

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMOO

Terminal Charts For UMOO

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 7.9°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: 0300 Z
Sunset: 1700 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

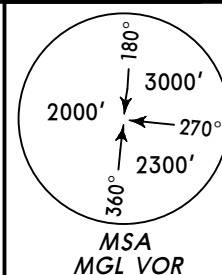
*ATIS
118.07
(126.2 Russian)

Apt Elev
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



DINPU
N54 25.6 E030 15.8
Between
FL130 & FL50



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

D9.5 MGL
N54 03.0 E029 53.0
(MGL R-300)
At 1940'
(1315')

D9.2 MGL
N54 03.4 E029 54.4
(MGL R-305)
At 1940'
(1315')

D9.2 MGL
N54 04.6 E029 56.5
(MGL R-316)
At 1940'
(1315')

Intercept
final 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

DULEB
N53 49.1 E029 23.4
Between
FL130 & FL50

D7.6 MGL
N54 00.3
E029 54.1
(MGL R-287)
At 1940'
(1315')

MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7

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

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

PIROS
N53 29.5 E030 09.0
Between
FL130 & FL50

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3590'	(2965' - 900m)
2930'	(2305' - 700m)
2270'	(1645' - 500m)
1940'	(1315' - 400m)

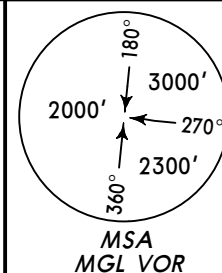
*ATIS
118.07
(126.2 Russian)

Apt Elev
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



DEDOK
N54 02.1 E029 18.1
Between
FL130 & FL50

MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7

DINPU
N54 25.6 E030 15.8
Between
FL130 & FL50

(IAF)
*485 CO
N53 55.5 E030 08.5
At 2920'
(2304')

D6.9 MGL
N53 50.7 E030 09.7
(MGL R-152)
At 1930'
(1314')

D5.0 MGL
At 1930'
(1314')

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

GIGEB
N53 49.4 E030 18.4
(MGL R-129/D10.8)
At 2260'
(1644')

DULEB
N53 49.1 E029 23.4
Between
FL130 & FL50

D8.0 MGL
N53 49.8 E030 10.9
(MGL R-150)
At 1930'
(1314')

D8.3 MGL
N53 49.6 E030 11.6
(MGL R-147)
At 1930'
(1314')

D8.2 MGL
N53 50.5 E030 13.6
(MGL R-137)
At 1930'
(1314')

KOPON 2B
19 296°

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

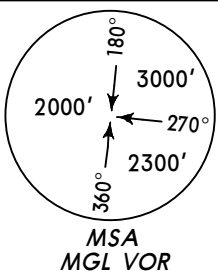
PIROS
N53 29.5 E030 09.0
Between
FL130 & FL50

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3590'	(2974' - 900m)
2920'	(2304' - 700m)
2260'	(1644' - 500m)
1930'	(1314' - 400m)

*ATIS
118.07
(126.2 Russian)

Apt Elev
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



DEDOK

N54 02.1 E029 18.1
(MGL R-272/D28.6)

Between
FL130 & FL50

23
DEDOK 1A
082° 3880

D7.1 MGL
N54 01.4 E029 56.1
(MGL R-299)

At 1940'
(1315')

DULEB

N53 49.1 E029 23.4

Between
FL130 & FL50

24
DULEB 1A
048° 3880

D7.0 MGL
N54 02.1 E029 57.3
(MGL R-307)

At 1940'
(1315')

D7.2 MGL
N54 02.0 E029 56.6
(MGL R-304)

At 1940'
(1315')

D7.2 MGL
N54 02.8 E029 58.0
(MGL R-313)

At 1940'
(1315')

Intercept
final 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

19
ROVSI 1A
255°

19
KOPON 1A
296°

KOPON

N53 38.7 E030 45.5
(MGL R-120/D30.0)

Between
FL130 & FL50

MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7

GIGEB
N53 49.4 E030 18.4
(MGL R-129/D10.8)

At 2930'
(2305')

PIROS

N53 29.5 E030 09.0

Between
FL130 & FL50

PIROS 1A
33
4340
168° D27.8
633°

ALT/HEIGHT CONVERSION

QNH (QFE)

3590' (2965' - 900m)
2930' (2305' - 700m)
2270' (1645' - 900m)
1940' (1315' - 400m)

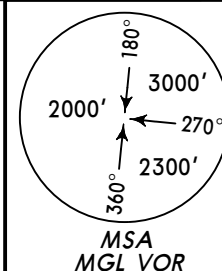
*ATIS
118.07
(126.2 Russian)

Apt Elev
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').

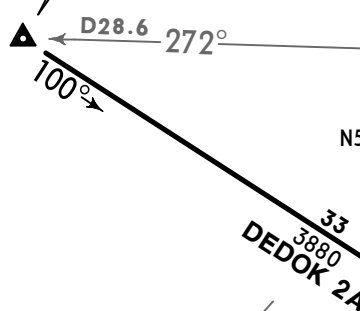
DEDOK 2A [DEDO2A], DINPU 2A [DINP2A]
DULEB 2A [DULE2A], KOPON 2A [KOPO2A]
PIROS 2A [PIRO2A], ROVSI 2A [ROVS2A]
RWY 31 ARRIVALS

CAT A & B



DEDOK
N54 02.1 E029 18.1

Between
FL130 & FL50



MAHILIOU
D 116.75 MGL
(H) N53 57.2 E030 05.7

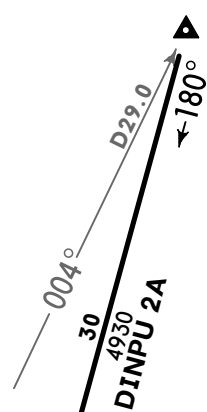
D6.0 MGL
N53 51.9 E030 10.7
(MGL R-143)

At 1930'
(1314')

DINPU

N54 25.6 E030 15.8

Between
FL130 & FL50



(IAF)
*485 CO
N53 55.5 E030 08.5

At 2920'
(2304')

D5.0 MGL

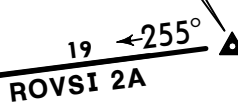
At 1930'
(1314')

ROVSI
N53 51.9 E030 50.4
(MGL R-094/D26.9)

Between
FL130 & FL50

GIGEB
N53 49.4 E030 18.4
(MGL R-129/D10.8)

At 2260'
(1644')



D6.8 MGL

N53 52.1
E030 13.4
(MGL R-130)

At 1930'
(1314')

KOPON

N53 38.7 E030 45.5
(MGL R-120/D30.0)

Between
FL130 & FL50

D6.9 MGL

N53 51.4
E030 12.1
(MGL R-140)

At 1930'
(1314')

D6.6 MGL

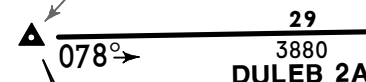
N53 51.5
E030 11.5
(MGL R-141)

At 1930'
(1314')

DULEB

N53 49.1 E029 23.4

Between
FL130 & FL50



D6.6 MGL

N53 51.5
E030 11.5
(MGL R-141)

At 1930'
(1314')

PIROS 2A

N53 29.5 E030 09.0

PIROS

N53 29.5 E030 09.0

Between
FL130 & FL50

D6.9 MGL

N53 51.4
E030 12.1
(MGL R-140)

At 1930'
(1314')

D6.6 MGL

N53 51.5
E030 11.5
(MGL R-141)

At 1930'
(1314')

ALT/HEIGHT CONVERSION

QNH (QFE)

3590' (2974' - 900m)

2920' (2304' - 700m)

2260' (1644' - 500m)

1930' (1314' - 400m)

LUBIN
N54 18.1 E030 35.0
Between
FL50 & FL130

*485 UF
N53 59.3 E030 02.5
At 3940'

MAHILIOU
D
(H) 116.75 MGL
N53 57.2 E030 05.7

DULEB
N53 49.1 E029 23.4
Between
FL50 & FL130

At 1290'
(665')

D7.7 MGL
(MGL R-141)
At or above
2270' (1645')

SLEDA
N53 33.1 E030 26.0
(MGL R-145/D26.9)

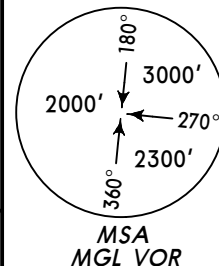
Between
FL50 & FL130



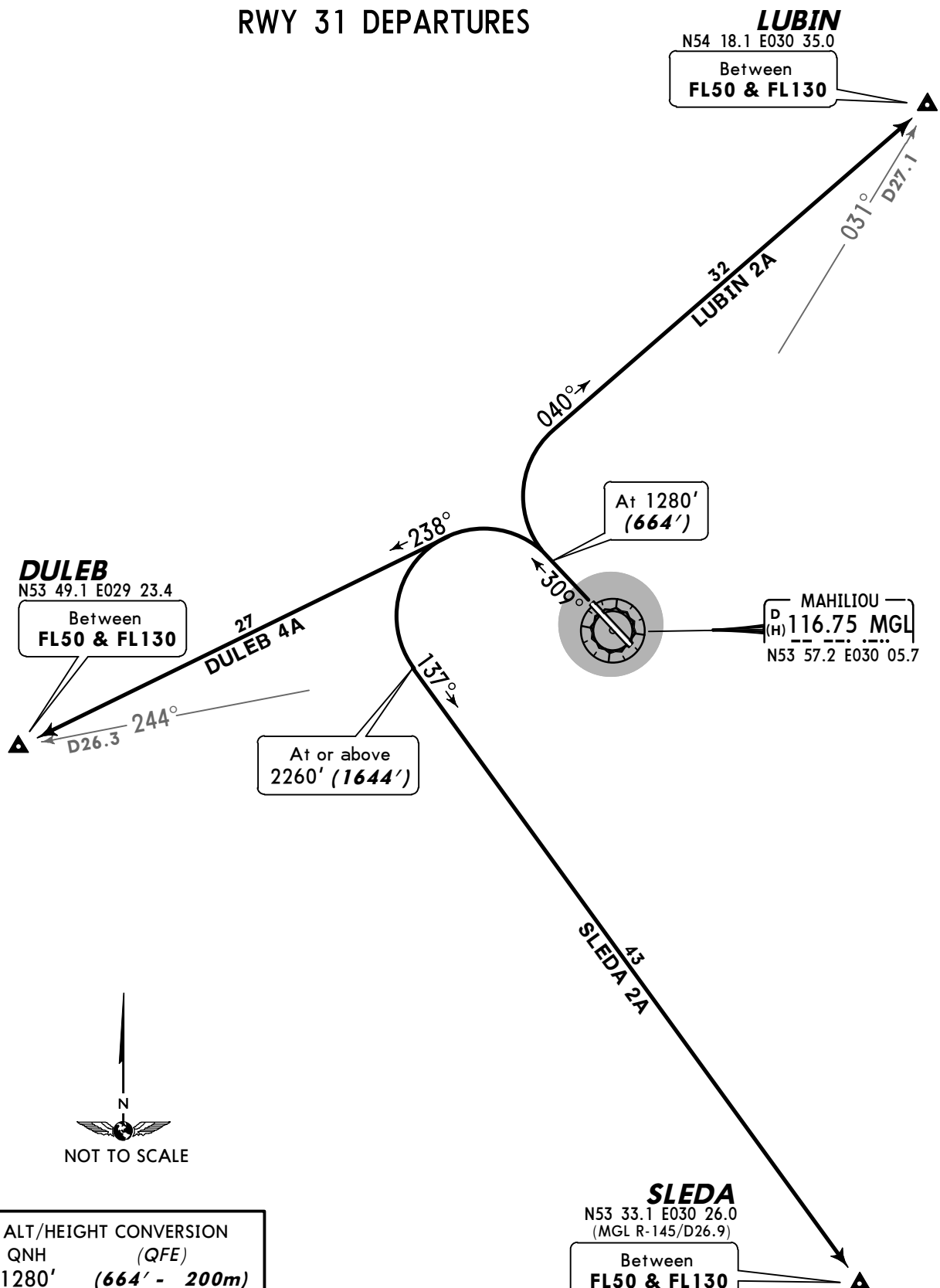
ALT/HEIGHT CONVERSION
QNH (QFE)
1290' (665' - 200m)
2270' (1645' - 500m)
3590' (2965' - 900m)

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1280'	(664' - 200m)
2260'	(1644' - 500m)
3590'	(2974' - 900m)

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.

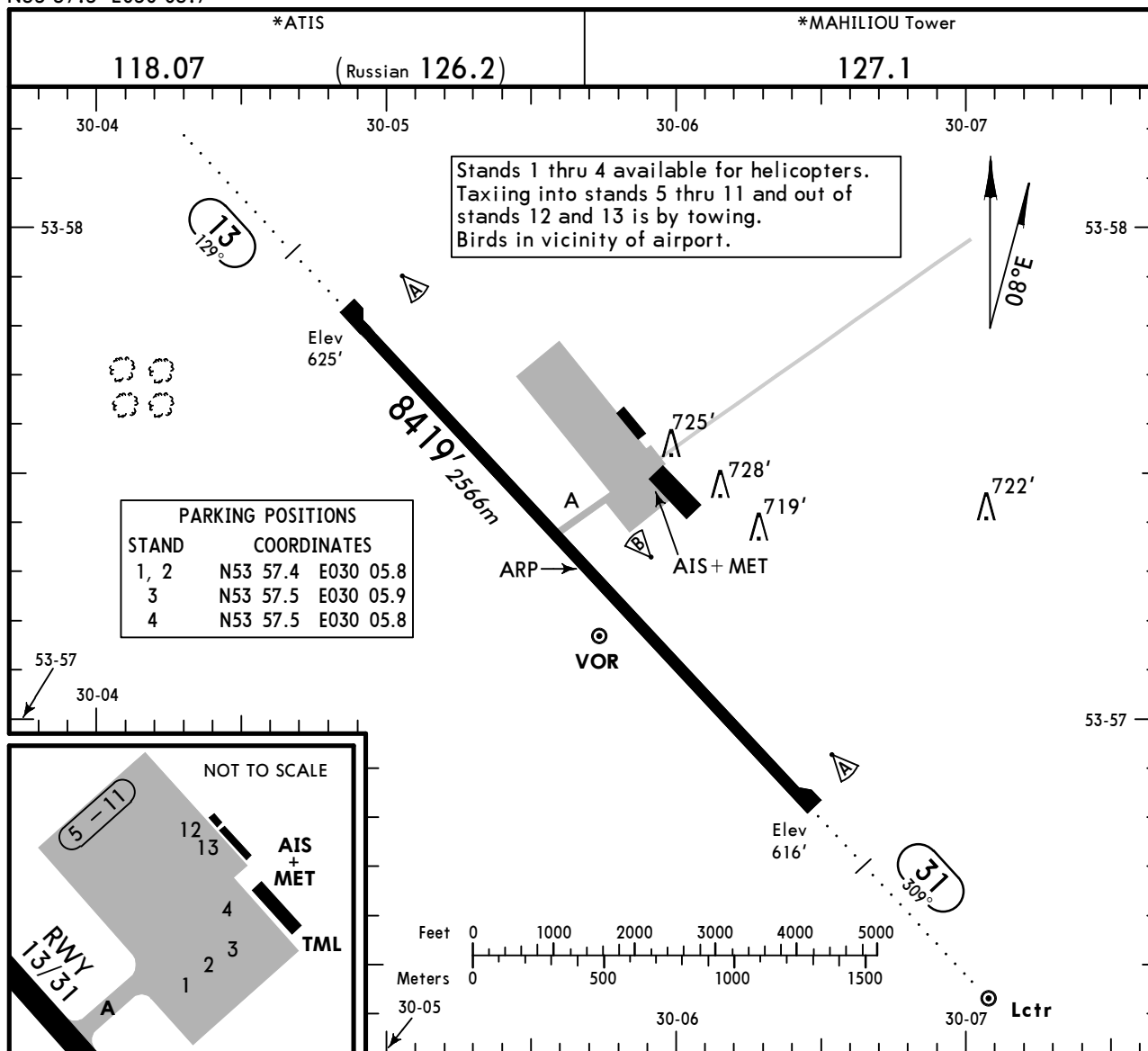
Noise abatement procedures shall not be carried out at the expense of the reduction of flight safety or in case of one of the aircraft engines failure during take-off phase.

Noise abatement procedures shall not be carried out in case of forecasted or expected wind shear or downward gusts.

UMOO/MVQ
Apt Elev 636'
N53 57.3 E030 05.7

JEPPESEN
18 MAR 11 (10-9)

MAHILIOU, BELARUS
MAHILIOU



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
31	NDB ①	1050' (425') R1500m	1050' (425') R1500m	1050' (425') R1800m	1050' (425') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ①	990' (374') R1500m	990' (374') R1500m	990' (374') R1500m	990' (374') R1500m
31	ALS out	R1500m	R1500m	R1700m	R1700m

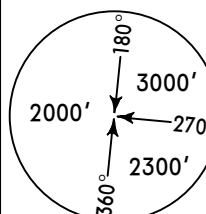
① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1040' (404') ② ceil 560' V1700m	1140' (504') ceil 660' V2700m	1240' (604') ceil 920' V3700m	1340' (704') ceil 1020' V5600m

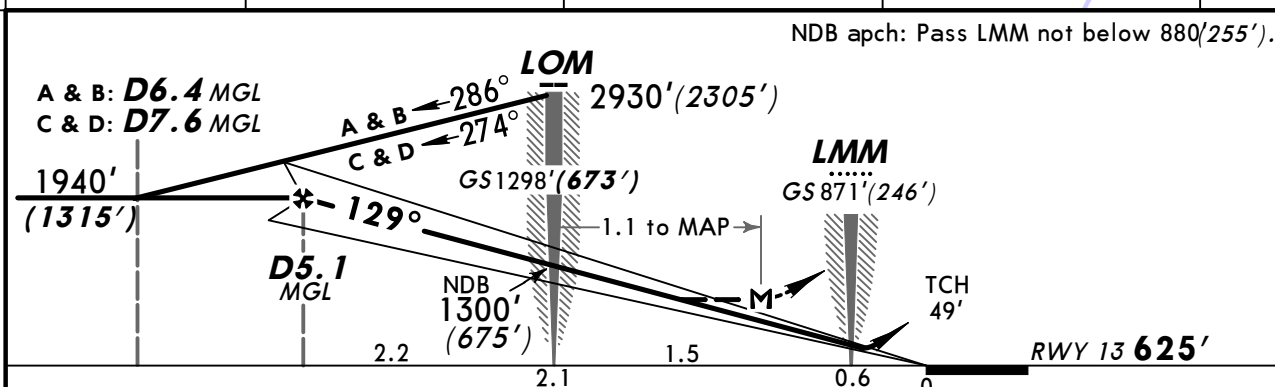
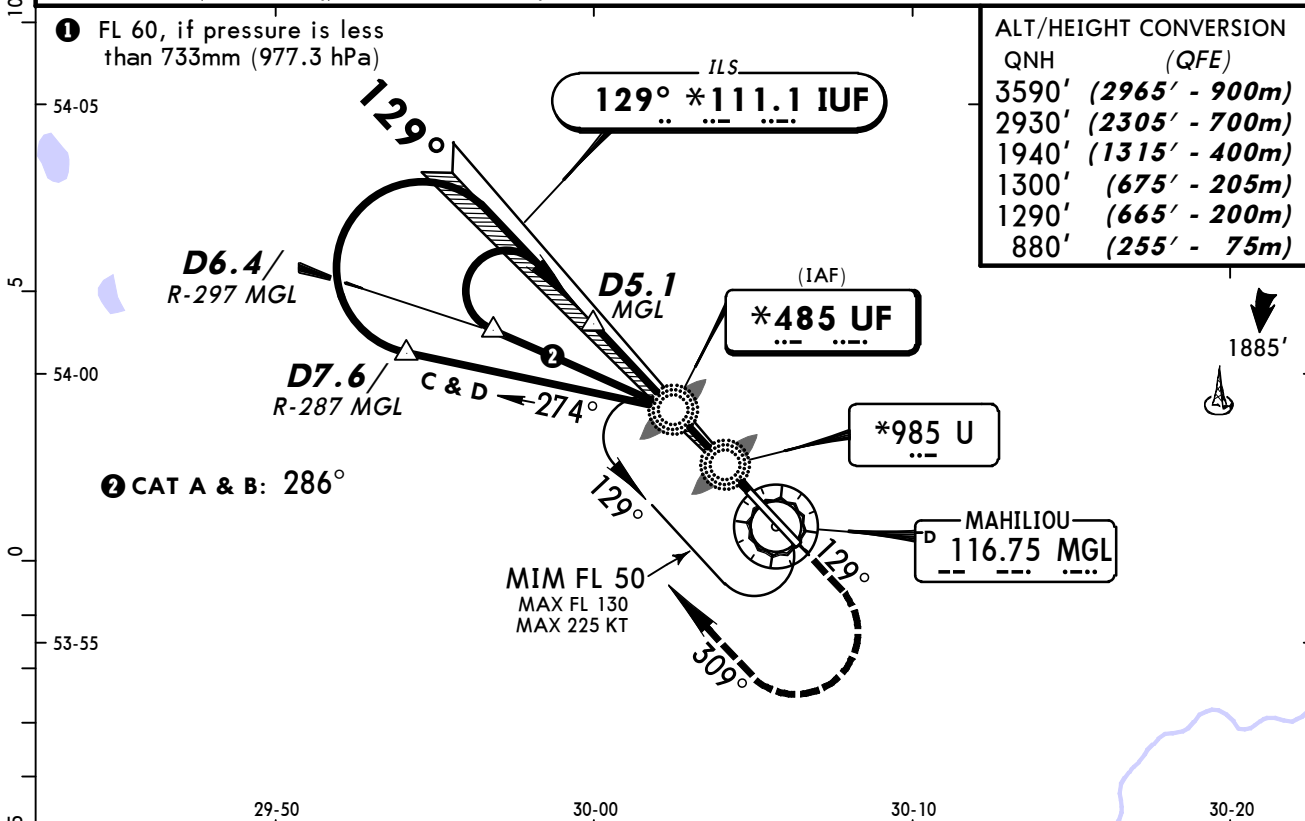
② or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 13, 31			
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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' RWY 625'		
NDB UF *485		Minimum Alt D5.1 MGL 1940' (1315')	NDB MDA(H) 1050' (425')			
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

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3590' (2965')



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI Refer to Missed Apch above
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	

ILS STRAIGHT-IN LANDING RWY 13		NDB		CEILING REQUIRED	
AB: 825' (200')	LOC (GS out)	MDA(H) 1050' (425')	ALS out	Max Kts	MDA(H) CEIL-VIS
C: 832' (207')	NOT AUTHORIZED	RVR 1500m VIS 1600m		100	1040' (404') 170m - 1700m
D: 842' (217')				135	1130' (494') 200m - 2700m
FULL				180	1230' (594') 280m - 3700m
ALS out				205	1330' (694') 310m - 5.6 Km
A	1200m	NOT AUTHORIZED	RVR 1500m VIS 1600m		
B					
C					
D					

① After NDB: MDA(H) 1050' (414').

CHANGES: ILS DA(H).

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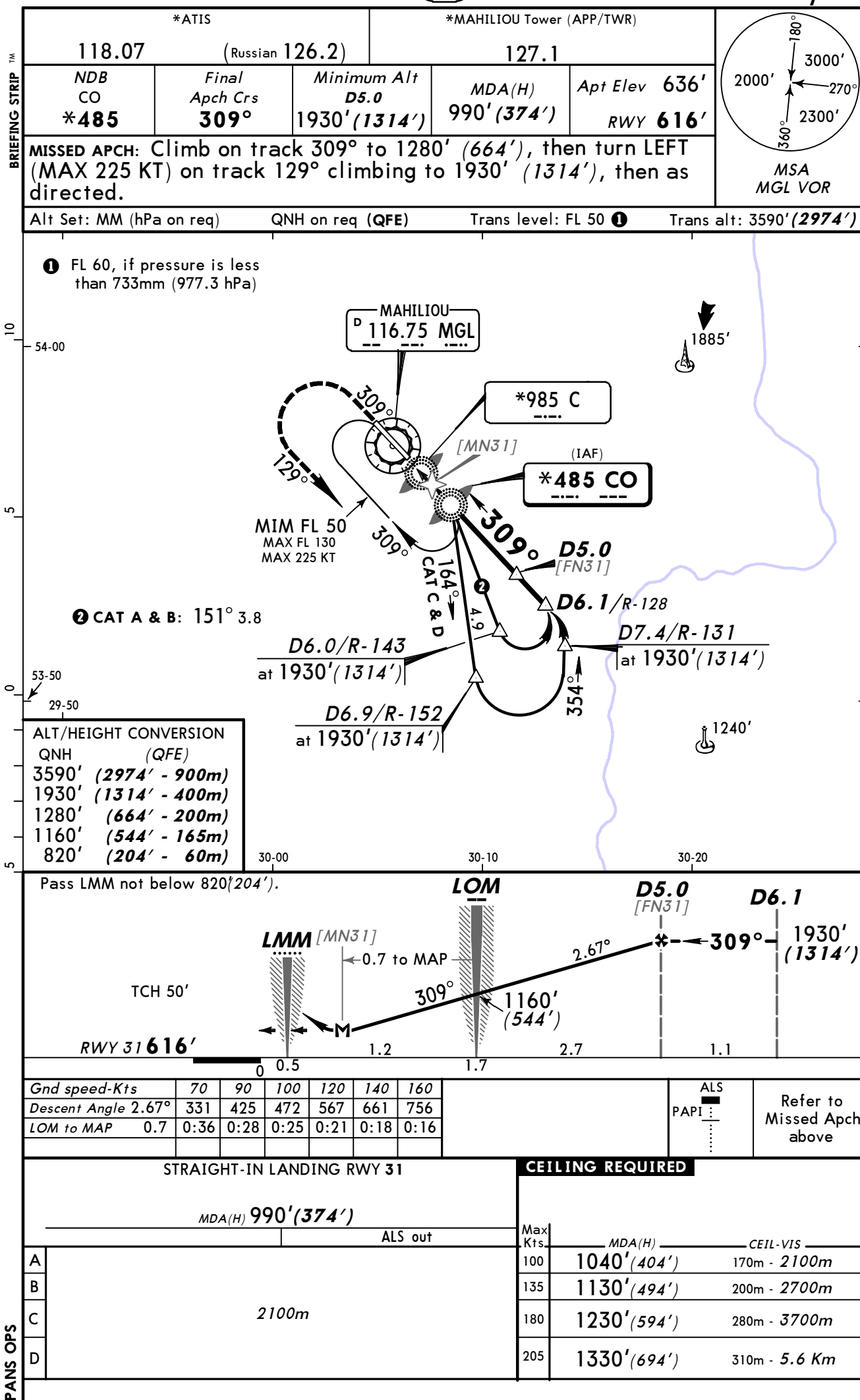


Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MAHILIOU, (MAHILIOU - UMOO)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMOO