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Airport Information For UMOO

Terminal Charts For UMOO

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: MAHILIOU BLR
ICAO/IATA: UMOO / MVQ
Lat/Long: N53° 57.32', E030° 05.65'
Elevation: 637 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 9.0° E

Fuel Types: 100 Octane (LL), Jet A
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0145 Z
Sunset: 1807 Z

Runway Information

Runway: 13
Length x Width: 8419 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 637 ft
Lighting: Edge, ALS

Runway: 31
Length x Width: 8419 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 617 ft
Lighting: Edge, ALS

Communication Information

ATIS: 118.075
ATIS: 126.200 Non-English
Mahiliou Tower: 127.100

UM00/MVQ
MAHILIOU

JEPPESSEN

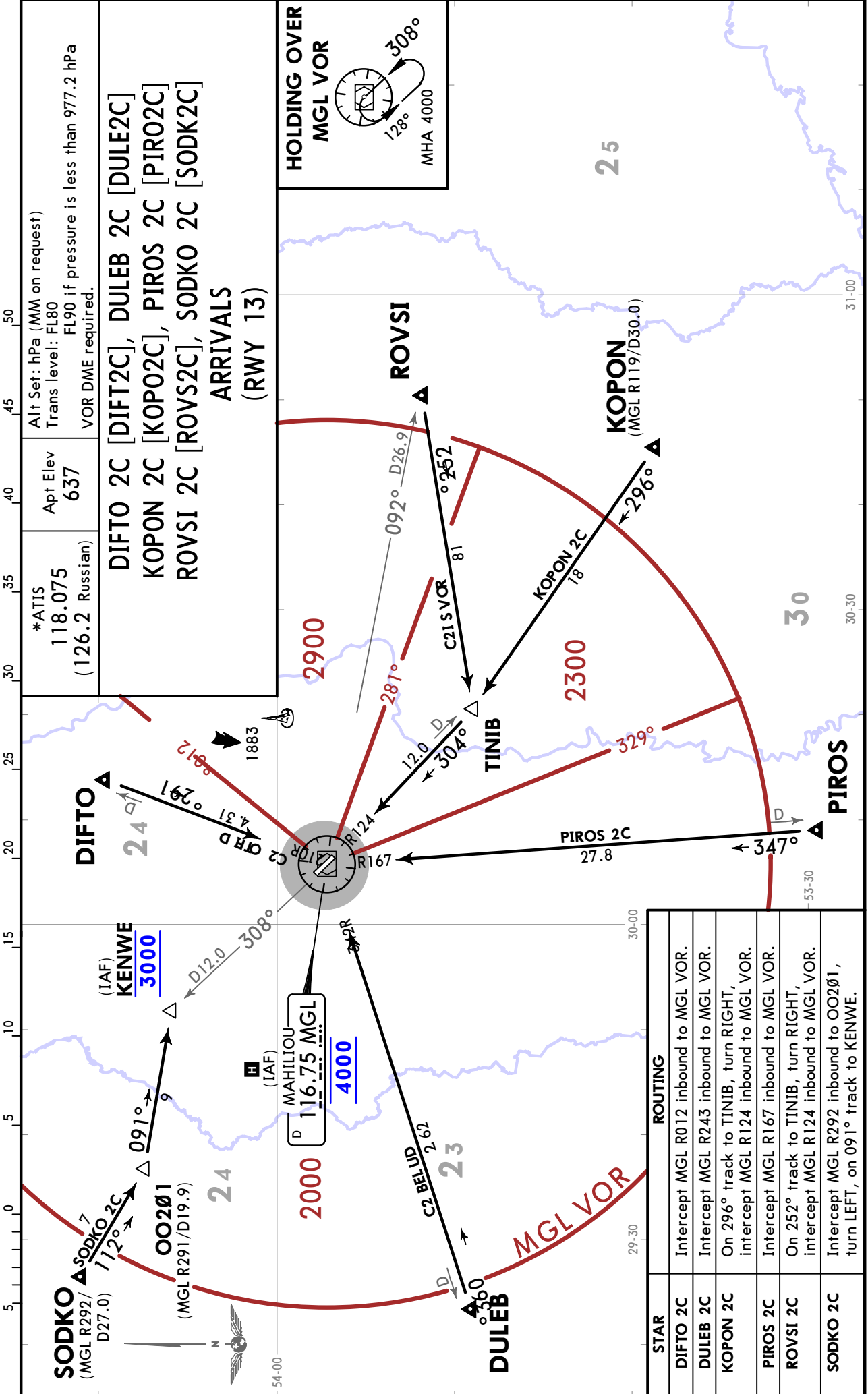
MAHILIOU, BELARUS

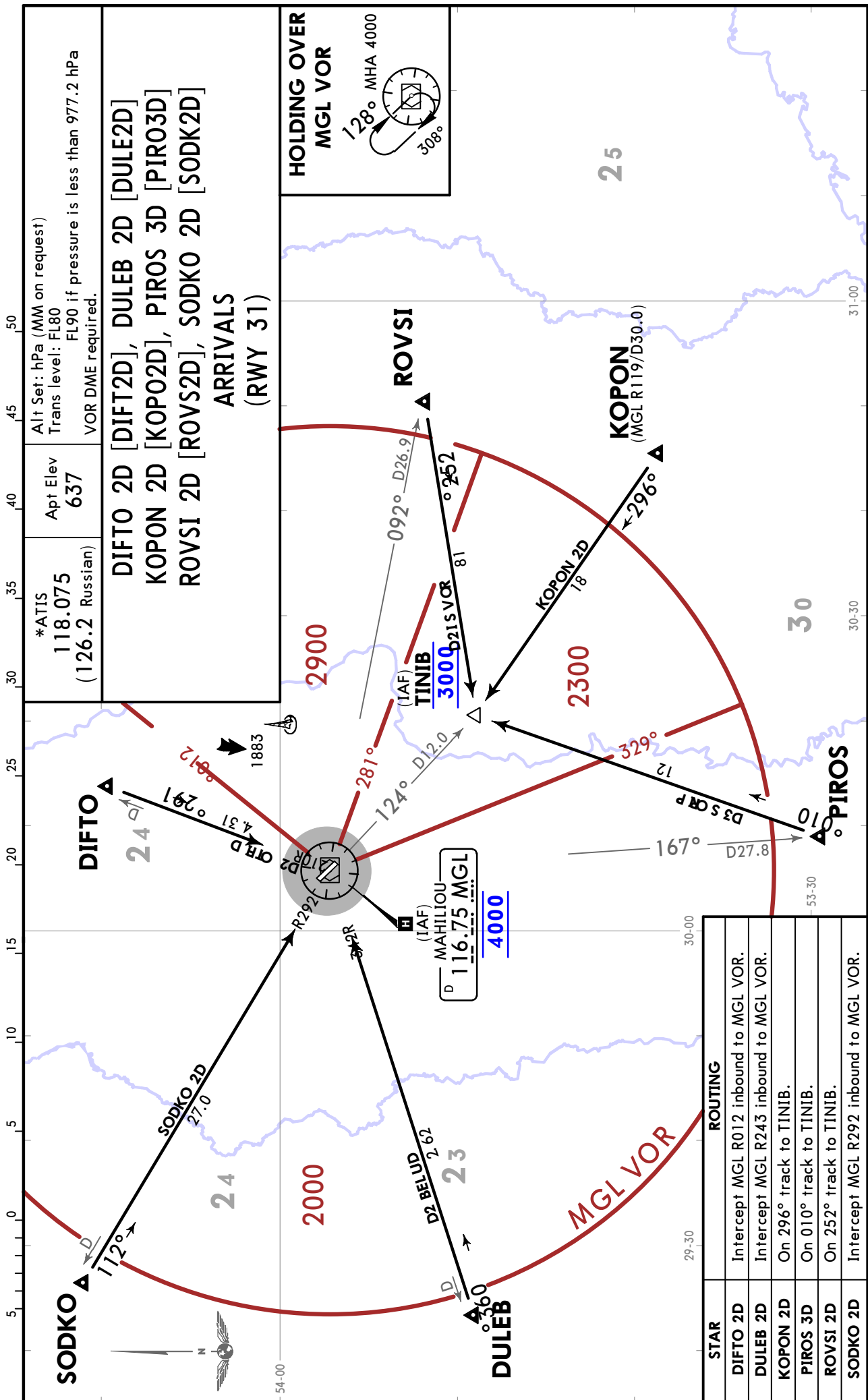
9 APR 21

10-2

Eff 22 Apr

STAR

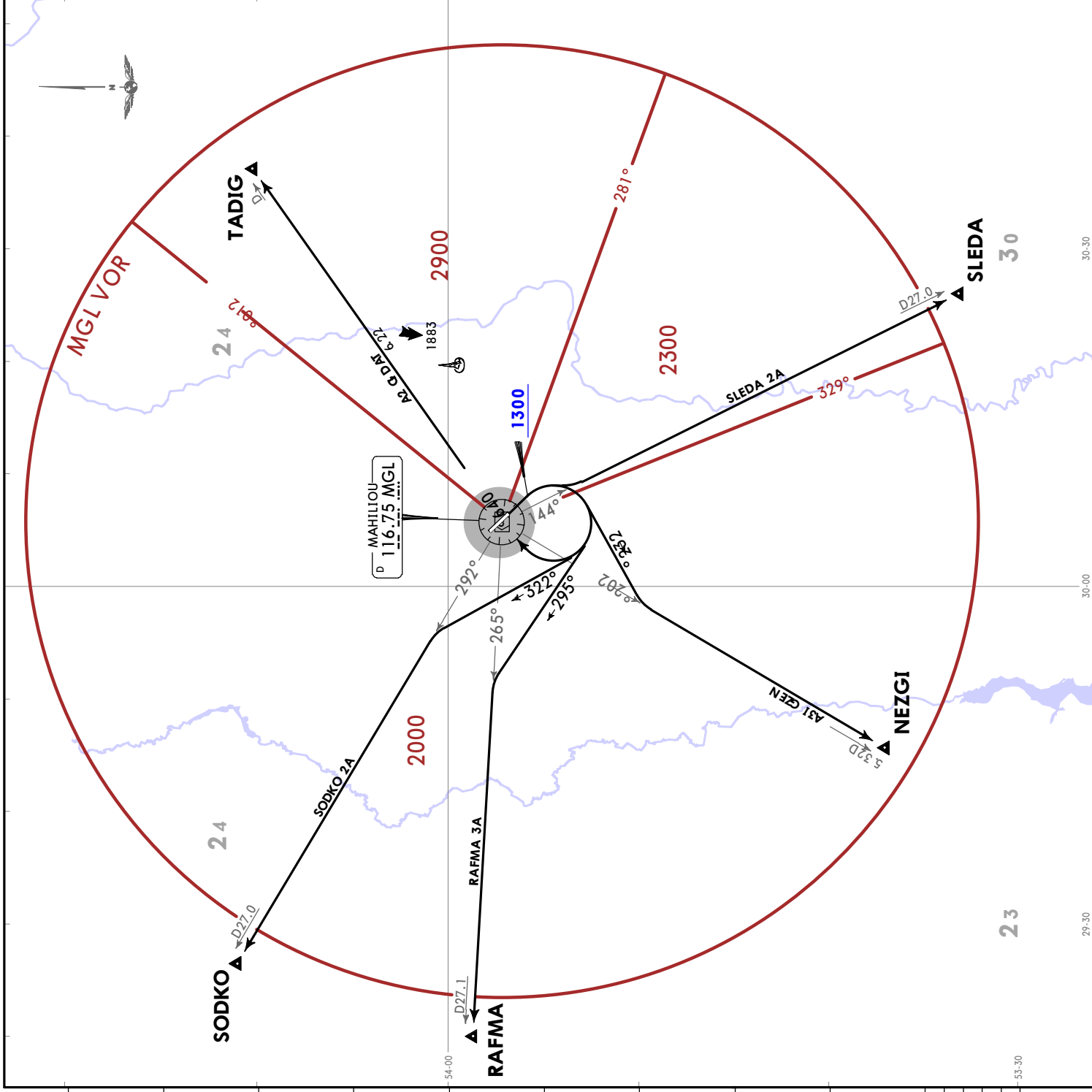


STAR

MAHILIOU, BELARUS

UM00/MVQ
MAHILIOU
JEPPESSEN
9 APR 21 10-3
Eff 22 Apr

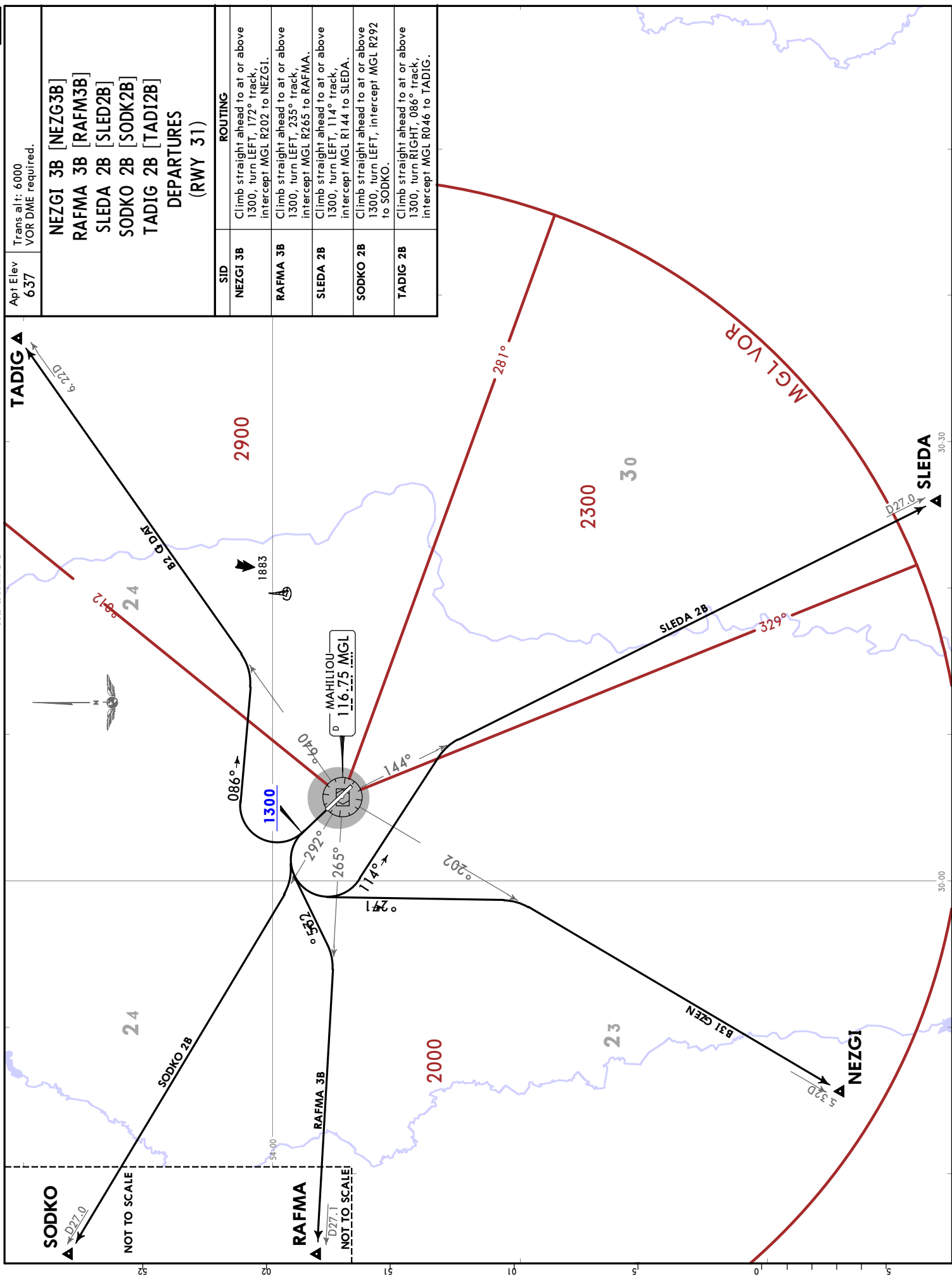
Apt Elev 637	Trans alt: 6000 VOR DME required.	SID
NEZGI 3A [NEZG3A] RAFMA 3A [RAFM3A] SLEDA 2A [SLED2A] SODKO 2A [SODK2A] TADIG 2A [TADI2A] DEPARTURES (RWY 13)		
SID	ROUTING	
NEZGI 3A	Climb straight ahead to at or above 1300, turn RIGHT, 232° track, intercept MGL R202 to NEZGI.	
RAFMA 3A	Climb straight ahead to at or above 1300, turn RIGHT, 295° track, intercept MGL R265 to RAFMA.	
SLEDA 2A	Climb straight ahead to at or above 1300, turn RIGHT, intercept MGL R144 to SLEDA.	
SODKO 2A	Climb straight ahead to at or above 1300, turn RIGHT, 322° track, intercept MGL R292 to SODKO.	
TADIG 2A	Climb straight ahead to at or above 1300, turn RIGHT to MGL VOR, intercept MGL R046 to TADIG.	



JEPPesen
9 APR 21 (10-3A) Eff: 22 Apr
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MAHILIOU, BELARUS
SID

Trans alt: 6000 VOR DME required.	
Apt Elev 637	
NEZGI 3B [NEZG3B] RAFMA 3B [RAFM3B] SLEDA 2B [SLED2B] SODKO 2B [SODK2B] TADIG 2B [TADI2B] DEPARTURES (RWY 31)	
SID	ROUTING
NEZGI 3B	Climb straight ahead to at or above 1300, turn LEFT, 172° track, intercept MGL R202 to NEZGI.
RAFMA 3B	Climb straight ahead to at or above 1300, turn LEFT, 235° track, intercept MGL R265 to RAFMA.
SLEDA 2B	Climb straight ahead to at or above 1300, turn LEFT, 114° track, intercept MGL R144 to SLEDA.
SODKO 2B	Climb straight ahead to at or above 1300, turn LEFT, intercept MGL R292 to SODKO.
TADIG 2B	Climb straight ahead to at or above 1300, turn RIGHT, 086° track, intercept MGL R046 to TADIG.



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 **JEPPESEN**
26 JUL 13 10-4

MAHILIOU, BELARUS
NOISE

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.

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Apt Elev **637'**
N53 57.3 E030 05.7



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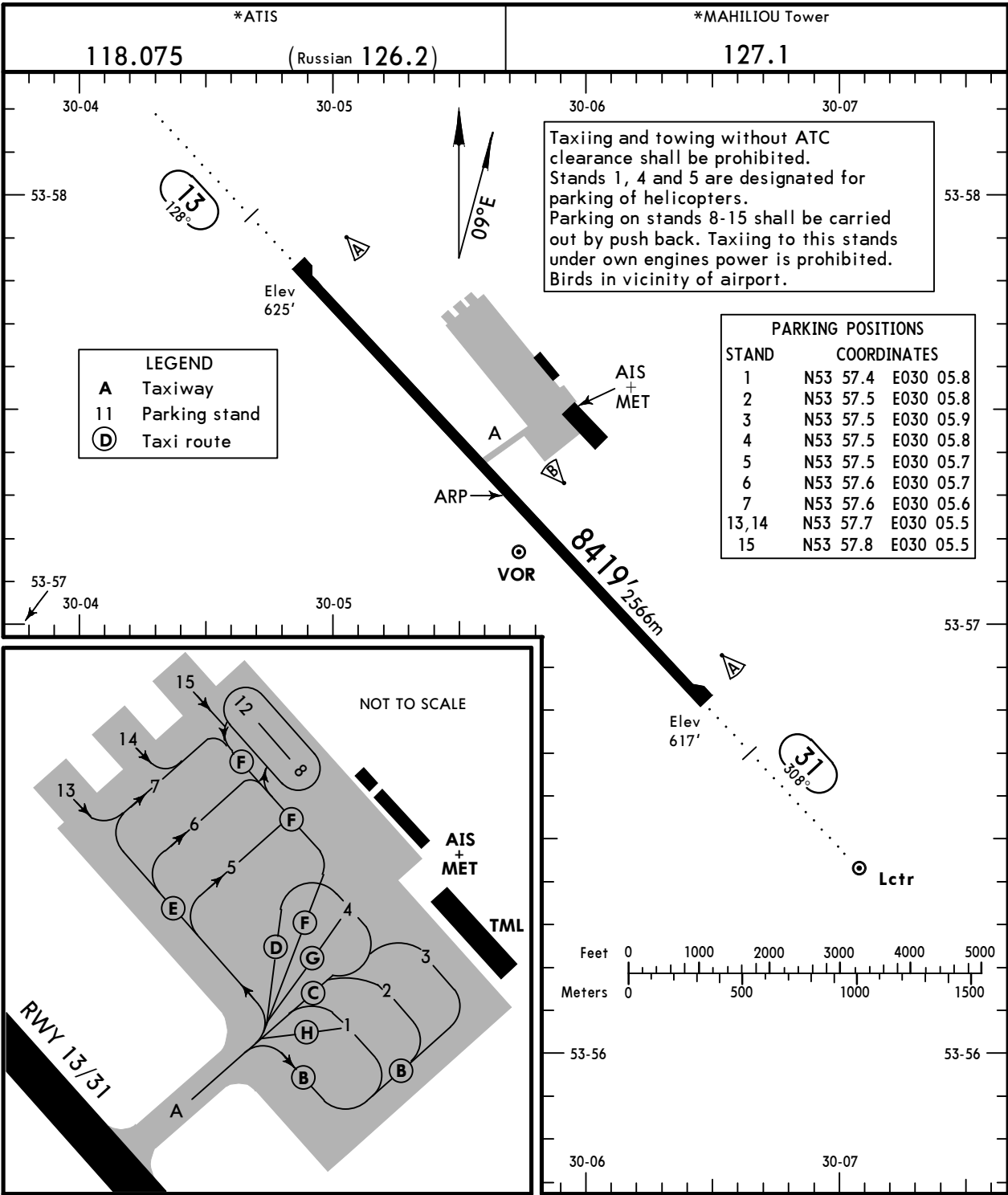
2 JUL 21

10-9

Eff 15 Jul

MAHILIOU, BELARUS

MAHILIOU



ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		WIDTH	
					LANDING BEYOND			
					Threshold	Glide Slope	TAKE-OFF	
13	RL (58m)	ALS	PAPI-L (angle 2.83°)	RVR		7447'2270m	①	138'
31	RL (58m)	ALS	PAPI-L (angle 2.67°)	RVR				42m

① TAKE-OFF RUN AVAILABLE			
RWY 13:		RWY 31:	
From rwy head	8419' (2566m)	From rwy head	8419' (2566m)
twy A int	4465' (1361m)	twy A int	3953' (1205m)

Std TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	NIGHT
R400m		R/V500m	
		NA	

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JEPPESSEN
24 FEB 23 **10-9S**
EASA AIR OPS
MAHILIOU, BELARUS
MAHILIOU

STRAIGHT-IN RWY		A	B	C	D
13	ILS	825' (200')	825' (200')	833' (208')	843' (218')
	FULL	R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① VOR	960' (335')	960' (335')	960' (335')	960' (335')
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R1500m	R1500m
	① NDB	1090' (465')	1090' (465')	1090' (465')	1090' (465')
		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2200m	R2200m
	NDB	1090' (465')	1090' (465')	1090' (465')	1090' (465')
		R2200m	R2200m	R2400m	R2400m
	ALS out	R2400m	R2400m	R2600m	R2600m
31	① VOR	930' (313')	930' (313')	930' (313')	930' (313')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1400m	R1400m	R1400m	R1400m
	① ② NDB	1040' (423')	1040' (423')	1040' (423')	1040' (423')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	② NDB	1040' (423')	1040' (423')	1040' (423')	1040' (423')
		R2000m	R2000m	R2200m	R2200m
	ALS out	R2200m	R2200m	R2400m	R2400m
	① ③ NDB	1540' (923')	1540' (923')	1540' (923')	1540' (923')
		R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	③ NDB	1540' (923')	1540' (923')	1540' (923')	1540' (923')
		R4300m	R4300m	R4500m	R4500m
	ALS out	R4500m	R4500m	R4700m	R4700m

① Continuous Descent Final Approach.

② with D3.5.

③ W/o D3.5.

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
	1100' (463')	1140' (503')	1270' (633')	1340' (703')
CEILING REQUIRED	ceil 190m	ceil 200m	ceil 290m	ceil 310m
	⑤ V1900m	⑤ V2800m	⑤ V3700m	⑤ V4600m

① After ILS or VOR apch: Not authorized in sector between R-039 MGL and R-109 MGL clockwise.

After NDB Rwy 13 apch: Not authorized in sector between 227° to U NDB and 287° to U NDB clockwise.

After NDB Rwy 31 apch: Not authorized in sector between 199° to C NDB and 275° to C NDB clockwise.

⑤ or higher straight-in minimums of preceding straight-in approach.

TAKE-OFF

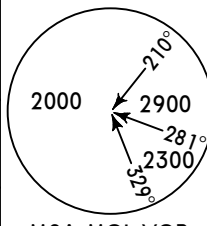
Low Visibility Take-off		RL or RCLM	RL or CL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R400m		R/V400m		R/V500m	NA

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MAHILIOU

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2 JUL 21 (11-1) Eff 15 Jul

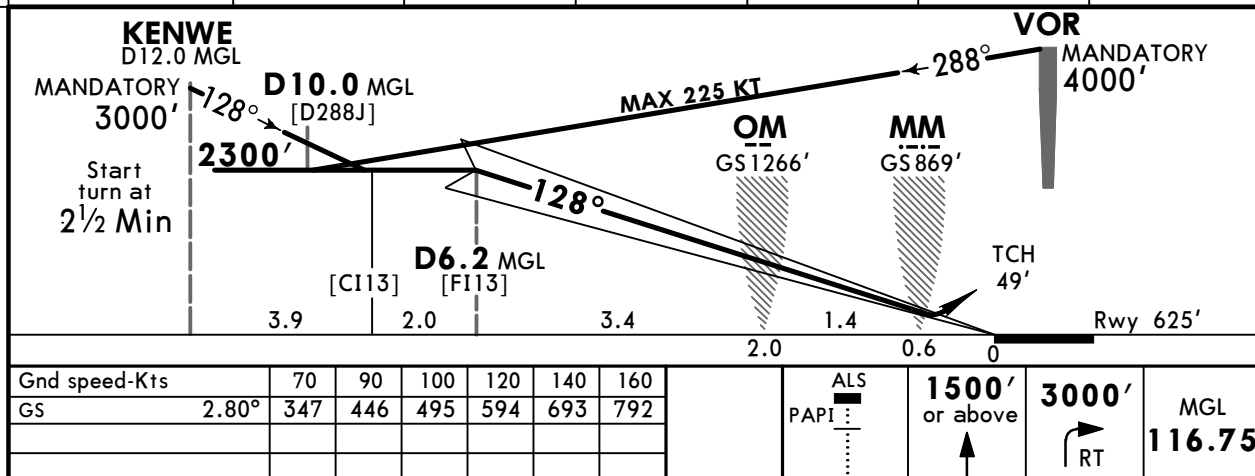
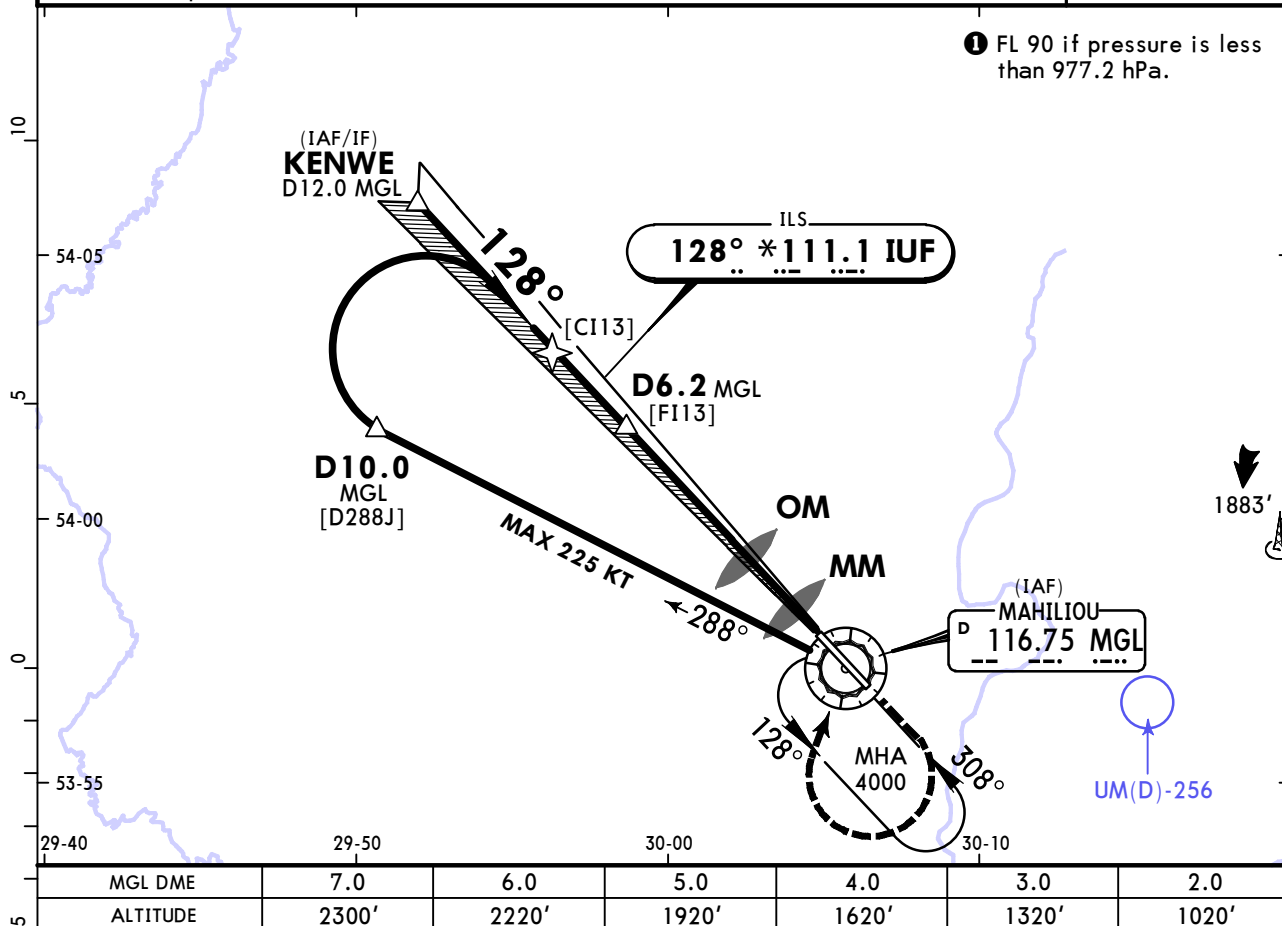
MAHILIOU, BELARUS
ILS Rwy 13

BRIEFING STRIP TM

*ATIS 118.075 (Russian 126.2)			*MAHILIOU Tower (APP/TWR) 127.1		
LOC IUF *111.1	Final Apch Crs 128°	D6.2 MGL 2300' (1675')	DA(H) Refer to Minimums	Apt Elev 637' Rwy 625'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn RIGHT to VOR climbing to 3000', then as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL 80 ① Trans alt: 6000' VOR DME required.					

MSA MGL VOR

① FL 90 if pressure is less than 977.2 hPa.



State		STRAIGHT-IN LANDING ILS		CEILING REQUIRED	
		DA(H) AB: 825' (200') C: 833' (208') D: 843' (218')		CIRCLE-TO-LAND Not authorized in sector between R-039 MGL and R-109 MGL clockwise	
		FULL		ALS out	
A	R1000m	R1200m		Max Kts	MDA(H)
B				100	1100' (463') 190m - V1900m
C				135	1140' (503') 200m - V2800m
D				180	1270' (633') 290m - V3700m
				205	1340' (703') 310m - V4600m

CHANGES: Circling minimums.

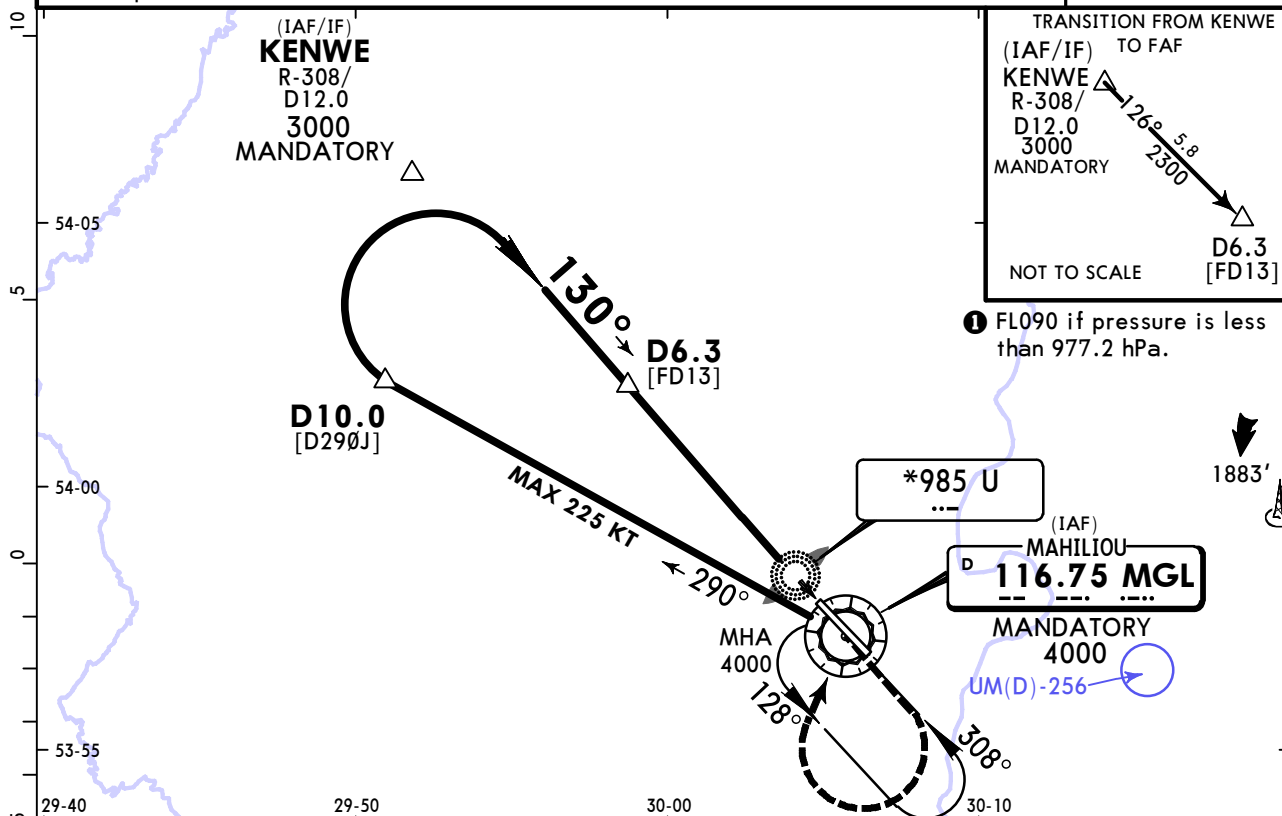
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MAHILIOU

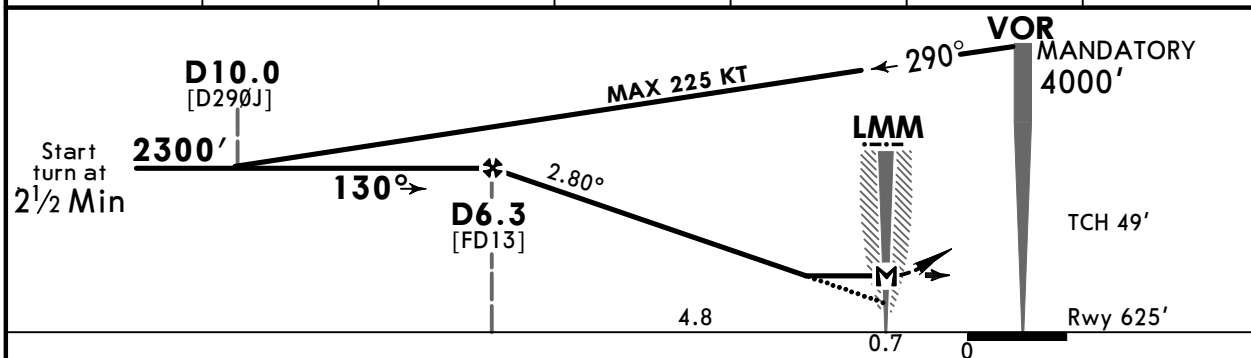
JEPPESSEN
24 FEB 23 (13-1)

MAHILIOU, BELARUS
VOR Rwy 13

*ATIS			*MAHILIOU Tower (APP/TWR)		
118.075 (Russian 126.2)			127.1		
VOR MGL 116.75	Final Apch Crs 130°	D6.3 2300' (1675')	DA/MDA(H) 960' (335')	Apt Elev 637' Rwy 625'	 MSA MGL VOR
MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn RIGHT to VOR climbing to 3000', then as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 23 hPa Trans level: FL080 ① Trans alt: 6000' DME required.					



MGL DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2300'	2220'	1920'	1620'	1320'	1020'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 1500' or above
Descent Angle 2.80°	347	446	495	594	693	792	
MAP at LMM							
Timing not authorized for defining the MAP.							

State		STRAIGHT-IN LANDING		CEILING REQUIRED	
		CDFA		CIRCLE-TO-LAND	
		① DA/MDA(H) 960' (335')		Not authorized in sector between R-039 and R-109 clockwise	
		ALS out		Max Kts	MDA(H)
A				100	1100' (463') 190m - V1900m
B				135	1140' (503') 200m - V2800m
C	R1300m			180	1270' (633') 290m - V3700m
D		R1500m		205	1340' (703') 310m - V4600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

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UM00/MVQ
MAHILIOU

JEPPESSEN
24 FEB 23 (13-2)

MAHILIOU, BELARUS
VOR Rwy 31

*ATIS

118.075

(Russian 126.2)

*MAHILIOU Tower (APP/TWR)

127.1

VOR MGL

116.75

Final Apch Crs

304°

D6.3

2300' (1683')

DA/MDA(H)

930' (313')

Apt Elev 637'

Rwy 617'

MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn LEFT to VOR climbing to 3000', then as directed.

Alt Set: hPa(MM on req) Rwy Elev: 22 hPa Trans level: FL080 1 Trans alt: 6000'

DME required.

2000

210°

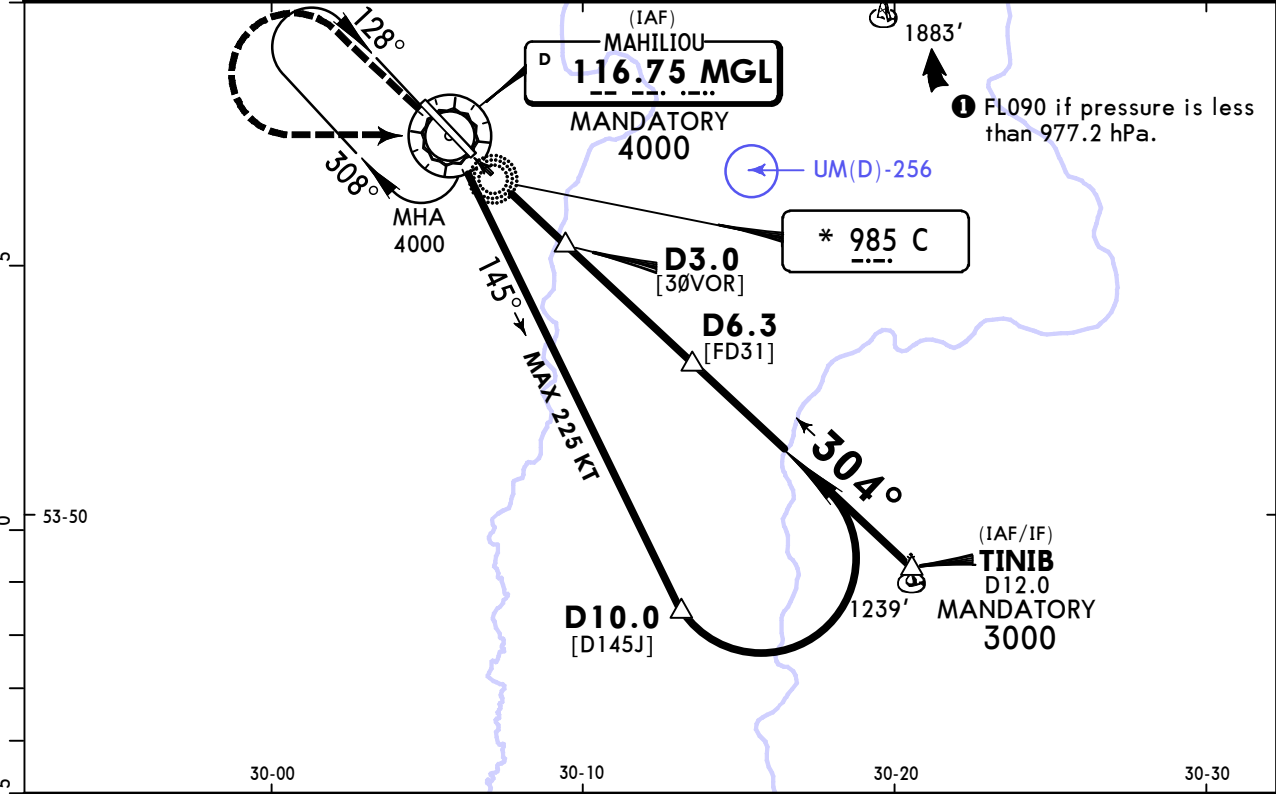
2900

287°

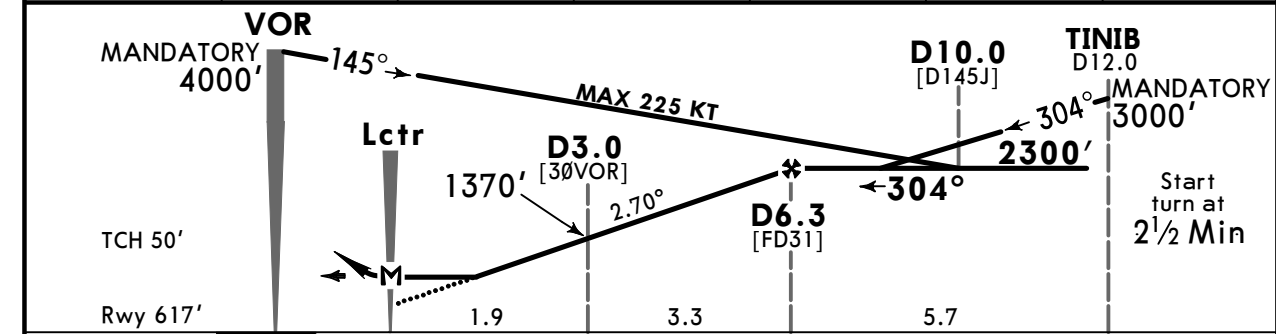
2300

135°

MSA MGL VOR



MGL DME	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	790'	1080'	1370'	1650'	1940'	2220'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669
MAP at Lctr						
Timing not authorized for defining the MAP.						

ALS

PAPI

1500' or above

State			STRAIGHT-IN LANDING		CEILING REQUIRED	
			CDFA		CIRCLE-TO-LAND	
			DA/MDA(H) 930' (313')		Not authorized in sector between R-039 and R-109 clockwise	
			ALS out		Max Kts	MDA(H)
A	R1200m		R1400m		100	1100' (463') 190m - V1900m
B					135	1140' (503') 200m - V2800m
C					180	1270' (633') 290m - V3700m
D					205	1340' (703') 310m - V4600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

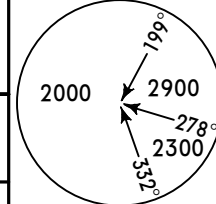
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		CDFA		CIRCLE-TO-LAND	
		Not authorized in sector between 227° to U NDB			
		and 287° to U NDB clockwise			
		MDA(H)			
		1 DA/MDA(H) 1090' (465')			
		ALS out			
A	R1500m		100	1100' (463')	190m - V1900m
B	R1500m		135	1140' (503')	200m - V2800m
C	R2000m	R2200m	180	1270' (633')	290m - V3700m
D	R2000m	R2200m	205	1340' (703')	310m - V4600m

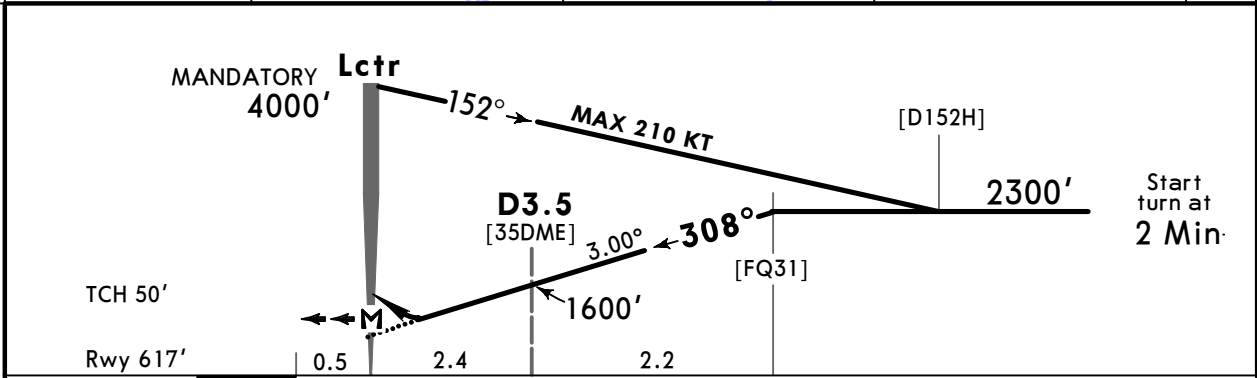
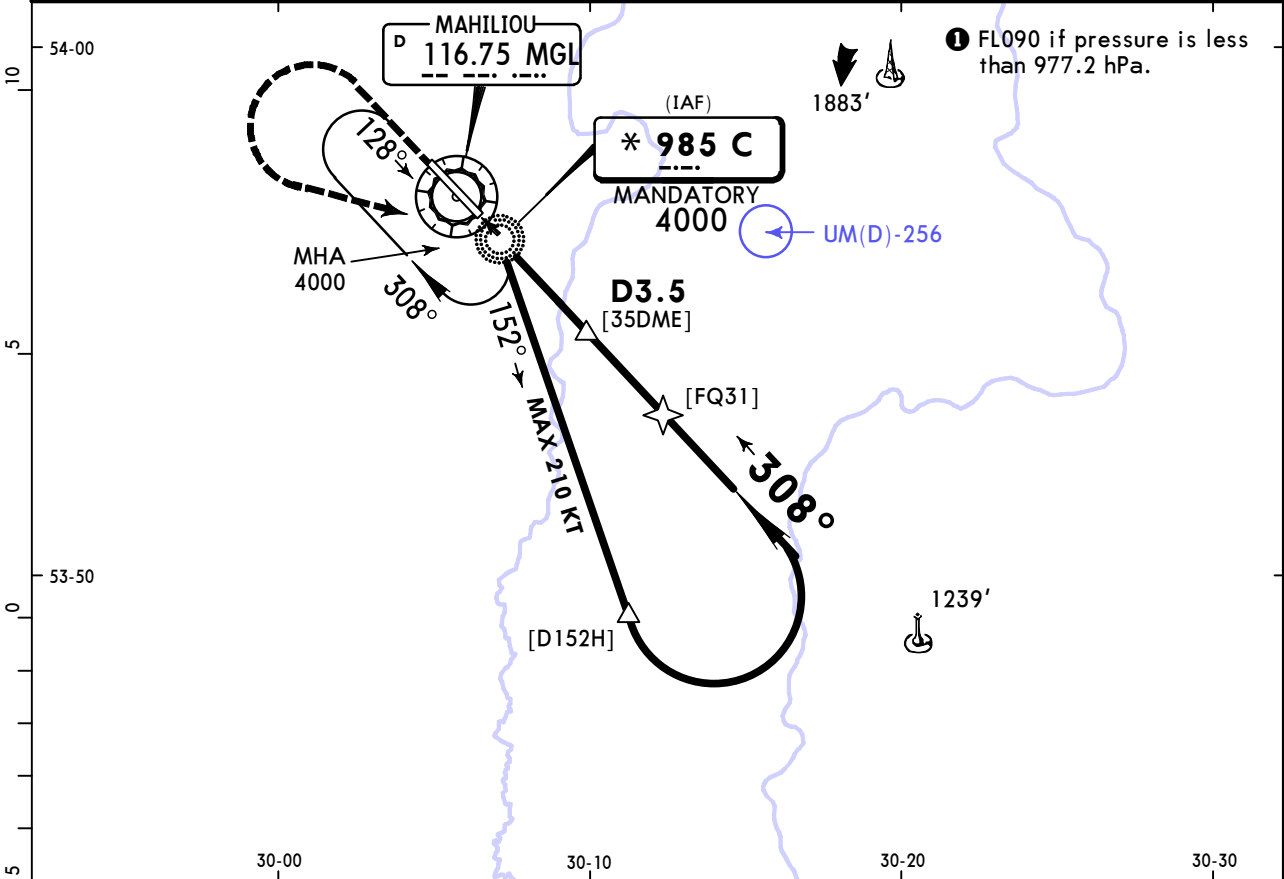
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UM00/MVQ
MAHILIOU

JEPPESSEN
24 FEB 23 (16-2)

MAHILIOU, BELARUS
NDB Rwy 31

*ATIS				*MAHILIOU Tower (APP/TWR)		
118.075		(Russian 126.2)		127.1		
NDB C *985	Final Apch Crs 308°	No FAF	DA/MDA(H) (CONDITIONAL) 1040' (423')	Apt Elev 637'	Rwy 617'	
MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn LEFT to C NDB climbing to 3000', then as directed.						
Alt Set: hPa(MM on req) Rwy Elev: 22 hPa Trans level: FL080 ① Trans alt: 6000'						
DME required.						
MSA C NDB						



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 1500' or above
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at Lctr							

State				STRAIGHT-IN LANDING				CEILING REQUIRED			
				with D3.5 CDFA		W/o D3.5 CDFA		CIRCLE-TO-LAND			
				1 DA/MDA(H) 1040'(423')		1 DA/MDA(H) 1540'(923')		Not authorized in sector between 199° to C NDB and 275° to C NDB clockwise			
				ALS out		ALS out		Max Kts	MDA(H)		
A				R1500m		R1500m		100	1100'(463')		190m - V1900m
B				R1500m		R1500m		135	1140'(503')		200m - V2800m
C	R1800m		R2000m			R2400m		180	1270'(633')		290m - V3700m
D	R1800m		R2000m			R2400m		205	1340'(703')		310m - V4600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Middle marker withdrawn.

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Chart changes since cycle 04-2025

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