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Changed chart(s) since Disc 26-2010

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2010

TERMINAL CHART NOTAMS

No Chart NOTAMs for Airport ULMM

General Info

Murmansk, RUS

N 68° 46.9' E 32° 44.8' Mag Var: 12.3°E

Elevation: 266'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 14-32 8202' x 138' concrete

Runway 14 (135.0°M) TDZE 241'

Lights: Edge, ALS

Runway 32 (315.0°M) TDZE 266'

Lights: Edge, ALS

Communications Info

ATIS **127.4**

Murmansk Tower **120.3**

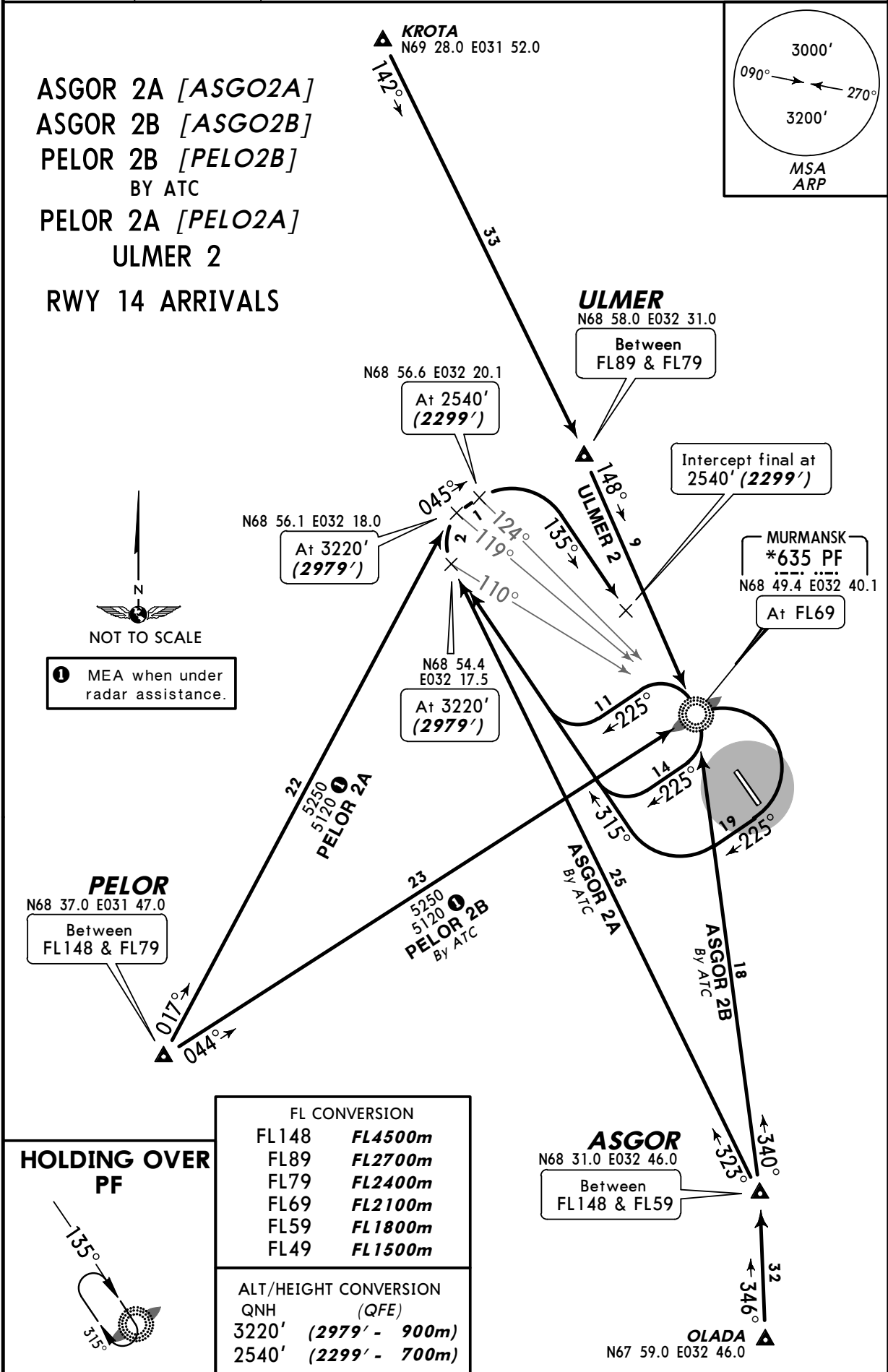
Notebook Info

ULMM/MMK
MURMANSK

JEPPESEN
13 AUG 10 **10-2**

MURMANSK, RUSSIA
STAR

ATIS 127.4	Apt Elev 266'	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' (2979')
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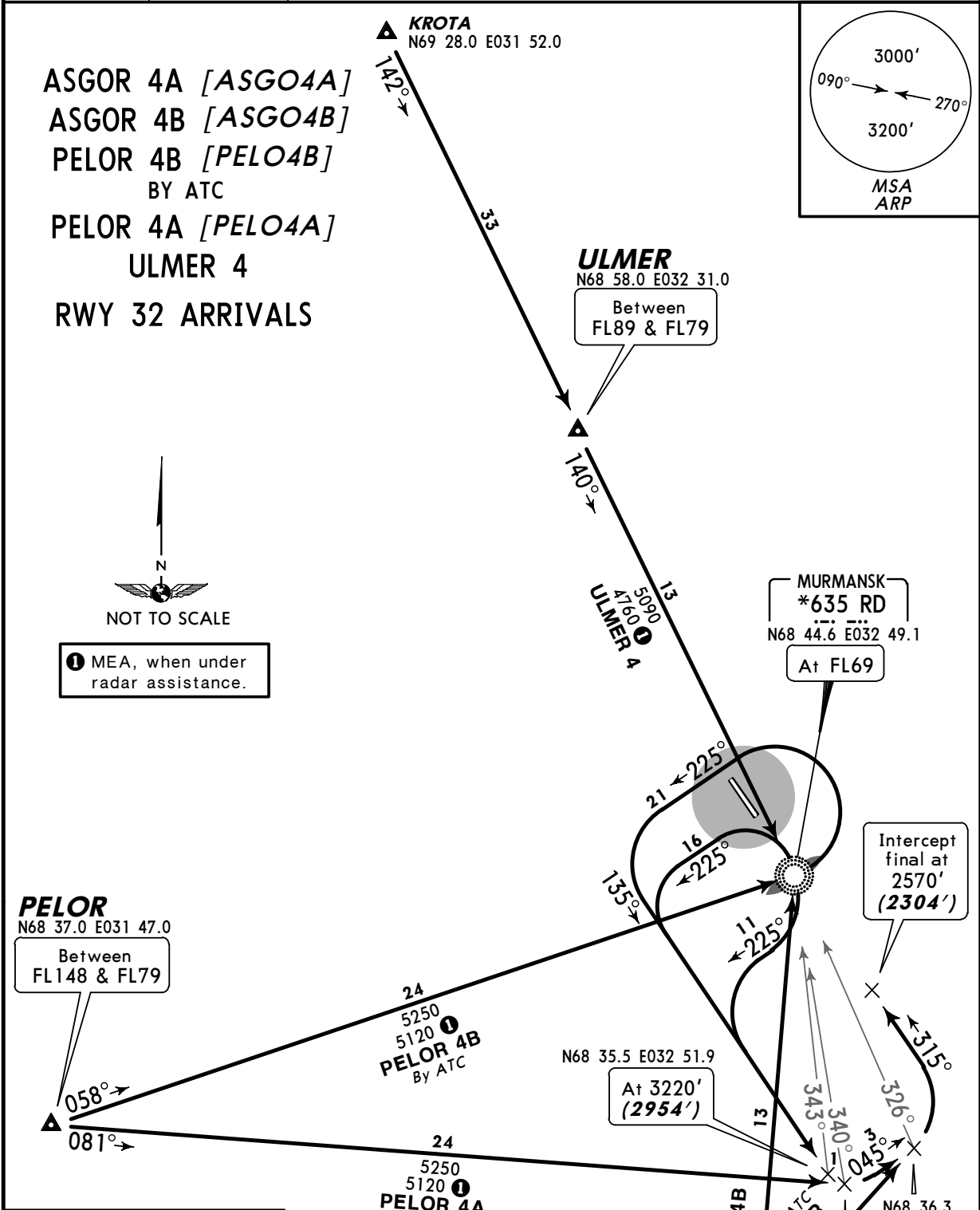


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MURMANSK

JEPPESEN
13 AUG 10 **(10-2A)**

MURMANSK, RUSSIA
STAR

ATIS 127.4	Apt Elev 266'	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' (2954')
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ASGOR 4A [ASGO4A]
ASGOR 4B [ASGO4B]
PELOR 4B [PELO4B]
BY ATC
PELOR 4A [PELO4A]
ULMER 4
RWY 32 ARRIVALS



1 MEA, when under radar assistance.

PELOR
N68 37.0 E031 47.0
Between FL148 & FL79

ULMER
N68 58.0 E032 31.0
Between FL89 & FL79

MURMANSK *635 RD
N68 44.6 E032 49.1
At FL69

N68 35.5 E032 51.9
At 3220' (2954')

5250
5120 **1**
PELOR 4B
By ATC

5250
5120 **1**
PELOR 4A

ASGOR
N68 31.0 E032 46.0
ASGOR 4A
At FL59
ASGOR 4B
Between FL148 & FL59

Intercept final at 2570' (2304')

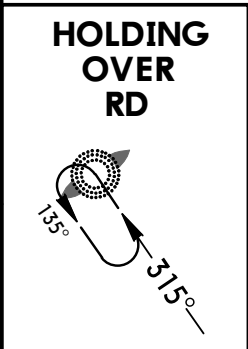
N68 36.3 E032 59.1
At 2570' (2304')

N68 35.2 E032 53.3
At 3220' (2954')

OLADA
N67 59.0 E032 46.0

FL CONVERSION	
FL148	FL4500m
FL89	FL2700m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3220'	(2954' - 900m)
2570'	(2304' - 700m)



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JEPPESEN

MURMANSK, RUSSIA

21 JUL 06

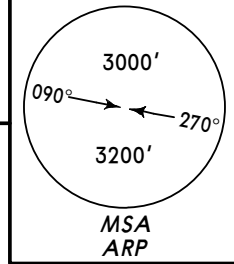
10-3

Eff 3 Aug

SID

Apt Elev
266'

QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3220' (2954')



ASGOR 1, ASGOR 3
PELOR 1, PELOR 3
ULMER 1, ULMER 3
RWYS 14, 32 DEPARTURES

ALT/HEIGHT CONVERSION
QNH (QFE)

680'	(414' - 125m)
1090'	(824' - 250m)
1910'	(1644' - 500m)
3220'	(2954' - 900m)

FL CONVERSION

FL39	FL1200m
FL49	FL1500m
FL59	FL1800m
FL79	FL2400m
FL89	FL2700m

PELOR
N68 37.0 E031 47.0
At or above FL79



NOT TO SCALE

These SIDs require minimum climb gradients of

Rwy 14

Aircraft with more than 162 KT, 383' per NM (6.3%) up to 1090' (824'), then 273' per NM (4.5%) up to FL39, Aircraft with less than 162 KT, 383' per NM (6.3%) up to 680' (414'), then 273' per NM (4.5%) up to FL39.

Rwy 32

243' per NM (4%) up to 1910' (1644'), 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.

KROTA
N69 28.0 E031 52.0

ULMER
N68 58.0 E032 31.0

ULMER 1
Between FL79 & FL89
ULMER 3
At or above FL59

N68 53.0 E032 33.7
At or above 1910' (1644') but not before 6.5 NM from THR RWY 14

N68 41.8 E032 54.3
At or above 1910' (1644') but not before 5.4 NM from THR RWY 32

ASGOR
N68 31.0 E032 46.0

ASGOR 1
Between FL59 & FL79
ASGOR 3
Between FL79 & FL89

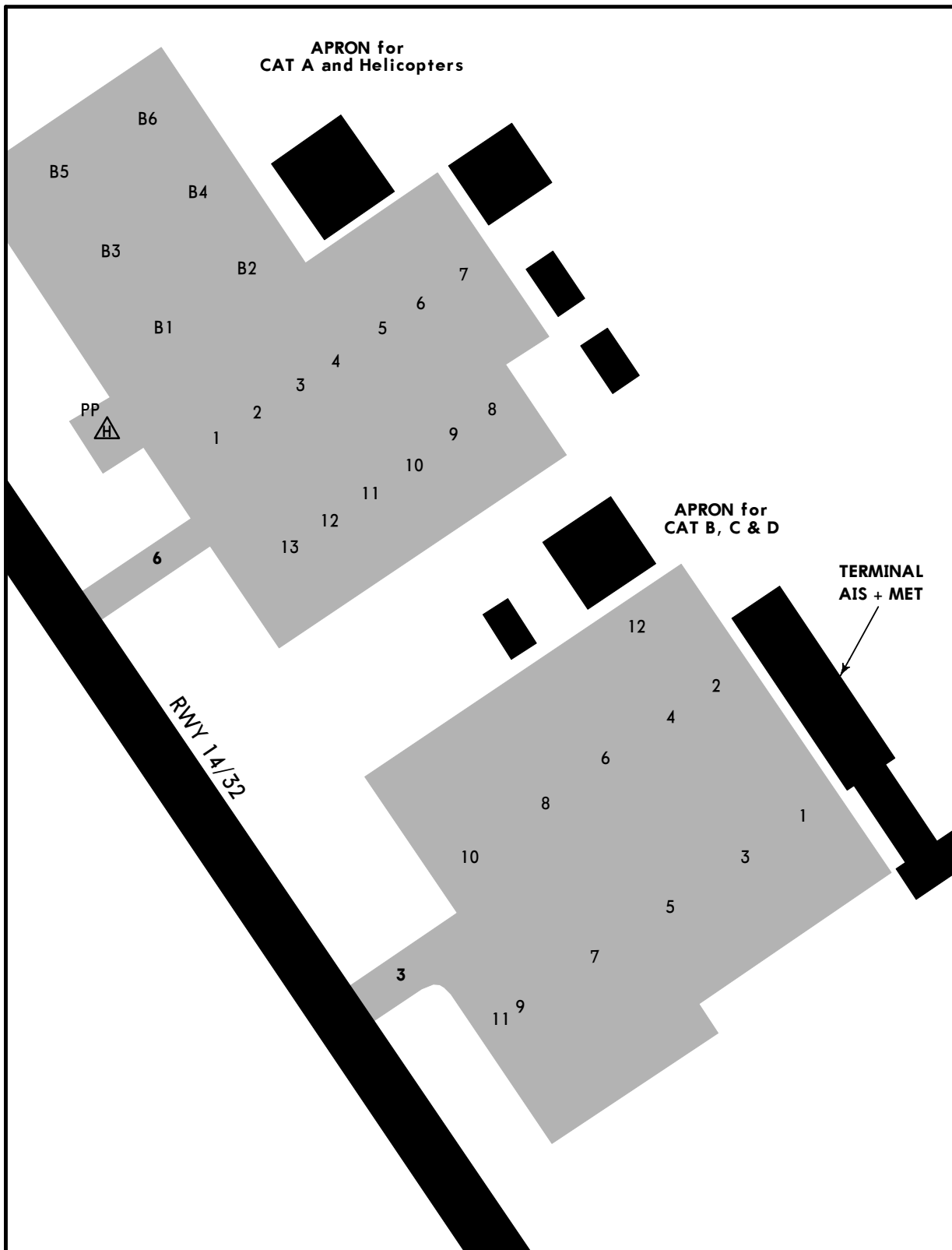
OLADA
N67 59.0 E032 46.0

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

ULMM/MMK

JEPPESEN
22 OCT 10 (10-9A)

MURMANSK, RUSSIA
MURMANSK



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.

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3 NOV 00

10-9X

JAA MINIMUMS

MURMANSK, RUSSIA

MURMANSK

STRAIGHT-IN RWY		A	B	C	D
14	ILS	505' (262')	505' (262')	505' (262')	505' (262')
		R900m	R900m	R900m	R900m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	NDB	720' (477')	720' (477')	720' (477')	720' (477')
		R1500m	R1500m	R1800m	R2000m
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	
32	ILS	466' (200')	466' (200')	466' (200')	466' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	NDB	1010' (744')	1010' (744')	1010' (744')	1010' (744')
		R1200m	R1400m	R1400m	R1800m
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	

TAKE-OFF RWY 14, 32

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		

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JEPPESEN
22 OCT 10 (11-1)

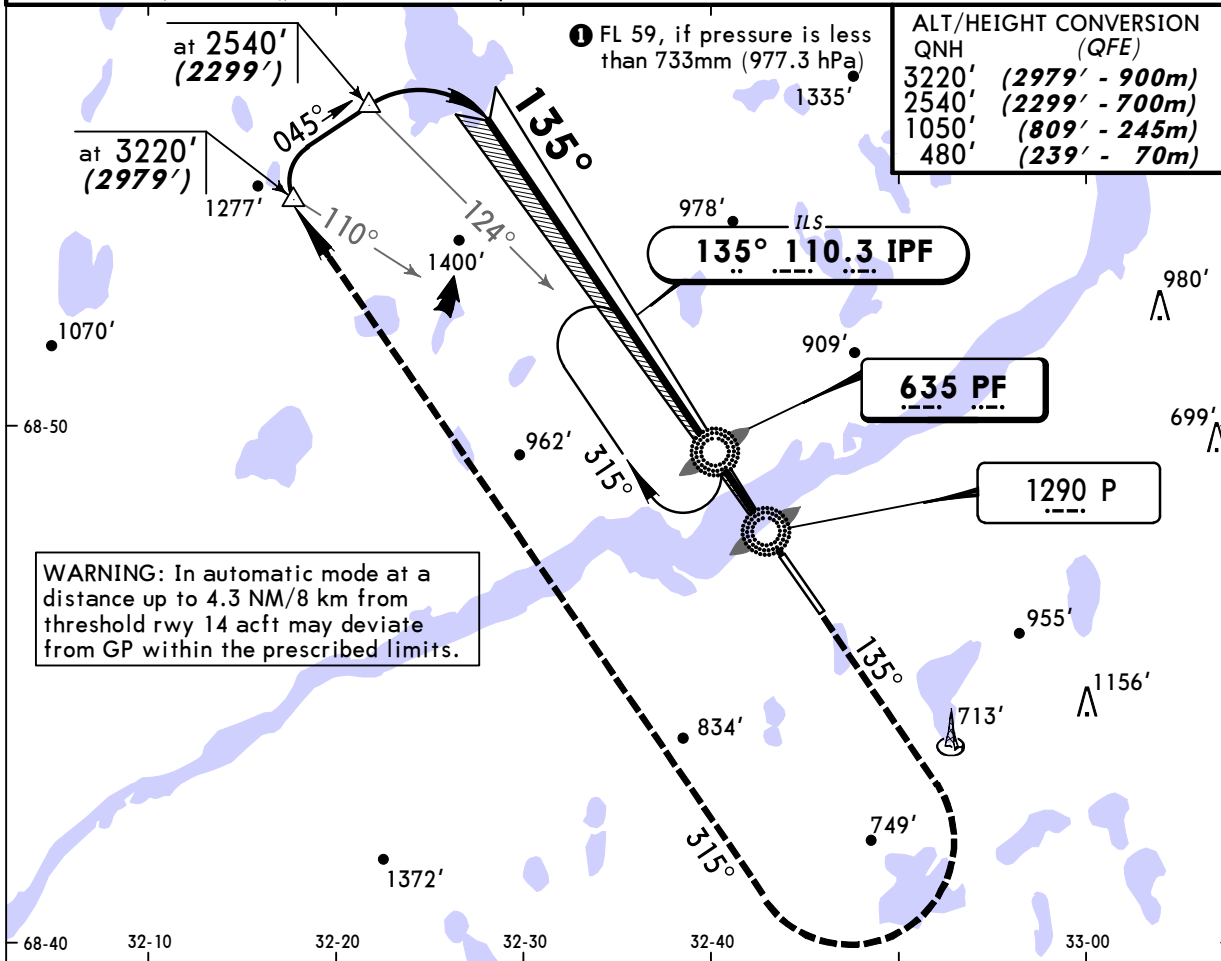
MURMANSK, RUSSIA
ILS or 2 NDB Rwy 14

BRIEFING STRIP™

ATIS 127.4		MURMANSK Tower 120.3			
LOC IPF 110.3	Final Apch Crs 135°	GS LOM 1045' (804')	ILS DA(H) 505' (264')	Apt Elev 266'	
NDB PF 635		Minimum Alt LOM 1050' (809')	NDB MDA(H) 720' (479')		

MISSED APCH: Climb on 135° to 2540' (2299') then turn RIGHT onto 315° climbing to 3220' (2979') then according to chart.

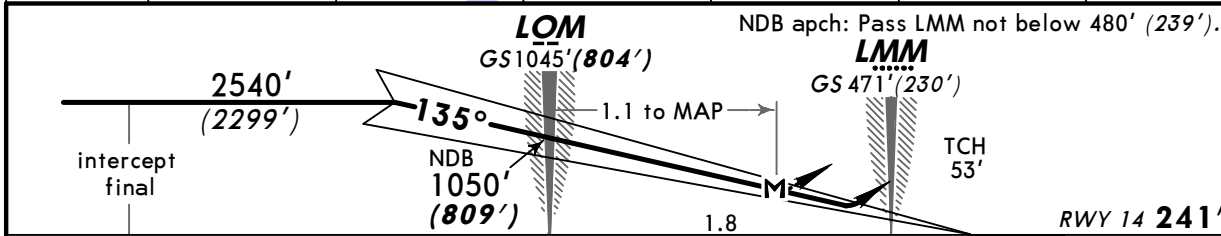
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ① Trans alt: 3220' (2979')



ALT/HEIGHT CONVERSION
QNH (QFE)

3220'	(2979' - 900m)
2540'	(2299' - 700m)
1050'	(809' - 245m)
480'	(239' - 70m)

WARNING: In automatic mode at a distance up to 4.3 NM/8 km from threshold rwy 14 acft may deviate from GP within the prescribed limits.



Gnd speed-Kts	70	90	100	120	140	160	ALS	2540' (2299')	on 135°	315°	3220' (2979')
ILS GS or NDB Descent angle	3.00°	377	484	538	646	753	861			RT	
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25				

STRAIGHT-IN LANDING RWY 14			
ILS DA(H) 505' (264')		LOC (GS out)	
FULL	ALS out	NDB MDA(H) 720' (479')	
		ALS out	

PANS OPS

A			
B	1200m	NOT AUTHORIZED	2400m
C			
D			

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MURMANSK

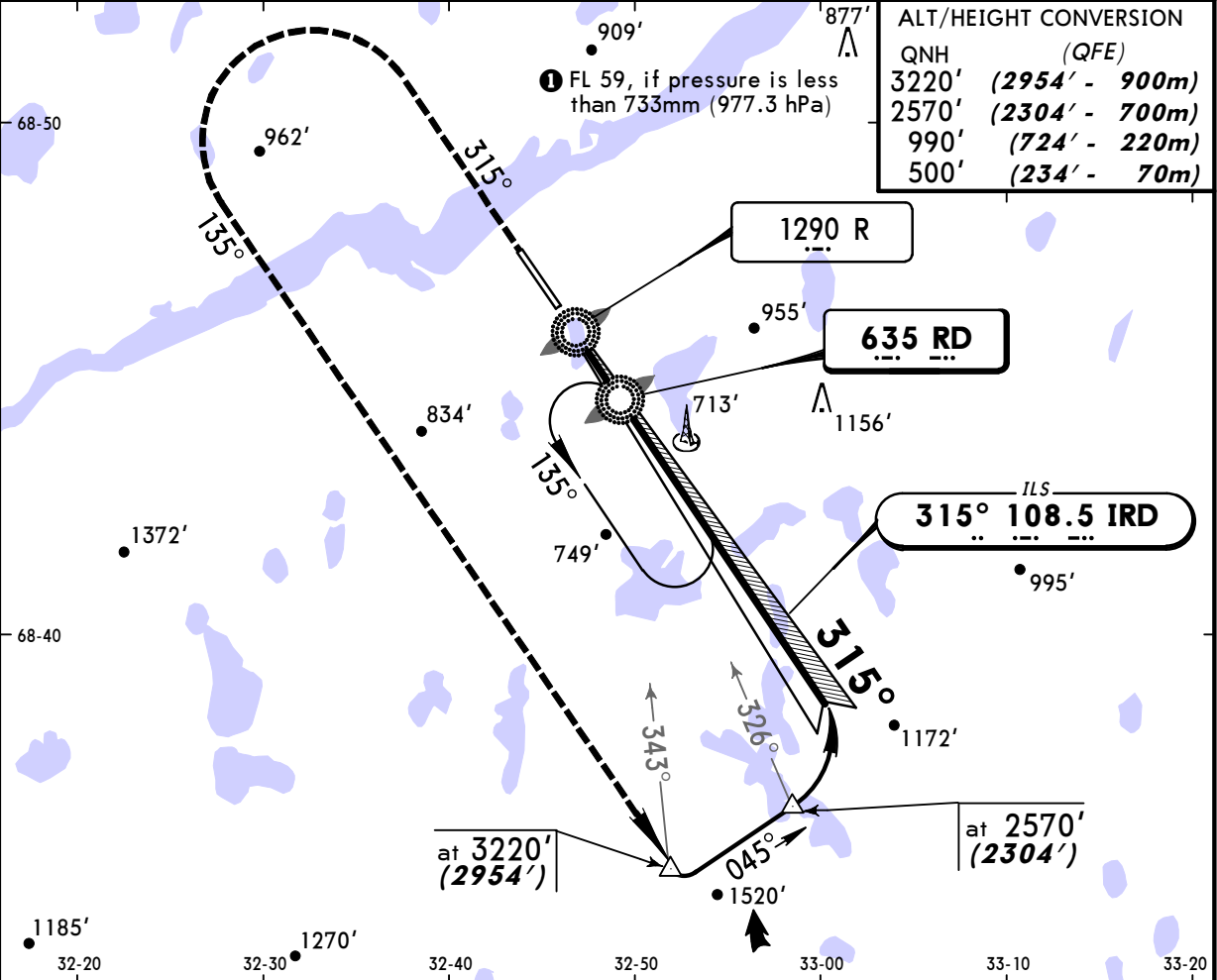
JEPPESEN
22 OCT 10 **(11-2)**

MURMANSK, RUSSIA
ILS or 2 NDB Rwy 32

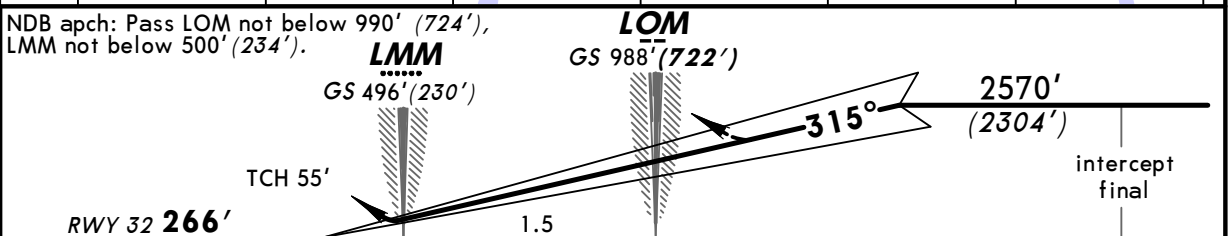
ATIS 127.4			MURMANSK Tower 120.3		
LOC IRD 108.5	Final Apch Crs 315°	GS LOM 988' (722')	ILS DA(H) 466' (200')	Apt Elev 266' RWY 266'	
		Minimum Alt No FAF	NDB MDA(H) 1010' (744')		
NDB RD 635					

MISSED APCH: Climb on **315°** to **2570' (2304')** then turn **LEFT** onto **135°** climbing to **3220' (2954')**, then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 **1** Trans alt: **3220' (2954')**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3220'	(2954' - 900m)
2570'	(2304' - 700m)
990'	(724' - 220m)
500'	(234' - 70m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2570' (2304')	135°	3220' (2954')
ILS GS or NDB Descent angle	377	484	538	646	753	861	PAPI	on 315°	LT	

STRAIGHT-IN LANDING RWY 32					
ILS DA(H) 466' (200')		LOC (GS out)		NDB MDA(H) 1010' (744')	
FULL	ALS out			ALS out	
A				3200m	
B	RVR 720m	1200m		3200m	
C	VIS 800m	NOT AUTHORIZED		3600m	
D				4000m	

CHANGES: ATIS established.