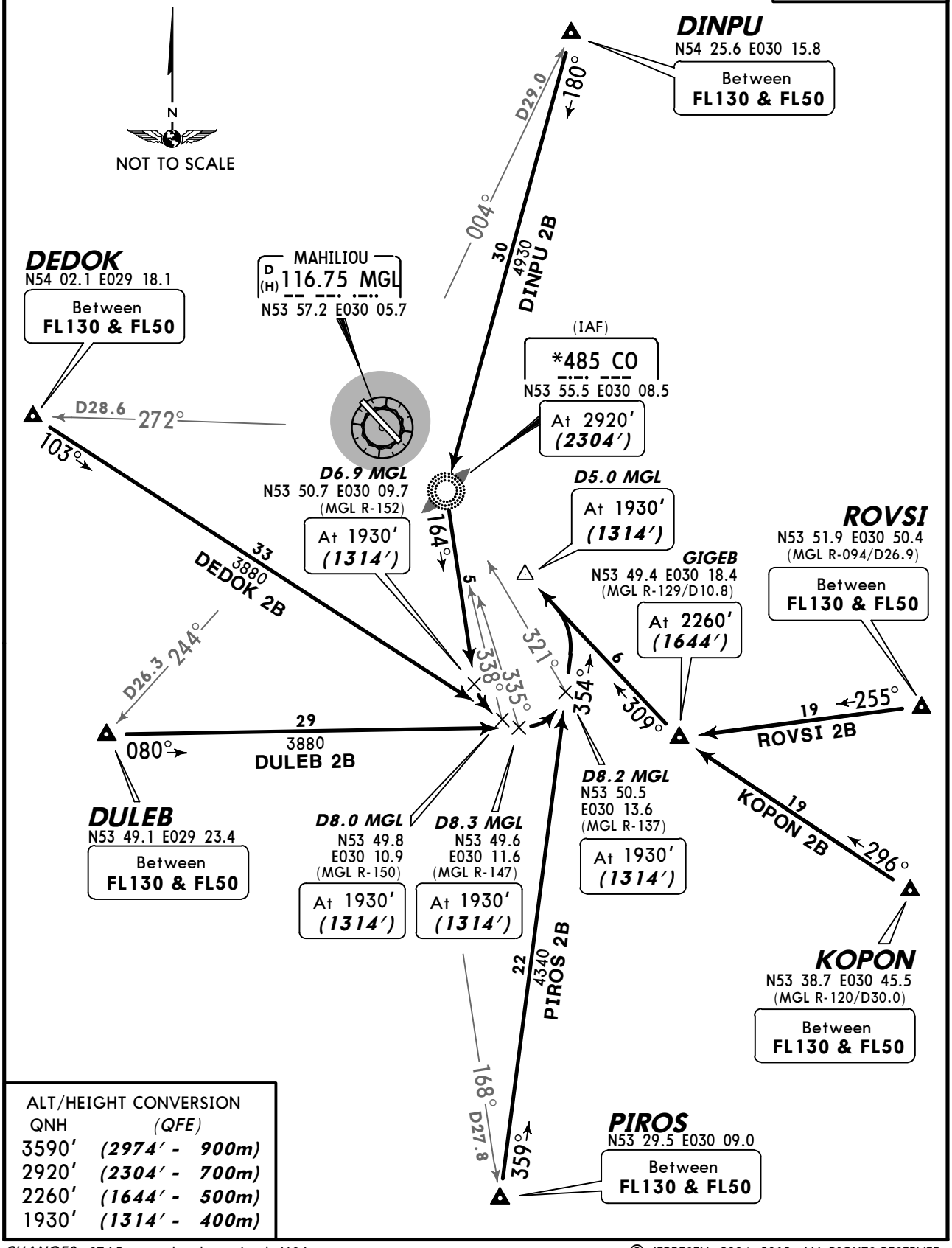
*ATIS	Apt Elev	
118.07 (126.2 Russian)	636′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 when pressure is less than 733mm (977.3 hPa) Trans alt: 3590′ ***(2974′)*** Do not overfly city of Mahiliou below 2260′ (1644′).

DEDOK 2B *[DEDO2B]*, DINPU 2B *[DINP2B]*
DULEB 2B *[DULE2B]*, KOPON 2B *[KOPO2B]*
PIROS 2B *[PIRO2B]*, ROVSI 2B *[ROVS2B]*
RWY 31 ARRIVALS

CAT C & D





ALT/HEIGHT CONVERSION

QNH	(QFE)
3590′	***(2974′ - 900m)***
2920′	***(2304′ - 700m)***
2260′	***(1644′ - 500m)***
1930′	***(1314′ - 400m)***

CHANGES: STARs completely revised; MSA.

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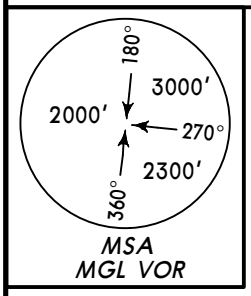
*ATIS	Apt Elev	
118.07 (126.2 Russian)	636′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 when pressure is less than 733mm (977.3 hPa) Trans alt: 3590′ ***(2965′)*** Do not overfly city of Mahiliou below 2270′ (1645′).



DEDOK 1A *[DEDO1A]*, DINPU 1A *[DINP1A]*
DULEB 1A *[DULE1A]*, KOPON 1A *[KOPO1A]*
PIROS 1A *[PIRO1A]*, ROVSI 1A *[ROVS1A]*
RWY 13 ARRIVALS

CAT A & B

N
NOT TO SCALE

DINPU
N54 25.6 E030 15.8
Between **FL130 & FL50**

197°
D29.0
004°
25 4930 DINPU 1A

D7.0 MGL
N54 02.1 E029 57.3
(MGL R-307)
At 1940′ ***(1315′)***

D7.2 MGL
N54 02.8 E029 58.0
(MGL R-313)
At 1940′ ***(1315′)***

DEDOK
N54 02.1 E029 18.1
(MGL R-272/D28.6)
Between **FL130 & FL50**

D7.2 MGL
N54 02.0 E029 56.6
(MGL R-304)
At 1940′ ***(1315′)***

23 DEDOK 1A 3880
082°

134°
129°
124°
120°
111°
Intercept final at 1940′ ***(1315′)***

D7.1 MGL
N54 01.4 E029 56.1
(MGL R-299)
At 1940′ ***(1315′)***

***485 UF
N53 59.3 E030 02.5
At 2930′ ***(2305′)***

ROVSI
N53 51.9 E030 50.4
(MGL R-094/D26.9)
Between **FL130 & FL50**

24 3880 DULEB 1A
048°
4
286°

D6.4 MGL
N54 00.8
E029 56.8
(MGL R-297)
At 1940′ ***(1315′)***

D26.3 244°

309°
13
19
ROVSI 1A
255°

MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7

DULEB
N53 49.1 E029 23.4
Between **FL130 & FL50**

19
KOPON 1A
296°

GIGEB
N53 49.4 E030 18.4
(MGL R-129/D10.8)
At 2930′ ***(2305′)***

33 4340 PIROS 1A

KOPON
N53 38.7 E030 45.5
(MGL R-120/D30.0)
Between **FL130 & FL50**

168°
D27.8
339°

PIROS
N53 29.5 E030 09.0
Between **FL130 & FL50**

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3590′	***(2965′ - 900m)***
2930′	***(2305′ - 700m)***
2270′	***(1645′ - 900m)***
1940′	***(1315′ - 400m)***

CHANGES: STARs completely revised; MSA.

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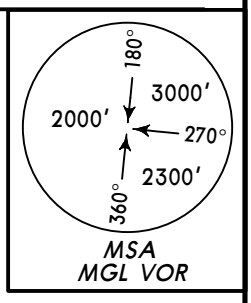
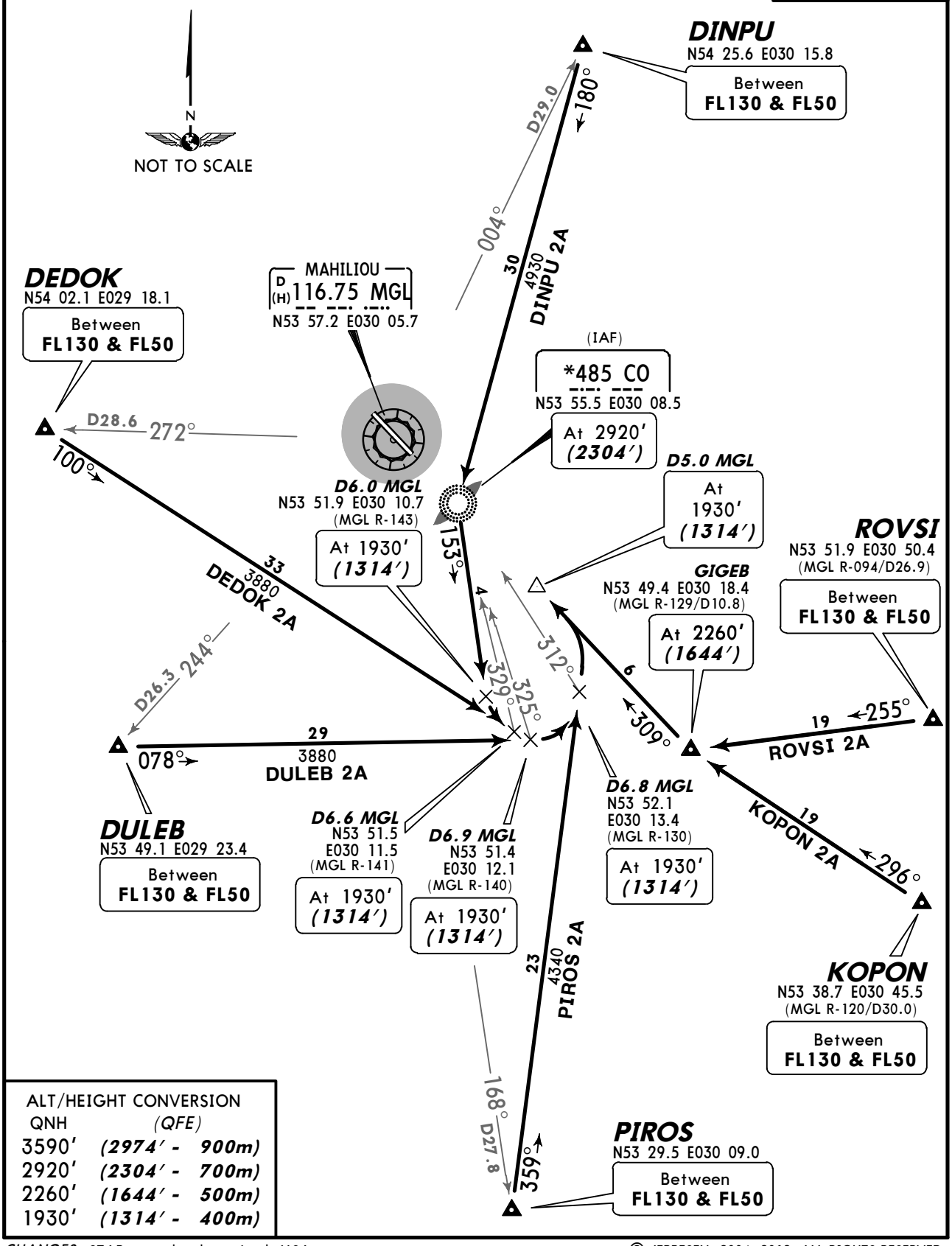
*ATIS	Apt Elev	
118.07 (126.2 Russian)	636′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 when pressure is less than 733mm (977.3 hPa) Trans alt: 3590′ ***(2974′)*** Do not overfly city of Mahiliou below 2260′ (1644′).

DEDOK 2A *[DEDO2A]*, DINPU 2A *[DINP2A]*
DULEB 2A *[DULE2A]*, KOPON 2A *[KOPO2A]*
PIROS 2A *[PIRO2A]*, ROVSI 2A *[ROVS2A]*
RWY 31 ARRIVALS

CAT A & B





ALT/HEIGHT CONVERSION

QNH	(QFE)
3590′	***(2974′ - 900m)***
2920′	***(2304′ - 700m)***
2260′	***(1644′ - 500m)***
1930′	***(1314′ - 400m)***

CHANGES: STARs completely revised; MSA.

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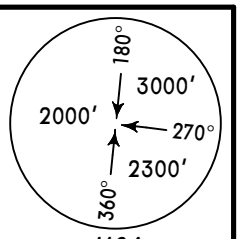
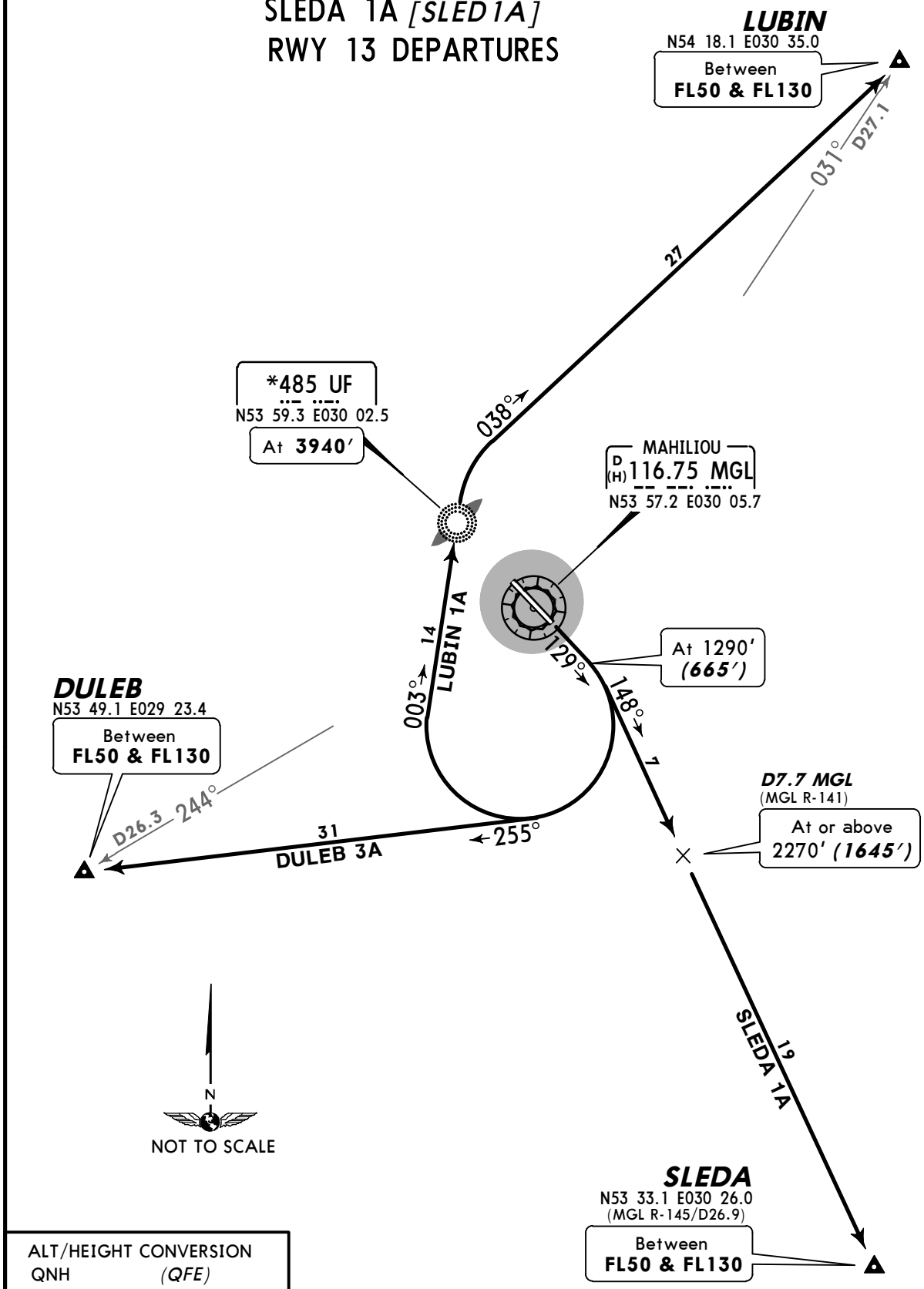
Apt Elev 636′	QNH on request **(QFE)** Trans level: FL50 FL60 when pressure is less than 733mm (977.3 hPa) Trans alt: 3590′ ***(2965′)*** 1. Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual. 2. RARAR vectoring on request.



MSA
MGL VOR

DULEB 3A *[DULE3A]*
LUBIN 1A *[LUBI1A]*
SLEDA 1A *[SLED1A]*
RWY 13 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1290′	***(665′ - 200m)***
2270′	***(1645′ - 500m)***
3590′	***(2965′ - 900m)***

CHANGES: MSA.

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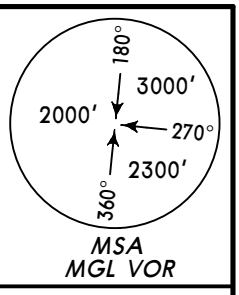
Apt Elev 636′	QNH on request **(QFE)** Trans level: FL50 FL60 when pressure is less than 733mm (977.3 hPa) Trans alt: 3590′ ***(2974′)*** 1. Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual. 2. RADAR vectoring on request.



DULEB 4A *[DULE4A]*
LUBIN 2A *[LUBI2A]*
SLEDA 2A *[SLED2A]*
RWY 31 DEPARTURES

LUBIN
N54 18.1 E030 35.0
Between
FL50 & FL130

32
LUBIN 2A
031°
D27.1
040°
At 1280′
(664′)
238°
309°
DULEB
N53 49.1 E029 23.4
Between
FL50 & FL130
27
DULEB 4A
244°
D26.3
137°
At or above
2260′ ***(1644′)***
MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7
43
SLEDA 2A
N
NOT TO SCALE
SLEDA
N53 33.1 E030 26.0
(MGL R-145/D26.9)
Between
FL50 & FL130

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1280′	***(664′ - 200m)***
2260′	***(1644′ - 500m)***
3590′	***(2974′ - 900m)***

CHANGES: MSA.

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NOISE ABATEMENT

ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all aircraft according to the Aeroplane Flight Manual for specified aircraft type.
In case of unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds, etc., in arrival and approach sectors, noise abatement procedures during approach phase shall not be carried out.
During instrument as well as visual approach, flying below the ILS glide path angle is prohibited.
No noise abatement procedures shall prescribe the exceeding of indicated air speed during descent.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all aircraft according to the Aeroplane Flight Manual for specified aircraft type.
Noise abatement procedures shall not be carried out at the expense of the reduction of flight safety or in case of one of the aircraft engines failure during take-off phase.
Noise abatement procedures shall not be carried out in case of forecasted or expected wind shear or downward gusts.

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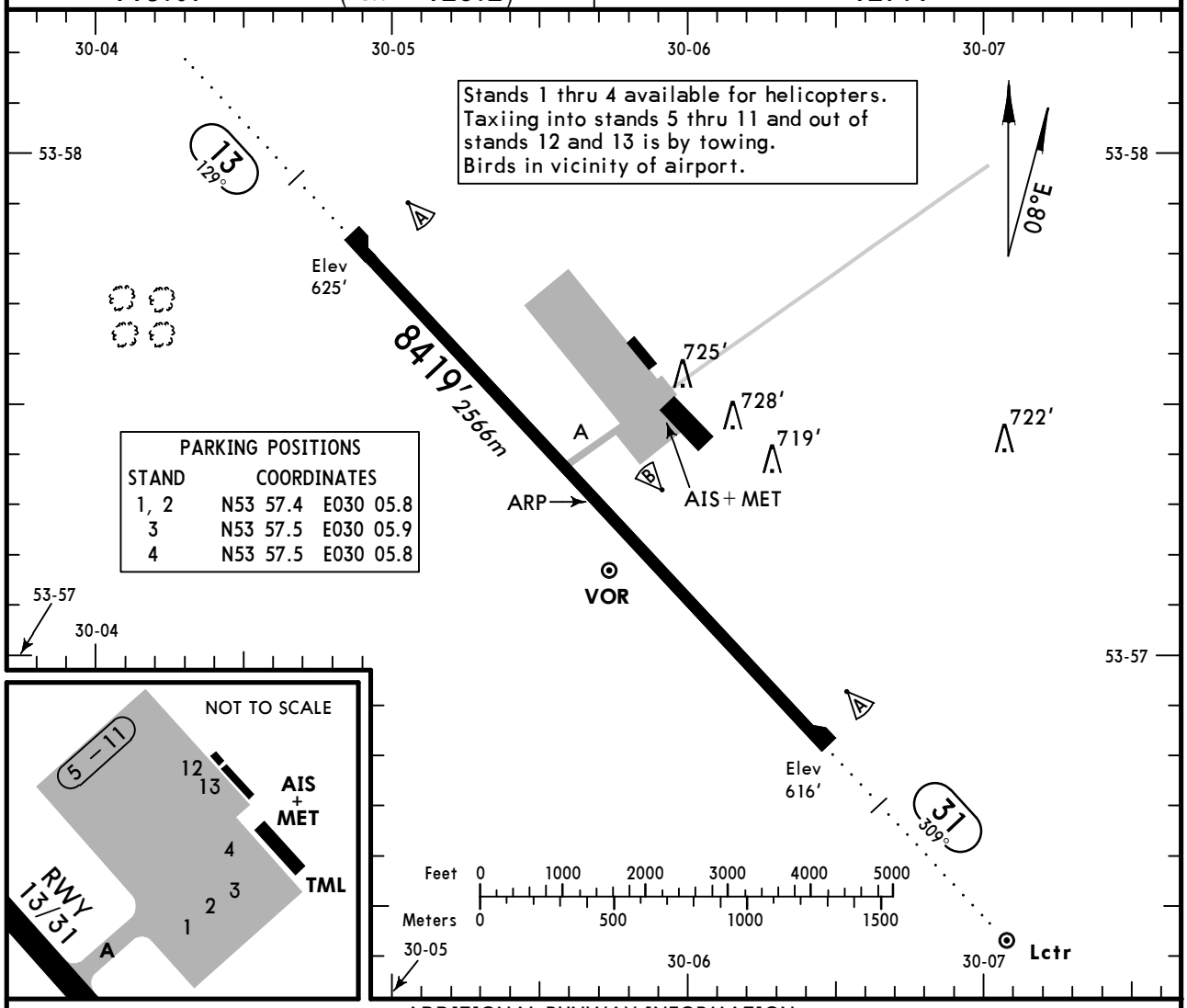
*ATIS	*MAHILIOU Tower
118.07 (Russian 126.2)	127.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
13	RL *(60m)* ALS PAPI-L (angle 2.83°) RVR		7447′ *2270m*		138′ *42m*
31	RL *(60m)* ALS PAPI-L (angle 2.67°) RVR				

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	*300m*	

CHANGES: Communications.

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STRAIGHT-IN RWY		A	B	C	D
13	ILS	**825′** (200′) **R1000m**	**825′** (200′) **R1000m**	**832′** (207′) **R1000m**	**842′** (217′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ❶	**1050′** (425′) **R1500m**	**1050′** (425′) **R1500m**	**1050′** (425′) **R1800m**	**1050′** (425′) **R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
31	2 NDB ❶	**990′** (374′) **R1500m**	**990′** (374′) **R1500m**	**990′** (374′) **R1500m**	**990′** (374′) **R1500m**
	ALS out	R1500m	R1500m	R1700m	R1700m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1040′ (404′)❷ ceil 560′ V1700m	**1140′** (504′) ceil 660′ V2700m	**1240′** (604′) ceil 920′ V3700m	**1340′** (704′) ceil 1020′ V5600m

❷ or higher minimums of preceding straight-in 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, C	250m	400m	500m
D	300m		

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BRIEFING STRIP ™

*ATIS		*MAHILIOU Tower (APP/TWR)
118.07	(Russian 126.2)	127.1

LOC IUF *111.1	Final Apch Crs 129°	GS LOM 1298′(673′)	ILS DA(H) Refer to Minimums	Apt Elev 636′
NDB UF *485		Minimum Alt D5.1 MGL 1940′(1315′)	NDB MDA(H) 1050′(425′)	RWY 625′

MISSED APCH: Climb on track 129° to 1290′ (665′), then turn RIGHT (MAX 225 KT) on track 309° climbing to 1940′ (1315′), then as directed.

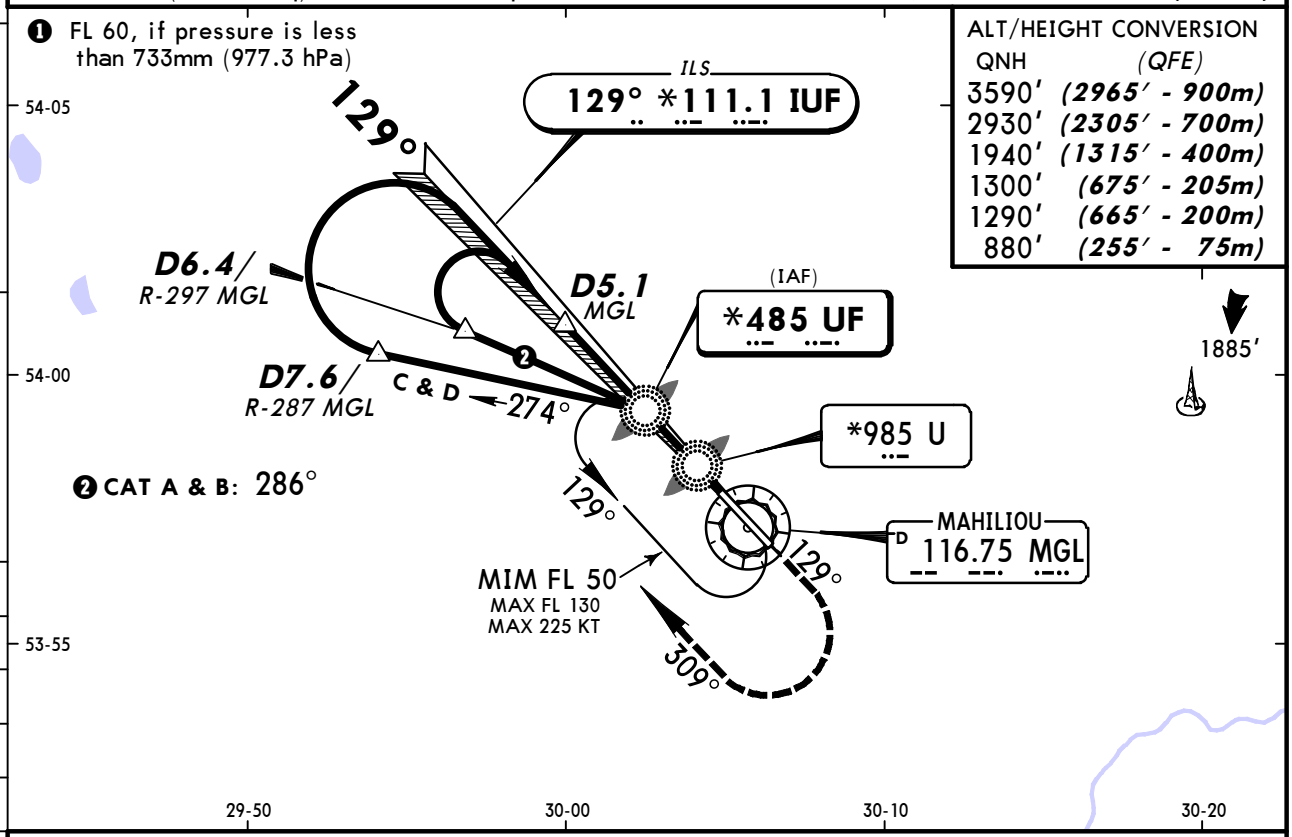
MSA MGL VOR: 180° 3000′; 270° 2300′; 360° 2000′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3590′(2965′)

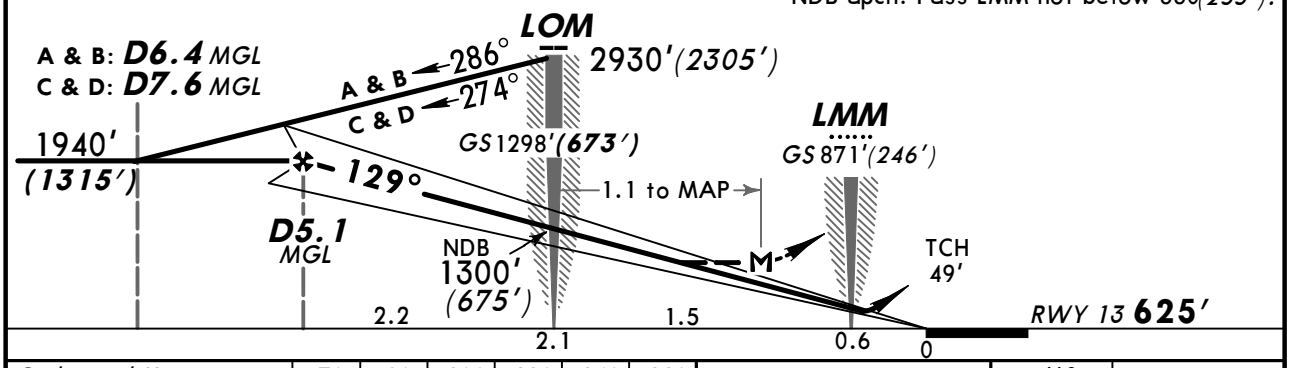
❶ FL 60, if pressure is less than 733mm (977.3 hPa)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3590′	(2965′ - 900m)
2930′	(2305′ - 700m)
1940′	(1315′ - 400m)
1300′	(675′ - 205m)
1290′	(665′ - 200m)
880′	(255′ - 75m)



NDB apch: Pass LMM not below 880(255′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Descent Angle 2.83°	350	451	501	601	701	801
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

ALS PAPI

Refer to Missed Apch above

PANS OPS

	ILS STRAIGHT-IN LANDING RWY 13			LOC (GS out)	NDB	
DA(H)	AB: 825′(200′) C: 832′(207′) D: 842′(217′)				MDA(H) 1050′(425′)	
	FULL	ALS out				ALS out
A	1200m			NOT AUTHORIZED	RVR 1500m VIS 1600m	
B						
C					RVR 1800m VIS 2000m	
D						

CEILING REQUIRED

Max Kts	MDA(H)	CEIL-VIS
100	1040′(404′) ❶	170m - 1700m
135	1130′(494′)	200m - 2700m
180	1230′(594′)	280m - 3700m
205	1330′(694′)	310m - 5.6 Km

❶ After NDB: MDA(H) 1050′(414′).

CHANGES: ILS DA(H).

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MAHILIOU, BELARUS
2 NDB Rwy 31

BRIEFING STRIP TM

*ATIS		*MAHILIOU Tower (APP/TWR)
118.07	(Russian 126.2)	127.1

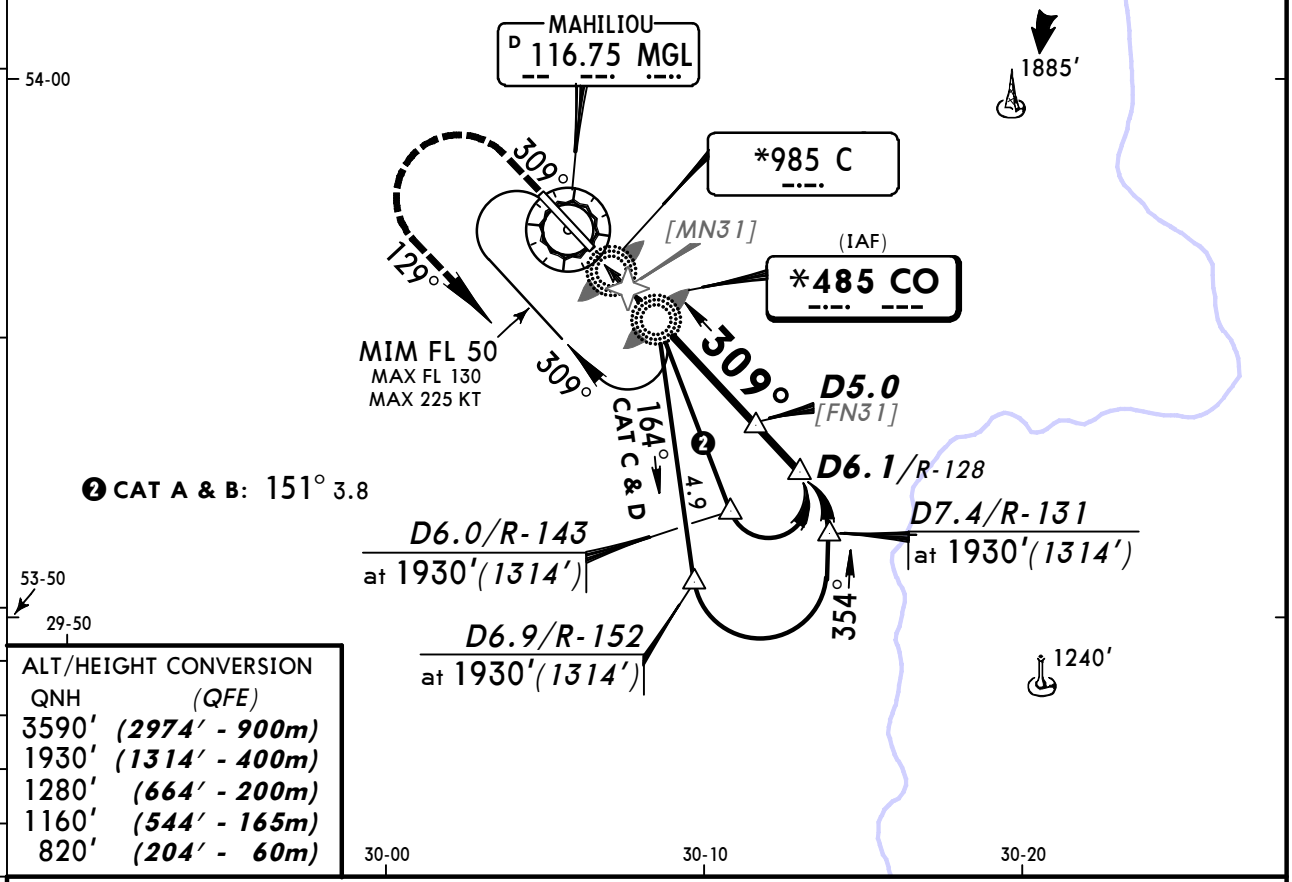
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 636'
CO *485	309°	D5.0 1930'(1314')	990'(374')	RWY 616'

MISSED APCH: Climb on track 309° to 1280' (664'), then turn LEFT (MAX 225 KT) on track 129° climbing to 1930' (1314'), then as directed.

180° 3000' 2000' 270° 2300' 360°
MSA
MGL VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3590'(2974')

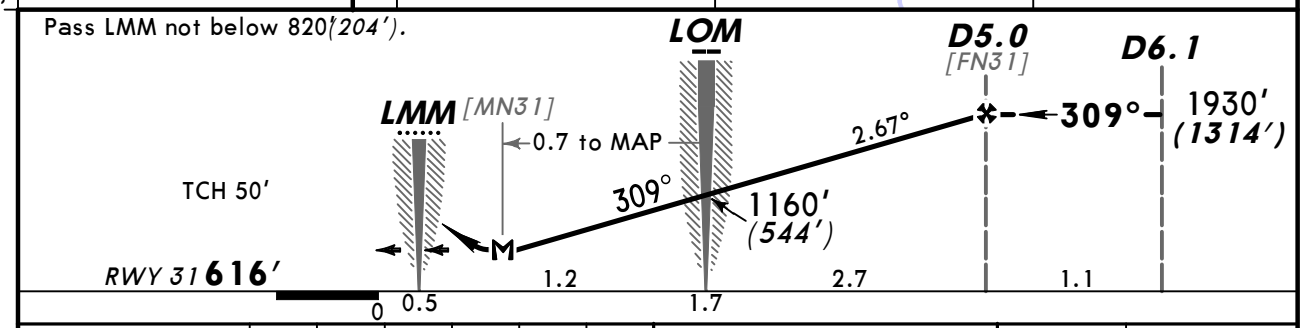
❶ FL 60, if pressure is less than 733mm (977.3 hPa)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3590'	(2974' - 900m)
1930'	(1314' - 400m)
1280'	(664' - 200m)
1160'	(544' - 165m)
820'	(204' - 60m)

Pass LMM not below 820'(204').



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
LOM to MAP 0.7	0:36	0:28	0:25	0:21	0:18	0:16

ALS
PAPI

Refer to Missed Apch above

PANS OPS

STRAIGHT-IN LANDING RWY 31

MDA(H) 990'(374')

ALS out

A	2100m
B	
C	
D	

CEILING REQUIRED

Max Kts	MDA(H)	CEIL-VIS
100	1040'(404')	170m - 2100m
135	1130'(494')	200m - 2700m
180	1230'(594')	280m - 3700m
205	1330'(694')	310m - 5.6 Km

CHANGES: None.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MAHILIOU, (MAHILIOU - UMOO)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMOO