(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UMOO
Terminal Charts For UMOO
Revision Letter For Cycle 23-2013
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

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: 0523 Z
Sunset: 1405 Z,

Runway Information

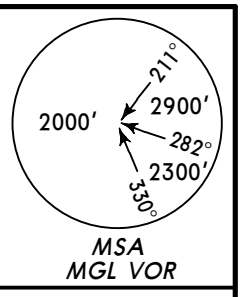
Runway: 13
Length x Width: 8419 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 625 ft
Lighting: Edge, ALS

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	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
118.07 (126.2 Russian)	636′	



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

DINPU
N54 25.6 E030 15.8
At or below **FL130**

D29.1 184
15.1 DINPU 1N

N
NOT TO SCALE

(IAF)
GIPOM
N54 08.5 E029 59.0
At **4000′**

OOØ1
N54 10.9 E030 10.5

12 DME Arc
D14.0
D12.0
R004°
333°

DEDOK
N54 02.1 E029 18.1
At or below **FL130**

(IAF)
ASLIG
N54 01.8 E029 47.0
At **4000′**

D28.6
092°
14.6 DEDOK 1C

D12.0
285°
D14.0
R272°

OOØ2
N53 59.6 E029 42.4

12 DME Arc

MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7

129°
MHA 4000
309°

R244°
D14.0

DULEB
N53 49.1 E029 23.4
At or below **FL130**

OOØ3
N53 52.9 E029 43.2

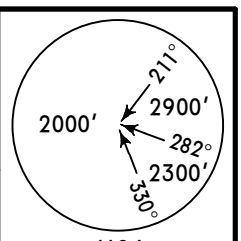
12.3 DULEB 1C
D26.3
064°

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.

CHANGES: STARs completely revised; MSA.

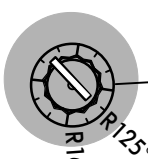
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
118.07 (126.2 Russian)	636′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



MSA
MGL VOR

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



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

R125°
R168°
12.0
D
305°
TINIB
N53 49.0 E030 20.6

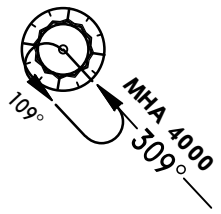
ROVSI
N53 51.9 E030 50.4
At or below FL130
093°
D26.9
253°
18
ROVSI 1C

KOPON
N53 38.7 E030 45.5
(MGL R-120/D30.0)
At or below FL130
18
KOPON 1C
297°

PIROS 1C
27.8
348°
D
PIROS
N53 29.5 E030 09.0
At or below FL130

N
NOT TO SCALE

HOLDING OVER MGL

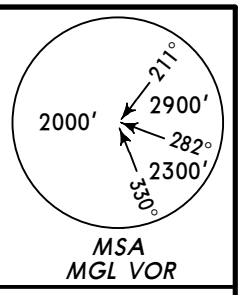


STAR	ROUTING
KOPON 1C	On 297° track to TINIB, intercept MGL R-125 inbound to MGL.
PIROS 1C	Intercept MGL R-168 inbound to MGL.
ROVSI 1C	On track 253° to TINIB, turn Right, intercept MGL R-125 inbound to MGL.

CHANGES: STARs completely revised; MSA.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
118.07 (126.2 Russian)	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**
D
184°
29.1
DINPU 1M

N
NOT TO SCALE

DEDOK
N54 02.1 E029 18.1
At or below **FL130**
D
092°
28.6
DEDOK 1D
R272°

MHA 4000
129°
R004°
309°

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

DULEB
N53 49.1 E029 23.4
At or below **FL130**
D26.3
064°
12.3
DULEB 1D

OO03
N53 52.9 E029 43.2
D14.0
R244°

149°
D12.0

(IAF)
RERGI
N53 46.2 E030 13.7
At **4000′**

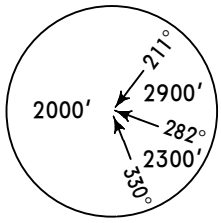
12 DME Arc

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.

CHANGES: STARs completely revised; MSA.

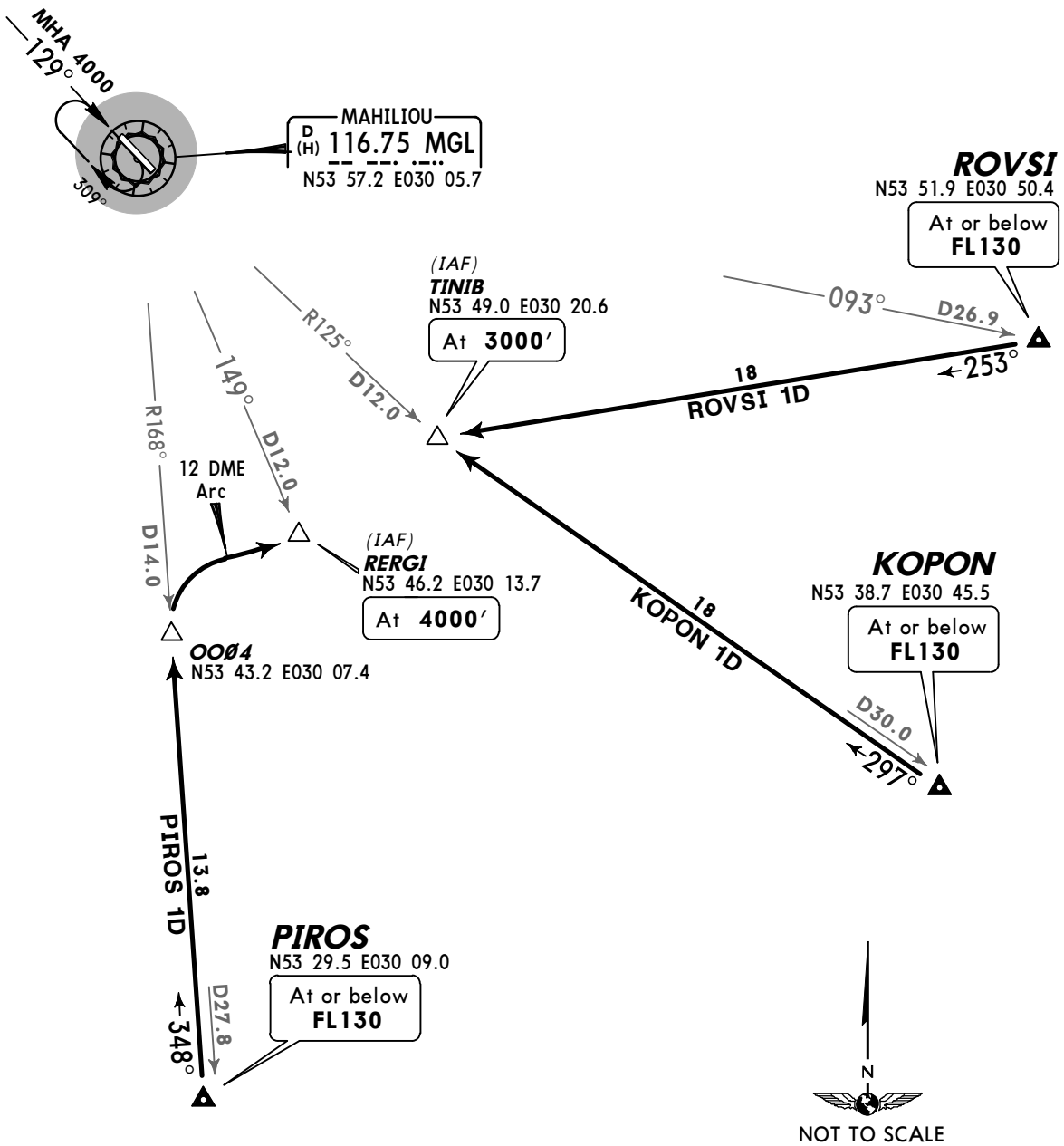
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
118.07 (126.2 Russian)	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

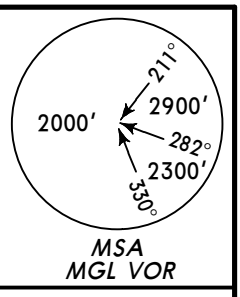


STAR	ROUTING
KOPON 1D	On track 297° to TINIB.
PIROS 1D	Intercept MGL R-168 inbound to OO04, turn RIGHT, along MGL 12 DME arc to RERGI.
ROVSI 1D	On 253°track to TINIB.

CHANGES: STARs completely revised; MSA.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

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) *[LUBI1A]*
PEKUD ONE ALFA (PEKUD 1A) *[PEKU1A]*
SLEDA ONE ALFA (SLEDA 1A) *[SLED1A]*
RWY 13 DEPARTURES
VOR DME REQUIRED

N
NOT TO SCALE

MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7
At or above 4000′

LUBIN
N54 18.1 E030 35.0
At or below FL130
D27.1
LUBIN 1A
031°

DULEB
N53 49.1 E029 23.4
At or below FL130
D26.3
DULEB 1A
244°
274°
208°
238°
145°
At or above 1300′

PEKUD
N53 35.5 E029 39.0
At or below FL130
D26.9
PEKUD 1A

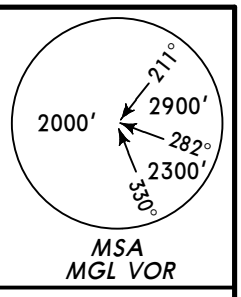
SLEDA
N53 33.1 E030 26.0
At or below FL130
D26.9
SLEDA 1A

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.

CHANGES: SIDs compeletly revised; MSA.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

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) *[LUBI1B]*
PEKUD ONE BRAVO (PEKUD 1B) *[PEKU1B]*
SLEDA ONE BRAVO (SLEDA 1B) *[SLED1B]*
RWY 31 DEPARTURES
VOR DME REQUIRED

N
NOT TO SCALE

LUBIN
N54 18.1 E030 35.0
At or below **FL130**
D27.1
LUBIN 1B
061°
031°
At or above **1300′**

MAHILIOU
D (H) 116.75 MGL
N53 57.2 E030 05.7

DULEB
N53 49.1 E029 23.4
At or below **FL130**
214°
244°
D26.3
DULEB 1B

178°
115°
145°
208°

PEKUD 1B
D26.9
PEKUD
N53 35.5 E029 39.0
At or below **FL130**

SLEDA 1B
D26.9
SLEDA
N53 33.1 E030 26.0
At or below **FL130**

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.

CHANGES: SIDs compeletly revised; MSA.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

NOISE ABATEMENT

ARRIVALS

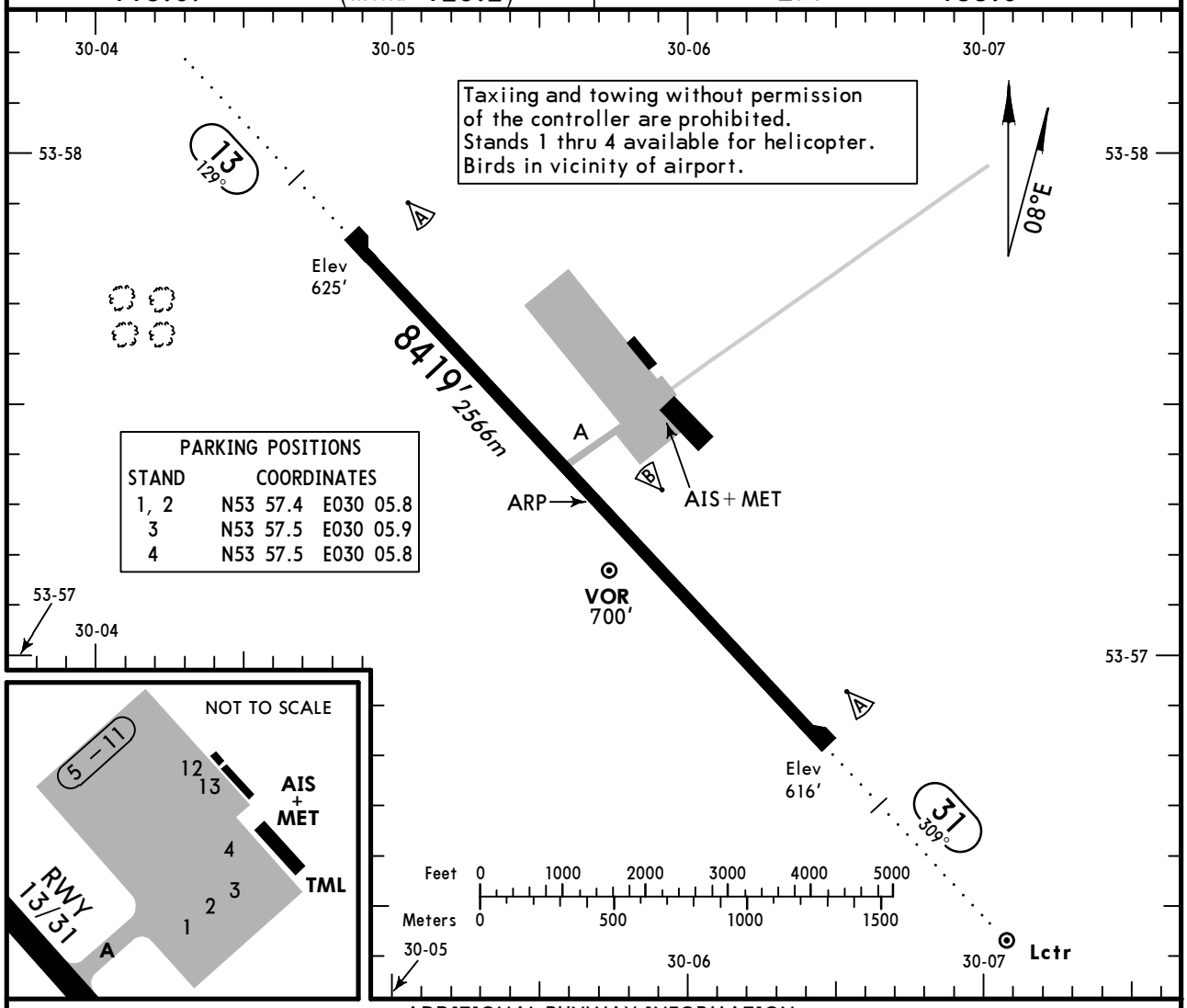
Noise abatement procedures during approach phase shall be carried out by crews of all ACFT according to the Aeroplane Flight Manual unless there are unfavourable meteorological conditions, such as considerable wind speed, cumulo-nimbus clouds etc., in arrival and approach sectors.
During instrument as 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.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

*ATIS		*MAHILIOU Tower	
118.07	(Russian 126.2)	127.1	133.0



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, B, C	*250m*	*400m*
D	*300m*	

CHANGES: Tower frequency. Note.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

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 ❶ 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
	NDB ❶ 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
31	VOR ❶ 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 ❶ 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

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	1100′ (464′)❸ ceil 190m V1900m	**1140′** (504′)❸ ceil 200m V2800m	**1300′** (664′) ceil 300m V3700m	**1340′** (704′) ceil 310m V4600m

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

© JEPPESEN, 2011, 2013. ALL RIGHTS RESERVED.

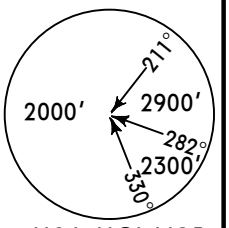
BRIEFING STRIP

*ATIS		*MAHILIOU Tower (APP/TWR)	
118.07	(Russian 126.2)	127.1	133.0

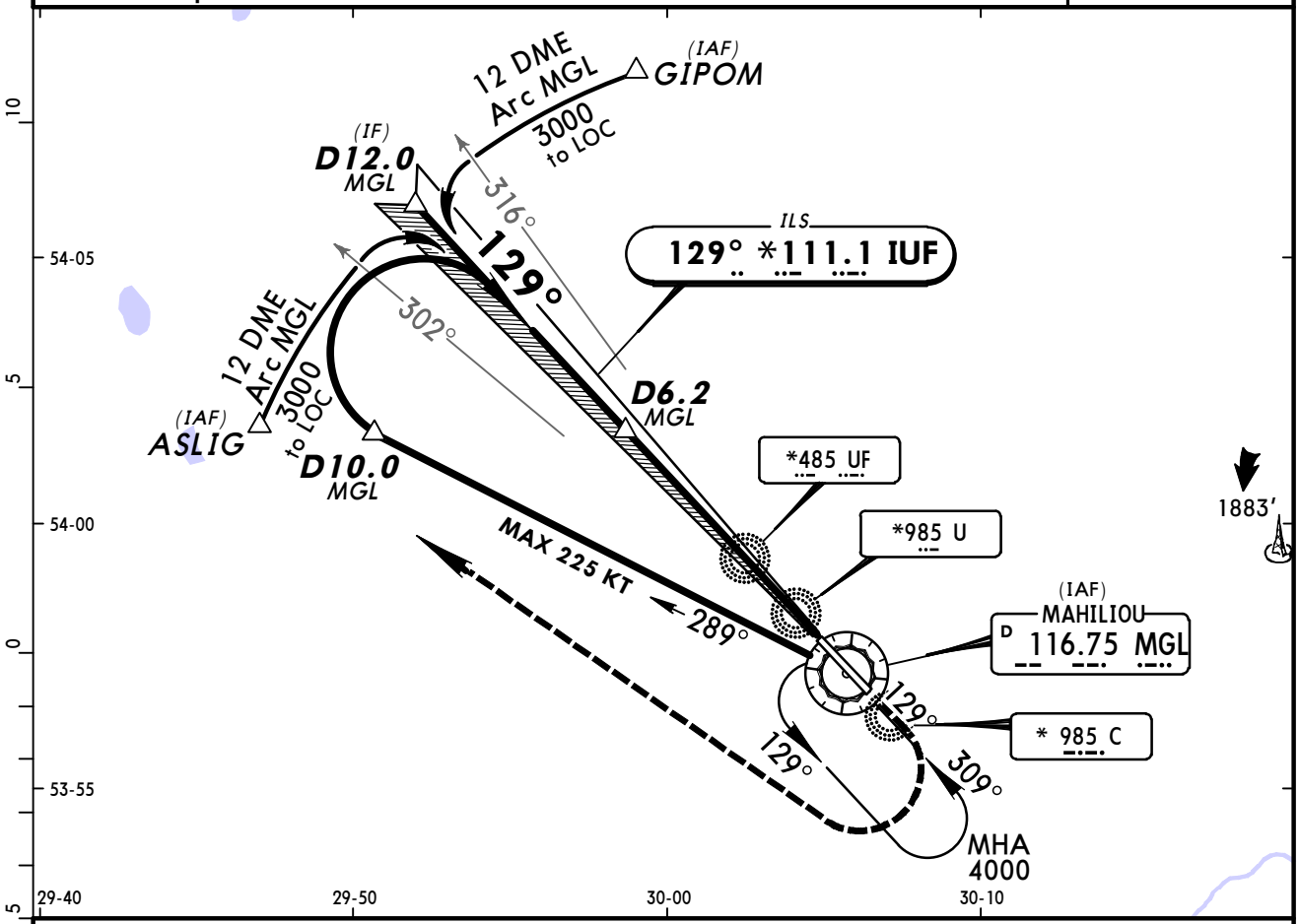
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 636′
IUF *111.1	129°	D6.2 MGL 2300′ (1675′)	Refer to Minimums	RWY 625′

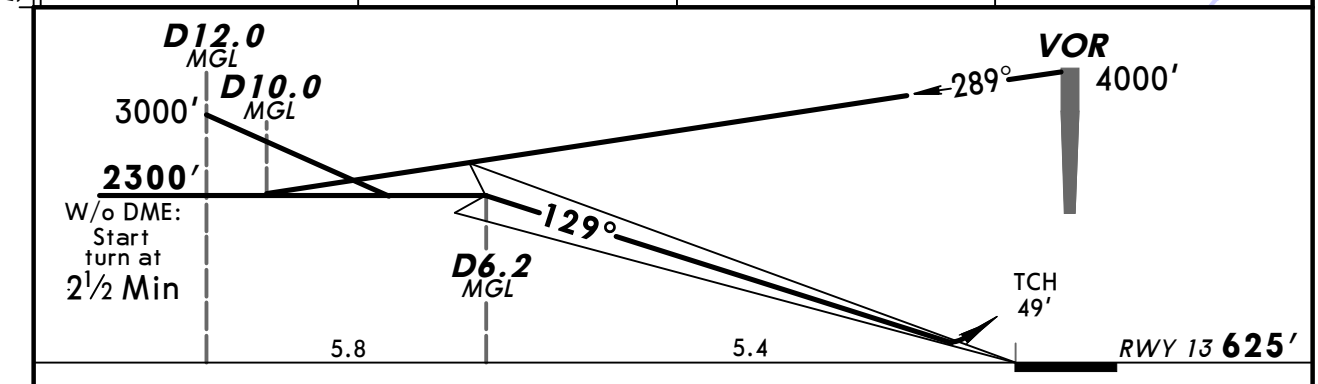
MISSED APCH: Climb on 129° to 1300′, then turn RIGHT to ASLIG climbing to 3000′, then as directed.

Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 6000′
VOR DME required.



MSA MGL VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	347	446	495	594	693	792

ALS
PAPI
1300 on 129°

STRAIGHT-IN LANDING RWY 13

ILS		LOC (GS out)
DA(H) C: 833′(208′)		
AB: 825′(200′)	D: 843′(218′)	
FULL	ALS out	

CEILING REQUIRED
Not authorized in sector between R-040 MGL and R-110 MGL clockwise

PANS OPS

			Max Kts	MDA(H)	CEIL-VIS
A	1200m	NOT AUTHORIZED	100	1100′(464′)	190m - 1900m
B			135	1130′(494′)	200m - 2800m
C			180	1300′(664′)	300m - 3700m
D			205	1330′(694′)	310m - 4600m

CHANGES: Tower frequency. Alt set. TA. MSA. Procedure. Minimums.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

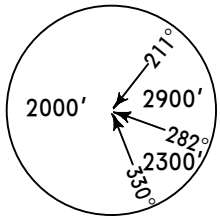
*ATIS		*MAHILIOU Tower (APP/TWR)	
118.07	(Russian 126.2)	127.1	133.0

BRIEFING STRIP ™

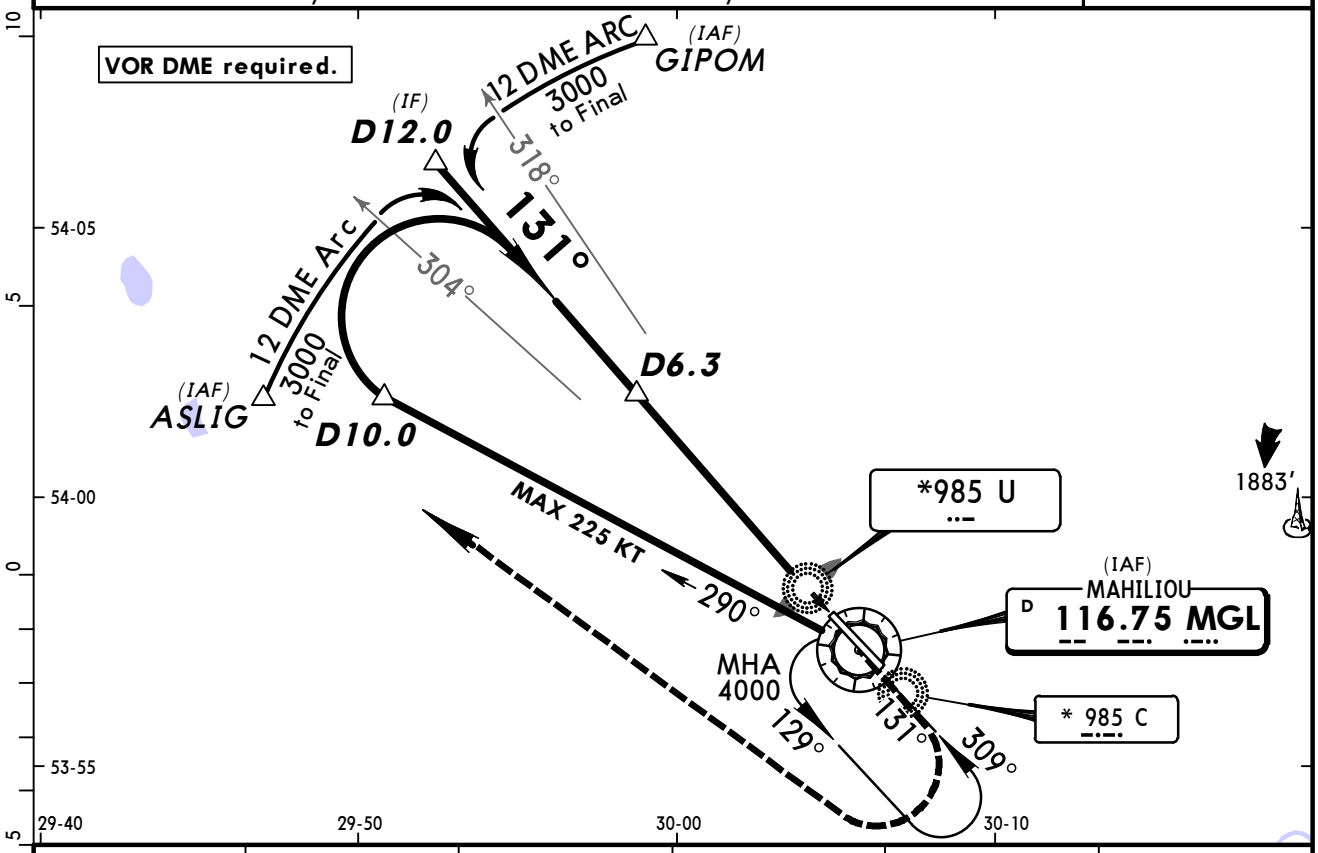
VOR MGL	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)	Apt Elev 636′
116.75	131°	D6.3 2300′ (1675′)	960′ (335′)	RWY 625′
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) Refer to Minimums	

MISSED APCH: Climb on 131° to 1300′, then turn RIGHT to ASLIG climbing to 3000′, then as directed.

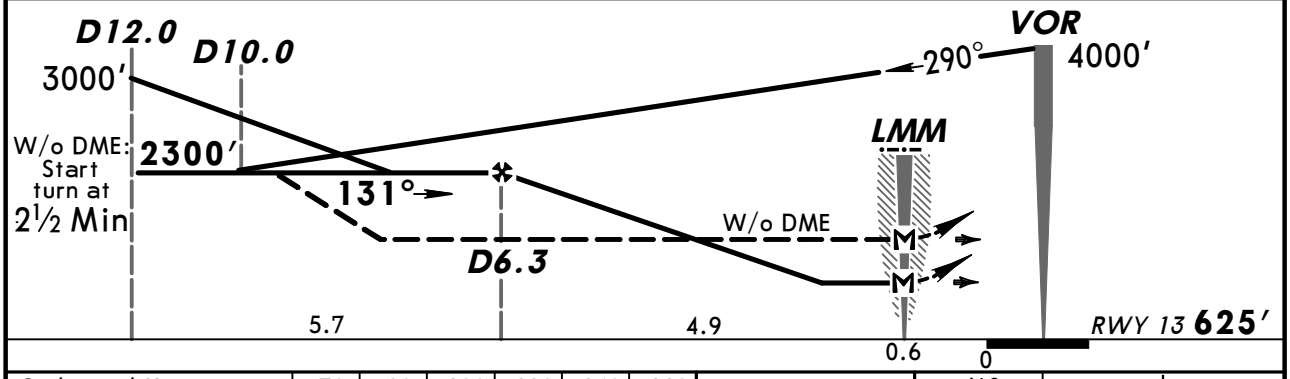
Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 6000′



MSA
MGL VOR



MGL DME	5.8	4.8	3.8	2.8	1.8
ALTITUDE	2160′	1860′	1560′	1260′	960′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.80°	347	446	495	594	693	792
MAP at LMM							

ALS
PAPI
1300 on 131°

STRAIGHT-IN LANDING RWY 13

With DME		W/o DME	
MDA(H) 960′(335′)	ALS out	MDA(H) C: 1050′(425′) AB: 1010′(385′) D: 1070′(445′)	ALS out

CEILING REQUIRED
Not authorized in sector between R-040 and R-110 clockwise

PANS OPS

			Max Kts	MDA(H)	CEIL-VIS
A	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	100	1100′(464′)	190m - 1900m
B			135	1130′(494′)	200m - 2800m
C		RVR 1800m VIS 2000m	180	1300′(664′)	300m - 3700m
D		2400m	205	1330′(694′)	310m - 4600m

CHANGES: New procedure.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

*ATIS		*MAHILIOU Tower (APP/TWR)	
118.07	(Russian 126.2)	127.1	133.0

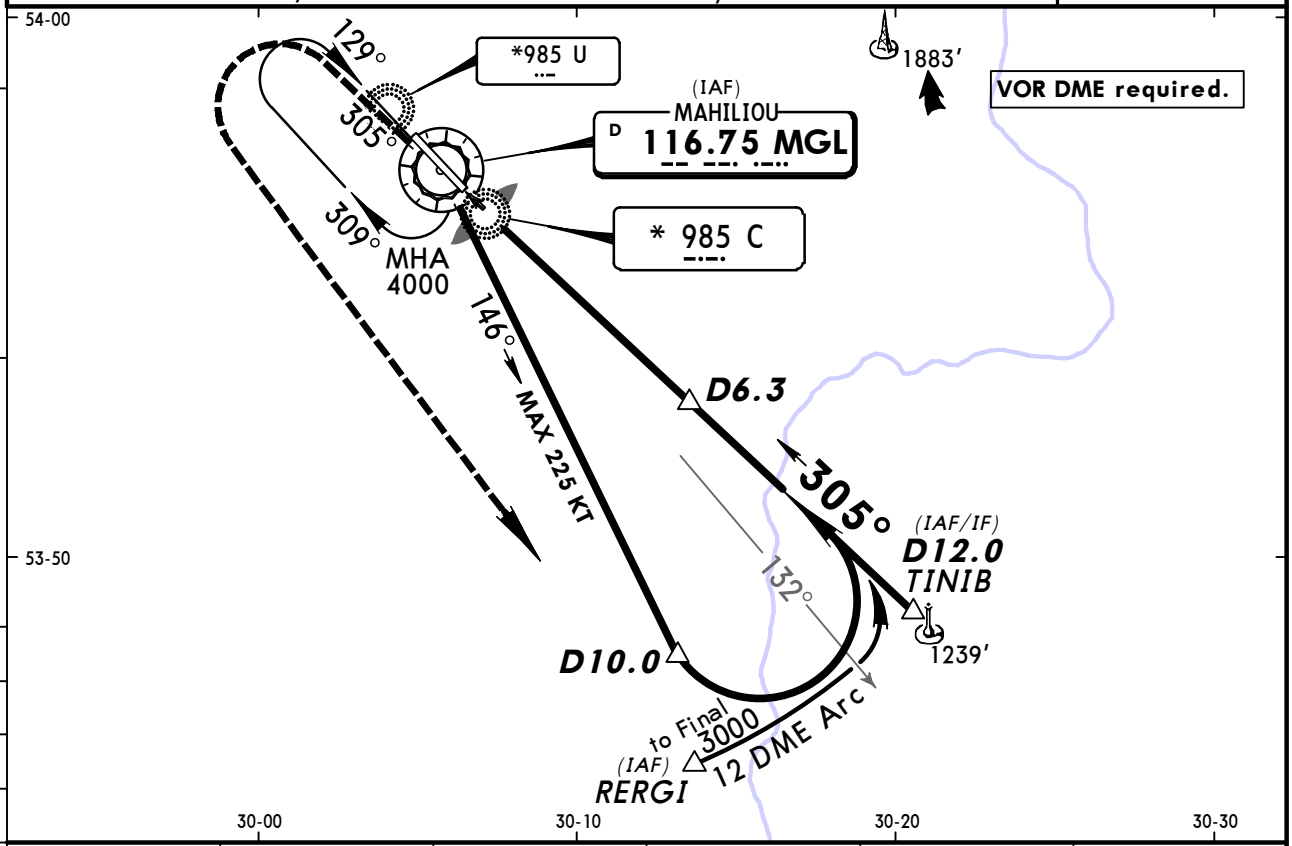
BRIEFING STRIP

VOR MGL	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)	Apt Elev 636′
116.75	305°	D6.3 2300′ (1684′)	Refer to Minimums	RWY 616′
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 1230′ (614′)	

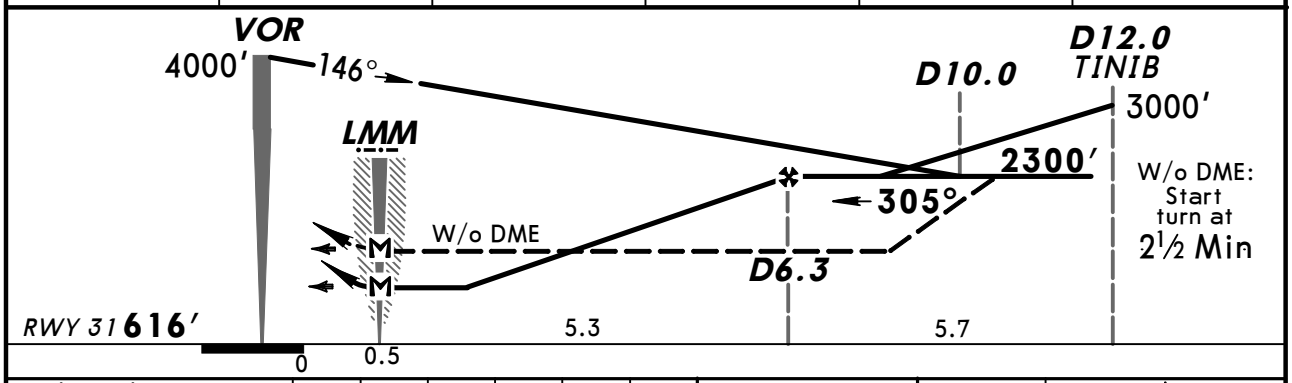
MISSED APCH: Climb on 305° to 1300′, then turn LEFT to RERGI climbing to 3000′, then as directed.

Alt Set: hPa | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 6000′

MSA MGL VOR: 2000′ (211°), 2900′ (282°), 2300′ (330°)



MGL DME	1.5	2.5	3.5	4.5	5.5
ALTITUDE	940′	1220′	1510′	1790′	2080′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at LMM							

ALS / PAPI — 1300 on 305°

STRAIGHT-IN LANDING RWY 31

	With DME	W/o DME
	ABC: 900′(284′)	
MDA(H)	D: 930′(314′)	MDA(H) 1230′(614′)
	ALS out	ALS out
A	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B		
C		2800m
D		3200m

CEILING REQUIRED
Not authorized in sector between R-040 and R-110 clockwise

Max Kts	MDA(H)	CEIL-VIS
100	1100′(464′) [1]	190m - 1900m
135	1130′(494′) [1]	200m - 2800m
180	1300′(664′)	300m - 3700m
205	1330′(694′)	310m - 4600m

PANS OPS

[1] After VOR apch: MDA(H) 1230′(594′).

CHANGES: New procedure.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

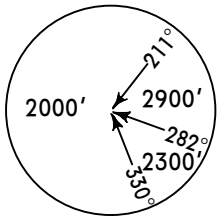
BRIEFING STRIP TM

*ATIS		*MAHILIOU Tower (APP/TWR)	
118.07	(Russian 126.2)	127.1	133.0

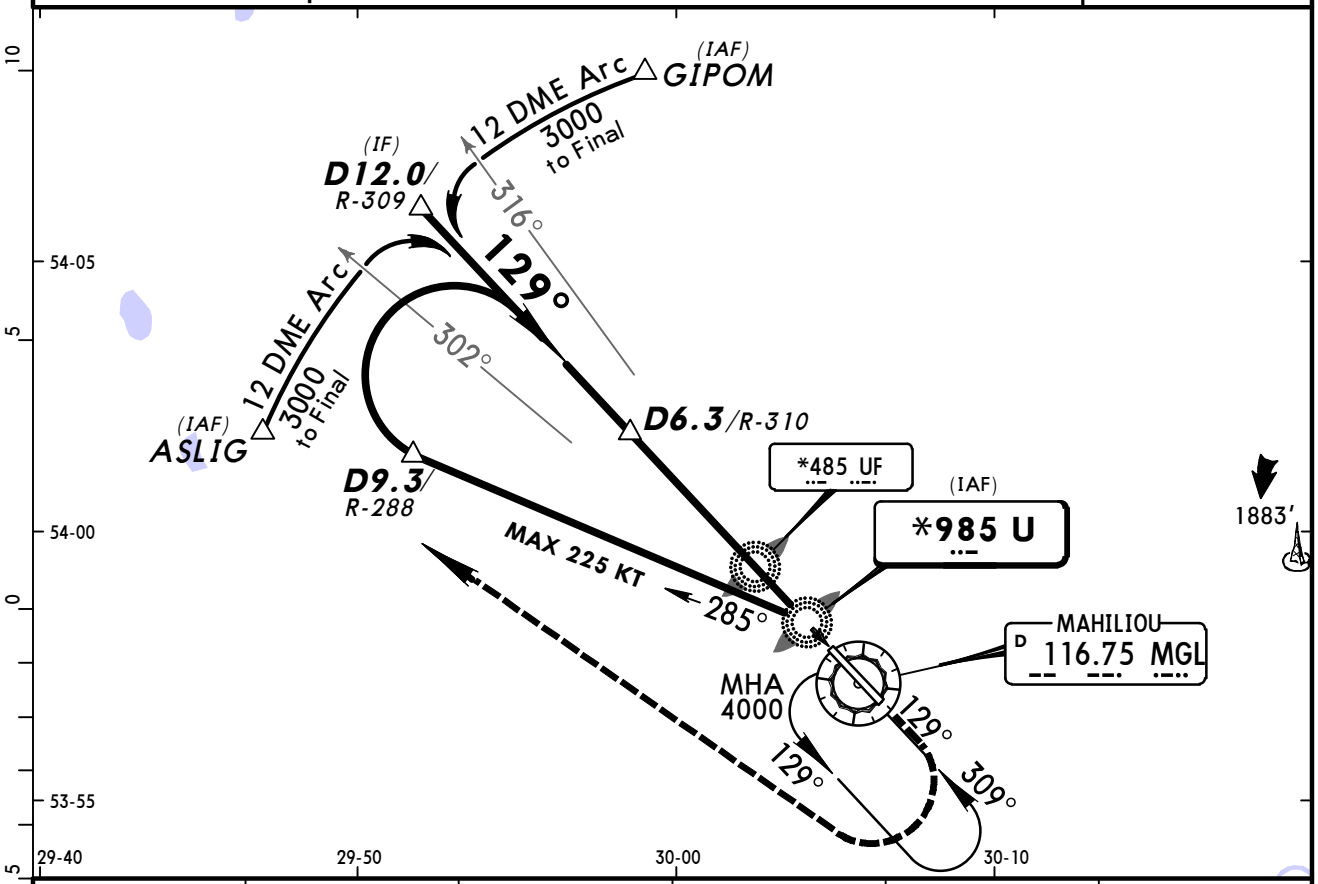
NDB	Final Apch Crs	With DME Minimum Alt	W/o DME Minimum Alt	MDA(H)	Apt Elev 636′
U *985	129°	D6.3 2300′ (1675′)	No FAF	Refer to Minimums	RWY 625′

MISSED APCH: Climb on 129° to 1300′, then turn RIGHT to ASLIG climbing to 3000′, then as directed.

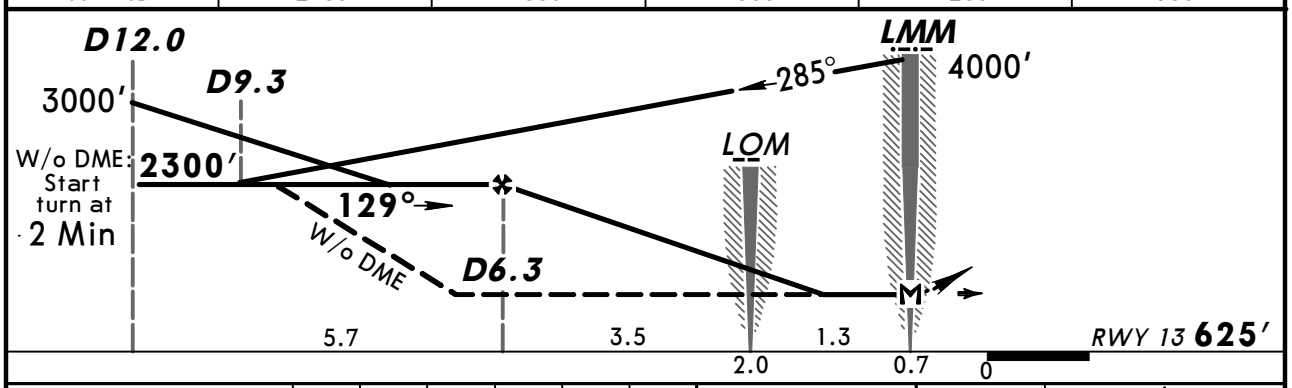
Alt Set: hPa Rwy Elev: 23 hPa Trans level: By ATC Trans alt: 6000′
VOR DME and NDB required.



MSA MGL VOR



MGL DME	5.8	4.8	3.8	2.8	1.8
ALTITUDE	2160′	1860′	1560′	1260′	960′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.80°	347	446	495	594	693	792
MAP at LMM							

ALS
PAPI
1300 on 129°

STRAIGHT-IN LANDING RWY 13

MDA(H) ABC: 930′(305′) D: 940′(315′)
ALS out

CEILING REQUIRED
Not authorized in sector between R-040 and R-110 clockwise

Max Kts	MDA(H)	CEIL-VIS
100	1100′(464′)	190m - 1900m
135	1130′(494′)	200m - 2800m
180	1300′(664′)	300m - 3700m
205	1330′(694′)	310m - 4600m

PANS OPS

A	RVR 1500m
B	VIS 1600m
C	
D	

CHANGES: New procedure.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

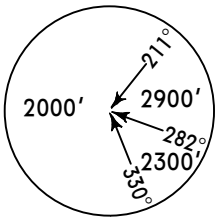
BRIEFING STRIP

*ATIS		*MAHILIOU Tower (APP/TWR)	
118.07	(Russian 126.2)	127.1	133.0

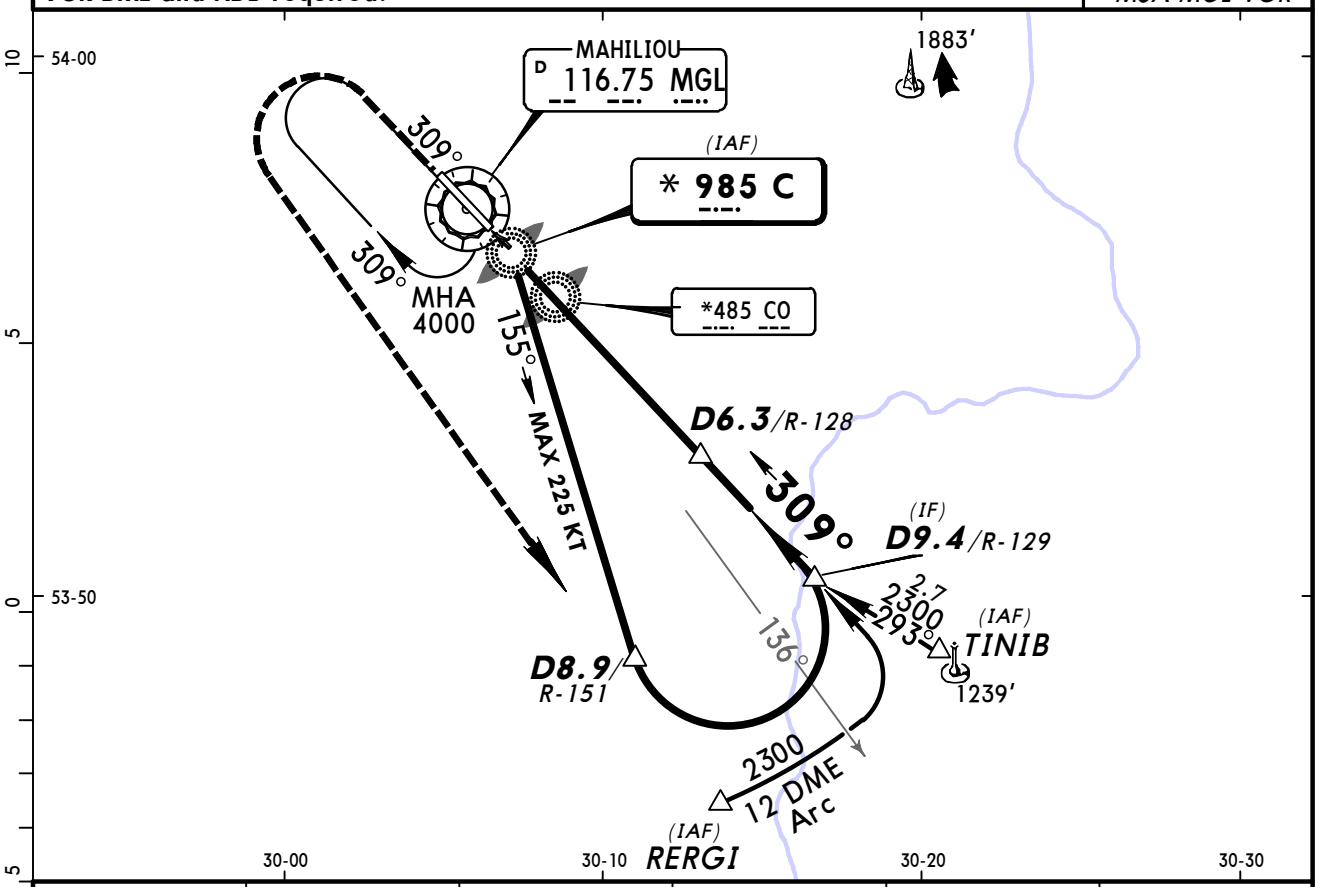
NDB	Final Apch Crs	With DME Minimum Alt	W/o DME Minimum Alt	MDA(H)	Apt Elev 636′
C *985	309°	D6.3 2300′ (1684′)	No FAF	Refer to Minimums	RWY 616′

MISSED APCH: Climb on 309° to 1300′, then turn LEFT to RERGI climbing to 3000′, then as directed.

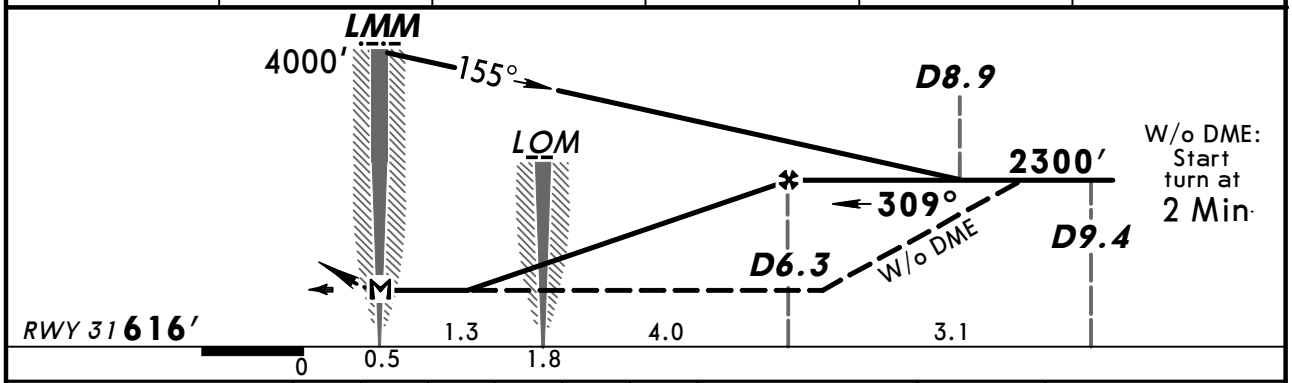
Alt Set: hPa Rwy Elev: 22 hPa Trans level: By ATC Trans alt: 6000′
VOR DME and NDB required.



MSA MGL VOR



MGL DME	1.5	2.5	3.5	4.5	5.5
ALTITUDE	940′	1220′	1510′	1790′	2080′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at LMM							

ALS
PAPI

1300 on 309°

PANS OPS

STRAIGHT-IN LANDING RWY 31

MDA(H) ABC: 920′(304′) D: 930′(314′)
ALS out

A	RVR 1500m
B	VIS 1600m
C	
D	

CEILING REQUIRED
Not authorized in sector between R-040 and R-110 clockwise

Max Kts	MDA(H)	CEIL-VIS
100	1100′(464′)	190m - 1900m
135	1130′(494′)	200m - 2800m
180	1300′(664′)	300m - 3700m
205	1330′(694′)	310m - 4600m

CHANGES: Tower frequency. Alt set. TA. MSA. Procedure. Minimums.

© JEPPESEN, 2004, 2013. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 22-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MAHILIOU, (MAHILIOU - UMOO)

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UMOO

Type: Terminal
Effectivity: Permanent
Begin Date: 20131017
End Date: No end date

For all approach proceduers the initial missed apch altitude changed to 1300' or above.