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## RECEIVED ON TIME, NOT INCLUDED NOTIFICATION BULLETIN

**NAVBLUE Reference:** 2505-05R

**Notification Published date:** 09-05-2025

**Product Affected:** Navigation+

**AIRAC Cycle:** 2505

**Effective Date:** 15-05-2025

**Region:** EEU

**Country:** Russian Federation

**Subject:** MURMANSK (ULMM)

**Source:** AIRAC Amd 05/25 Book I

**Please note that the following information has not been incorporated into NAVBLUE databases for cycle 2505**

### MURMANSK (ULMM)

#### **Aerodrome Data:**

Airport record: Mag var changed from 16°E to 17°E, TA changed from 4000 ft to 5000 ft, TL changed from FL050 to FL060

RWY 13: MAG BRG changed from 130° to 129°, TRUE BRG changed from 146.17° to 146.15°, TDZE changed from 257 ft to 242 ft

RWY 31: MAG BRG changed from 310° to 309°, TRUE BRG changed from 326.2° to 326.18°, TDZE changed from 265 ft to 267 ft

Airport comms: TWR (120.7) changed to APP (120.7) , ATIS (126.8) added

ILS 13 IPF: LOC BRG changed from 130° to 129°, station declination changed from 16°E to 17°E, LOC width changed from 3.45° to 3.46°

ILS 31 IRD: LOC BRG changed from 310° to 309°, station declination changed from 16°E to 17°E, GS elevation changed from 300 ft to 267 ft, LOC width changed from 4.36° to 4.18°



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ILS DME 31 IRD: station declination changed from 16°E to 17°E

GLS G13A : GLS BRG changed from 130° to 129°,

GLS G31A : GLS elevation changed from 310° to 309°

MSA (ULMM): sector BRG changed from 275° to 185°, sector 40° to 185° altitude changed from 2600 ft to 3100 ft, sector 185° to 40° altitude changed from 3000 ft to 3600 ft

MSA (P1): removed

MSA (PF): removed

MSA (R): removed

MSA (RD): removed

### SID:

Transition Altitude changed to 5000ft for all SIDs

The following procedures have been upnumbered and completely revised:

**ASGO1N** upnumbered to **ASGO2N**

**ASGO1E** upnumbered to **ASGO2E**

**ASGO1G** upnumbered to **ASGO2G**

**EKLE1E** upnumbered to **EKLE2E**

**EKLE1G** upnumbered to **EKLE2G**

**EKLE1N** upnumbered to **EKLE2N**

**LOPR1E** upnumbered to **LOPR2E**

**LOPR1N** upnumbered to **LOPR2N**

**LOPR1S** upnumbered to **LOPR2S**

**LOPR1G** upnumbered to **LOPR2G**

**PELO1E** upnumbered to **PELO2E**

**PELO1G** upnumbered to **PELO2G**

**PELO1N** upnumbered to **PELO2N**

**ULME1E** upnumbered to **ULME2E**

**ULME1N** upnumbered to **ULME2N**

**ASGO1P** upnumbered to **ASGO2P**

**EKLE1P** upnumbered to **EKLE2P**

**LOPR1P** upnumbered to **LOPR2P**

**PELO1P** upnumbered to **PELO2P**

**ULME1J** upnumbered to **ULME2J**

**ULME1P** upnumbered to **ULME2P**

The following procedures have been withdrawn:

**ASGO1K, LOPR1K.**

The following procedures have been established (New):

**ASGO2J, ASGO2S, EKLE2J, EKLE2S, LOPR2J, PELO2J, PELO2S, ULME2G,**



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**ULME2S.**

**STAR:**

Transition Level changed to FL60 for ALL STARs.

The following procedures have been upnumbered and revised:

**PELO1A** numbered to **PELO2A**  
**PELO1B** numbered to **PELO2B**  
**PELO1C** numbered to **PELO2C**  
**PELO1H** numbered to **PELO2H**  
**EKLE1M** upnumbered to **EKLE2M**  
**LOPR1M** upnumbered to **LOPR2M**  
**PELO1M** upnumbered to **PELO2M**  
**ULME1M** upnumbered to **ULME2M**  
**ASGO1L** upnumbered to **ASGO2L**  
**EKLE1L** upnumbered to **EKLE2L**  
**LOPR1L** upnumbered to **LOPR2L**  
**PELO1L** upnumbered to **PELO2L**  
**ULME1L** upnumbered to **ULME2L**

The following procedures have been established (New):

**ASGO2M, PELO2Z.**

The following procedures have been upnumbered:

**ASGO1A** is up numbered to **ASGO2A**.  
**EKLE1A** is up numbered to **EKLE2A**.  
**LOPR1A** is up numbered to **LOPR2A**.  
**ULME1A** is up numbered to **ULME2A**.  
**ASGO1C** is Up numbered to **ASGO2C**.  
**EKLE1C** is up numbered to **EKLE2C**.  
**LOPR1C** is up numbered to **LOPR2C**.  
**ULME1C** is up numbered to **ULME2C**.  
**ASGO1B** is up numbered to **ASGO2B**.  
**EKLE1B** is up numbered to **EKLE2B**.  
**LOPR1B** is up numbered to **LOPR2B**.  
**ULME1B** is up numbered to **ULME2B**.  
**ASGO1H** is up numbered to **ASGO2H**.  
**EKLE1H** is up numbered to **EKLE2H**.  
**LOPR1H** is up numbered to **LOPR2H**.  
**ULME1H** is up numbered to **ULME2H**.  
**PELO1A** is up numbered to **PELO2A**

Approach:

Transition Level changed to FL60 for All Approach.

**ILS Y RWY 13** renamed to **ILS Z RWY 13** and completely revised.



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**ILS X RWY 13** renamed to **ILS Y RWY 13** and completely revised.

**NDB W RWY 31** CAT C/D renamed to **NDB X RWY 31** CAT A/B/C/D and completely revised.

**GLS Z RWY 31** renamed to **GLS RWY 31** and completely revised

The following procedures have been completely revised:

**ILS Y RWY 31.**

**ILS Z RWY 31.**

**GLS RWY 13.**

**NDB Z RWY 13.**

**NDB Z RWY 31.**

**NDB Y RWY 13.**

**NDB Y RWY 31.**

**NDB X RWY 13.**

The following procedures have been established (New):

**LOC Z RWY 13.**

**LOC Z RWY 31.**

**LOC Y RWY 13.**

**LOC Y RWY 31.**

**RNP RWY 13.**

**RNP RWY 31.**

The following procedures have been withdrawn:

**ILS W RWY 31.**

**ILS X RWY 31.**

**NDB X RWY 31 CAT A/B.**

**GLS Y RWY 31**

**RNAV RWY 13**

**RNAV Z RWY 31**

**RNAV Y RWY 31**

Holding pattern:

Airspace 4 and 5 holds:

**NDB P** (frequency 1290KHz): Inbound 129°, right turn, MNM ALT 2400ft, MAX ALT FL120, Speed MAX 425km/h, Leg time 1 min.

**NDB R** (frequency 1290KHz): Inbound 309°, left turn, MNM ALT 2800ft, MAX ALT FL110, Speed MAX 425km/h, Leg time 1 min.

**NDB PF** (frequency 635KHz): Inbound 129°, right turn, MNM ALT 2500ft, MAX ALT FL120, Speed MAX 425km/h, Leg time 1 min.

**NDB RD** (frequency 635KHz): Inbound 309°, left turn, MNM ALT 2800ft, MAX ALT FL110, Speed MAX 425km/h, Leg time 1 min.



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## **RECEIVED ON TIME, NOT INCLUDED NOTIFICATION BULLETIN**

**These changes will be incorporated in NAVBLUE databases for cycle 2506**