

List of pages in this Trip Kit

Trip Kit Index

Airport Information For ULMM

Terminal Charts For ULMM

Revision Letter For Cycle 17-2013

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: 14.9°E

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

Sunrise: 0146 Z
Sunset: 1756 Z,

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)

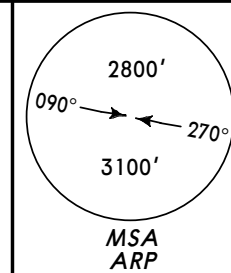
Trans level: FL50

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

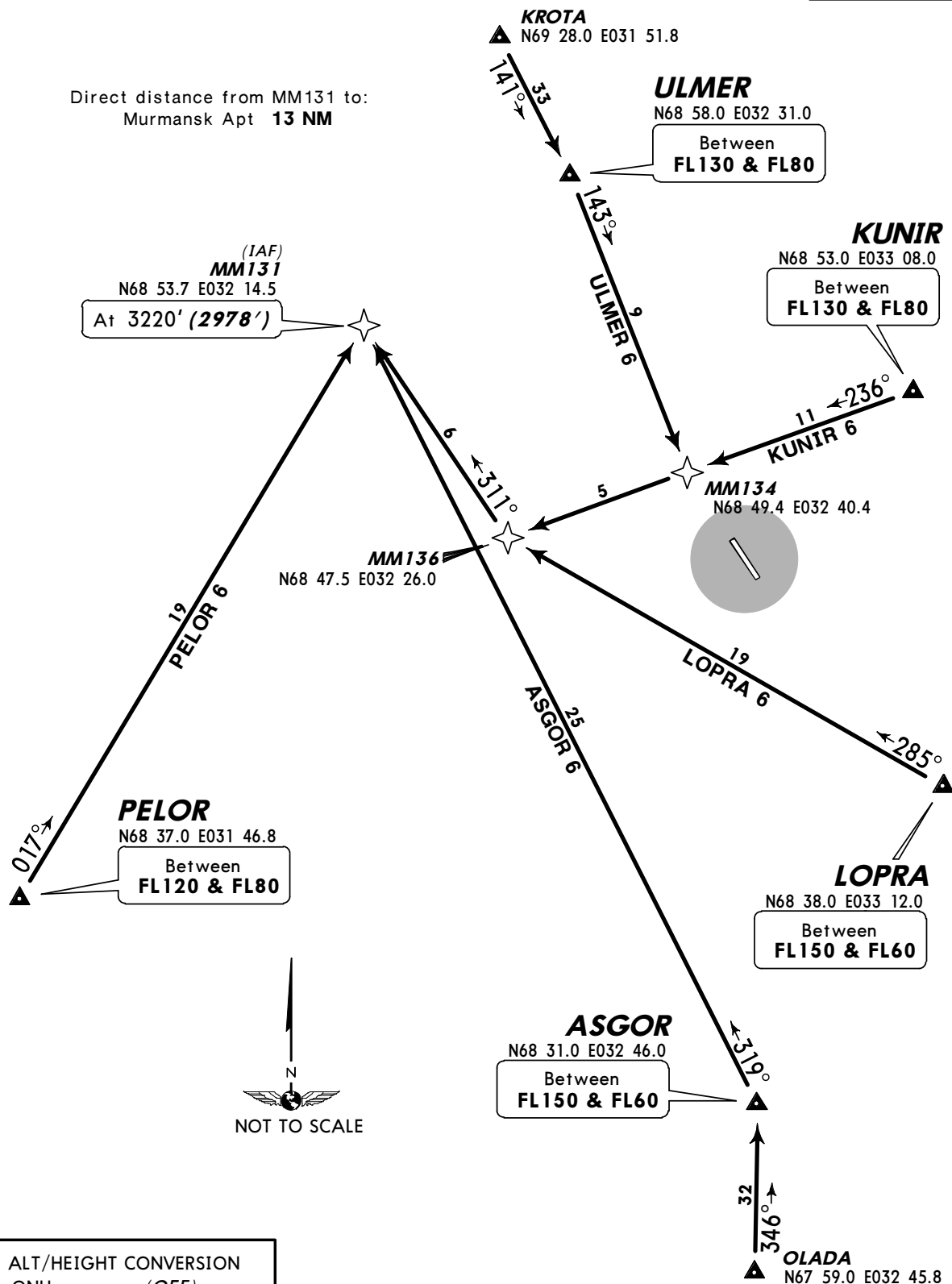
FL70 if pressure is less than 726mm (968.0 hPa)

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)

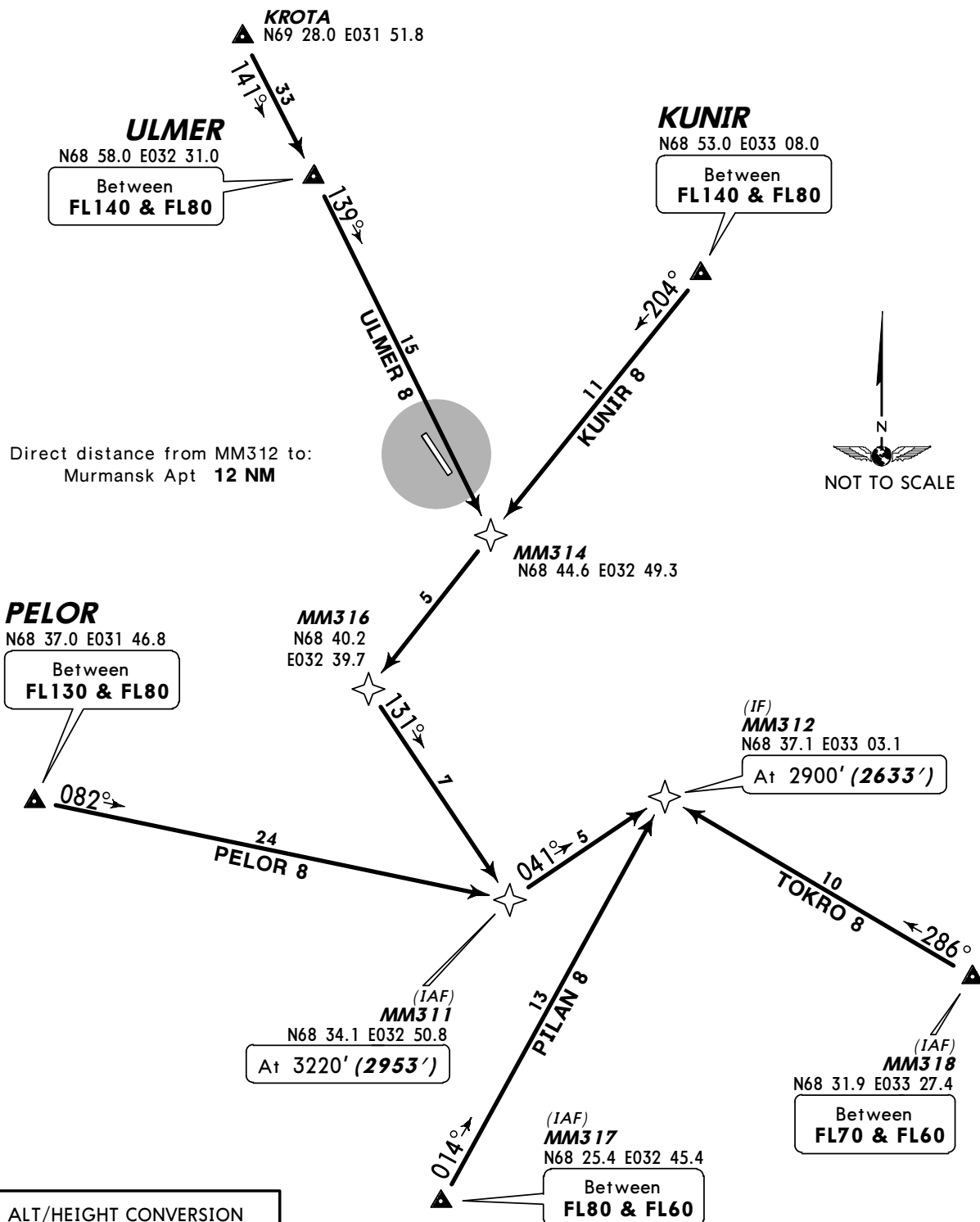
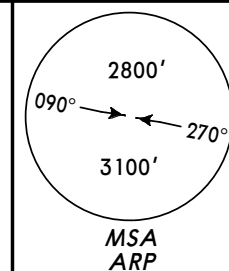
Trans level: FL50

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)

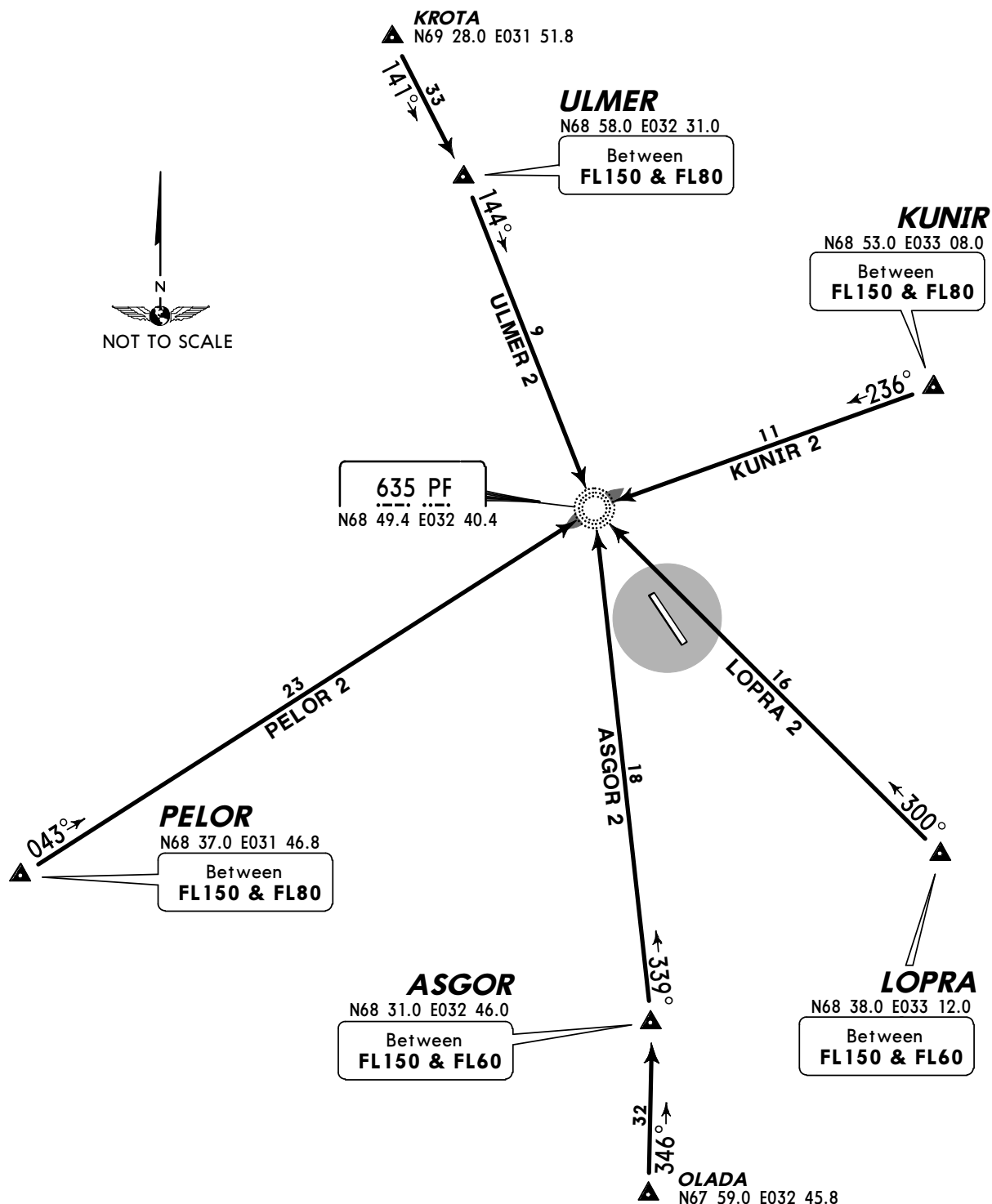
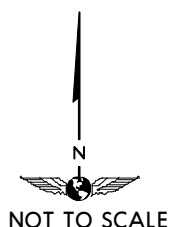
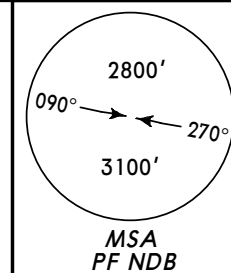


ATIS
127.4

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)

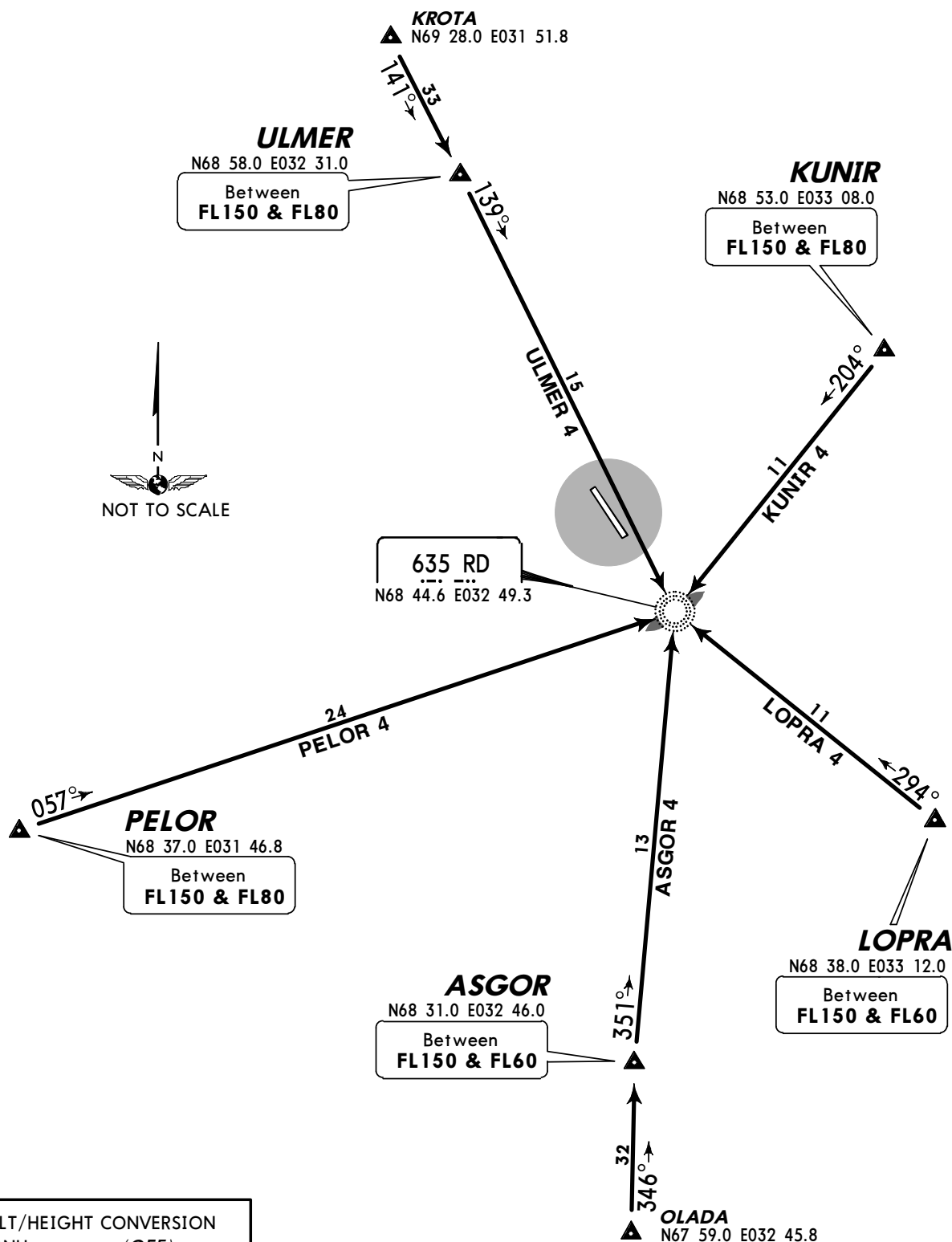
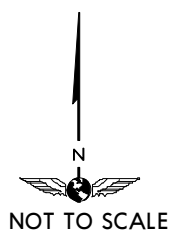
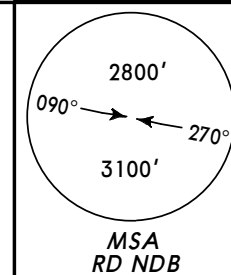
Trans level: FL50

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)

**ASGOR 9, KUNIR 9
LOPRA 9, PELOR 9, ULMER 9
RWY 13 ARRIVALS**

2800'

090° → ← 270°

3100'

MSA
ARP

N

NOT TO SCALE

KROTA
N69 28.0 E031 51.8

141° 33

ULMER
N68 58.0 E032 31.0
Between
FL130 & FL80

KUNIR
N68 53.0 E033 08.0
Between
FL130 & FL80

PELOR
N68 37.0 E031 46.8
Between
FL120 & FL80

ASGOR
N68 31.0 E032 46.0
Between
FL150 & FL60

LOPRA
N68 38.0 E033 12.0
Between
FL150 & FL60

OLADA
N67 59.0 E032 45.8

Intercept
final
at 2540'
(2298')

At 3220'
(2978')

At 2540'
(2298')

635 PF
N68 49.4 E032 40.4

ALT/HEIGHT CONVERSION
QNH (QFE)

3220'	(2978' - 900m)
2540'	(2298' - 700m)

ATIS
127.4Apt Elev
262'

Alt Set: MM (hPa on request) QNH on request (QFE)

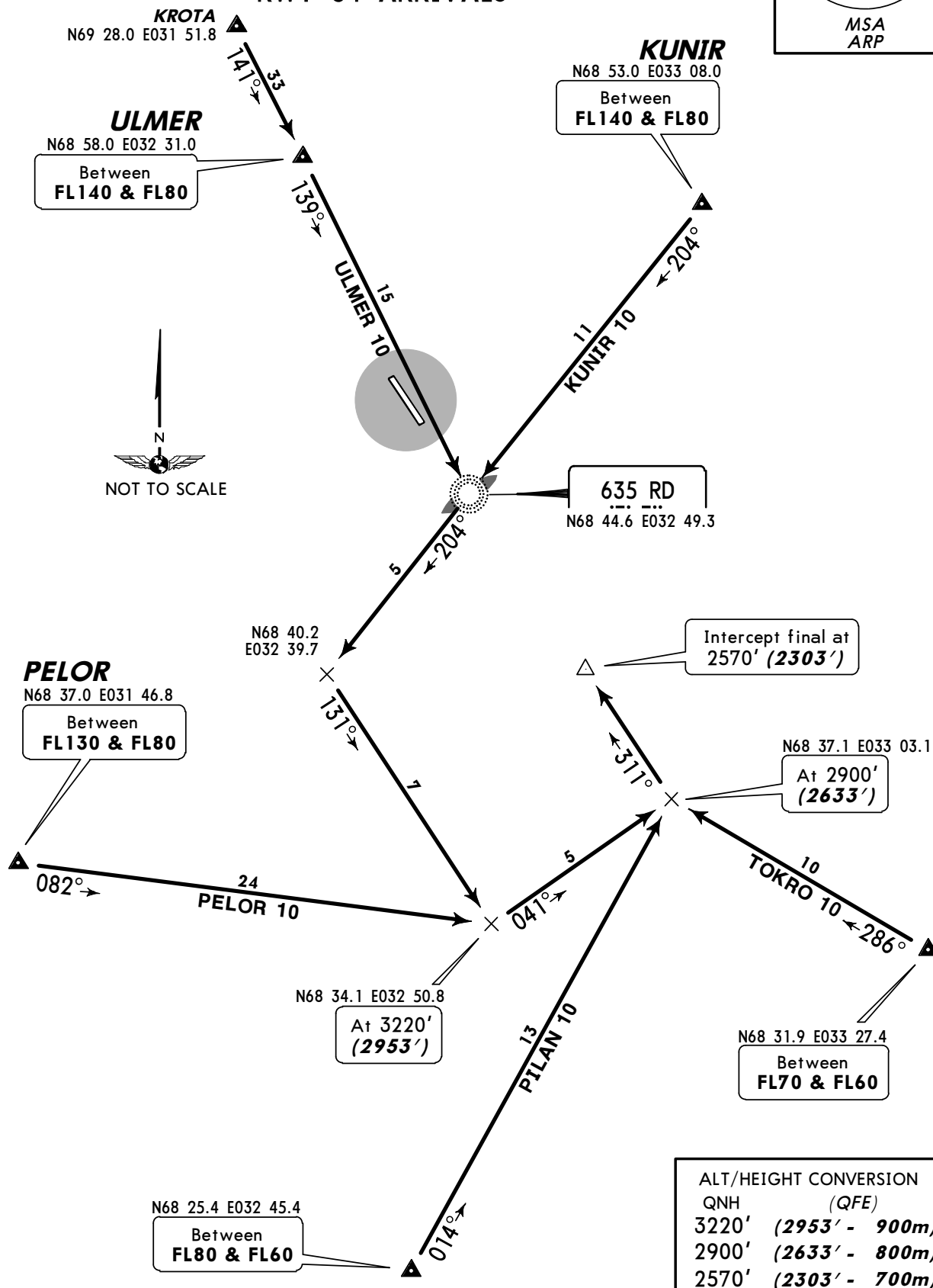
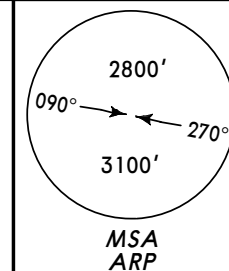
Trans level: FL50

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)

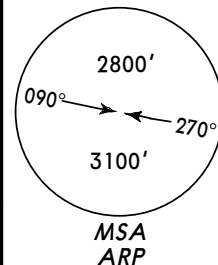
Trans level: FL50

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

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

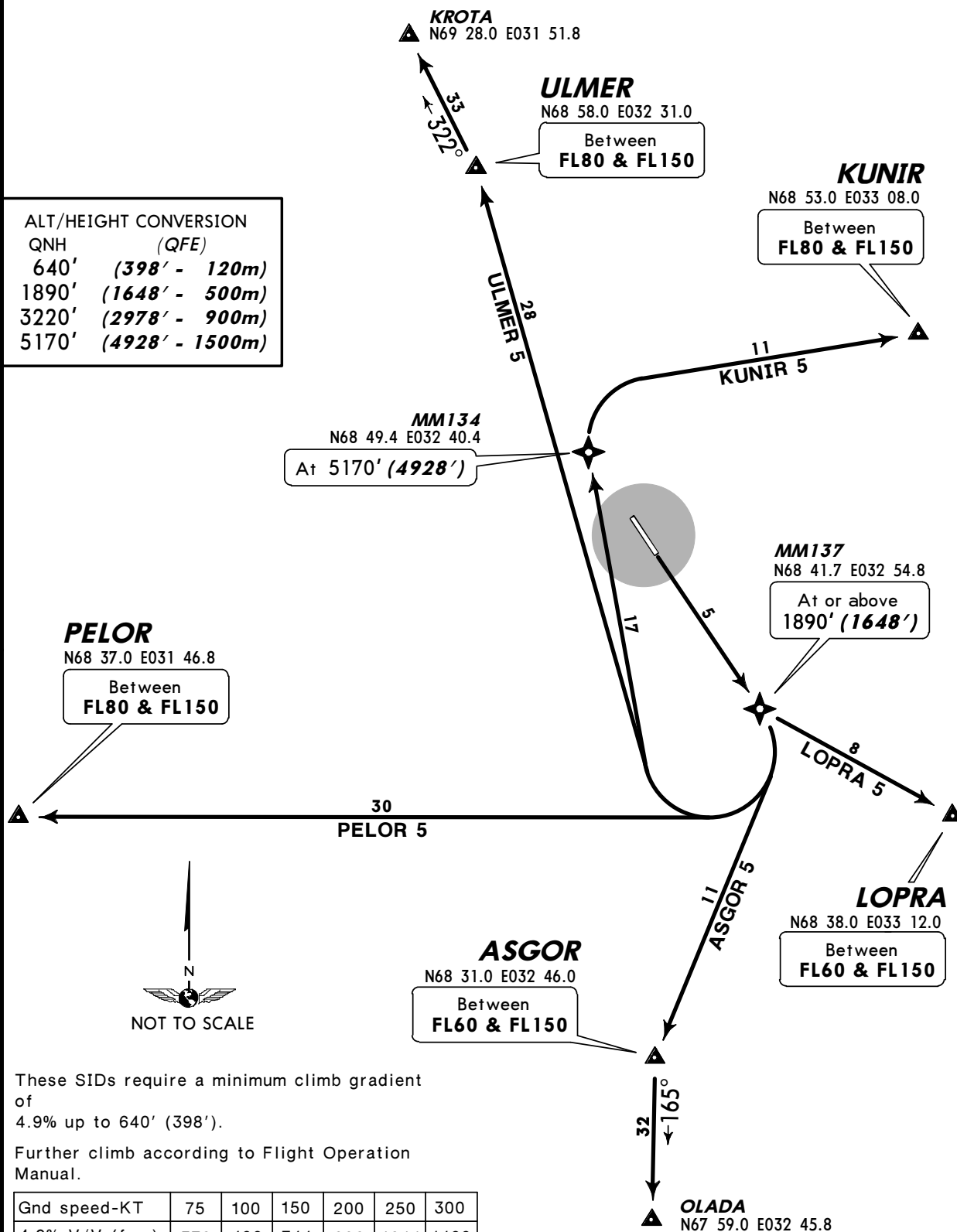
Trans alt: 3220' (2978')

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)

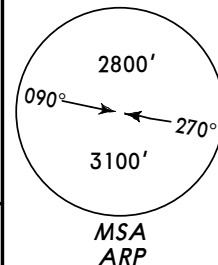
Trans level: FL50

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

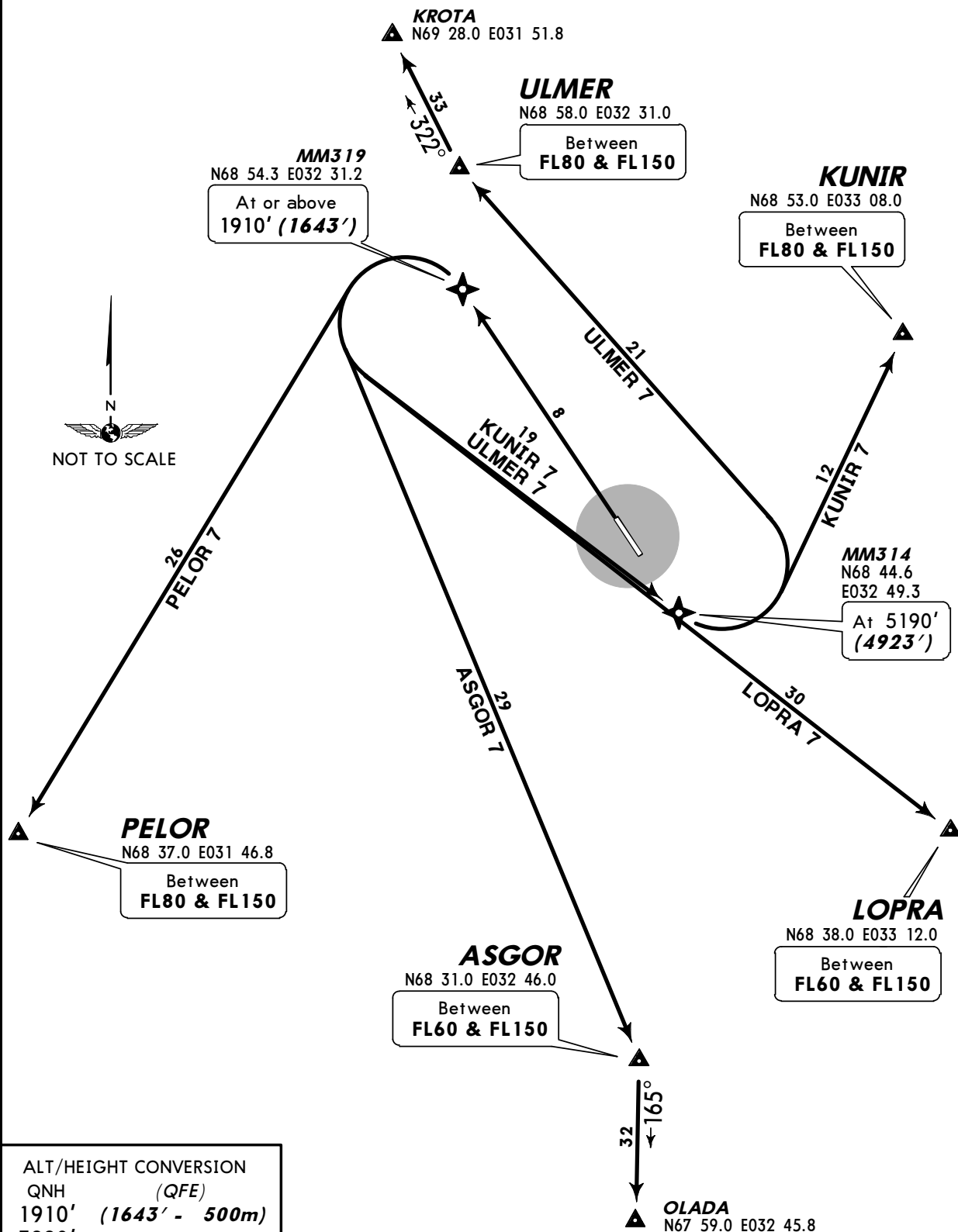
FL70 if pressure is less than 726mm (968.0 hPa)

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)

MSA
PF NDB

OLADA
N67 59.0 E032 45.8

Apt Elev
262'

QNH on request (QFE)

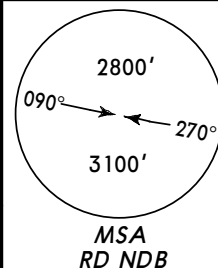
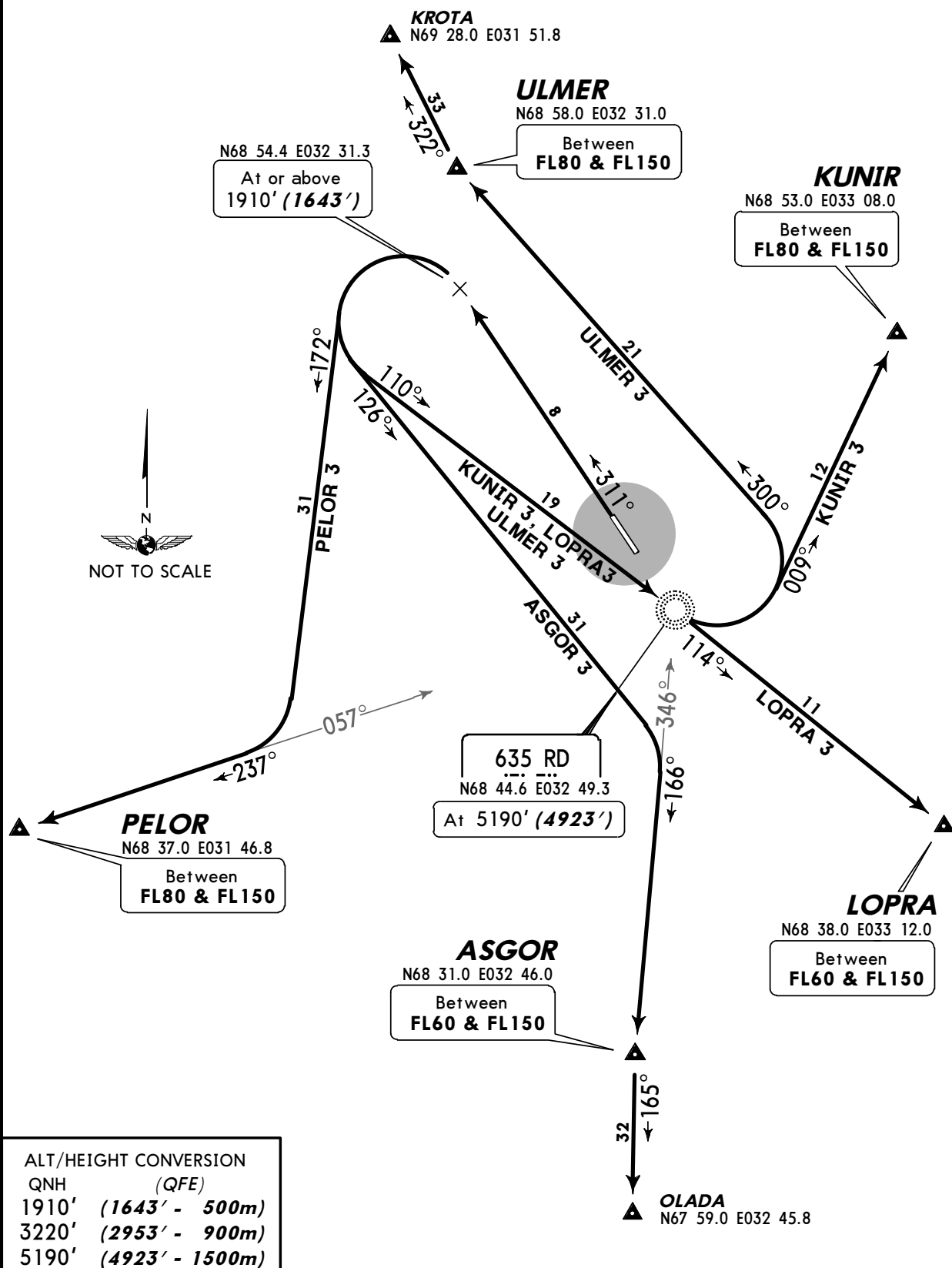
Trans level: FL50

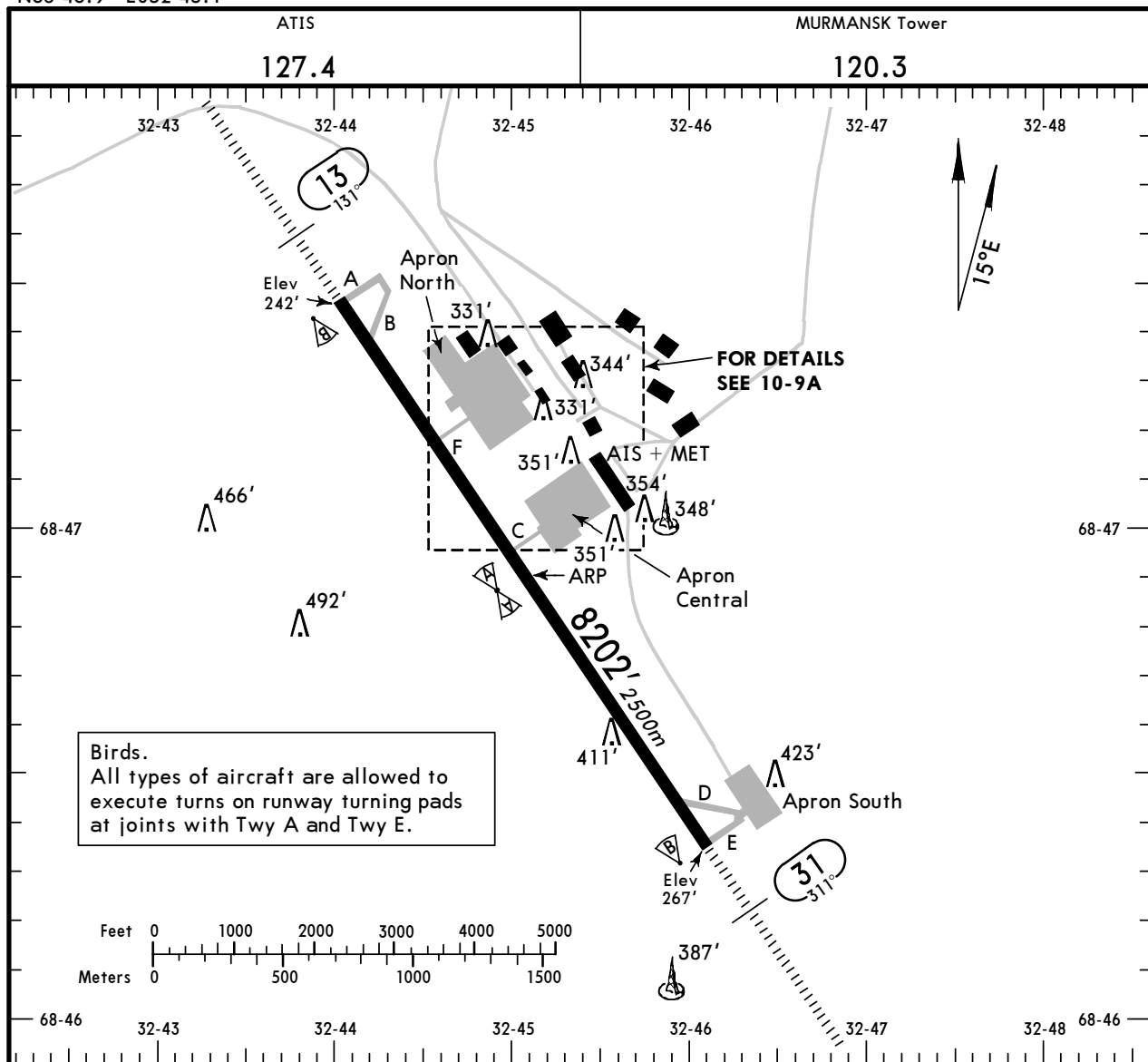
FL60 if pressure is less than 753mm (1004.0 hPa)

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



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

AIR CARRIER (JAA)

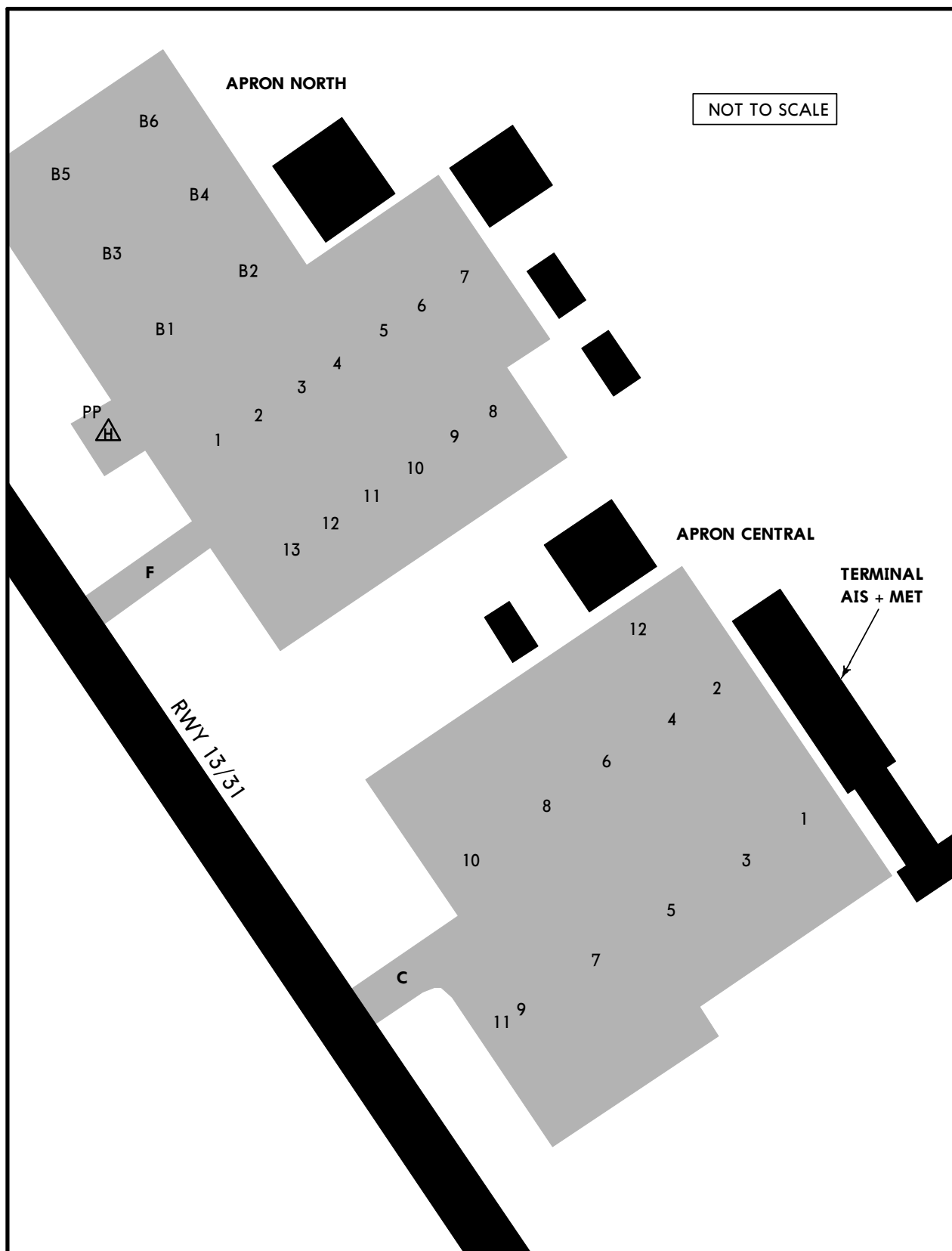
All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	



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.

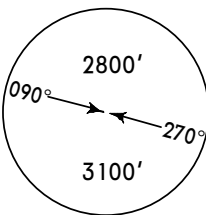
STRAIGHT-IN RWY		A	B	C	D
13	ILS	442'(200')	452'(210')	459'(217')	468'(226')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GNSS ①	590'(348')	590'(348')	590'(348')	590'(348')
31	FULL	R900m	R900m	R900m	R900m
	ALS out	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')
	FULL	R1500m	R1500m	R1700m	R1700m
	ALS out	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		

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.					



2800'

090° → ← 270°

3100'

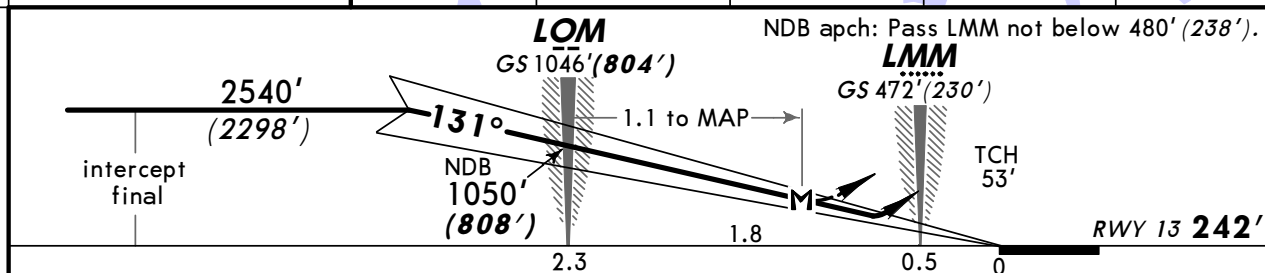
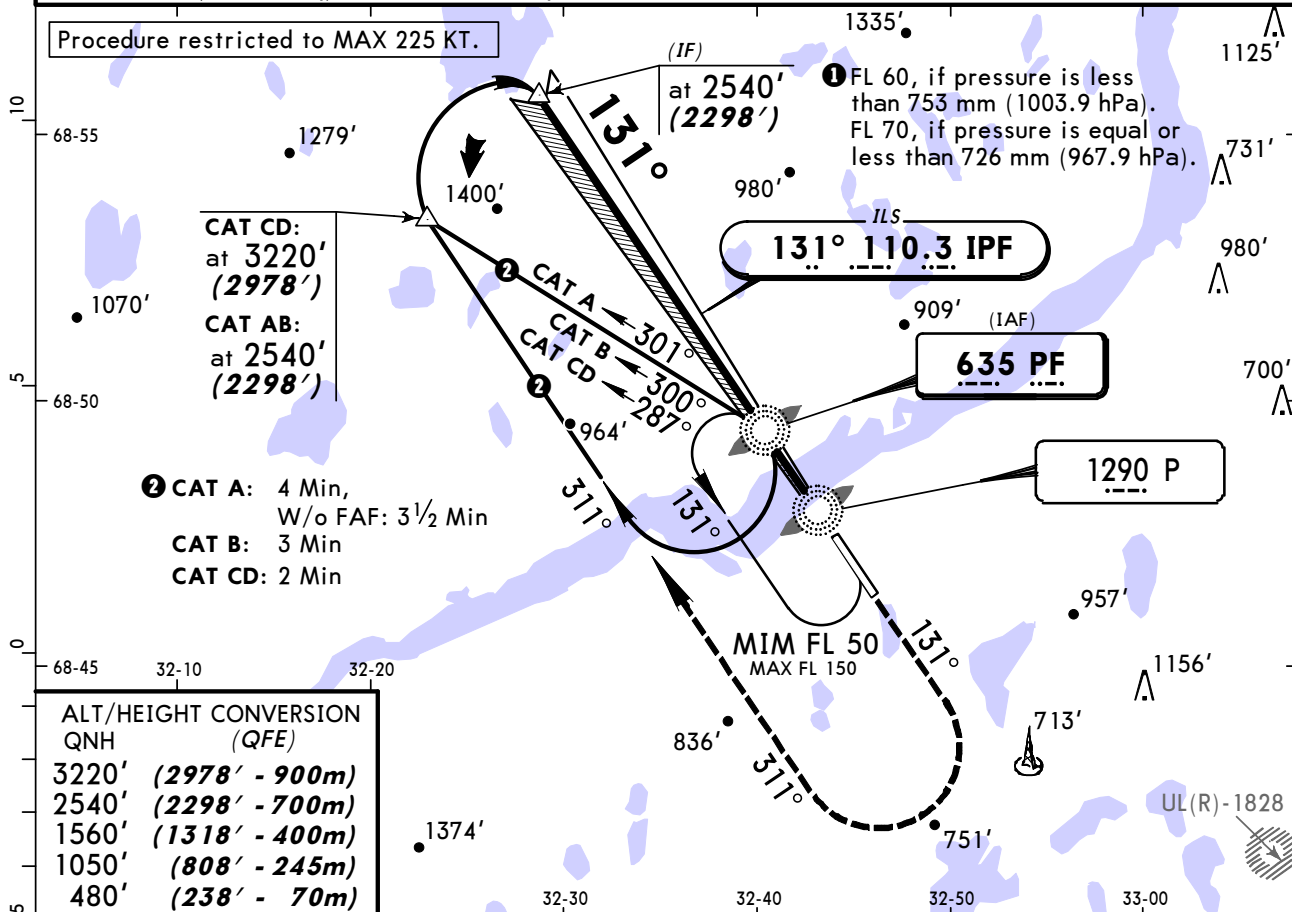
MSA
ARP

Alt Set: MM (hPa on req)

QNH on req (QFE)

Trans level: FL 50 ①

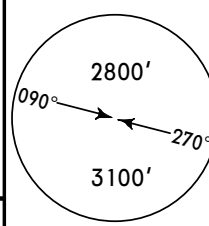
Trans alt: 3220' (2978')

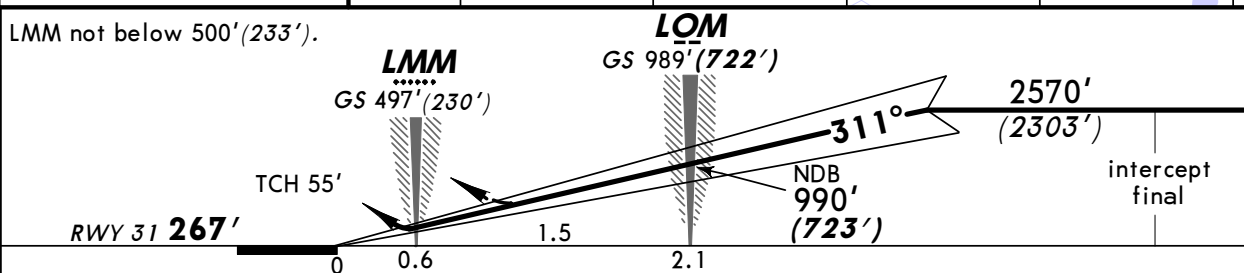
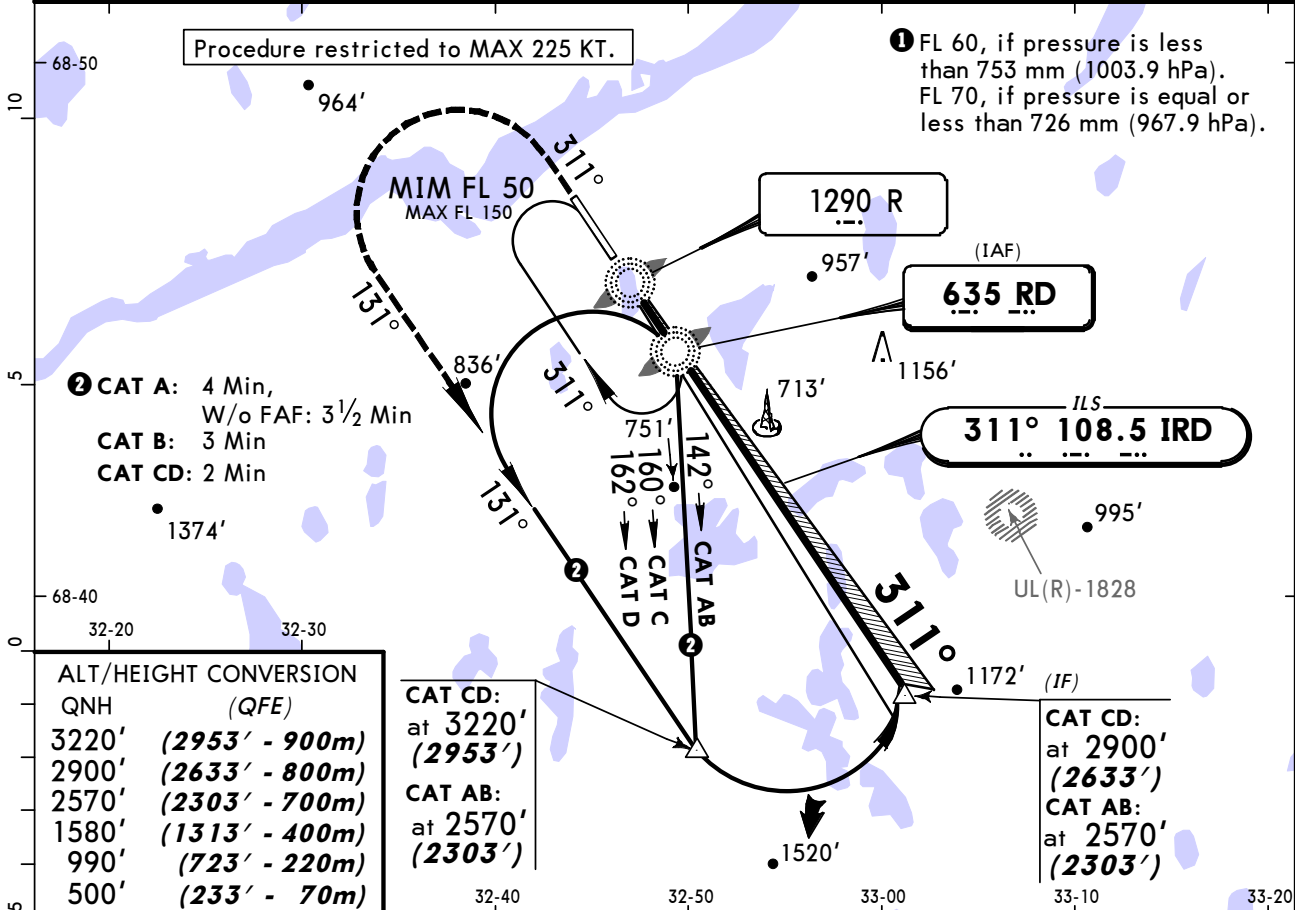


Gnd speed-Kts	70	90	100	120	140	160	PAPI		1560' (1318') on 131°
ILS GS or									
NDB Descent angle 3.00°	372	478	531	637	743	849			
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25			

STRAIGHT-IN LANDING RWY 13								
ILS			LOC (GS out)	2 NDB				
DA(H)	A: 442'(200') C: 459'(217')			With FAF		W/o FAF		
	B: 452'(210') D: 468'(226')			MDA(H) 600'(358')		MDA(H) 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	

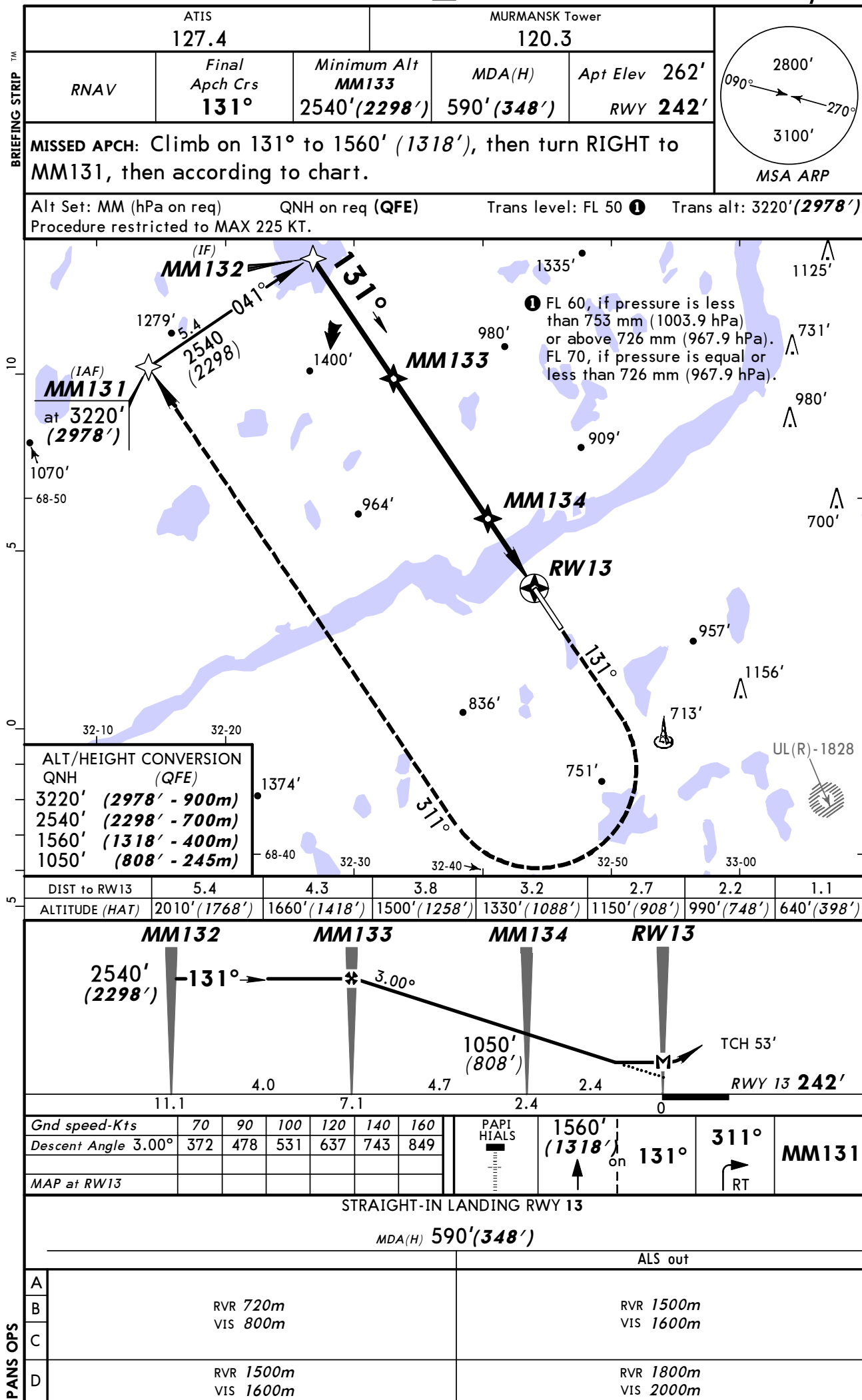
BRIEFING STRIP™

ATIS 127.4			MURMANSK Tower 120.3		
LOC IRD 108.5	Final Apch 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.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 50 ❶	Trans alt: 3220' (2953')	



Gnd speed-Kts	70	90	100	120	140	160	PAPI HIALS	1580' (1313') on 311°
ILS GS or	372	478	531	637	743	849		
NDB Descent angle 3.00°								

STRAIGHT-IN LANDING RWY 31							
ILS		LOC (GS out)	2 NDB				
DA(H)	C: 470'(203')		With FAF		W/o FAF		
AB: 467'(200')			MDA(H)	800'(533')	MDA(H)	1430'(1163')	
D: 480'(213')							
FULL		ALS out		ALS out		ALS out	
A	RVR 720m VIS 800m	1200m	NOT AUTH	2000m	2800m	3200m	
B							
C						4000m	4800m
D				2400m		4400m	



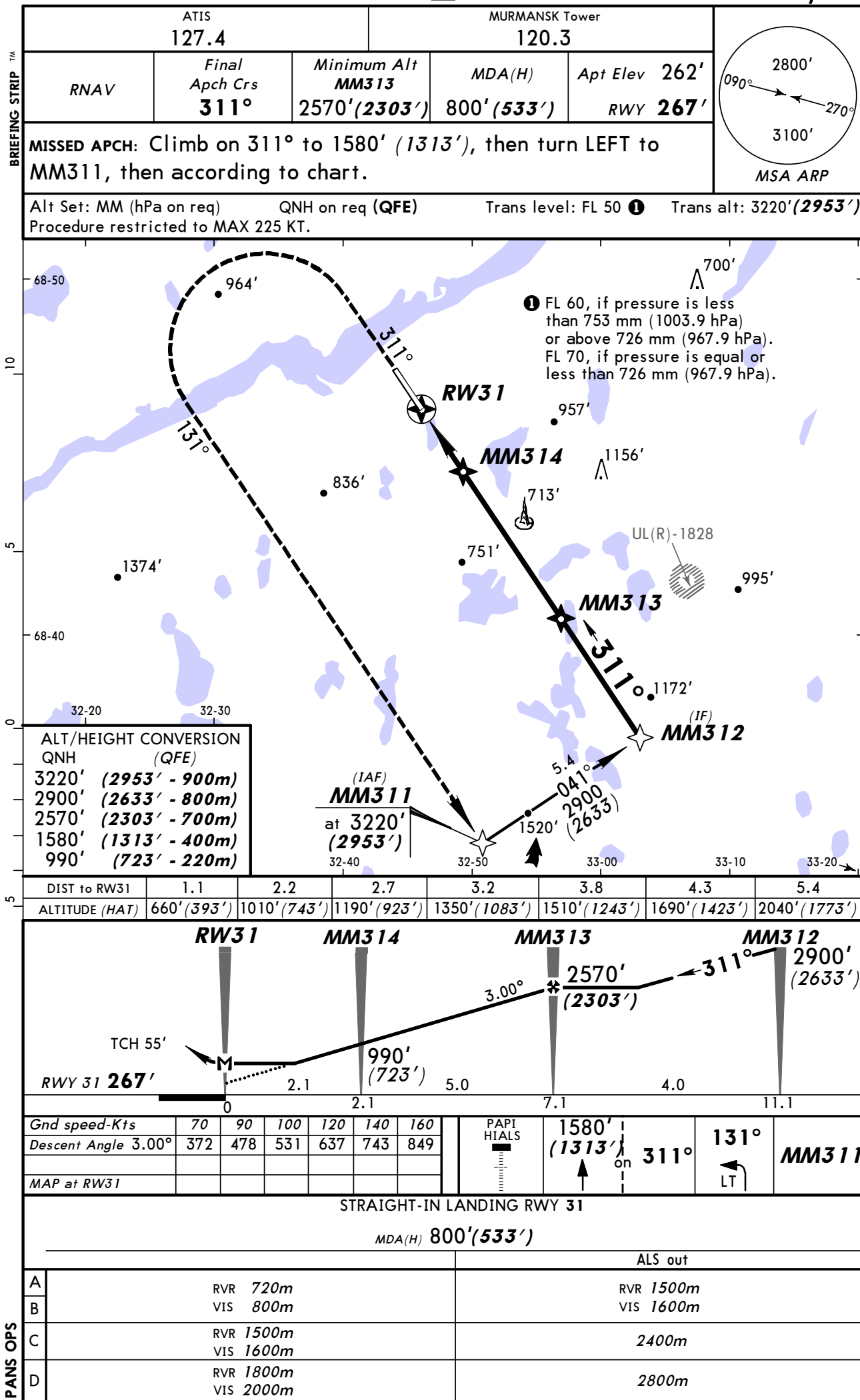




Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

MURMANSK, (MURMANSK - ULMM)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport ULMM