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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: 7.9°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: 0256 Z
Sunset: 1707 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

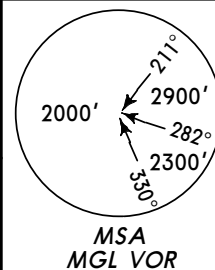
Communication Information

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

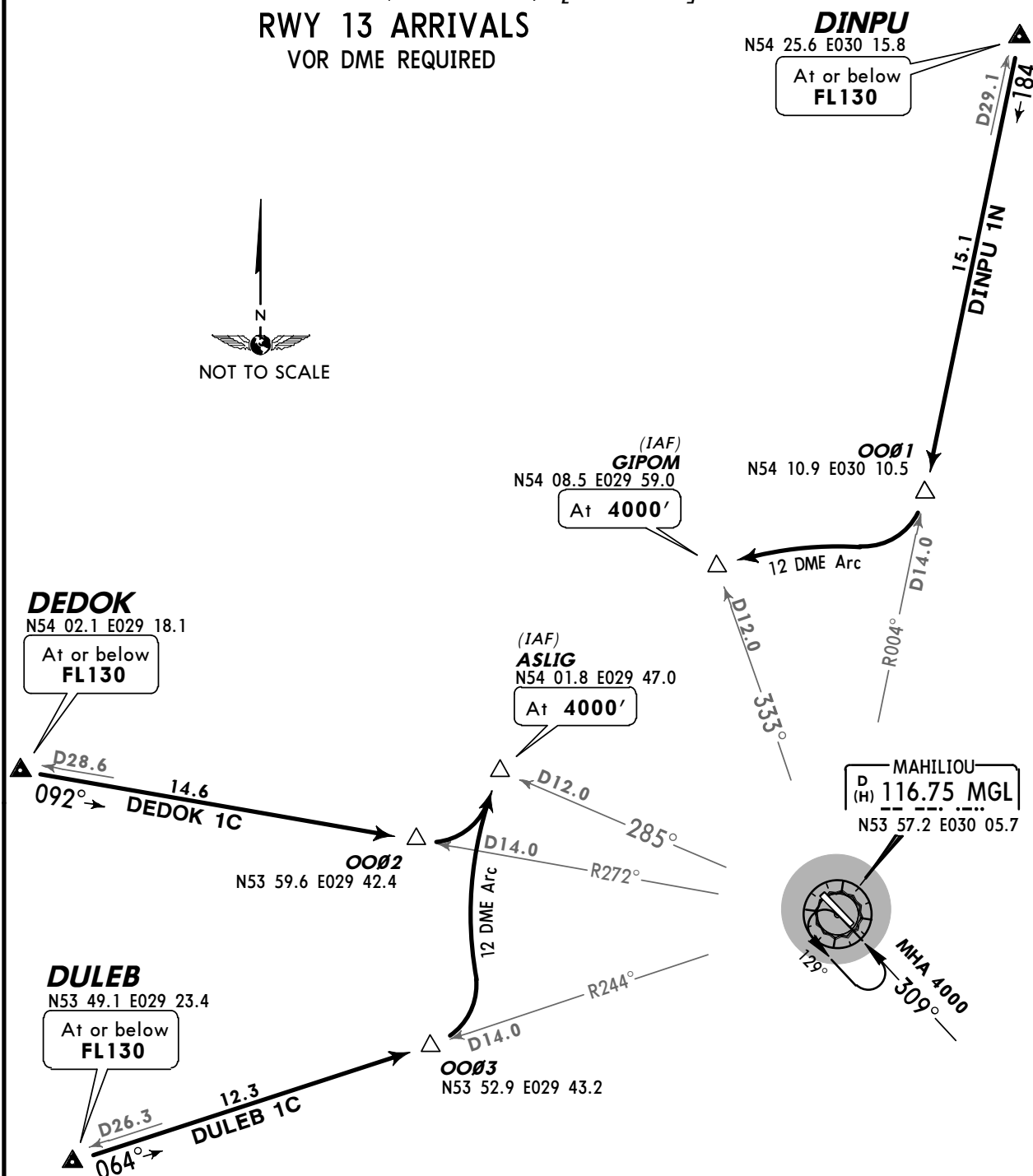
*ATIS
118.07
(126.2 Russian)

Apt Elev
636'

Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'



DEDOK ONE CHARLIE (DEDOK 1C) [DEDO1C]
DINPU ONE NOVEMBER (DINPU 1N) [DINP1N]
DULEB ONE CHARLIE (DULEB 1C) [DULE1C]
RWY 13 ARRIVALS
VOR DME REQUIRED

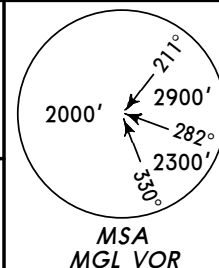


STAR	ROUTING
DEDOK 1C	Intercept MGL R-272 inbound to OO02, turn LEFT, along MGL 12 DME arc to ASLIG.
DINPU 1N	Intercept MGL R-004 inbound to OO01, turn RIGHT, along MGL 12 DME arc to GIPOM.
DULEB 1C	Intercept MGL R-244 inbound to OO03, turn LEFT, along MGL 12 DME arc to ASLIG.

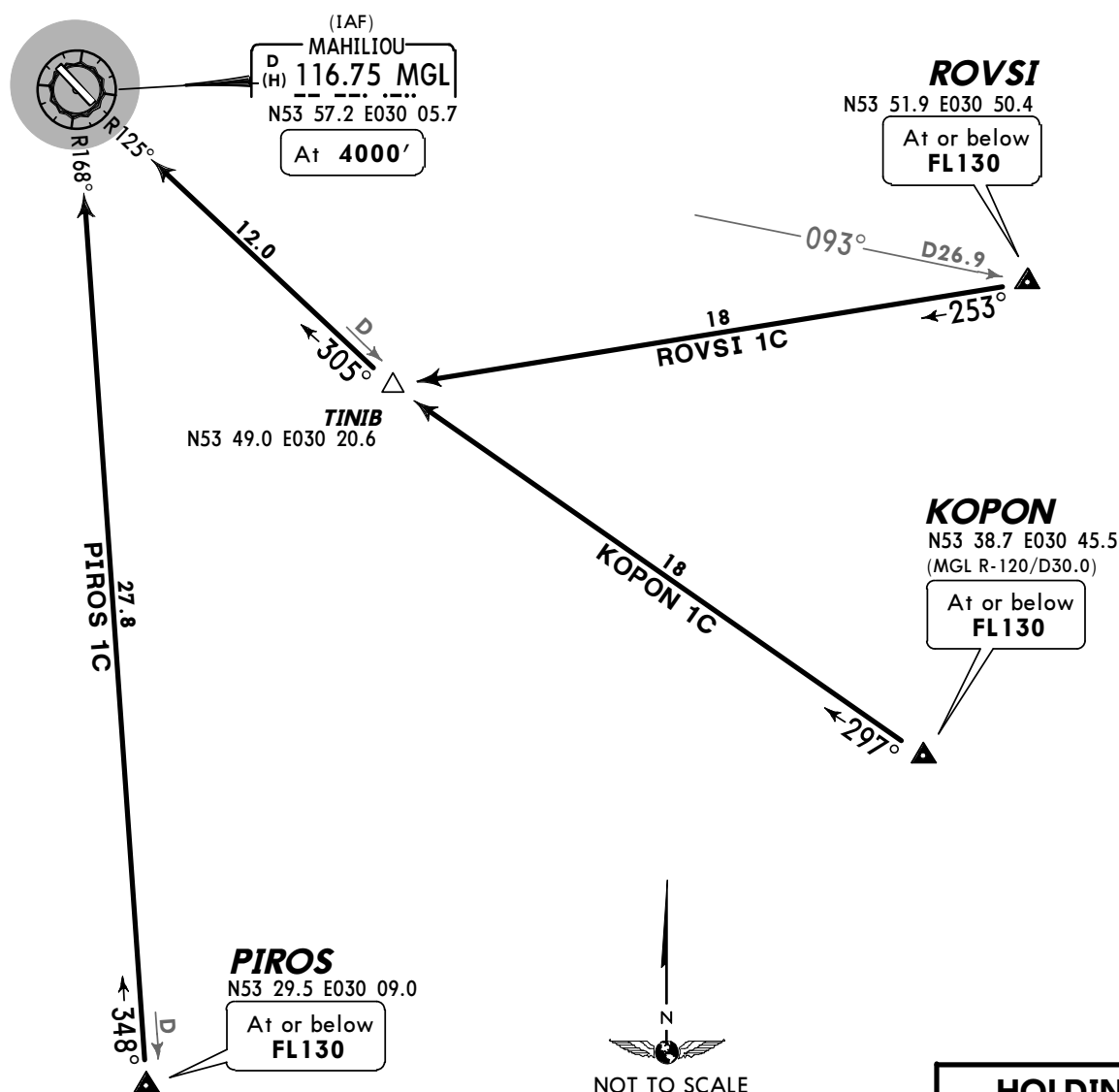
*ATIS
118.07
(126.2 Russian)

Apt Elev
636'

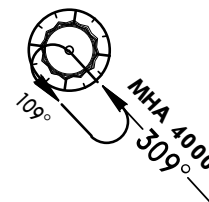
Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'



KOPON ONE CHARLIE (KOPON 1C) [KOPO1C]
PIROS ONE CHARLIE (PIROS 1C) [PIRO1C]
ROVSI ONE CHARLIE (ROVSI 1C) [ROVS1C]
RWY 13 ARRIVALS
VOR DME REQUIRED



HOLDING
OVER MGL

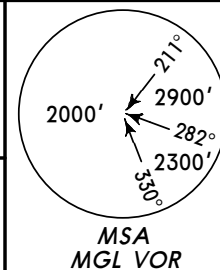


STAR	ROUTING
KOPON 1C	On 297° track to TINIB, intercept MGL R-125 inbound to MGL.
PIROS 1C	Intercept MGL R-168 inbound to MGL.
ROVSI 1C	On track 253° to TINIB, turn Right, intercept MGL R-125 inbound to MGL.

*ATIS
118.07
(126.2 Russian)

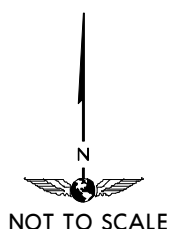
Apt Elev
636'

Alt Set: hPa
Trans level: By ATC Trans alt: 6000'



DEDOK ONE DELTA (DEDOK 1D) [DEDO1D]
DINPU ONE MIKE (DINPU 1M) [DINP1M]
DULEB ONE DELTA (DULEB 1D) [DULE1D]
RWY 31 ARRIVALS
VOR DME REQUIRED

DINPU
N54 25.6 E030 15.8
At or below
FL130



DEDOK
N54 02.1 E029 18.1
At or below
FL130

092°
28.6
DEDOK 1D

DULEB
N53 49.1 E029 23.4
At or below
FL130

064°
12.3
DULEB 1D

OO03
N53 52.9 E029 43.2

MHA 4000
129°
R004°
309°

(IAF)
MAHILIOU
D(H) 116.75 MGL
N53 57.2 E030 05.7
At 4000'

(IAF)
RERGI
N53 46.2 E030 13.7
At 4000'

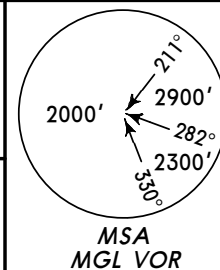
12 DME Arc

STAR	ROUTING
DEDOK 1D	Intercept MGL R-272 inbound to MGL.
DINPU 1M	Intercept MGL R-004 inbound to MGL.
DULEB 1D	Intercept MGL R-244 inbound to OO03, turn RIGHT, along MGL 12 DME arc to RERGI.

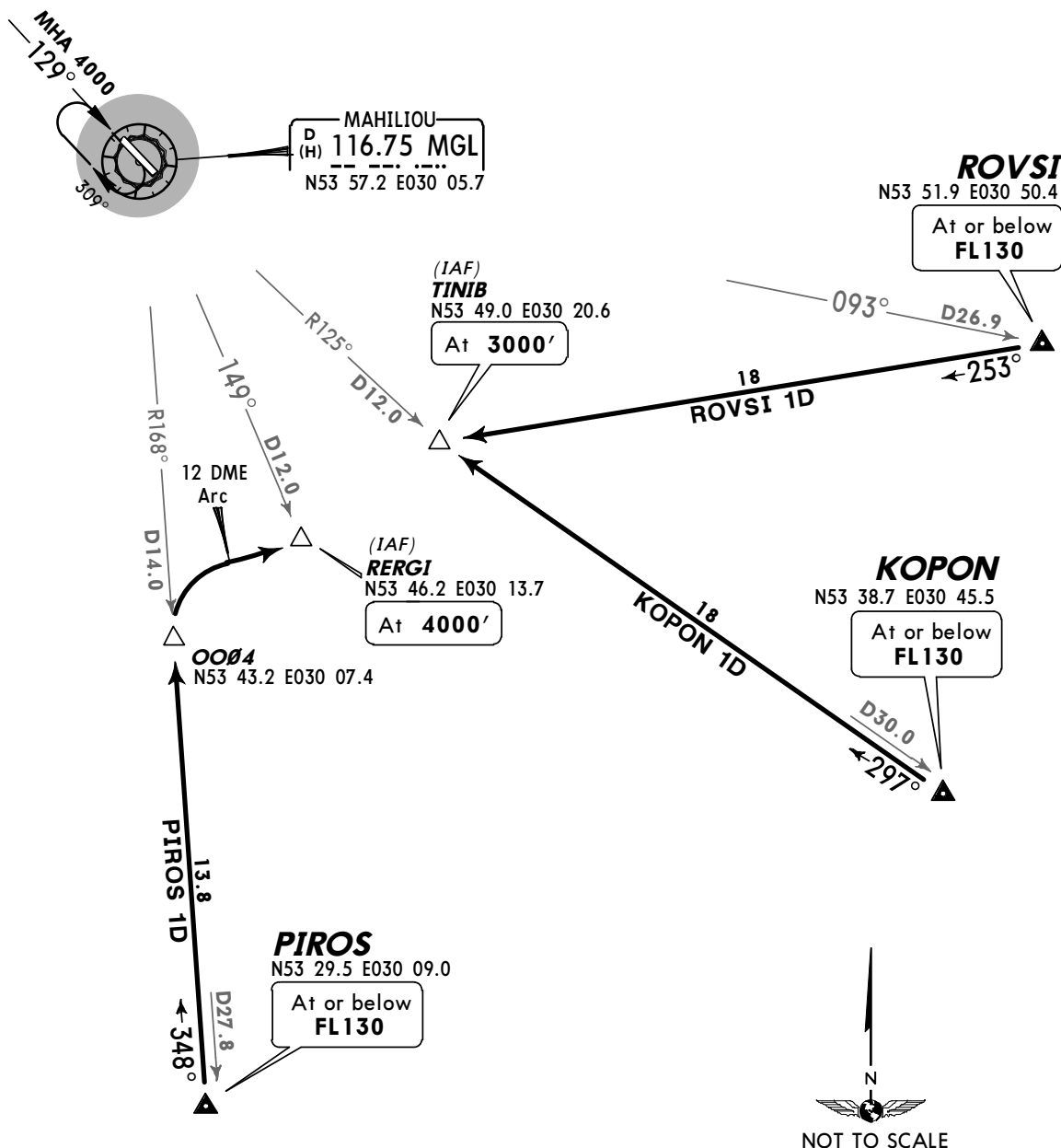
*ATIS
118.07
(126.2 Russian)

Apt Elev
636'

Alt Set: hPa
Trans level: By ATC
Trans alt: 6000'



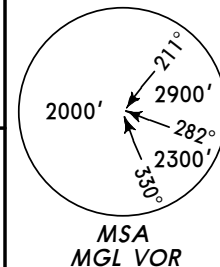
KOPON ONE DELTA (KOPON 1D) [KOPO1D]
PIROS ONE DELTA (PIROS 1D) [PIRO1D]
ROVSI ONE DELTA (ROVSI 1D) [ROVS1D]
RWY 31 ARRIVALS
VOR DME REQUIRED



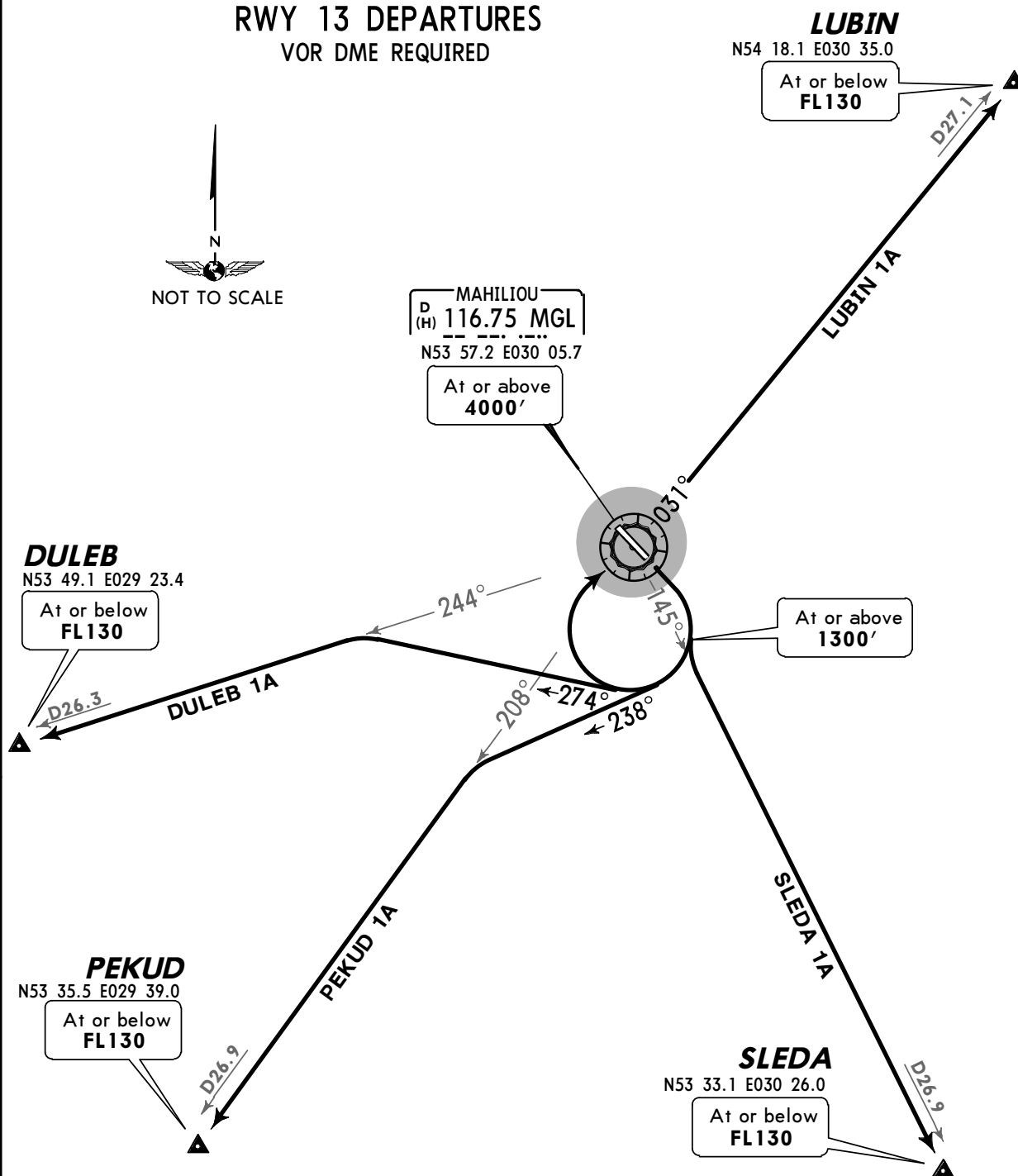
STAR	ROUTING
KOPON 1D	On track 297° to TINIB.
PIROS 1D	Intercept MGL R-168 inbound to OO04, turn RIGHT, along MGL 12 DME arc to RERGI.
ROVSI 1D	On 253° track to TINIB.

Apt Elev
636'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



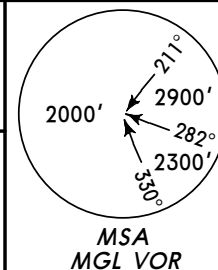
DULEB ONE ALFA (DULEB 1A) [DULE1A]
LUBIN ONE ALFA (LUBIN 1A) [LUB11A]
PEKUD ONE ALFA (PEKUD 1A) [PEKU1A]
SLEDA ONE ALFA (SLEDA 1A) [SLED1A]
RWY 13 DEPARTURES
VOR DME REQUIRED



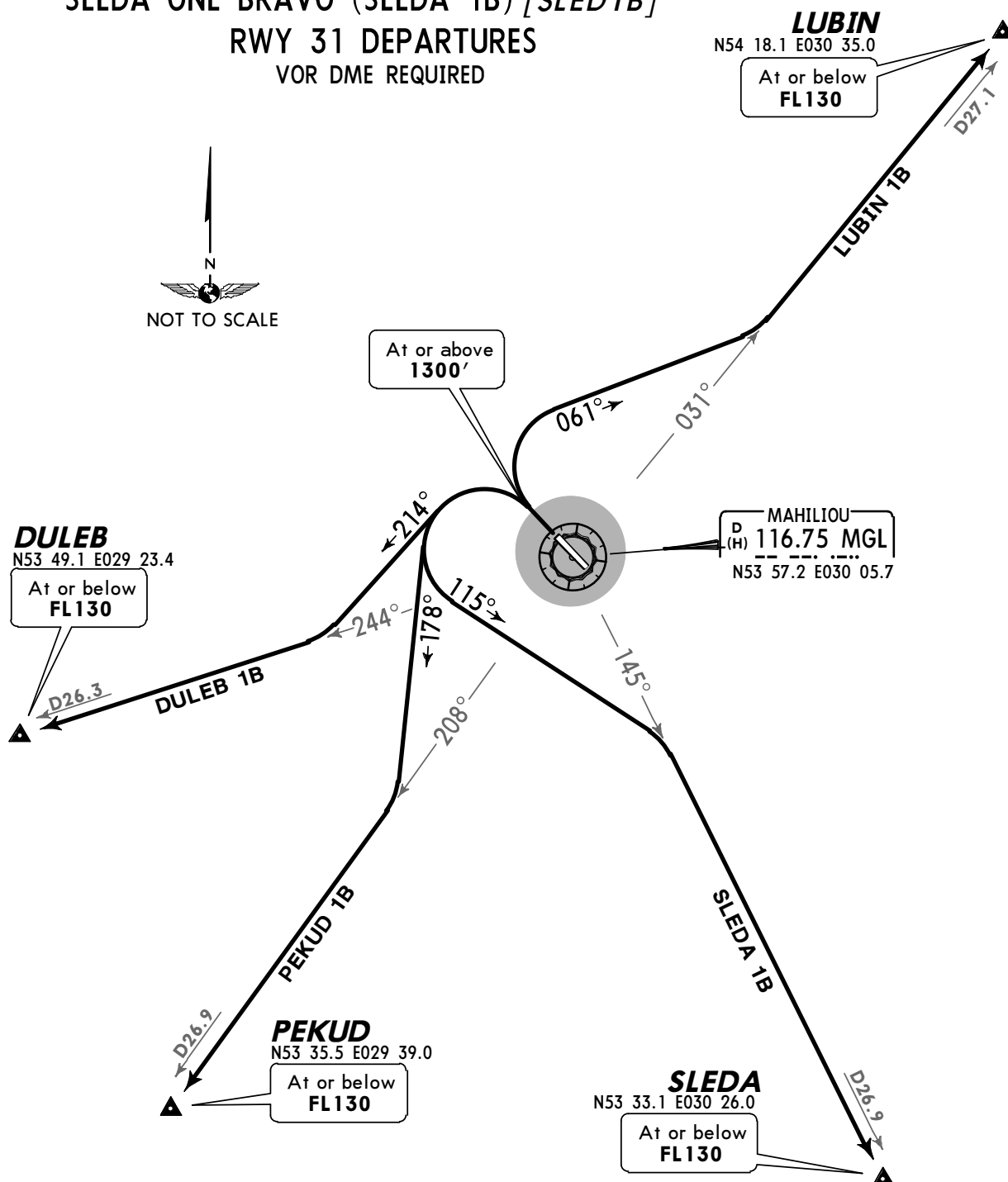
STAR	ROUTING
DULEB 1A	Climb straight ahead to at or above 1300', turn RIGHT, 274° track, intercept MGL R-244 to DULEB.
LUBIN 1A	Climb straight ahead to at or above 1300', turn RIGHT to MGL, intercept MGL R-031 to LUBIN.
PEKUD 1A	Climb straight ahead to at or above 1300', turn RIGHT, 238° track, intercept MGL R-208 to PEKUD.
SLEDA 1A	Climb straight ahead to at or above 1300', turn RIGHT, intercept MGL R-145 to SLEDA.

Apt Elev
636'

Trans level: By ATC Trans alt: 6000'
Procedures based on 240 KT.



DULEB ONE BRAVO (DULEB 1B) [DULE1B]
LUBIN ONE BRAVO (LUBIN 1B) [LUB11B]
PEKUD ONE BRAVO (PEKUD 1B) [PEKU1B]
SLEDA ONE BRAVO (SLEDA 1B) [SLED1B]
RWY 31 DEPARTURES
VOR DME REQUIRED



STAR	ROUTING
DULEB 1B	Climb straight ahead to at or above 1300', turn LEFT, 214° track, intercept MGL R-244 to DULEB.
LUBIN 1B	Climb straight ahead to at or above 1300', turn RIGHT, 061° track, intercept MGL R-031 to LUBIN.
PEKUD 1B	Climb straight ahead to at or above 1300', turn LEFT, 178° track, intercept MGL R-208 to PEKUD.
SLEDA 1B	Climb straight ahead to at or above 1300', turn LEFT, 115° track, intercept MGL R-145 to SLEDA.

NOISE ABATEMENT

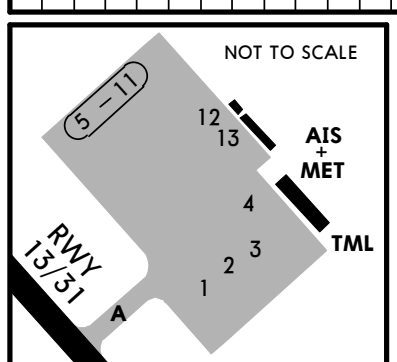
ARRIVALS

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual unless there are unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds etc., in arrival and approach sectors. During instrument as well as visual approach, flying below the ILS glide path angle is not allowed.

No noise abatement procedures shall prescribe the exceeding of indicated air speed of descent.

DEPARTURES

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

[illegible]

	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	

STRAIGHT-IN RWY		A	B	C	D
13	ILS	825' (200') R1000m	825' (200') R1000m	833' (208') R1000m	843' (218') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ① with DME	960' (335') R1300m	960' (335') R1300m	960' (335') R1300m	960' (335') R1300m
	ALS out	R1500m	R1500m	R1500m	R1500m
	VOR w/o DME	1010' (385') R1800m	1010' (385') R1800m	1050' (425') C2200m	1070' (445') C2300m
	ALS out	R2000m	R2000m	C2400m	C2500m
31	NDB ① with DME	930' (305') R1200m	930' (305') R1200m	930' (305') R1200m	940' (315') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB w/o DME	980' (355') R1600m	980' (355') R1600m	980' (355') R1800m	980' (355') R1800m
	ALS out	R1800m	R1800m	R2000m	R2000m
	VOR ① with DME	900' (284') R1200m	900' (284') R1200m	900' (284') R1200m	930' (314') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR w/o DME	1230' (614') C2800m	1230' (614') C2800m	1230' (614') C3000m	1230' (614') C3000m
	ALS out	C3000m	C3000m	C3200m	C3200m
	NDB ① with DME	920' (304') R1200m	920' (304') R1200m	920' (304') R1200m	930' (314') R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB w/o DME	970' (354') R1600m	970' (354') R1600m	970' (354') R1800m	970' (354') R1800m
	ALS out	R1800m	R1800m	R2000m	R2000m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND ②	100 KT	135 KT	180 KT	205 KT
	1100' (464') ③ ceiling 190m V1900m	1140' (504') ③ ceiling 200m V2800m	1300' (664') ceiling 300m V3700m	1340' (704') ceiling 310m V4600m

② Not authorized in sector between R-040 MGL and R-110 MGL clockwise.

③ 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		

ILS Rwy 13

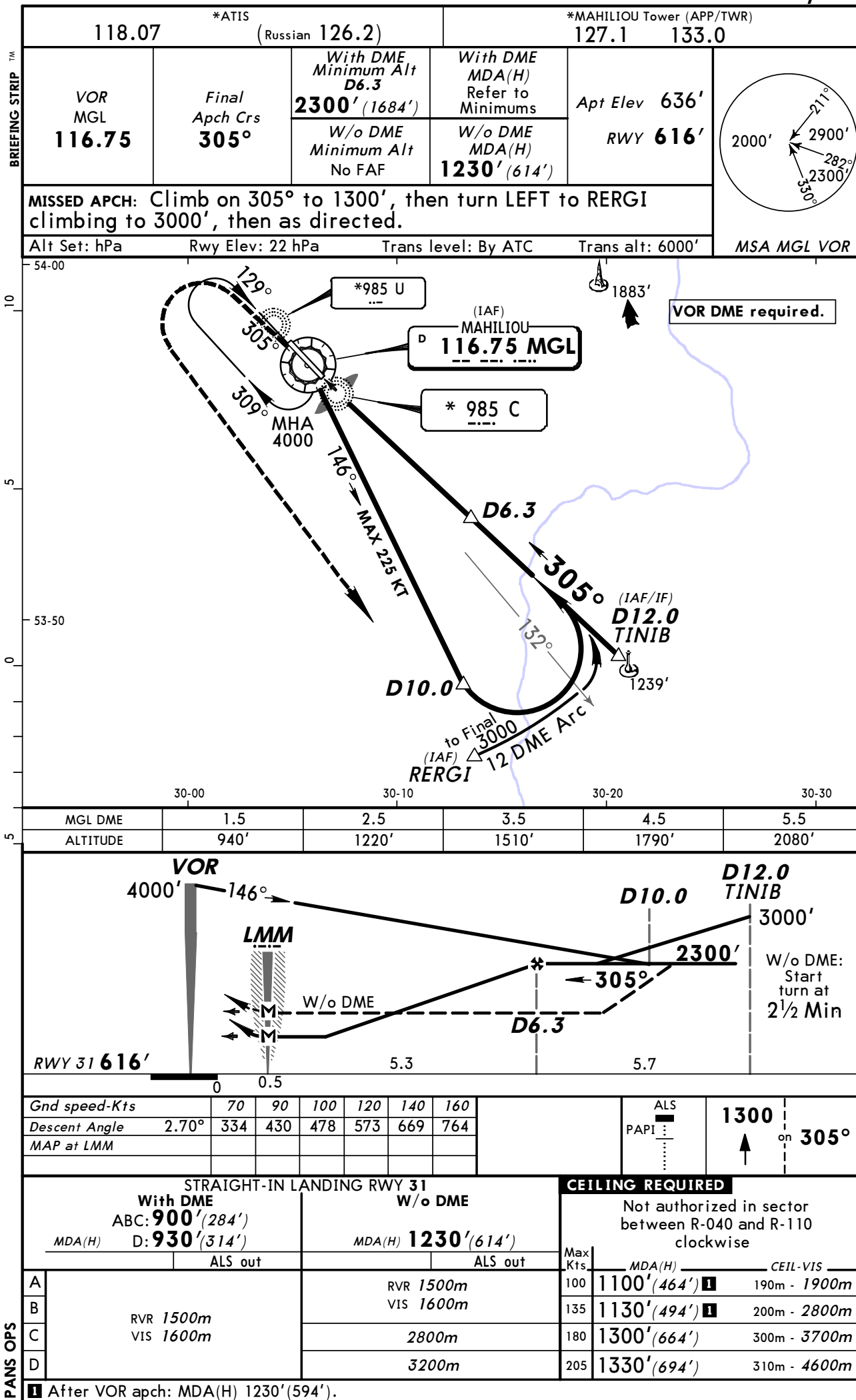
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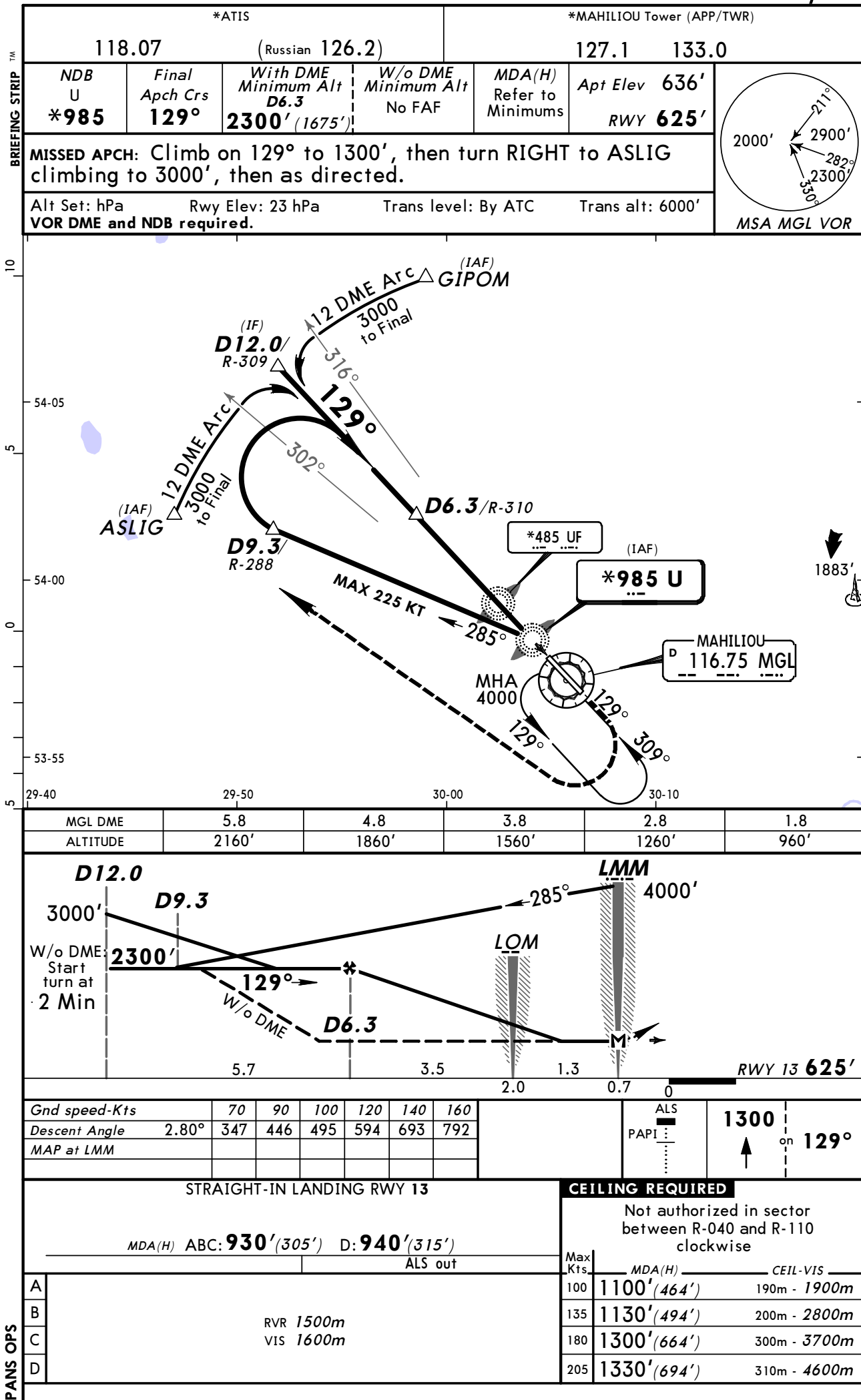
BRIEFING STRIPTM



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PANS OPS





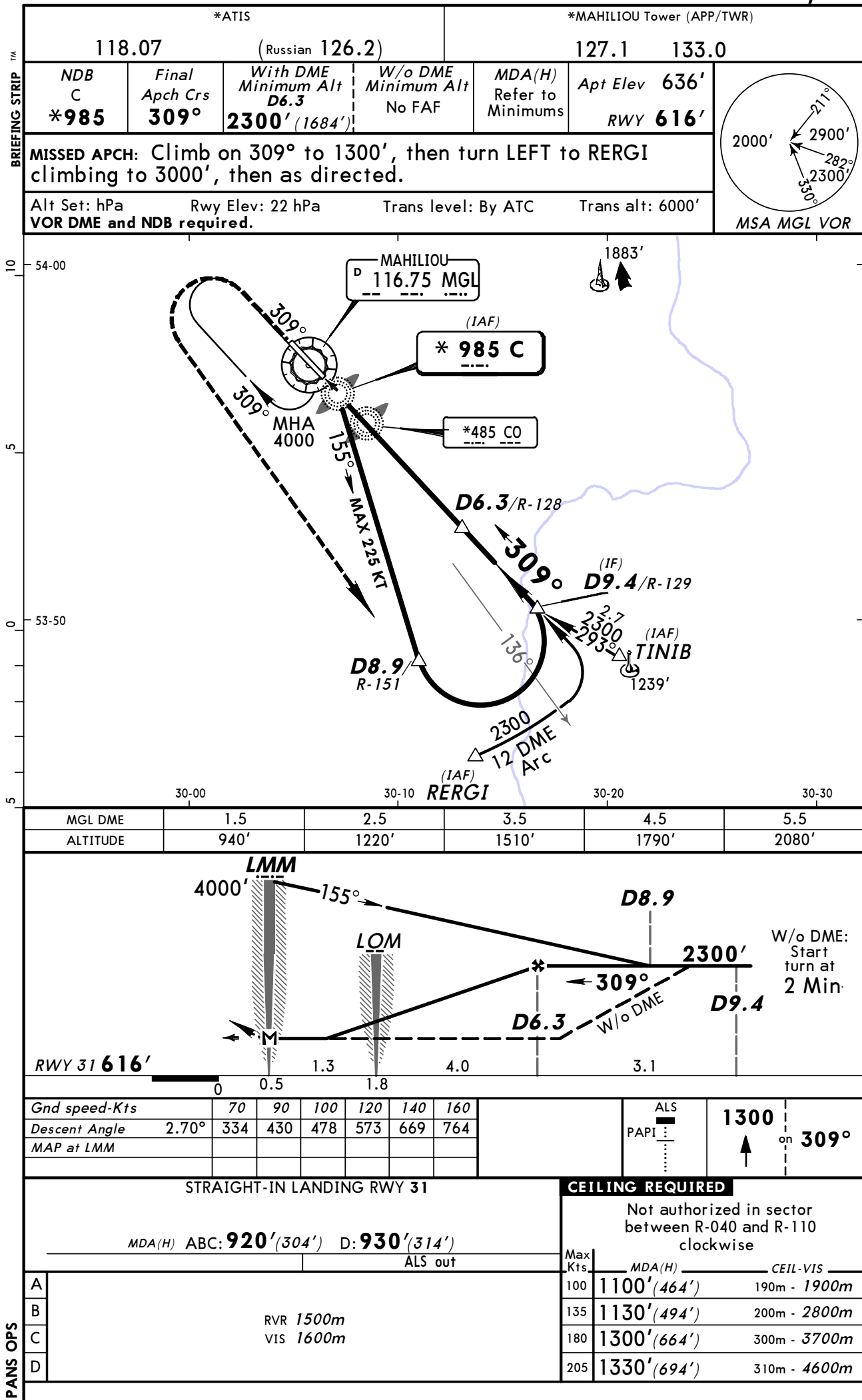




Chart changes since cycle 16-2013

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMOO