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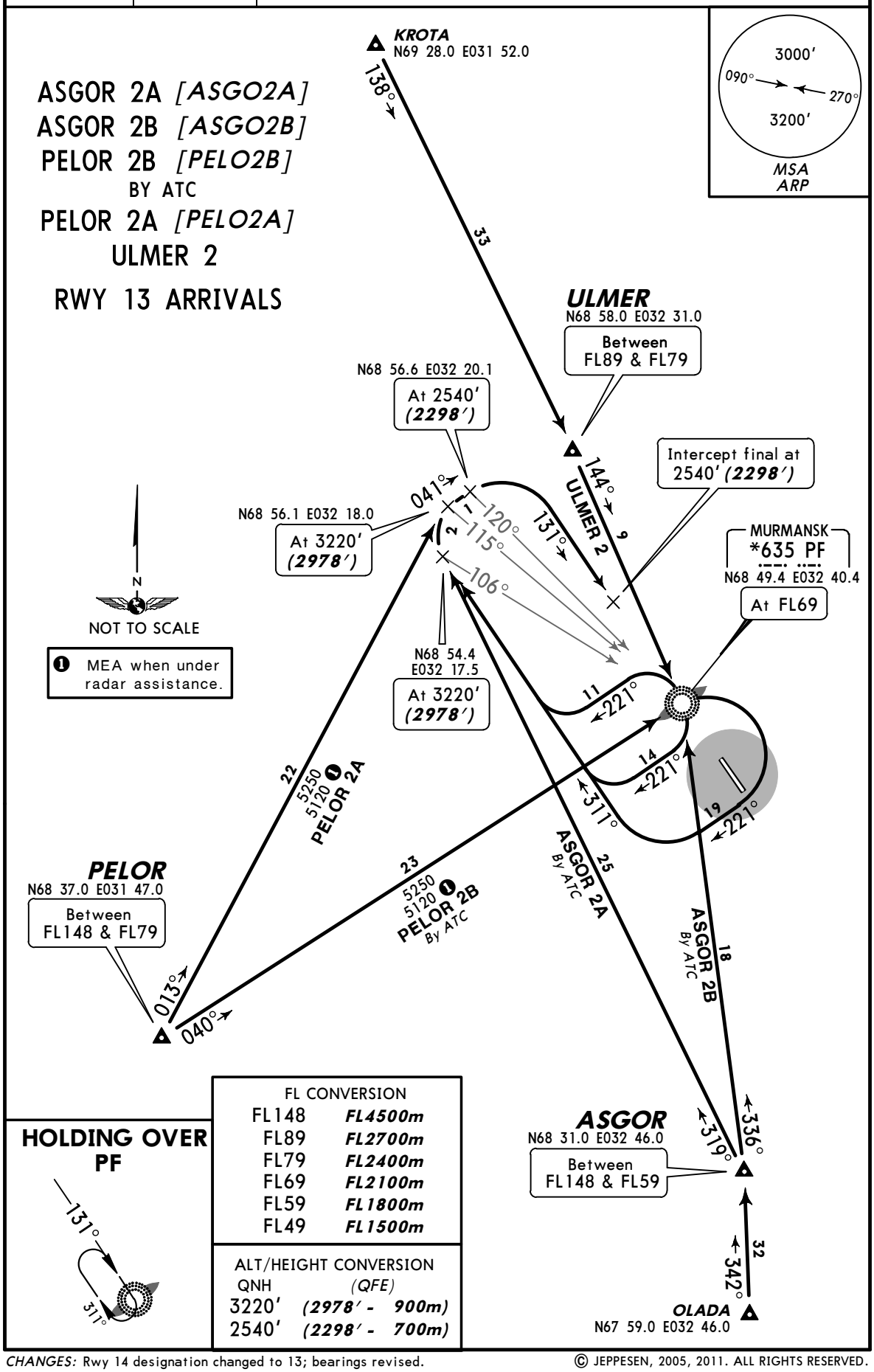
JeppView 3.7.5.0

ULMM/MMK
MURMANSK

JEPPESEN
30 SEP 11 (10-2)

MURMANSK, RUSSIA
STAR

ATIS	Apt Elev	
127.4	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′)***



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)***

CHANGES: Rwy 14 designation changed to 13; bearings revised.

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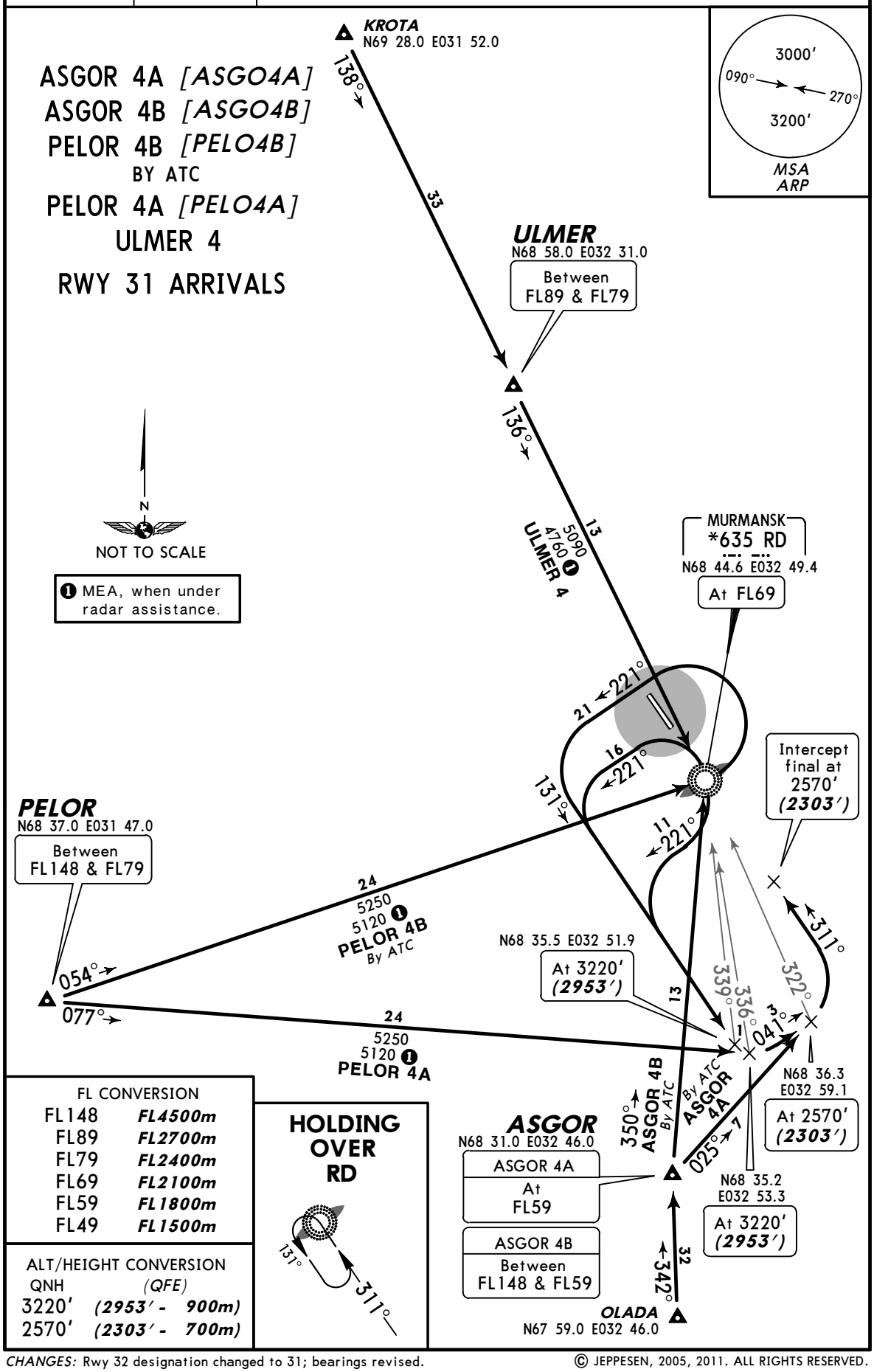
ULMM/MMK
MURMANSK

JEPPESEN
30 SEP 11 (10-2A)

MURMANSK, RUSSIA
STAR

ATIS	Apt Elev	
127.4	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′)***



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)***

CHANGES: Rwy 32 designation changed to 31; bearings revised.

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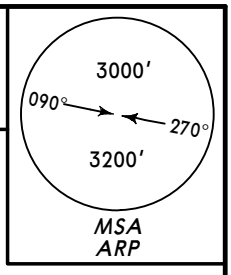
ULMM/MMK
MURMANSK

JEPPESEN
30 SEP 11 (10-3)

MURMANSK, RUSSIA
SID

Apt Elev 262′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3220′ ***(2958′)***



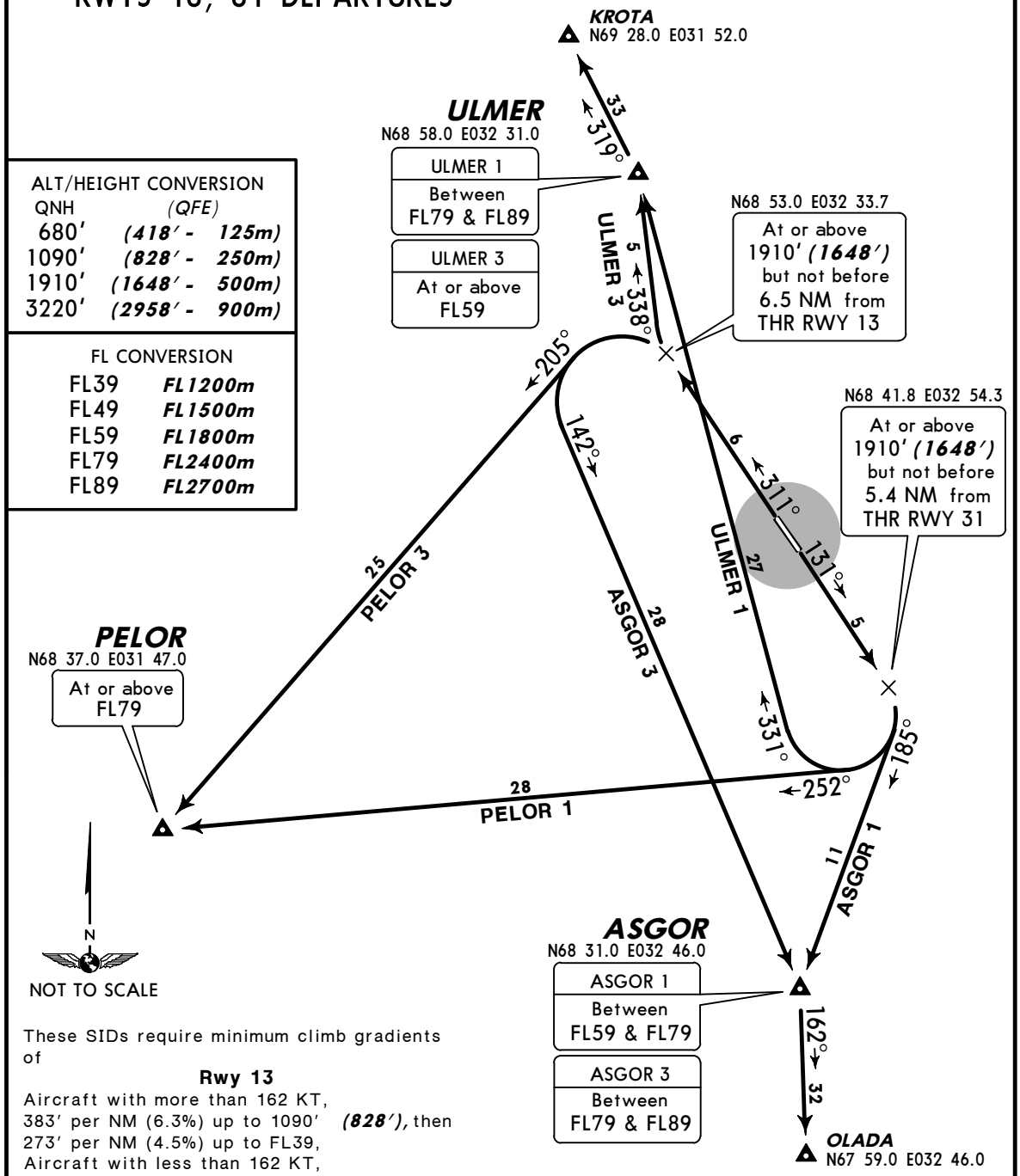
ASGOR 1, ASGOR 3
PELOR 1, PELOR 3
ULMER 1, ULMER 3
RWYS 13, 31 DEPARTURES

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***



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

CHANGES: Rwy 14/32 designations changed to 13/31; bearings revised.

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ULMM/MMK

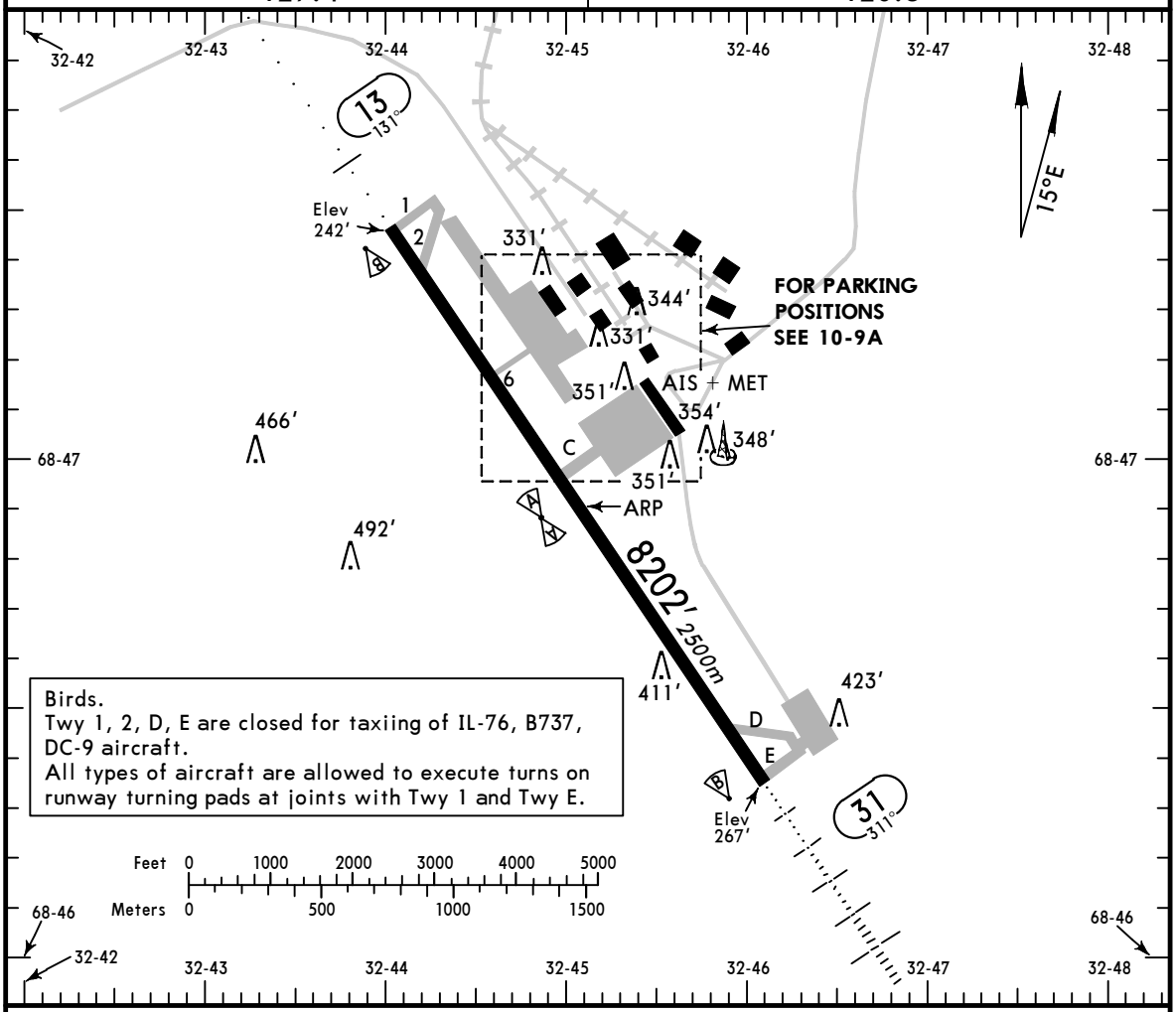
Apt Elev **262′**
N68 46.9 E032 45.1

JEPPESEN
30 SEP 11 (10-9)

MURMANSK, RUSSIA

MURMANSK

ATIS	MURMANSK Tower
127.4	120.3



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

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

CHANGES: Variation. Rwy bearings & designations. Twy 3 renamed C.

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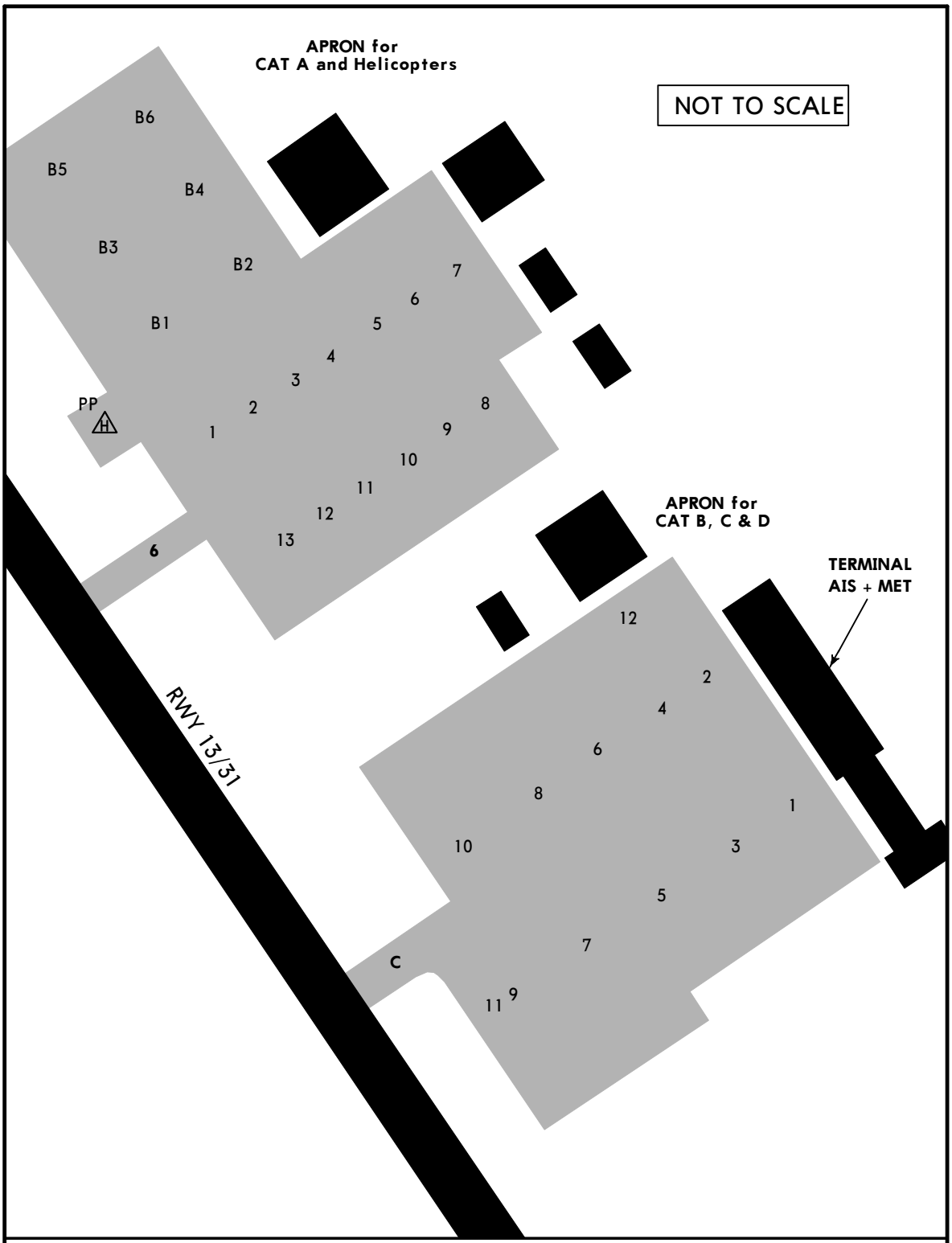

INS COORDINATES

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.

CHANGES: Rwy & twy designations.

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STRAIGHT-IN RWY		A	B	C	D
13	ILS	**505′**(263′)	**505′**(263′)	**505′**(263′)	**505′**(263′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1300m	R1300m	R1300m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	**720′**(478′)	**720′**(478′)	**720′**(478′)	**720′**(478′)
		R2000m	**R2000m**	**R2000m**	**R2000m**
	ALS out	C2200m	C2200m	C2200m	C2200m
31	ILS	**467′**(200′)	**467′**(200′)	**467′**(200′)	**467′**(200′)
	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
	NDB ❶	**1010′**(743′)	**1010′**(743′)	**1010′**(743′)	**1010′**(743′)
		C2700m	**C2700m**	**C2700m**	**C2700m**
	ALS out	C3500m	C3500m	C3500m	C3500m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 13, 31 ❷

	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		

❷ Operators applying U.S. Ops Specs: CL required below 300m.

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STRAIGHT-IN RWY		A	B	C	D
13	ILS	**505**′(263′)	**505**′(263′)	**505**′(263′)	**505**′(263′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED			
	NDB	**720**′(478′)	**720**′(478′)	**720**′(478′)	**720**′(478′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
	ALS out	R1500m	R1500m	R2000m	R2000m
31	ILS	**467**′(200′)	**467**′(200′)	**467**′(200′)	**467**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**1010**′(743′)	**1010**′(743′)	**1010**′(743′)	**1010**′(743′)
		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, C	*250m*	*400m*	*500m*
D	*300m*		

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ULMM/MMK
MURMANSK

JEPPESEN
30 SEP 11 (11-1)

MURMANSK, RUSSIA
ILS or 2 NDB Rwy 13

BRIEFING STRIP ™

ATIS	MURMANSK Tower
127.4	120.3

LOC IPF	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 262′
110.3	131°	1046′ (804′)	505′ (263′)	RWY 242′
NDB PF		Minimum Alt LOM	NDB MDA(H)	
635		1050′ (808′)	720′ (478′)	

3000′ 086° 266° 3200′
MSA
ARP

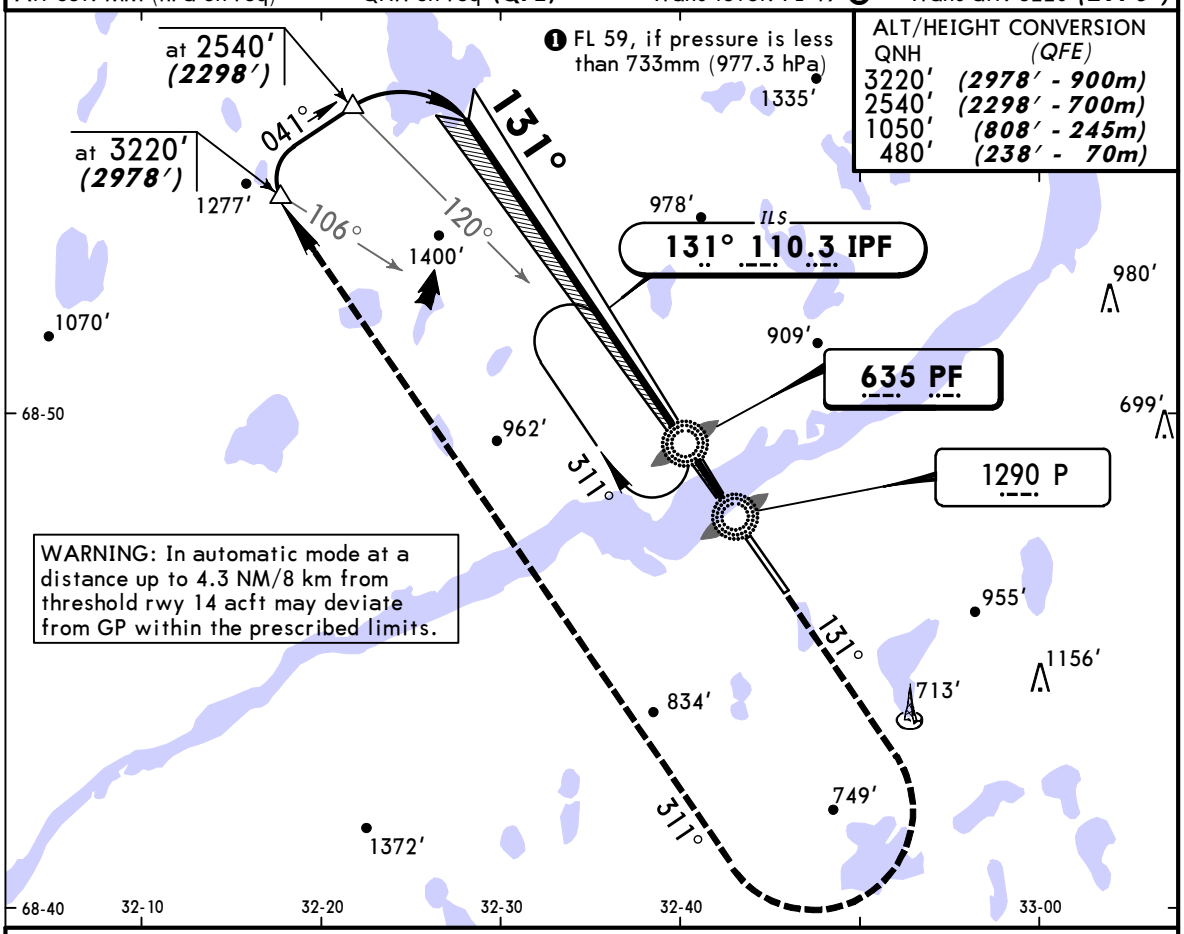
MISSED APCH: Climb on 131° to 2540′(2298′), then turn RIGHT onto 311° climbing to 3220′(2978′), then according to chart.

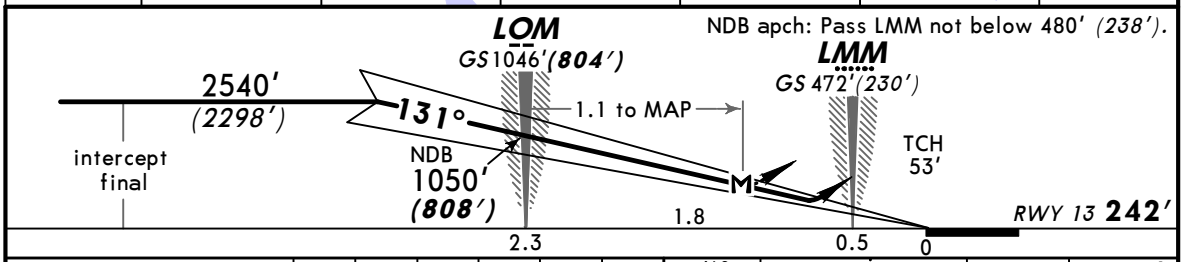
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3220′(2978′)

❶ FL 59, if pressure is less than 733mm (977.3 hPa)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3220′	(2978′ - 900m)
2540′	(2298′ - 700m)
1050′	(808′ - 245m)
480′	(238′ - 70m)





Gnd speed-Kts		70	90	100	120	140	160
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

ALS

2540′ (2298′) on 131° | 311° RT | 3220′ (2978′)

STRAIGHT-IN LANDING RWY 13

	ILS DA(H) 505′(263′) FULL	ILS DA(H) 505′(263′) ALS out	LOC (GS out)	NDB MDA(H) 720′(478′)	NDB MDA(H) 720′(478′) ALS out
PANS OPS A	1200m		NOT AUTHORIZED	2400m	
PANS OPS B					
PANS OPS C					
PANS OPS D					

CHANGES: Rwy designation. Bearings.

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ULMM/MMK
MURMANSK

JEPPESEN
30 SEP 11 (11-2)

MURMANSK, RUSSIA
ILS or 2 NDB Rwy 31

BRIEFING STRIP ™

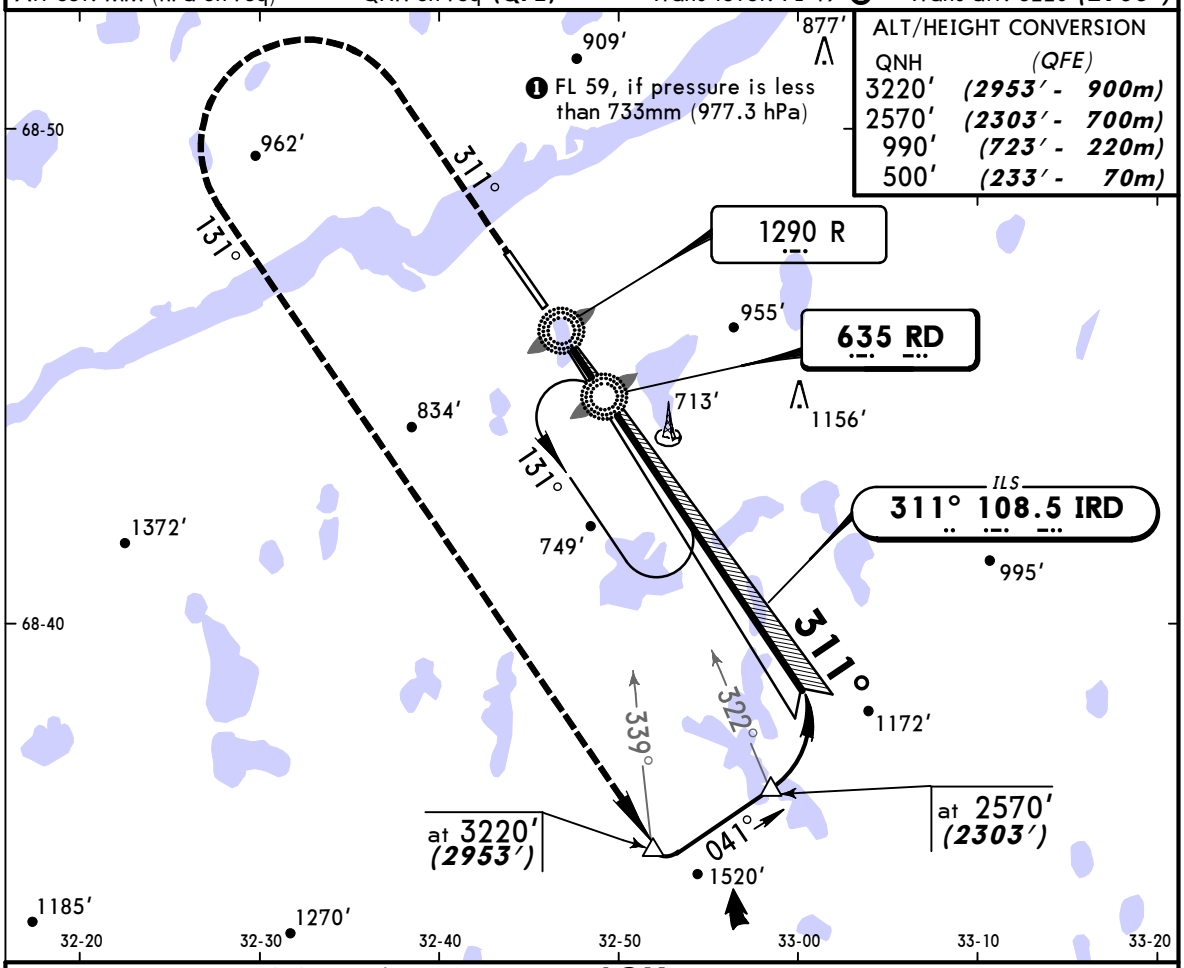
ATIS	MURMANSK Tower
127.4	120.3

LOC IRD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 262′
108.5	311°	989′ (722′)	467′ (200′)	RWY 267′
NDB RD		Minimum Alt	NDB MDA(H)	
635		No FAF	1010′ (743′)	

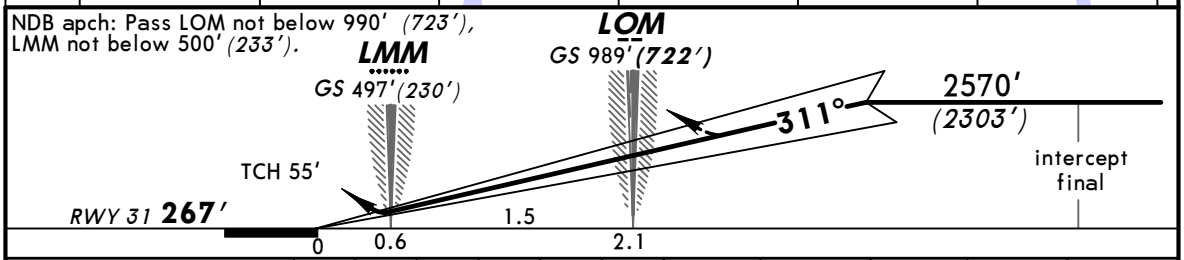
MSA ARP: 3000′ (086°–266°) 3200′

MISSED APCH: Climb on 311° to 2570′(2303′), then turn LEFT onto 131° climbing to 3220′(2953′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3220′(2953′)



NDB apch: Pass LOM not below 990′ (723′), LMM not below 500′ (233′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or NDB Descent angle	3.00°	377	484	538	646	753	861

HIALS PAPI | 2570′ (2303′) on 311° | 131° LT | 3220′ (2953′)

STRAIGHT-IN LANDING RWY 31

PANS OPS

	ILS DA(H) 467′(200′) FULL	ILS DA(H) 467′(200′) ALS out	LOC (GS out)	NDB MDA(H) 1010′(743′)	NDB MDA(H) 1010′(743′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	3200m	
B					
C				3200m	3600m
D				3600m	4000m

CHANGES: Rwy designation. Bearings.

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