

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URML

Terminal Charts For URML

Revision Letter For Cycle 17-2013

Change Notices

Notebook

General Information

Location: Makhachkala Rus
IATA Code: MCX
Lat/Long: N42° 49.0' E047° 39.2'
Elevation: 15 ft

Airport Use: Public
Magnetic Variation: 6.7°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: 0207 Z
Sunset: 1536 Z,

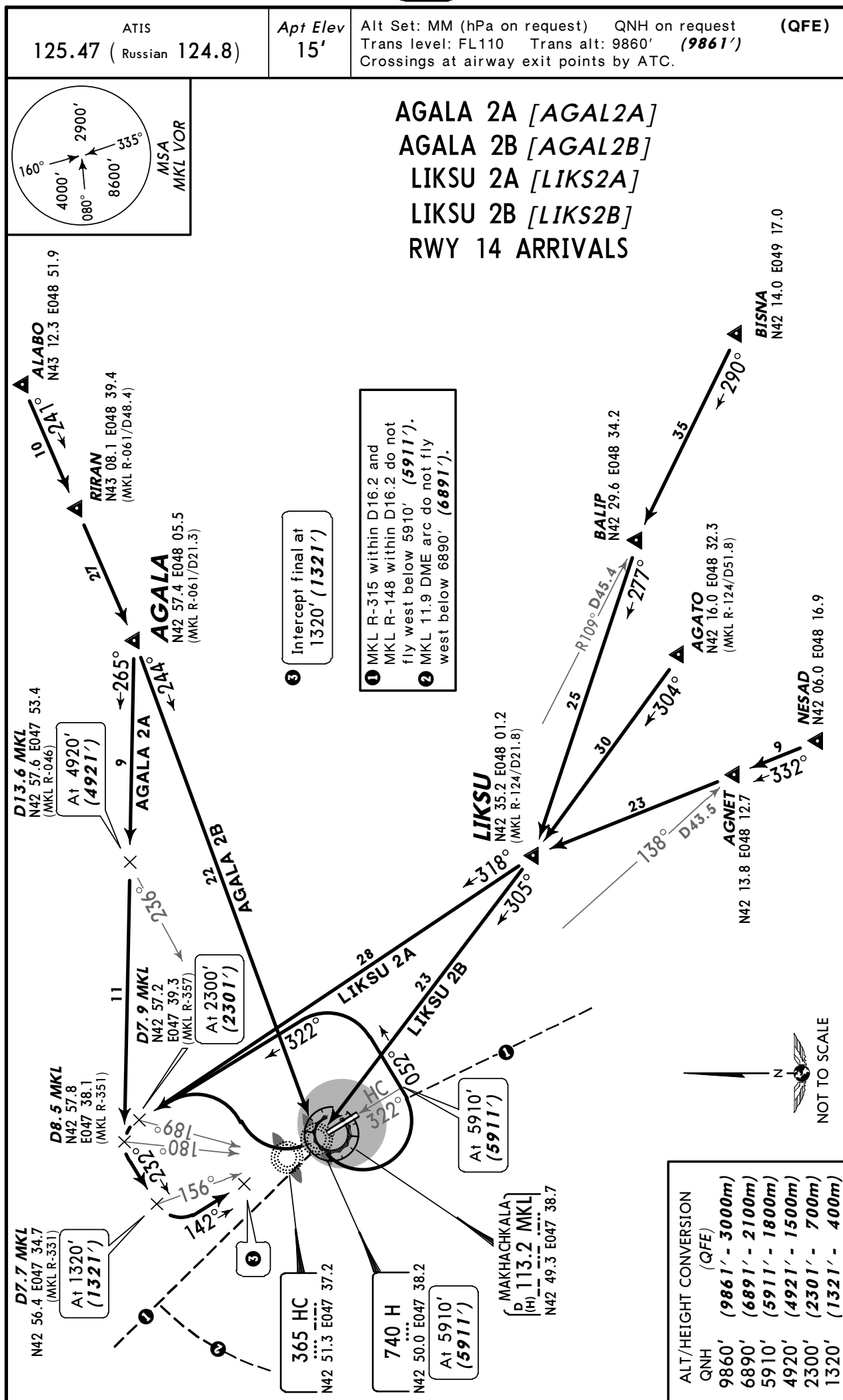
Runway Information

Runway: 14
Length x Width: 8661 ft x 138 ft
Surface Type: concrete
TDZ-Elev: -1 ft
Lighting: Edge, ALS

Runway: 32
Length x Width: 8661 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 12 ft
Lighting: Edge, ALS

Communication Information

ATIS 125.475
ATIS 124.8 Non-English
Makhachkala Start Tower 121.3 Non-English
Makhachkala Approach Control 119.7 Non-English
Makhachkala Krug Radar 121.3



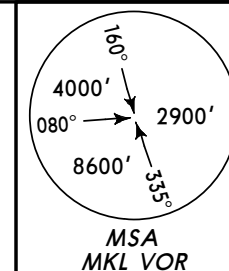
ATIS
125.47 (Russian 124.8)

Apt Elev
15'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL110 Trans alt: 9860' (9848')
Crossings at airway exit points by ATC.

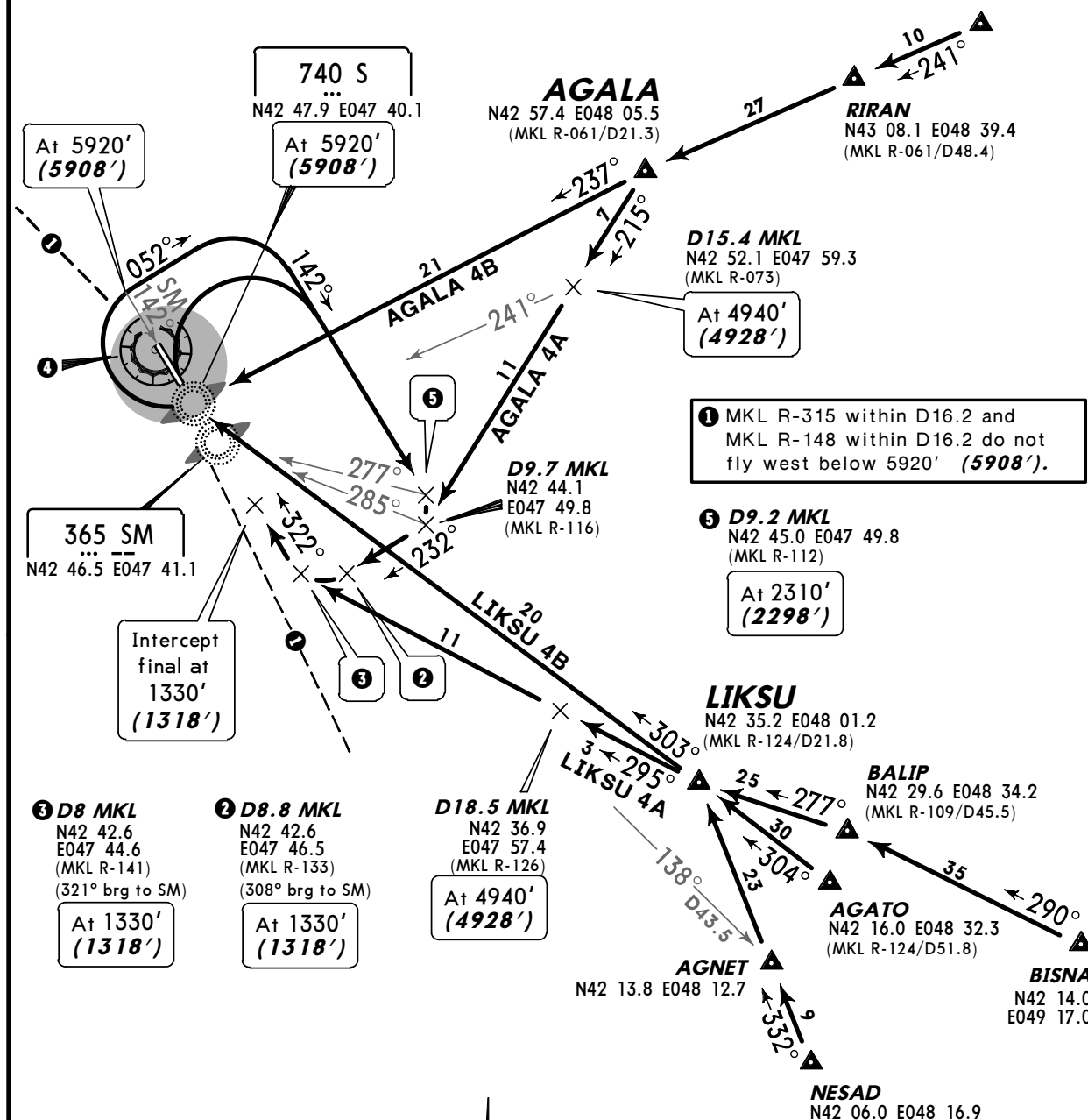
(QFE)

AGALA 4A [AGAL4A]
AGALA 4B [AGAL4B]
LIKSU 4A [LIKS4A]
LIKSU 4B [LIKS4B]
RWY 32 ARRIVALS



MAKHACHKALA
P (H) 113.2 MKL
N42 49.3 E047 38.7

ALABO
N43 12.3
E048 51.9



③ D8 MKL
N42 42.6
E047 44.6
(MKL R-141)
(321° brg to SM)
Alt 1330' (1318')

② D8.8 MKL
N42 42.6
E047 46.5
(MKL R-133)
(308° brg to SM)
Alt 1330' (1318')

D18.5 MKL
N42 36.9
E047 57.4
(MKL R-126)
Alt 4940' (4928')

LIKSU
N42 35.2 E048 01.2
(MKL R-124/D21.8)

BALIP
N42 29.6 E048 34.2
(MKL R-109/D45.5)

AGATO
N42 16.0 E048 32.3
(MKL R-124/D51.8)

AGNET
N42 13.8 E048 12.7

NESAD
N42 06.0 E048 16.9

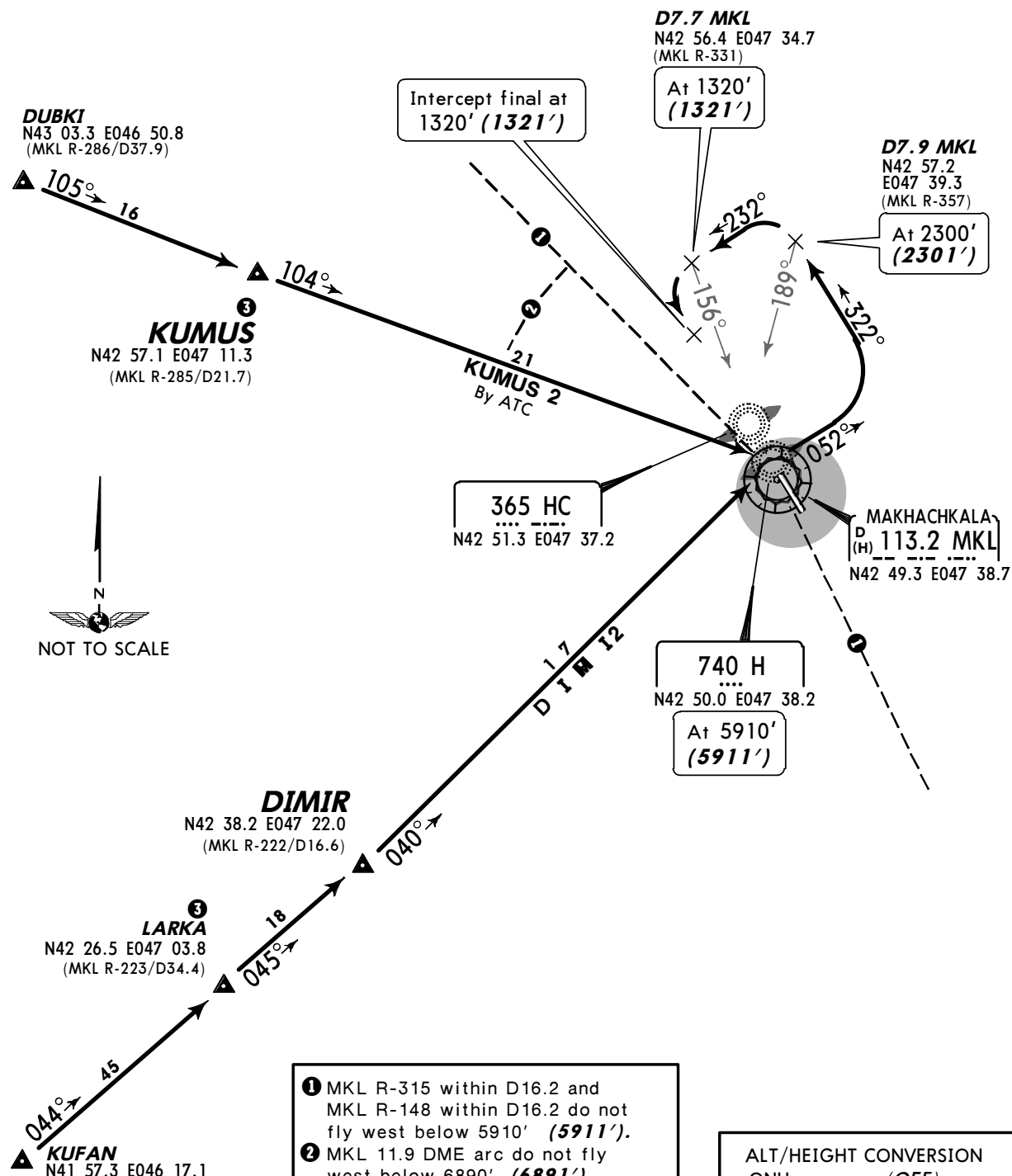
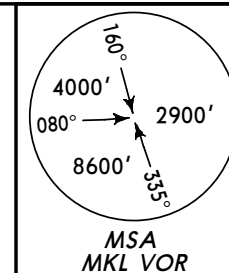
BISNA
N42 14.0
E049 17.0

ALT/HEIGHT CONVERSION	
QNH	(QFE)
9860'	(9848' - 3000m)
5920'	(5908' - 1800m)
4940'	(4928' - 1500m)
2310'	(2298' - 700m)
1330'	(1318' - 400m)



ATIS
125.47 (Russian 124.8)Apt Elev
15'Alt Set: MM (hPa on request) QNH on request
Trans level: FL110 Trans alt: 9860' (9861')
Crossings at airway exit points by ATC.

(QFE)

DIMIR 2
KUMUS 2
BY ATC
RWY 14 ARRIVALS

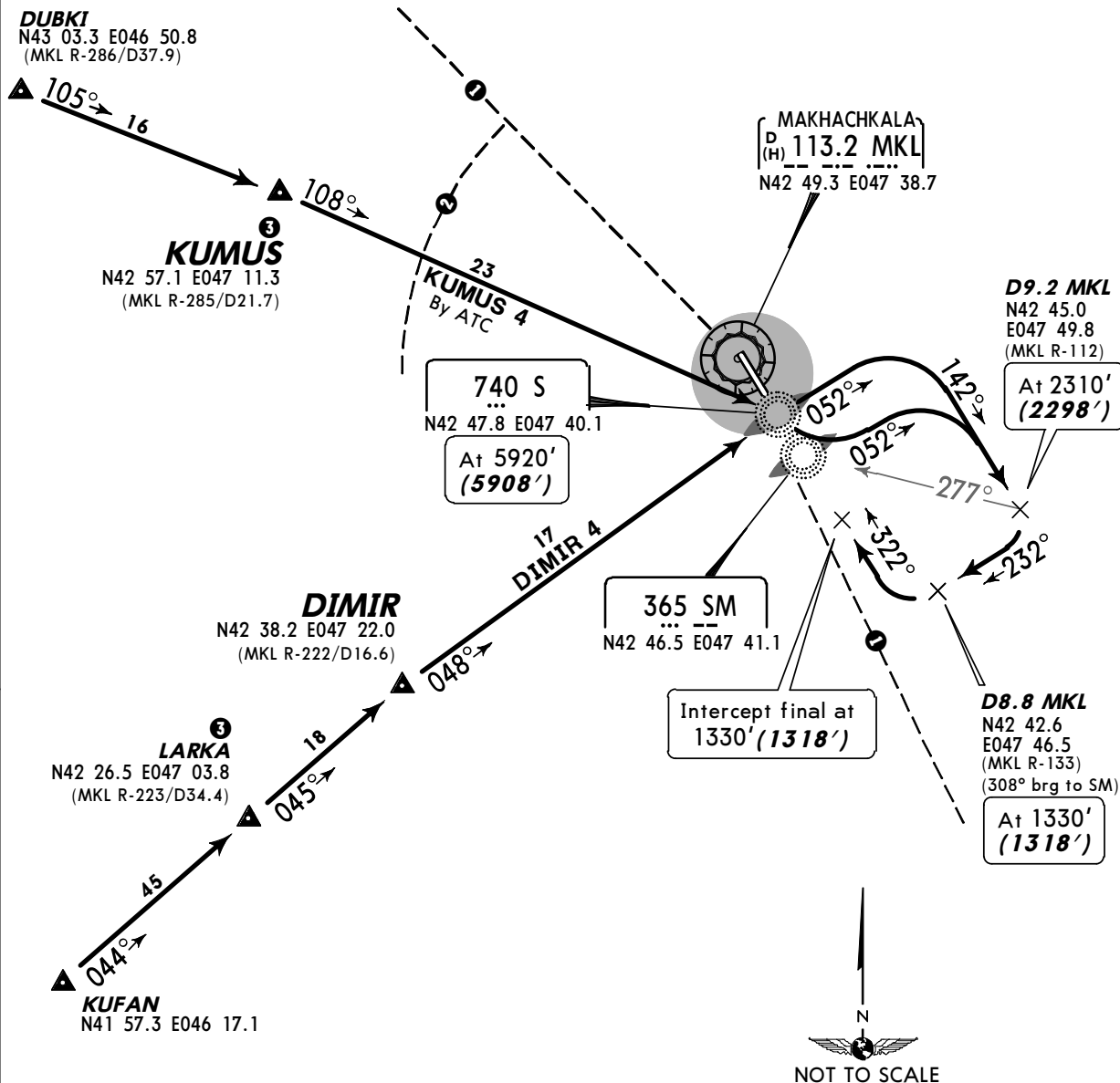
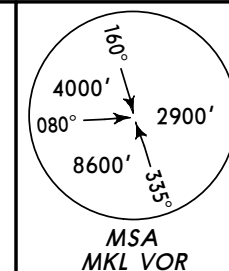
- 1 MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5910' (5911').
- 2 MKL 11.9 DME arc do not fly west below 6890' (6891').
- 3 Flights from LARKA, KUMUS are allowed under radar control and steady operation of airborne navigation equipment.

ALT/HEIGHT CONVERSION

QNH	(QFE)
9860'	(9861' - 3000m)
6890'	(6891' - 2100m)
5910'	(5911' - 1800m)
2300'	(2301' - 700m)
1320'	1321' - 400m)

ATIS
125.47 (Russian 124.8)Apt Elev
15'Alt Set: MM (hPa on request) QNH on request
Trans level: FL110 Trans alt: 9860' (9848')
Crossings at airway exit points by ATC.

(QFE)

DIMIR 4
KUMUS 4
BY ATC
RWY 32 ARRIVALS

- 1 MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5920' (5908').
- 2 MKL 11.9 DME arc do not fly west below 6910' (6898').
- 3 Flights from LARKA, KUMUS are allowed under radar control and steady operation of airborne navigation equipment.

ALT/HEIGHT CONVERSION

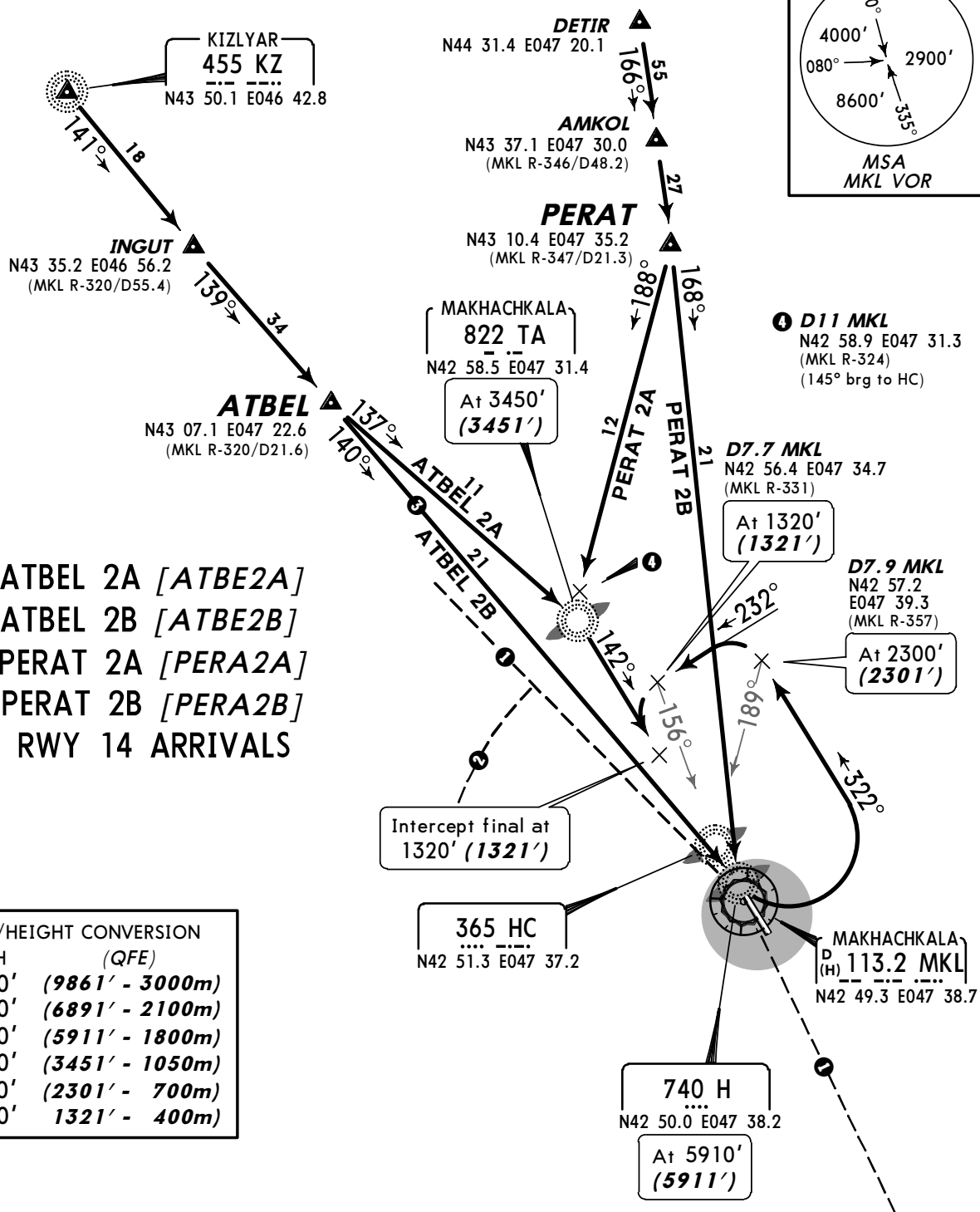
QNH	(QFE)
9860'	(9848' - 3000m)
6910'	(6898' - 2100m)
5920'	(5908' - 1800m)
2310'	(2298' - 700m)
1330'	(1318' - 400m)

ATIS
125.47 (Russian 124.8)

Apt Elev
15'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL110 Trans alt: 9860' (9861')
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ATIS
125.47 (Russian 124.8)

Apt Elev
15'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL110 Trans alt: 9860' (9848')
Crossings at airway exit points by ATC.

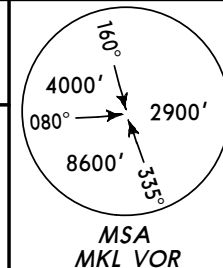
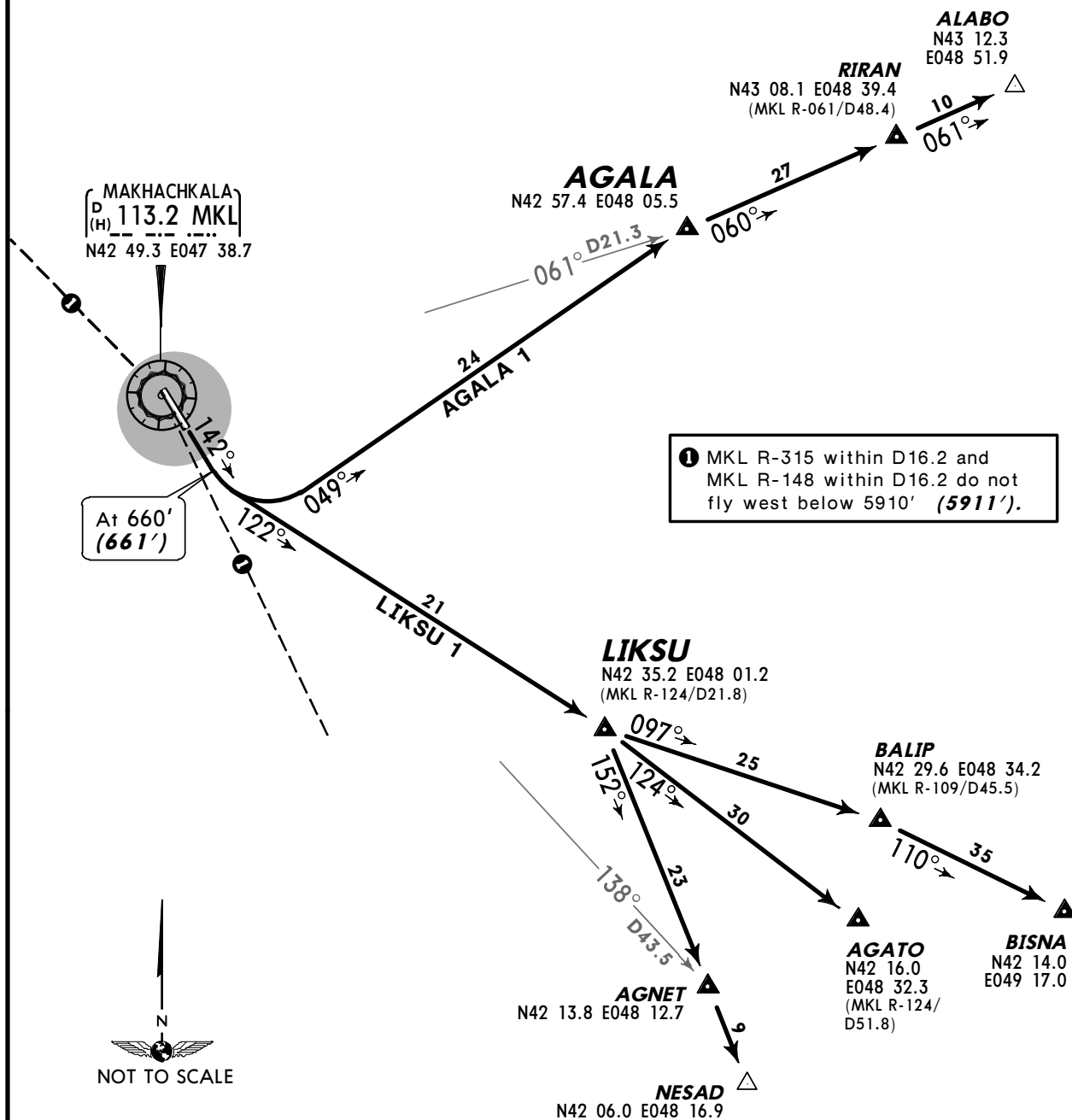
(QFE)

ATBEL 4A [ATBE4A]
ATBEL 4B [ATBE4B]
PERAT 4A [PERA4A]
PERAT 4B [PERA4B]
RWY 32 ARRIVALS

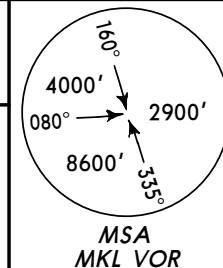
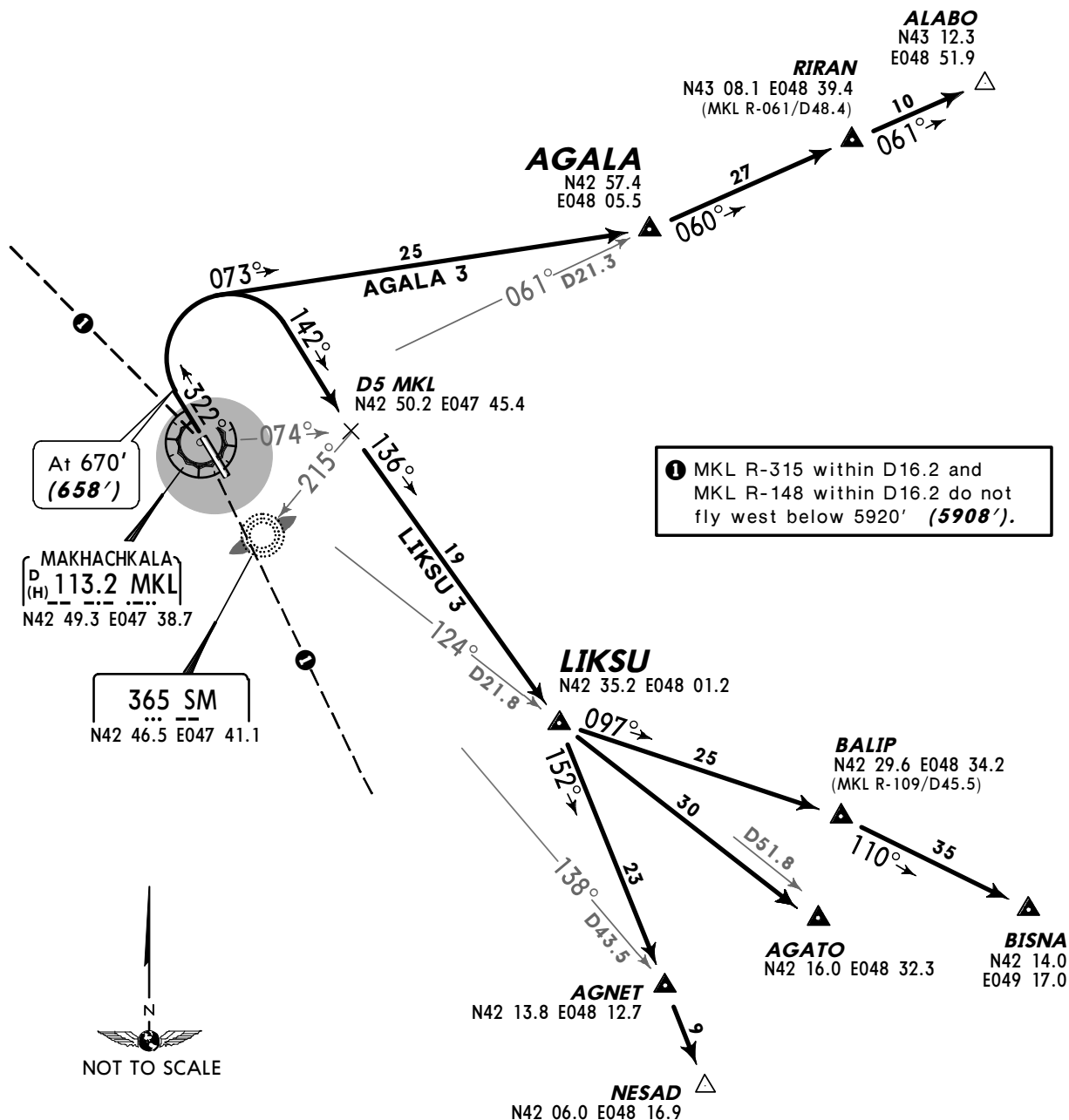


- ① MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5920' (5908').
- ② MKL 11.9 DME arc do not fly west below 6910' (6898').

ALT/HEIGHT	CONVERSION
QNH	(QFE)
9860'	(9848' - 3000m)
6910'	(6898' - 2100m)
5920'	(5908' - 1800m)
2310'	(2298' - 700m)
1330'	(1318' - 400m)

Apt Elev
15'QNH on request (QFE)
Trans level: FL110 Trans alt: 9860' (9861')
Crossings at airway entry points by ATC.AGALA 1
LIKSU 1
RWY 14 DEPARTURES

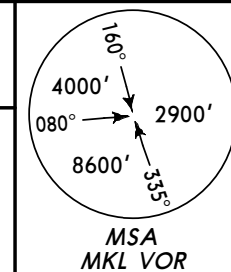
ALT/HEIGHT CONVERSION	
QNH	(QFE)
660'	(661' - 200m)
5910'	(5911' - 1800m)
9860'	(9861' - 3000m)

Apt Elev
15'QNH on request (QFE)
Trans level: FL110 Trans alt: 9860' (9848')
Crossings at airway entry points by ATC.AGALA 3
LIKSU 3
RWY 32 DEPARTURES

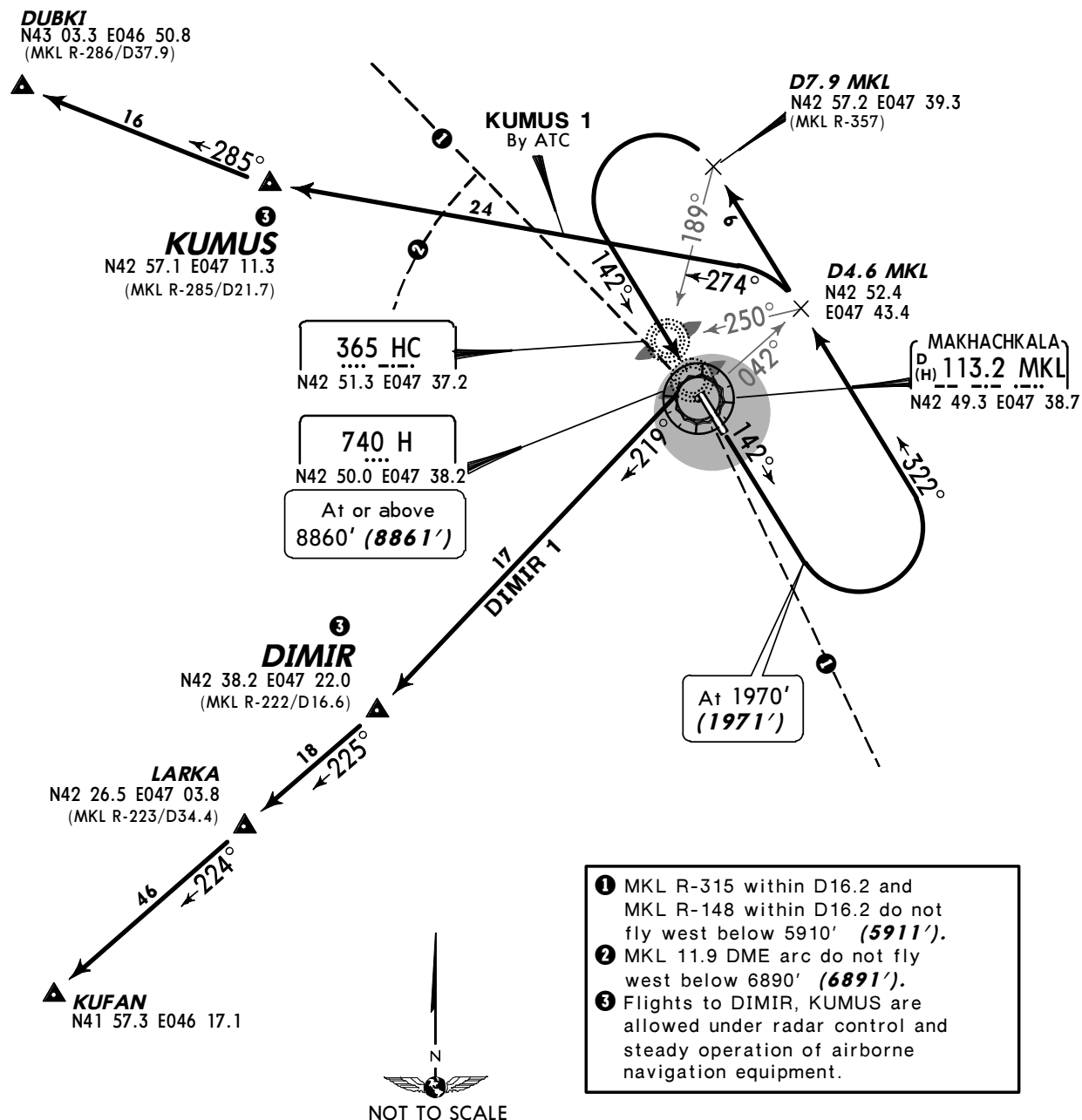
ALT/HEIGHT CONVERSION	
QNH	(QFE)
670'	(658' - 200m)
5920'	(5908' - 1800m)
9860'	(9848' - 3000m)

Apt Elev
15'

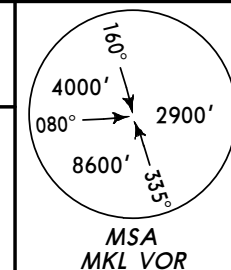
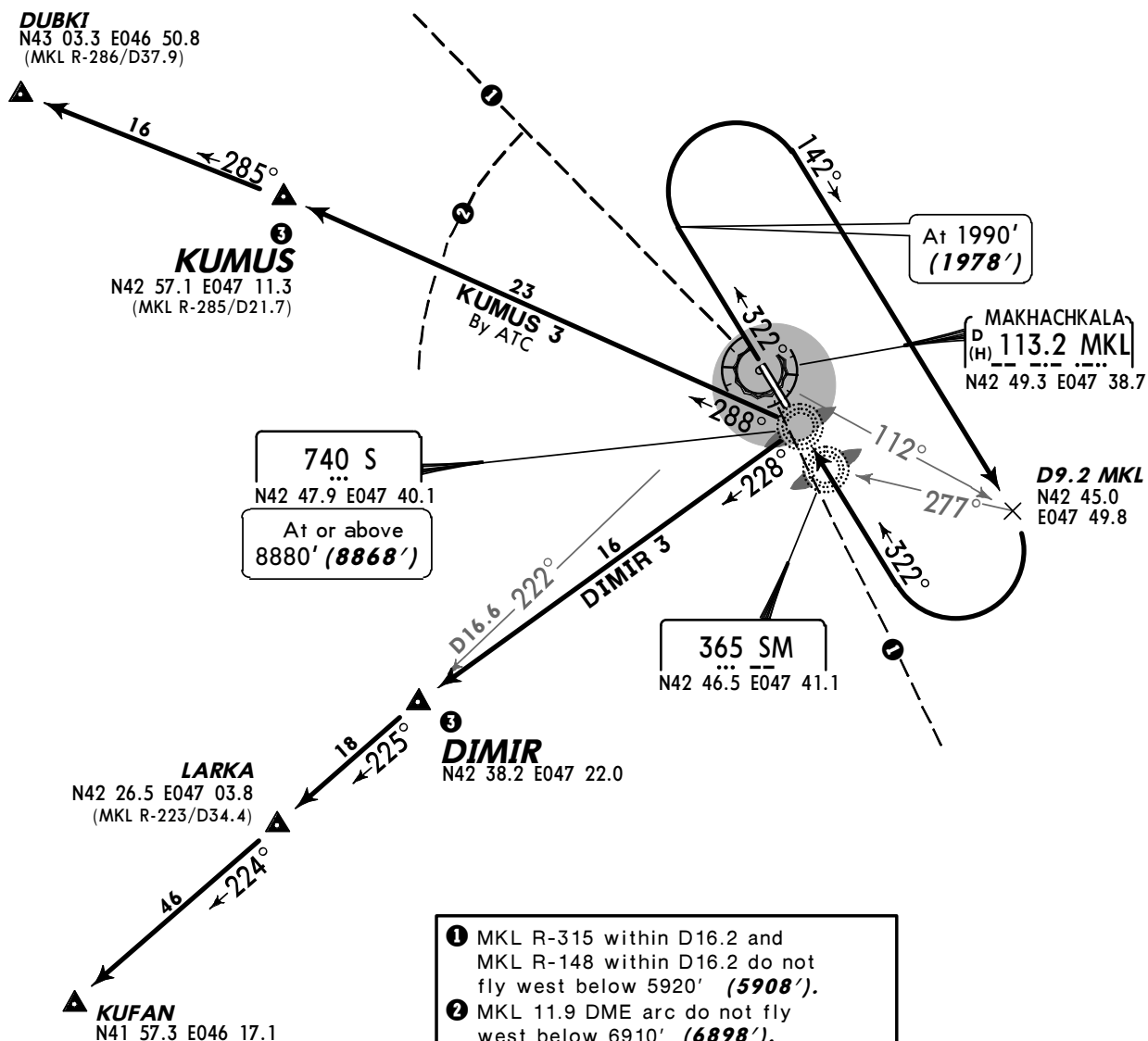
QNH on request (QFE)
Trans level: FL110 Trans alt: 9860' (9861')
Crossings at airway entry points by ATC.



**DIMIR 1
KUMUS 1
BY ATC
RWY 14 DEPARTURES**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1970'	(1971' - 600m)
5910'	(5911' - 1800m)
6890'	(6891' - 2100m)
8860'	(8861' - 2700m)
9860'	(9861' - 3000m)

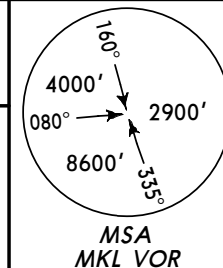
Apt Elev
15'QNH on request (QFE)
Trans level: FL110 Trans alt: 9860' (9848')
Crossings at airway entry points by ATC.DIMIR 3
KUMUS 3
BY ATC
RWY 32 DEPARTURES

- 1 MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5920' (5908').
- 2 MKL 11.9 DME arc do not fly west below 6910' (6898').
- 3 Flights to DIMIR, KUMUS are allowed under radar control and steady operation of airborne navigation equipment.

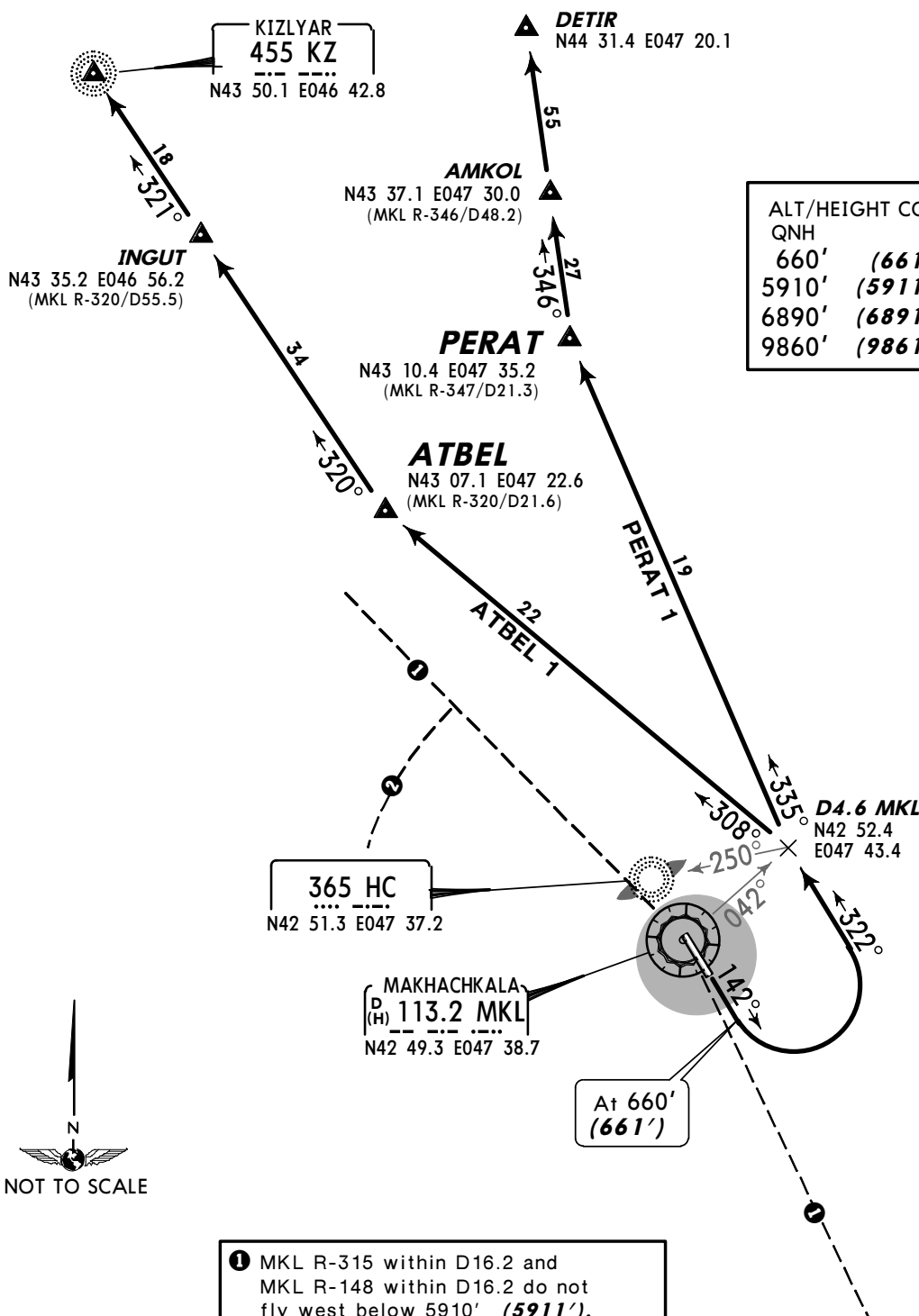
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1990'	(1978' - 600m)
5920'	(5908' - 1800m)
6910'	(6898' - 2100m)
8880'	(8868' - 2700m)
9860'	(9848' - 3000m)

Apt Elev
15'

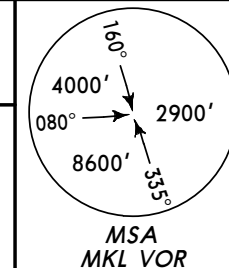
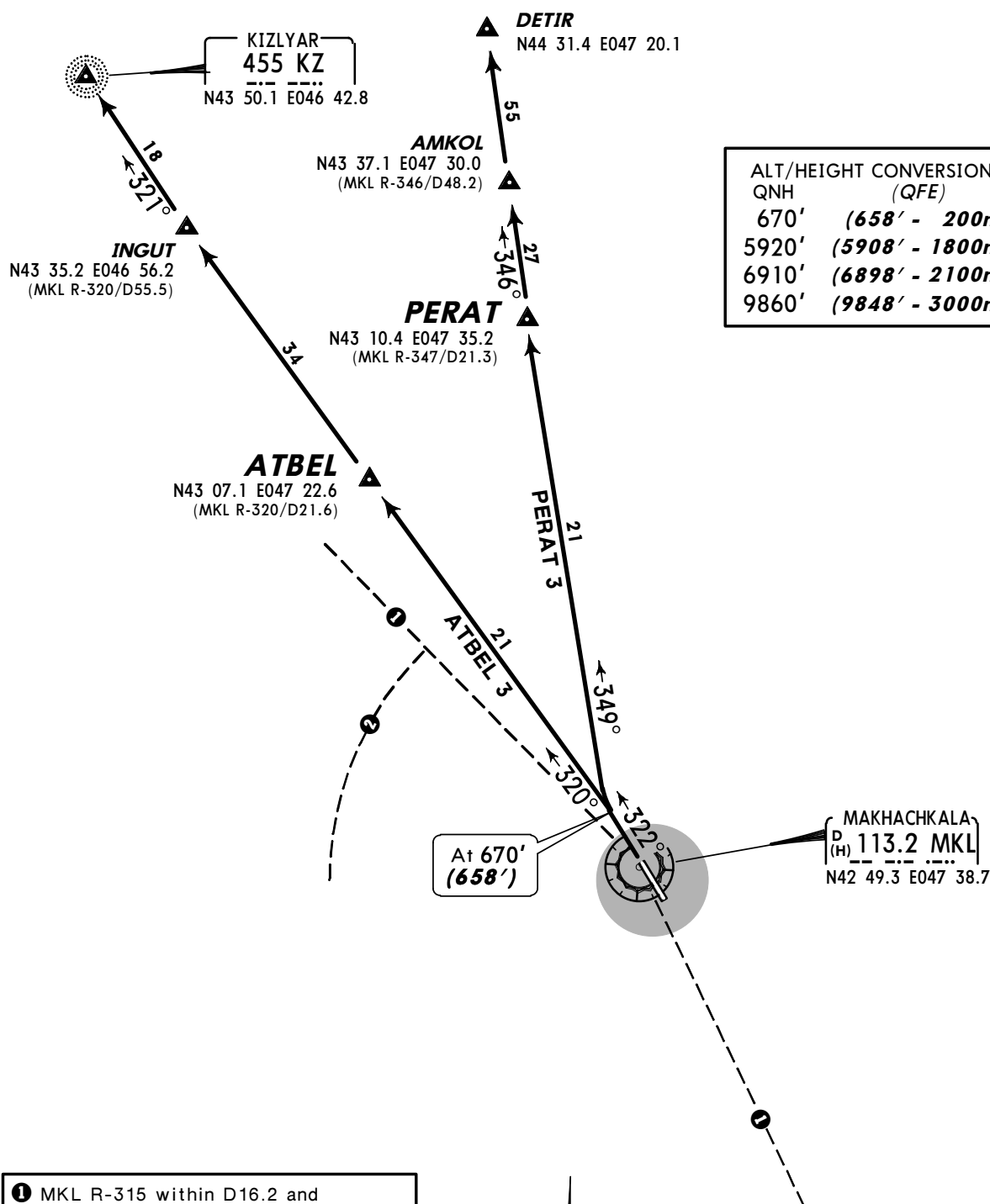
QNH on request (QFE)
Trans level: FL110 Trans alt: 9860' (9861')
Crossings at airway entry points by ATC.



ATBEL 1 PERAT 1 RWY 14 DEPARTURES



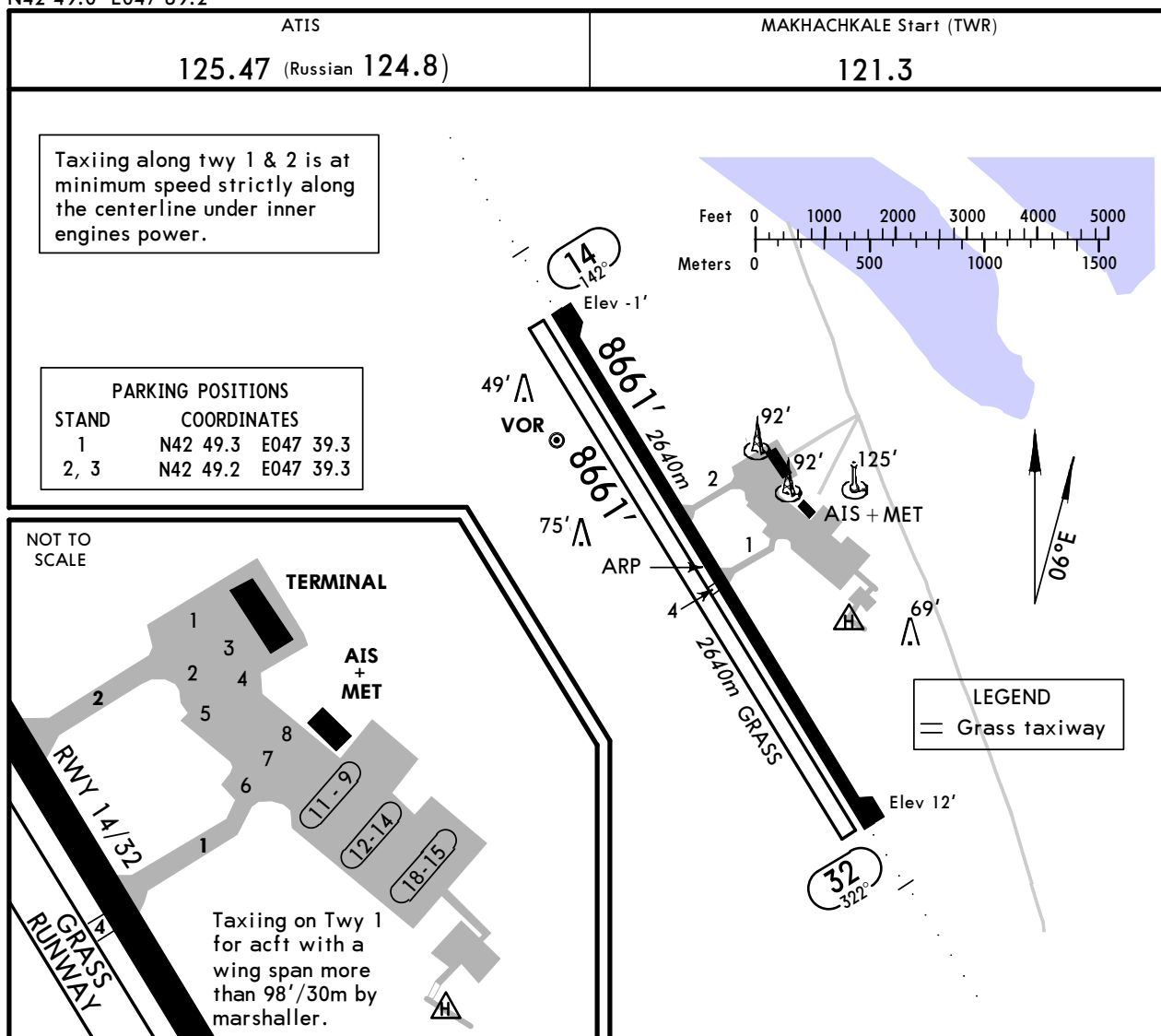
- 1 MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5910' (5911').
- 2 MKL 11.9 DME arc do not fly west below 6890' (6891').

Apt Elev
15'QNH on request (QFE)
Trans level: FL110 Trans alt: 9860' (9848')
Crossings at airway entry points by ATC.ATBEL 3
PERAT 3
RWY 32 DEPARTURES

- 1 MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5920' (5908').
- 2 MKL 11.9 DME arc do not fly west below 6910' (6898').



NOT TO SCALE



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
RWY				Threshold	Glide Slope		
14	32	RL (60m) ALS	RVR		7628' 2325m	①	138'
					7932' 2418m		42m
14	32	Grass runway					230'
							70m

① TAKE-OFF RUN AVAILABLE

RWY 14:	From rwy head 8661' (2640m)	RWY 32:	From rwy head 8661' (2640m)
	twy 2 int 5249' (1600m)		twy 1 int 4528' (1380m)
	twy 1 int 4134' (1260m)		twy 2 int 3412' (1040m)

TAKE-OFF

AIR CARRIER (JAA)

Main rwy 14/32

LVP must be in force

RCLM (DAY only)
or RLRCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
14	ILS	199' (200') R1000m	199' (200') R1000m	229' (230') R1000m	229' (230') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	330' (331') R1300m	330' (331') R1300m	330' (331') R1300m	400' (401') R1700m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1900m
32	ILS	212' (200') R1000m	212' (200') R1000m	242' (230') R1000m	242' (230') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶	350' (338') R1300m	350' (338') R1300m	350' (338') R1300m	410' (398') R1600m
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1800m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 14	530' (515') ceil300m- V1600m ❷	530' (515') ceil300m- V2500m ❷	660' (645') ceil350m- V3000m ❸	720' (705') ceil350m- V4000m ❸
After apch to rwy 32	540' (525') ceil300m- V1600m ❷	540' (525') ceil300m- V2500m ❷	670' (655') ceil350m- V3000m ❸	720' (705') ceil350m- V4000m ❸

❷ From CRP AGALA: V5000m.

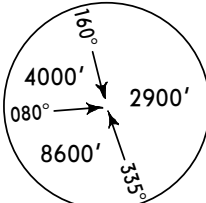
❸ From CRP AGALA: V7000m.

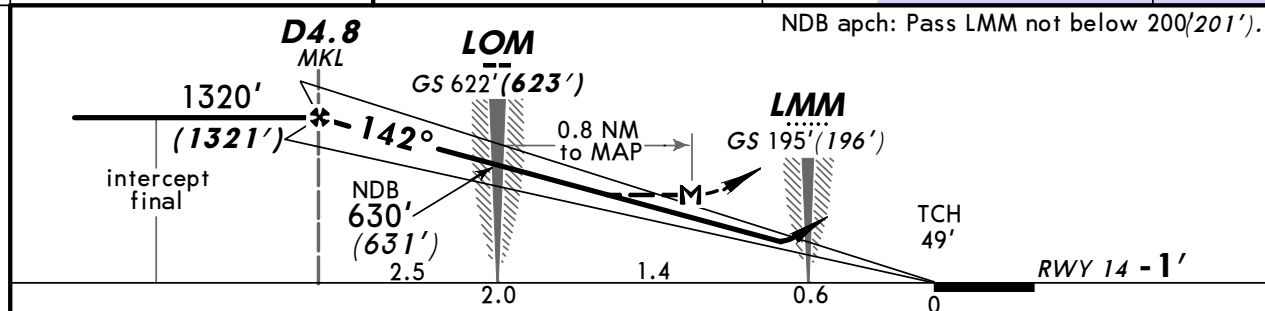
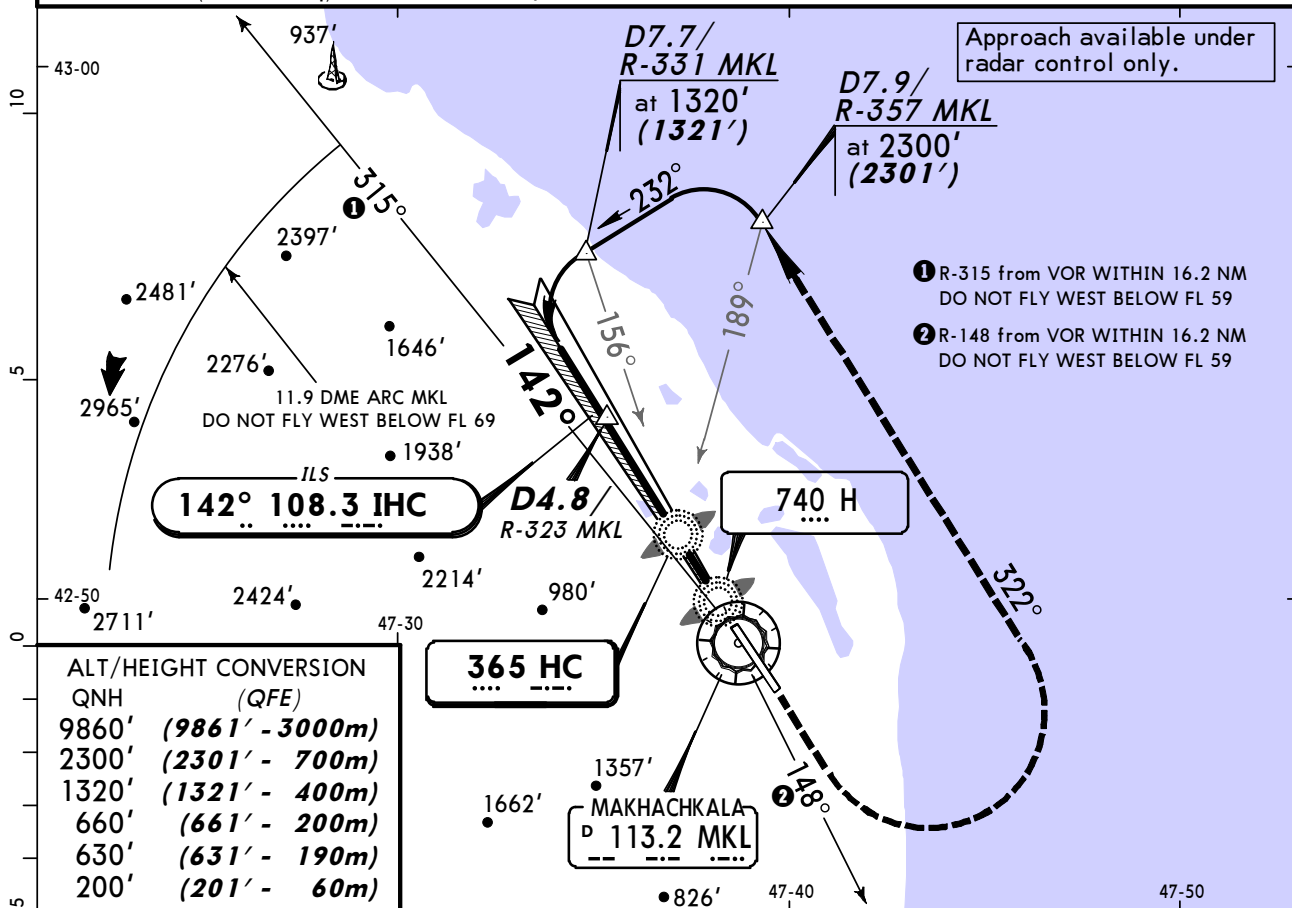
TAKE-OFF RWY 14, 32

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		

TM

BRIEFING STRIP

ATIS		MAKHACHKALA Approach (R)		MAKHACHKALA Krug (SRE)		MAKHACHKALA Start (TWR)			
125.47 (Russian 124.8)		119.7		121.3		121.3			
LOC IHC 108.3	Final Apch Crs 142°	GS LOM 622' (623')	ILS DA(H) Refer to Minimums	Apt Elev 15' RWY -1' (BELOW SEA LEVEL)					
NDB HC 365		Minimum Alt D4.8 MKL 1320' (1321')	NDB MDA(H) Refer to Minimums						
MISSED APCH: Climb on 142° to 660' (661'), then turn LEFT onto 322° climbing to 2300' (2301'), then according to chart.								MSA MKL VOR	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 110				Trans alt: 9860' (9861')	



Gnd speed-Kts	70	90	100	120	140	160	ALS	660' (661') on 142°	322° LT	2300' (2301')
ILS GS or NDB Desc angle 2.67°	331	425	472	567	661	756				
LOM to MAP 0.8	0:41	0:32	0:29	0:24	0:21	0:18				

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND	
ILS		LOC (GS out)	NDB		Max Kts.
DA(H)	AB: 199' (200') CD: 229' (230')		MDA(H)	ABC: 330' (331') D: 400' (401')	
FULL		ALS out	ALS out		MDA(H) CEIL-VIS
A	1200m		NOT AUTHORIZED		100 530' (515') 300m - 1600m 1 2
B					135 530' (515') 300m - 2500m 2
C					180 660' (645') 350m - 3000m 2
D					205 710' (695') 350m - 4000m 2

1 After NDB apch: VIS 2200m. 2 From CRP AGALA: Cat A/B: VIS 5000m, Cat C/D: VIS 7000m.

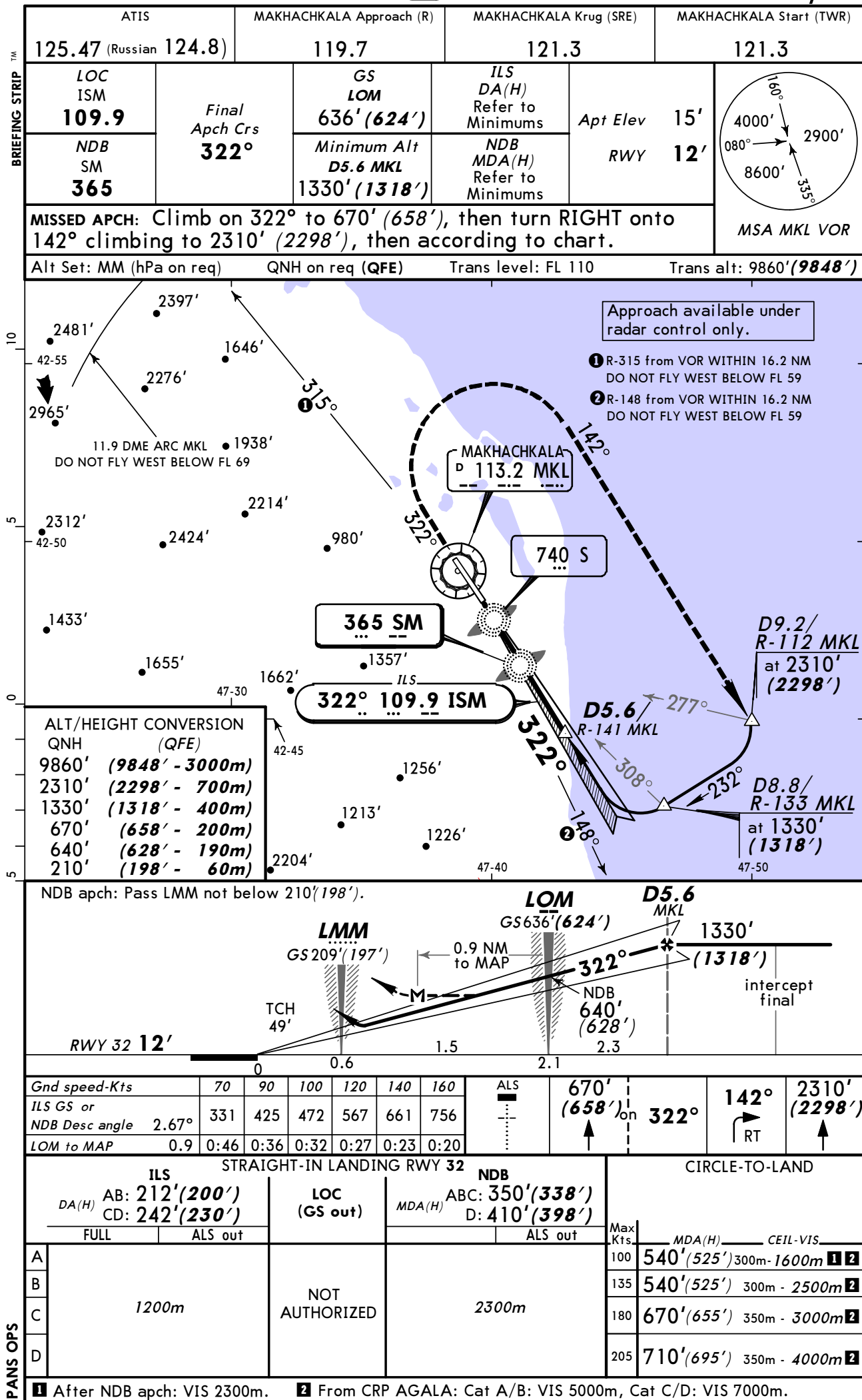




Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

MAKHACHKALA, (UYTASH - URML)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URML