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## 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: 0338 Z
Sunset: 1329 Z,

## Runway Information

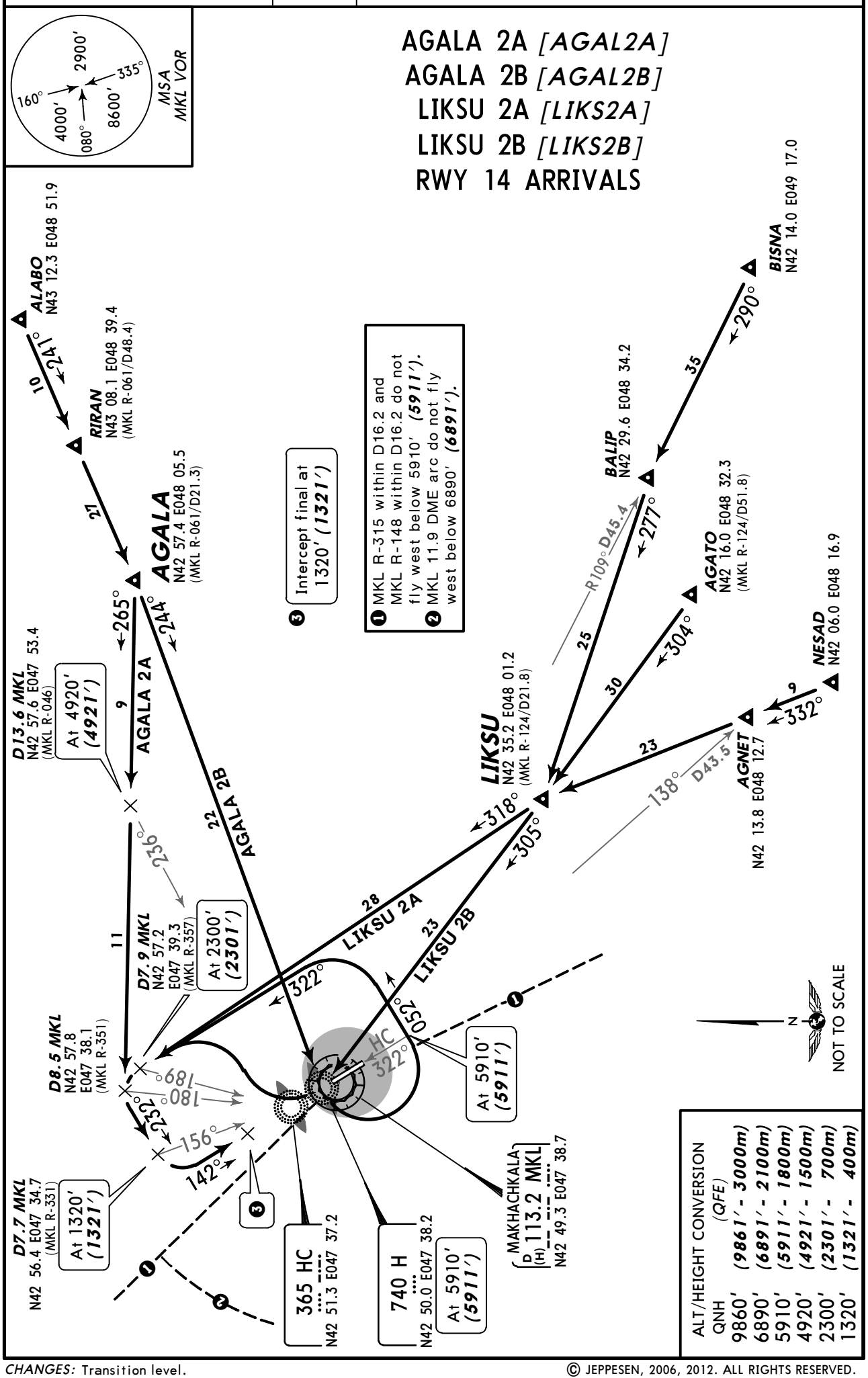
Runway: 14
Length x Width: 8661 ft x 138 ft
Surface Type: concrete
TDZ-Elev: -1 ft
Lighting: Edge, ALS

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 | Apt Elev | |
|---|---|---|
| 125.47 ( Russian 124.8) | 15′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL110 Trans alt: 9860′ *(9861′)*<br>Crossings at airway exit points by ATC. |




*CHANGES:* Transition level.

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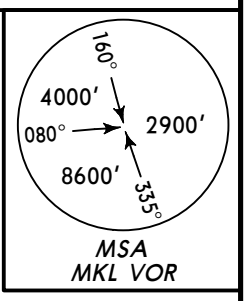
| ATIS | Apt Elev | |
|---|---|---|
| 125.47 ( Russian 124.8) | 15′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL110 Trans alt: 9860′ *(9848′)*<br>Crossings at airway exit points by ATC. |

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




❹ MAKHACHKALA
(D) (H) 113.2 MKL
N42 49.3 E047 38.7

740 S
N42 47.9 E047 40.1
At 5920′
*(5908′)*

At 5920′
*(5908′)*

052°
142°
SM
142°

365 SM
N42 46.5 E047 41.1

Intercept final at 1330′
*(1318′)*

**ALABO**
N43 12.3
E048 51.9

10
241°

**RIRAN**
N43 08.1 E048 39.4
(MKL R-061/D48.4)

27

**AGALA**
N42 57.4 E048 05.5
(MKL R-061/D21.3)

237°
7
215°

**D15.4 MKL**
N42 52.1 E047 59.3
(MKL R-073)
At 4940′
*(4928′)*

21
AGALA 4B
241°
11
AGALA 4A

❶ MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5920′ *(5908′)*.

❺ **D9.7 MKL**
N42 44.1
E047 49.8
(MKL R-116)

277°
285°
232°
322°

❺ **D9.2 MKL**
N42 45.0 E047 49.8
(MKL R-112)
At 2310′
*(2298′)*

20
LIKSU 4B
11

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

303°
3
295°
LIKSU 4A

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

25
277°
30
304°
23
138°
D43.5

35
290°

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

**BISNA**
N42 14.0
E049 17.0

**AGNET**
N42 13.8 E048 12.7

9
332°

**NESAD**
N42 06.0 E048 16.9

❸ **D8 MKL**
N42 42.6
E047 44.6
(MKL R-141)
(321° brg to SM)
At 1330′
*(1318′)*

❷ **D8.8 MKL**
N42 42.6
E047 46.5
(MKL R-133)
(308° brg to SM)
At 1330′
*(1318′)*

**D18.5 MKL**
N42 36.9
E047 57.4
(MKL R-126)
At 4940′
*(4928′)*

N
NOT TO SCALE

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

*CHANGES:* Chart reindexed; transition level.

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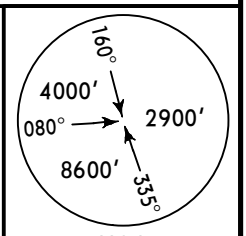
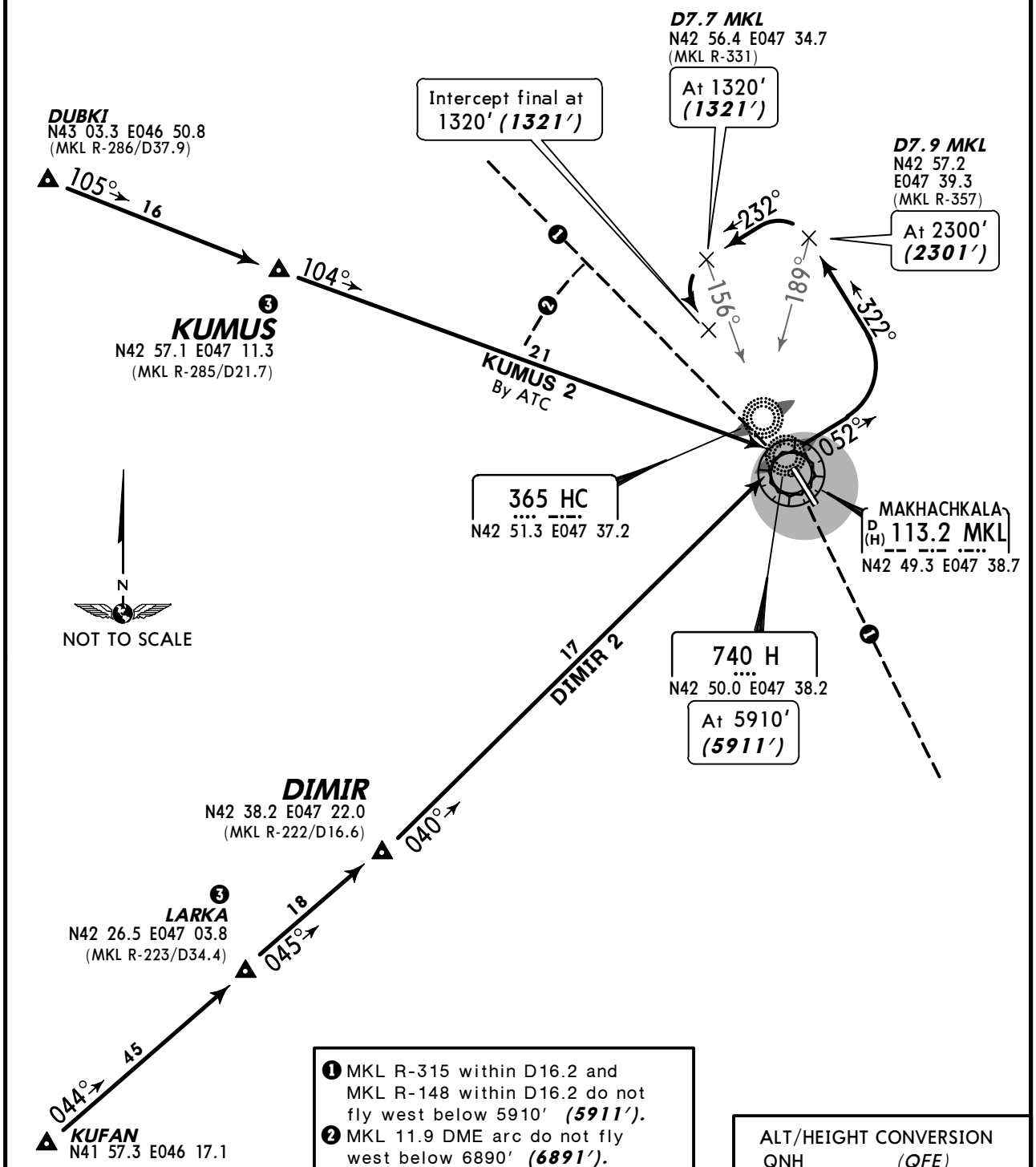
| ATIS | Apt Elev | |
|---|---|---|
| 125.47 ( Russian 124.8) | 15′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL110 Trans alt: 9860′ *(9861′)*<br>Crossings at airway exit points by ATC. |

# DIMIR 2
# KUMUS 2
## BY ATC
# RWY 14 ARRIVALS




MSA
MKL VOR




❶ MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5910′ *(5911′).*
❷ MKL 11.9 DME arc do not fly west below 6890′ *(6891′).*
❸ 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)* |

*CHANGES:* Chart reindexed; transition level; STAR KUMUS 2 established.

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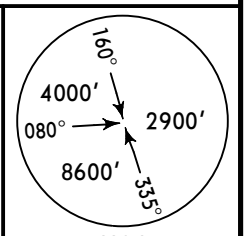
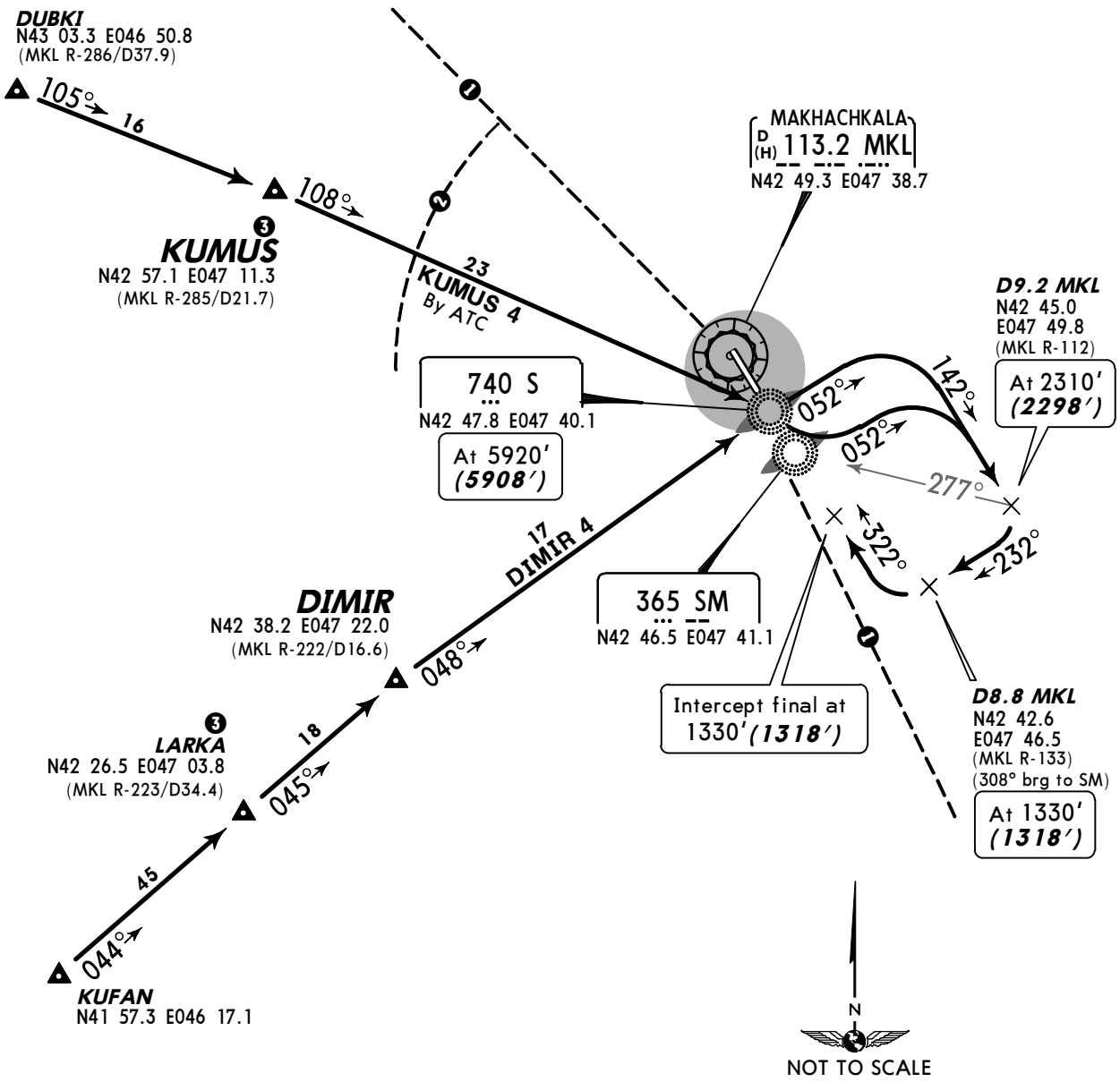
| ATIS | Apt Elev | |
|---|---|---|
| 125.47 ( Russian 124.8) | 15′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL110 Trans alt: 9860′ *(9848′)*<br>Crossings at airway exit points by ATC. |

# DIMIR 4
# KUMUS 4
BY ATC
# RWY 32 ARRIVALS




MSA
MKL VOR




❶ MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5920′ *(5908′).*
❷ MKL 11.9 DME arc do not fly west below 6910′ *(6898′).*
❸ 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)* |

*CHANGES:* Chart reindexed; transition level; KUMUS 4 established.

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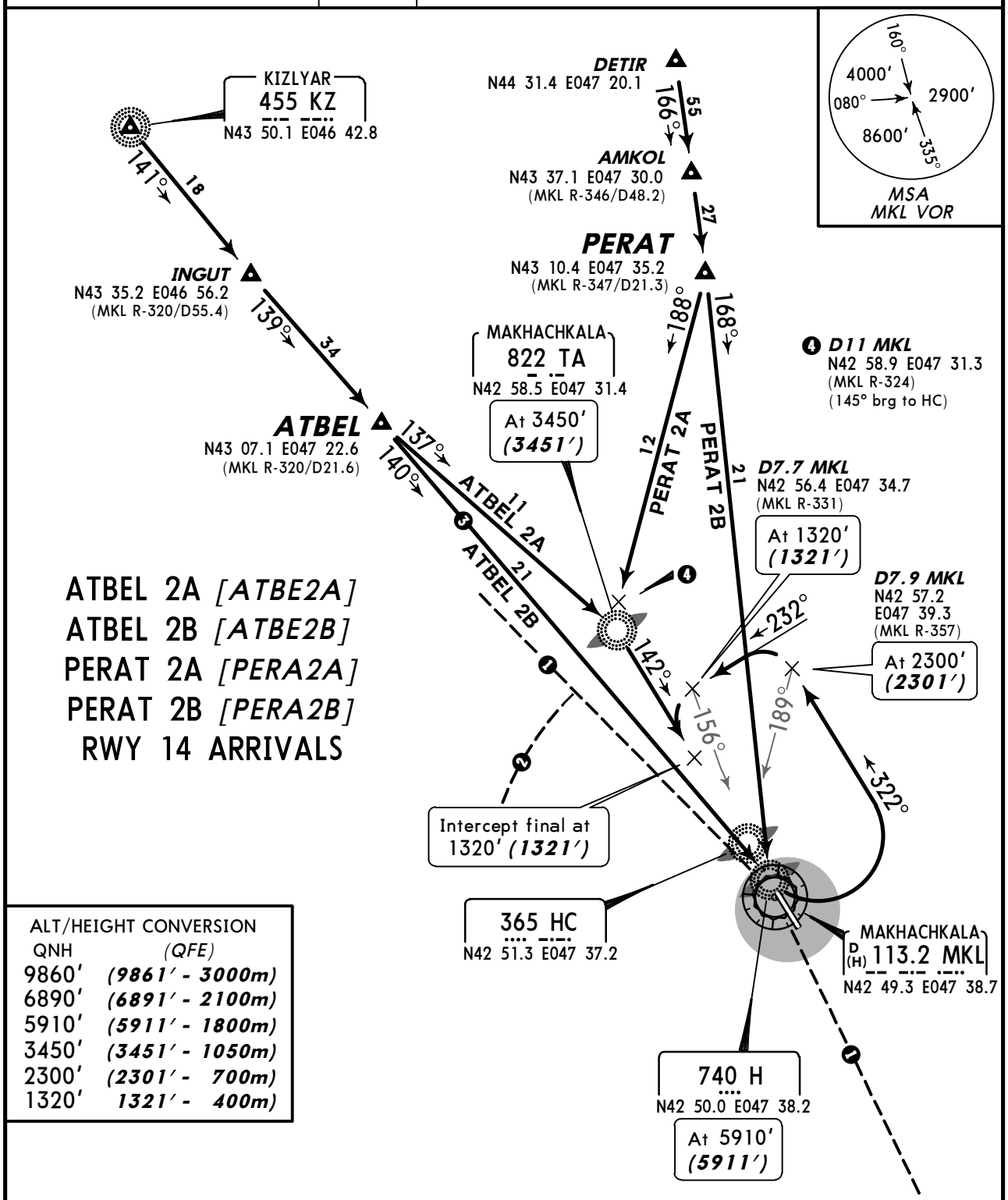
| ATIS | Apt Elev | |
|---|---|---|
| 125.47 ( Russian 124.8) | 15′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL110 Trans alt: 9860′ *(9861′)*<br>Crossings at airway exit points by ATC. |




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 9860′ | *(9861′ - 3000m)* |
| 6890′ | *(6891′ - 2100m)* |
| 5910′ | *(5911′ - 1800m)* |
| 3450′ | *(3451′ - 1050m)* |
| 2300′ | *(2301′ - 700m)* |
| 1320′ | *1321′ - 400m)* |

❶ MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5910′ *(5911′).*
❷ MKL 11.9 DME arc do not fly west below 6890′ *(6891′).*
❸ Available when TA u/s.

*CHANGES:* New chart. (STARs transferred; transition level)

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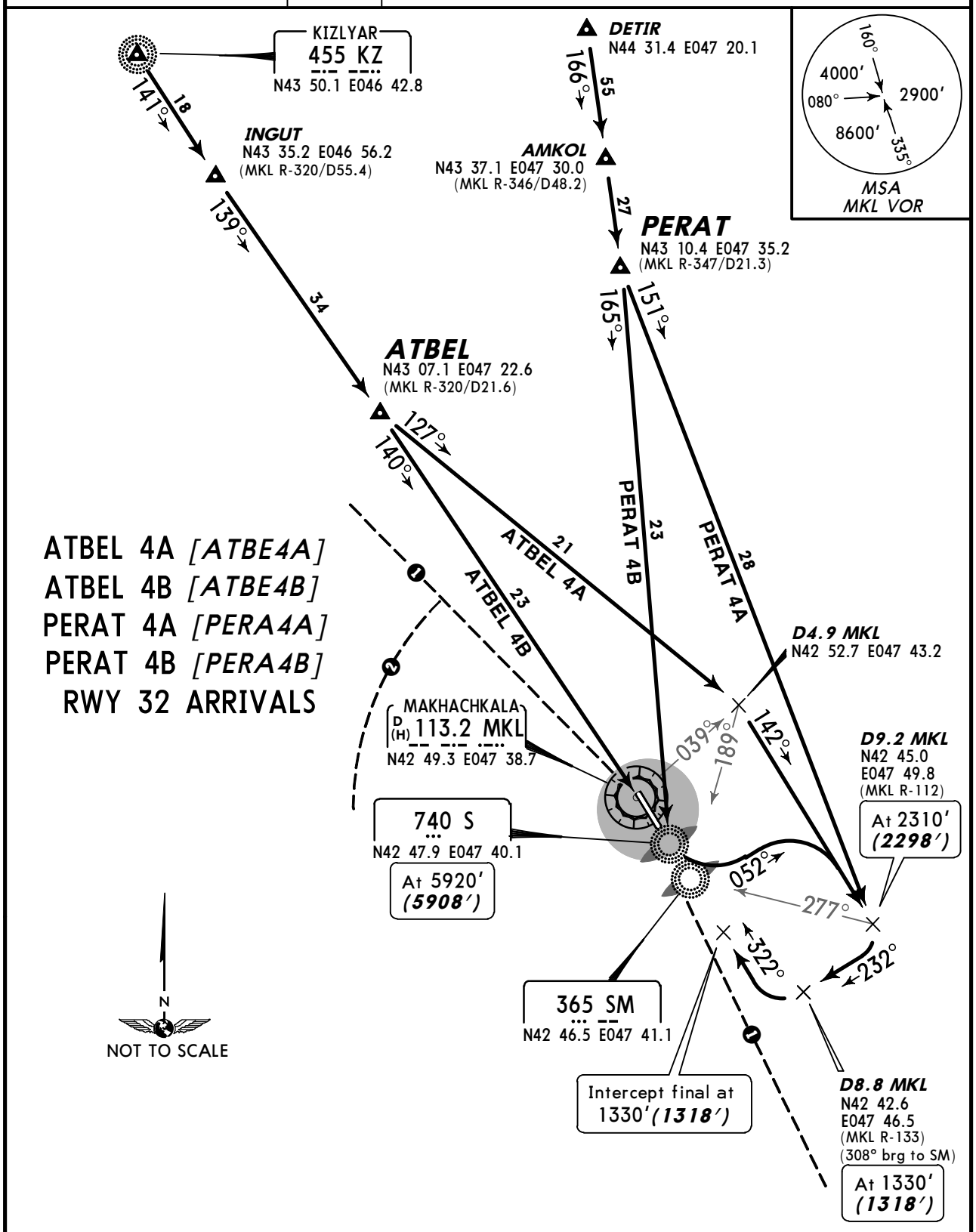
| ATIS | Apt Elev | |
|---|---|---|
| 125.47 ( Russian 124.8) | 15′ | Alt Set: MM (hPa on request) QNH on request (QFE)<br>Trans level: FL110 Trans alt: 9860′ *(9848′)*<br>Crossings at airway exit points by ATC. |




❶ MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5920′ *(5908′).*
❷ 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)* |

*CHANGES:* New chart. (STARs transferred; transition level)

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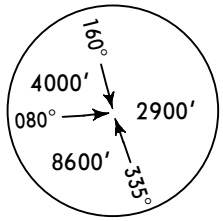
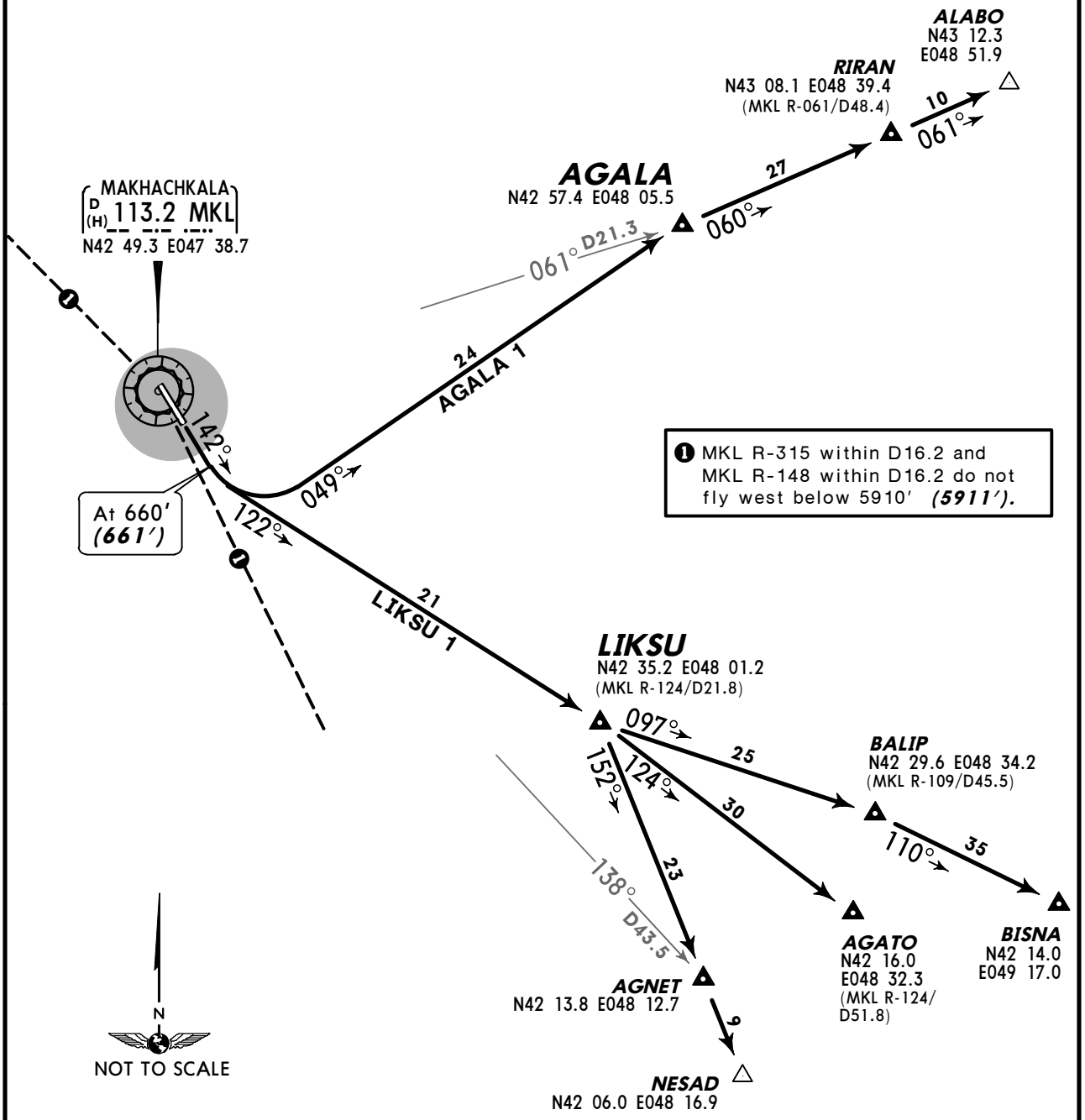
| Apt Elev 15′ | QNH on request **(QFE)**<br>Trans level: FL110 Trans alt: 9860′ ***(9861′)***<br>Crossings at airway entry points by ATC. |
|---|---|




MSA
MKL VOR

# AGALA 1
# LIKSU 1
# RWY 14 DEPARTURES




❶ MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5910′ ***(5911′).***

ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 660′ | ***(661′ - 200m)*** |
| 5910′ | ***(5911′ - 1800m)*** |
| 9860′ | ***(9861′ - 3000m)*** |

*CHANGES:* Transition level.

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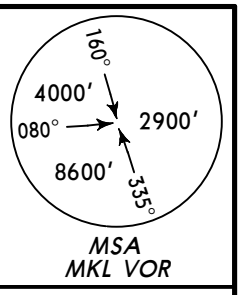
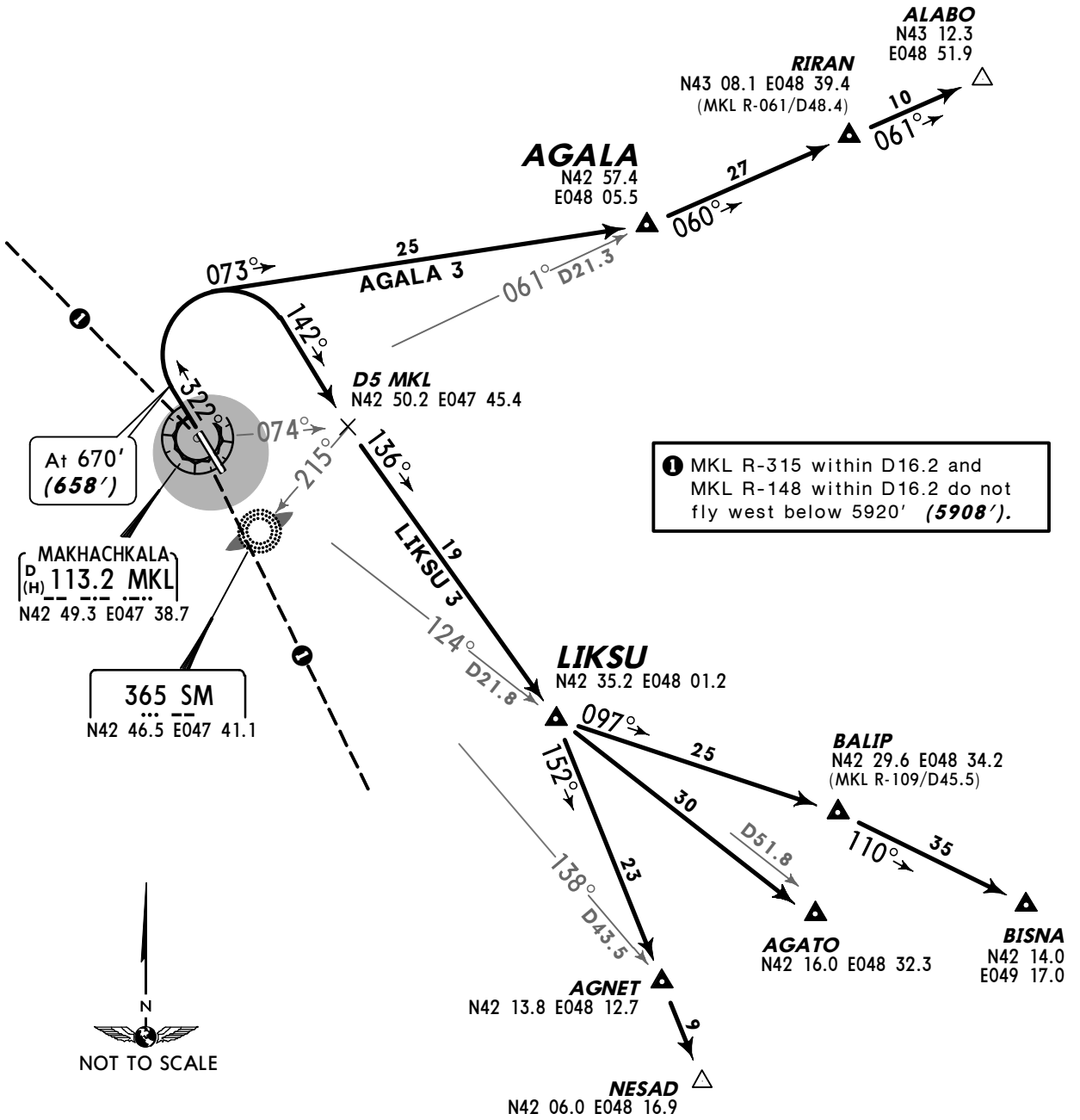
| Apt Elev 15′ | QNH on request **(QFE)**<br>Trans level: FL110 Trans alt: 9860′ ***(9848′)***<br>Crossings at airway entry points by ATC. |
|---|---|




# AGALA 3
# LIKSU 3
# RWY 32 DEPARTURES




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

*CHANGES:* Chart reindexed; transition level.

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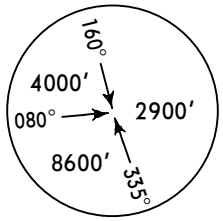
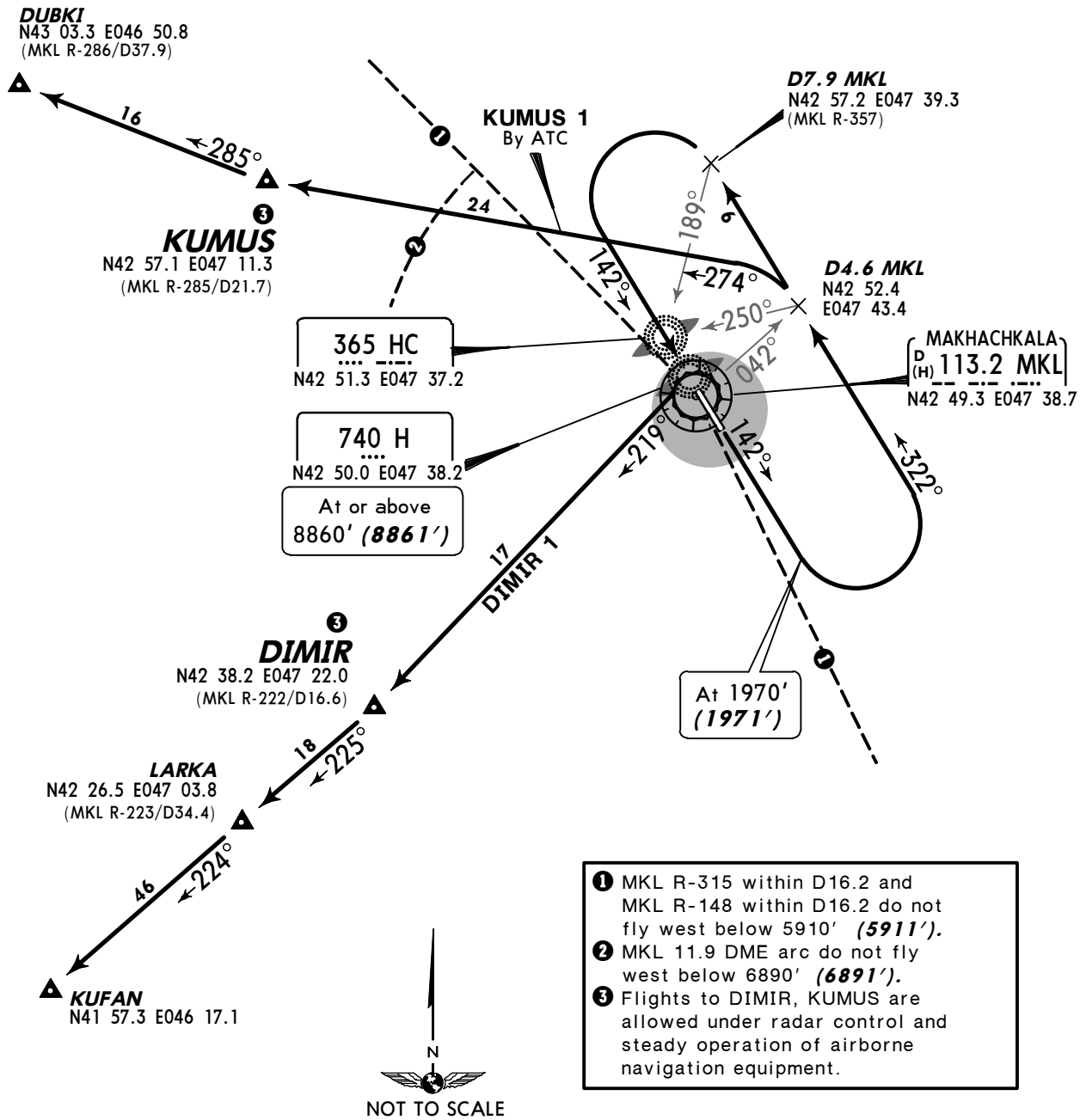
| Apt Elev 15′ | QNH on request **(QFE)**<br>Trans level: FL110 Trans alt: 9860′ ***(9861′)***<br>Crossings at airway entry points by ATC. |
|---|---|




MSA
MKL VOR

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




❶ MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5910′ ***(5911′).***
❷ MKL 11.9 DME arc do not fly west below 6890′ ***(6891′).***
❸ Flights to DIMIR, KUMUS are allowed under radar control and steady operation of airborne navigation equipment.

ALT/HEIGHT CONVERSION

| QNH | *(QFE)* |
|---|---|
| 1970′ | ***(1971′ - 600m)*** |
| 5910′ | ***(5911′ - 1800m)*** |
| 6890′ | ***(6891′ - 2100m)*** |
| 8860′ | ***(8861′ - 2700m)*** |
| 9860′ | ***(9861′ - 3000m)*** |

*CHANGES:* Chart reindexed; transition level; KUMUS 1 established.

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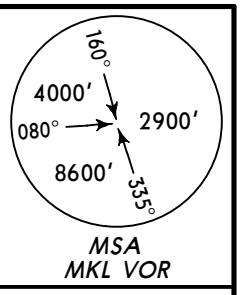
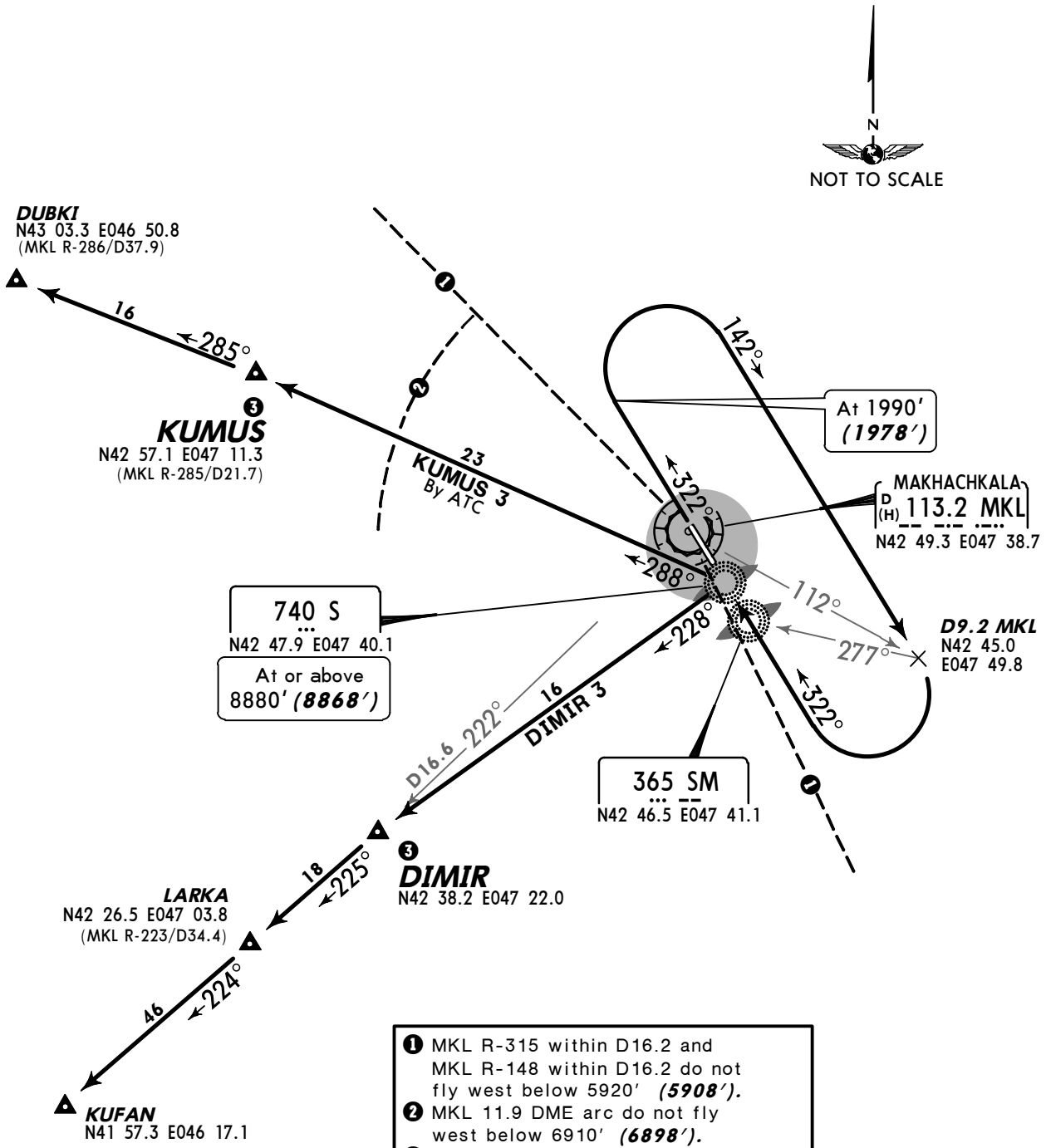
| Apt Elev 15′ | QNH on request **(QFE)**<br>Trans level: FL110 Trans alt: 9860′ ***(9848′)***<br>Crossings at airway entry points by ATC. |
|---|---|




# DIMIR 3
# KUMUS 3
BY ATC
# RWY 32 DEPARTURES




❶ MKL R-315 within D16.2 and MKL R-148 within D16.2 do not fly west below 5920′ ***(5908′)***.
❷ MKL 11.9 DME arc do not fly west below 6910′ ***(6898′)***.
❸ 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)*** |

*CHANGES:* Chart reindexed; transition level; KUMUS 3 established.

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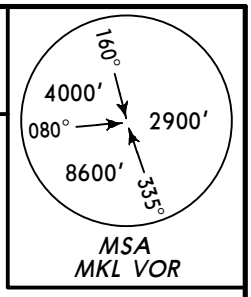
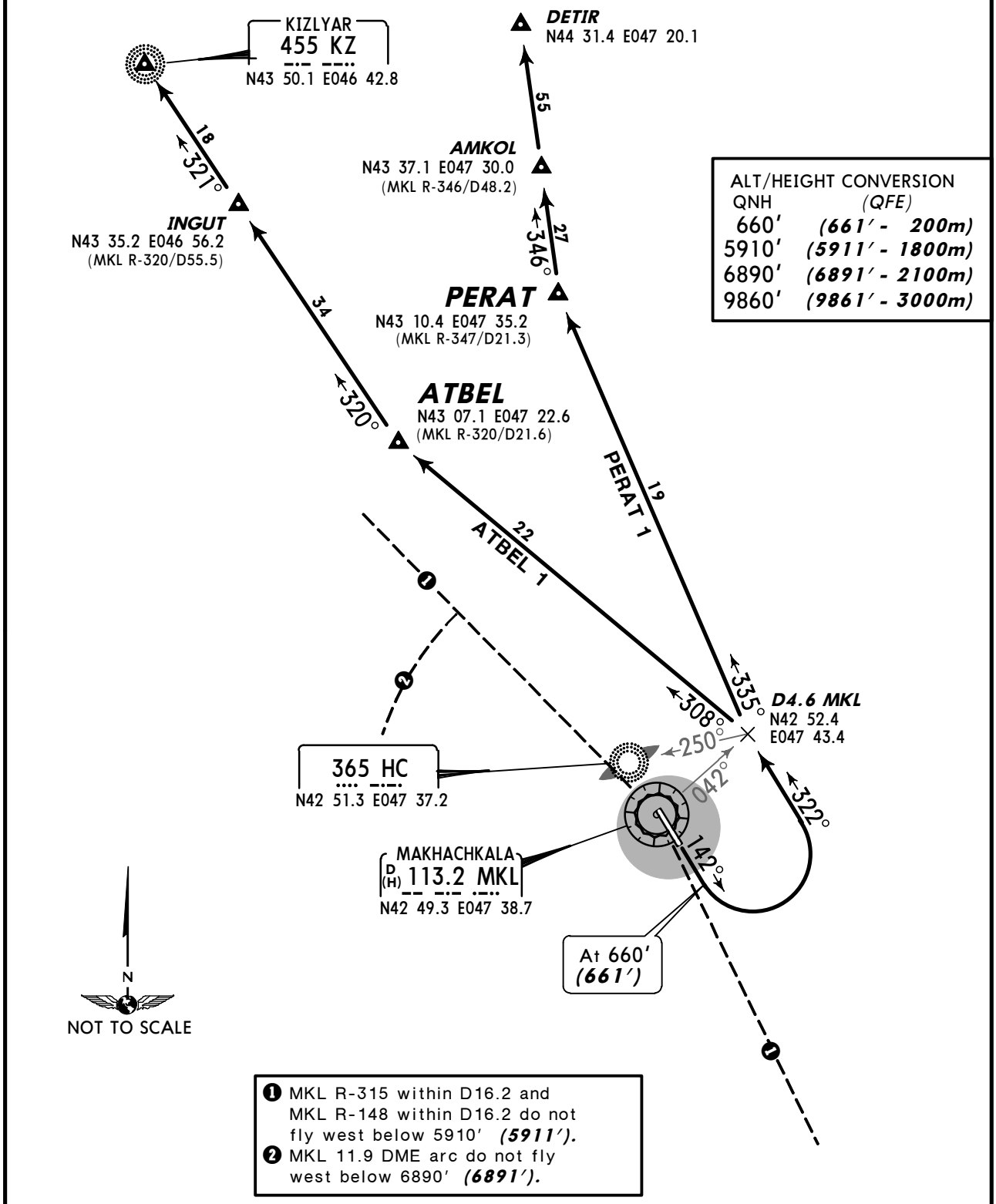
| Apt Elev 15′ | QNH on request **(QFE)**<br>Trans level: FL110 Trans alt: 9860′ ***(9861′)***<br>Crossings at airway entry points by ATC. |
|---|---|

# ATBEL 1
# PERAT 1
# RWY 14 DEPARTURES




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 660′ | ***(661′ - 200m)*** |
| 5910′ | ***(5911′ - 1800m)*** |
| 6890′ | ***(6891′ - 2100m)*** |
| 9860′ | ***(9861′ - 3000m)*** |

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

*CHANGES:* New chart. (SIDs transferred; transition level)

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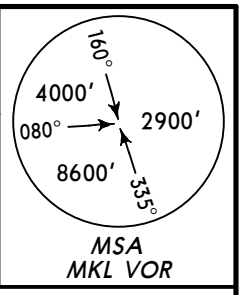
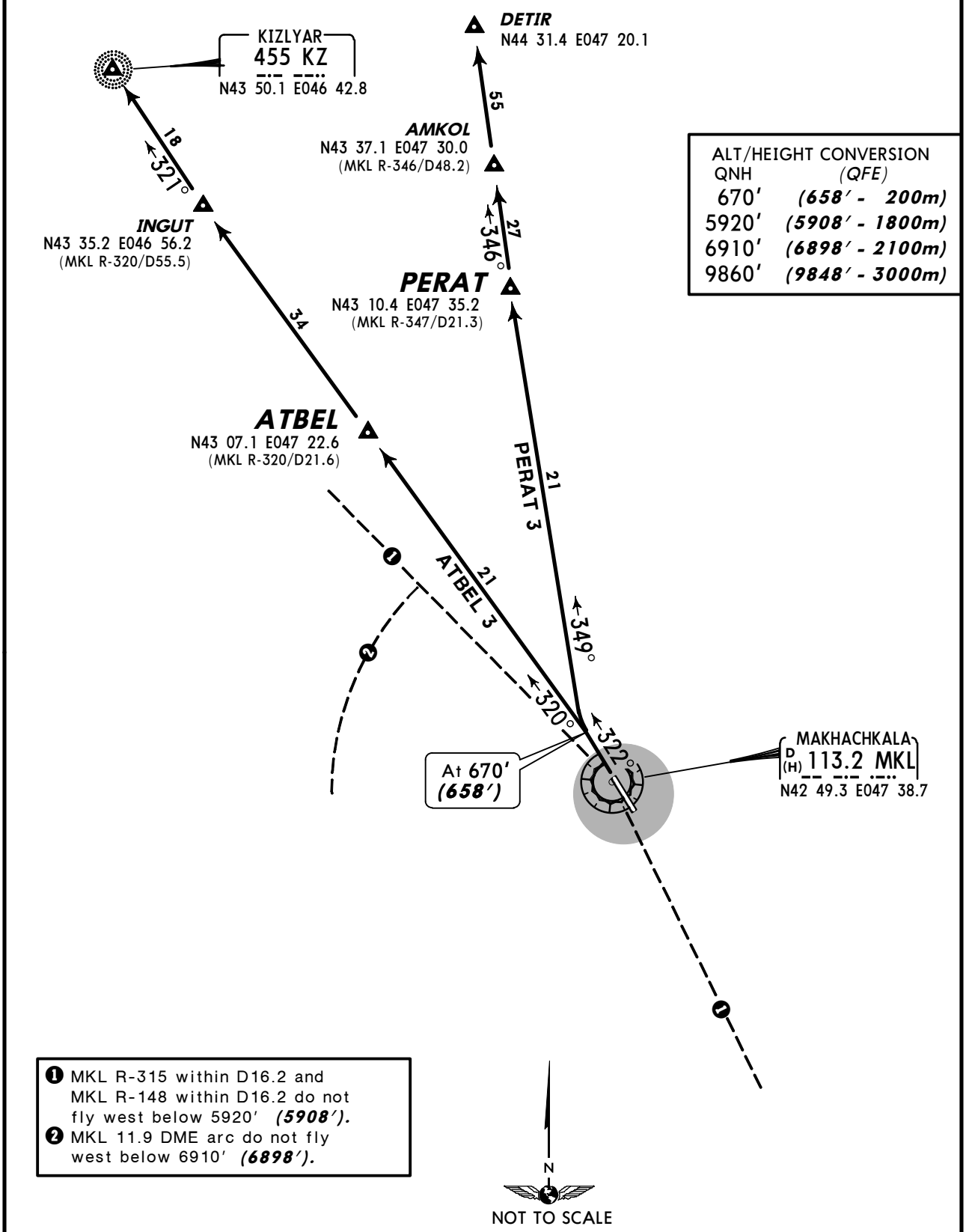
| Apt Elev 15′ | QNH on request **(QFE)**<br>Trans level: FL110 Trans alt: 9860′ ***(9848′)***<br>Crossings at airway entry points by ATC. |
|---|---|




# ATBEL 3
# PERAT 3
# RWY 32 DEPARTURES




| ALT/HEIGHT CONVERSION | |
|---|---|
| QNH | *(QFE)* |
| 670′ | ***(658′ - 200m)*** |
| 5920′ | ***(5908′ - 1800m)*** |
| 6910′ | ***(6898′ - 2100m)*** |
| 9860′ | ***(9848′ - 3000m)*** |

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

*CHANGES:* New chart. (SIDs transferred; transition level)

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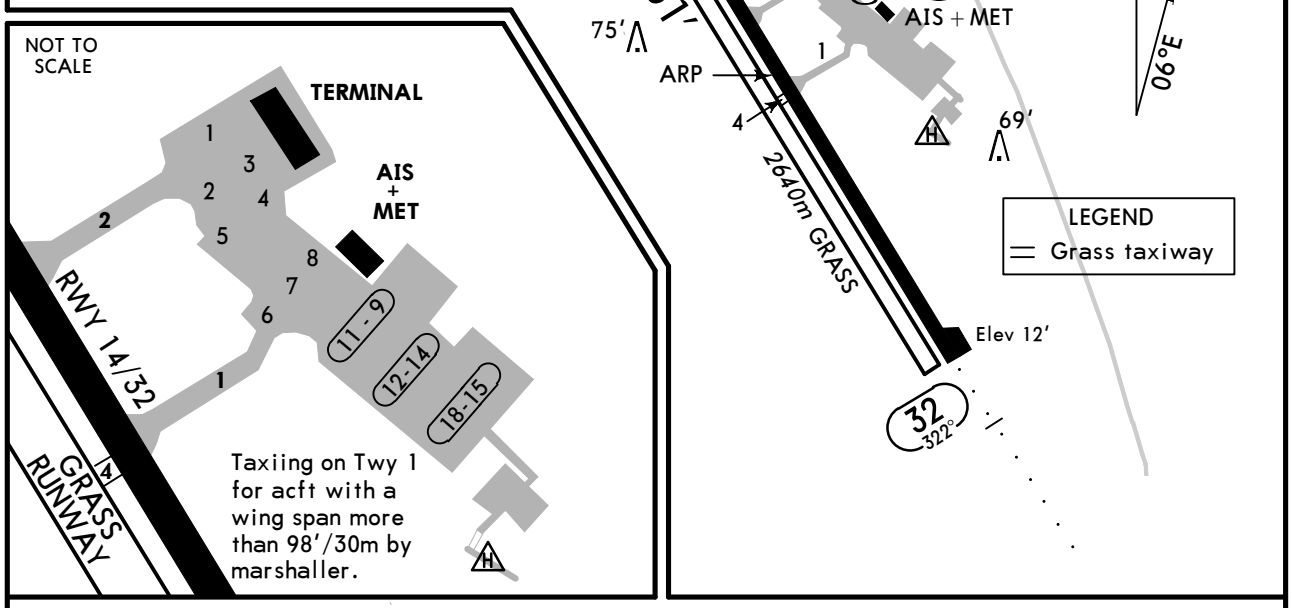
| ATIS | MAKHACHKALE Start (TWR) |
|---|---|
| 125.47 (Russian 124.8) | 121.3 |

Taxiing along twy 1 & 2 is at minimum speed strictly along the centerline under inner engines power.

| PARKING POSITIONS | | |
|---|---|---|
| STAND | COORDINATES | |
| 1 | N42 49.3 | E047 39.3 |
| 2, 3 | N42 49.2 | E047 39.3 |




## ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS — LANDING BEYOND — Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 14<br>32 | RL *(60m)* ALS RVR | | 7628′ *2325m*<br>7932′ *2418m* | ❶ | 138′<br>*42m* |
| 14<br>32 | Grass runway | | | | 230′<br>*70m* |
| | | | | | |
| | | | | | |
| | | | | | |

❶ TAKE-OFF RUN AVAILABLE

RWY 14: From rwy head 8661′ (2640m)
twy 2 int 5249′ (1600m)
twy 1 int 4134′ (1260m)

RWY 32: From rwy head 8661′ (2640m)
twy 1 int 4528′ (1380m)
twy 2 int 3412′ (1040m)

## TAKE-OFF

AIR CARRIER (JAA)
**Main rwy 14/32**

| | **LVP must be in force** RCLM (DAY only) or RL | RCLM (DAY only) or RL |
|---|---|---|
| A | *250m* | *400m* |
| B | | |
| C | | |
| D | *300m* | |

*CHANGES:* ATIS frequency. Apron.

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| STRAIGHT-IN RWY | | A | B | C | D |
|---|---|---|---|---|---|
| 14 | ILS | **199**′(200′)<br>**R1000m** | **199**′(200′)<br>**R1000m** | **229**′(230′)<br>**R1000m** | **229**′(230′)<br>**R1000m** |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| | NDB ❶ | **330**′(331′)<br>**R1300m** | **330**′(331′)<br>**R1300m** | **330**′(331′)<br>**R1300m** | **400**′(401′)<br>**R1700m** |
| | *ALS out* | R1500m | R1500m | R1500m | R1900m |
| 32 | ILS | **212**′(200′)<br>**R1000m** | **212**′(200′)<br>**R1000m** | **242**′(230′)<br>**R1000m** | **242**′(230′)<br>**R1000m** |
| | *ALS out* | R1200m | R1200m | R1200m | R1200m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| | NDB ❶ | **350**′(338′)<br>**R1300m** | **350**′(338′)<br>**R1300m** | **350**′(338′)<br>**R1300m** | **410**′(398′)<br>**R1600m** |
| | *ALS out* | 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′) ❷<br>ceil300m- V1600m | **530**′(515′) ❷<br>ceil300m- V2500m | **660**′(645′) ❸<br>ceil350m- V3000m | **720**′(705′) ❸<br>ceil350m- V4000m |
| After apch to rwy 32 | **540**′(525′) ❷<br>ceil300m- V1600m | **540**′(525′) ❷<br>ceil300m- V2500m | **670**′(655′) ❸<br>ceil350m- V3000m | **720**′(705′) ❸<br>ceil350m- V4000m |

❷ From CRP AGALA: V5000m.
❸ From CRP AGALA: V7000m.

**TAKE-OFF RWY 14, 32**

| | LVP must be in Force<br>RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
|---|---|---|---|
| A, B, C | 250m | 400m | 500m |
| D | 300m | | |

*CHANGES:* Circling minimums established.

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URML/MCX
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27 JAN 12 (11-1) Eff 9 Feb

# MAKHACHKALA, RUSSIA
# ILS or 2 NDB RWY 14

BRIEFING STRIP

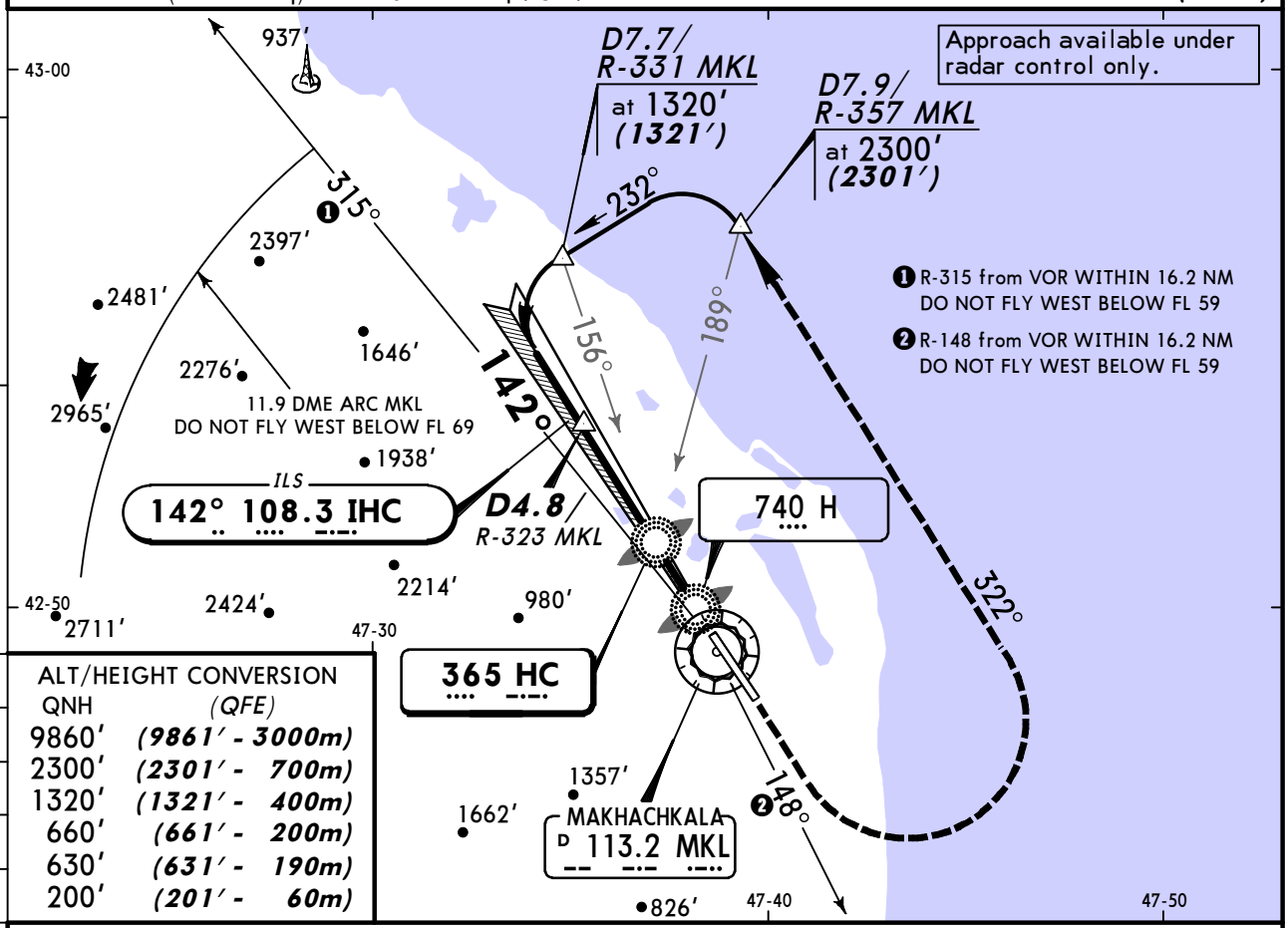
| ATIS | MAKHACHKALA Approach (R) | MAKHACHKALA Krug (SRE) | MAKHACHKALA Start (TWR) |
|---|---|---|---|
| 125.47 (Russian 124.8) | 119.7 | 121.3 | 121.3 |

| | | | | |
|---|---|---|---|---|
| LOC IHC 108.3 | Final Apch Crs 142° | GS LOM 622′ (623′) | ILS DA(H) Refer to Minimums | Apt Elev 15′ |
| NDB HC 365 | | Minimum Alt D4.8 MKL 1320′ (1321′) | NDB MDA(H) Refer to Minimums | RWY -1′ (BELOW SEA LEVEL) |

**MISSED APCH:** Climb on 142° to 660′ (661′), then turn LEFT onto 322° climbing to 2300′ (2301′), then according to chart.

MSA MKL VOR: 160° 4000′; 080° 2900′; 8600′; 335°

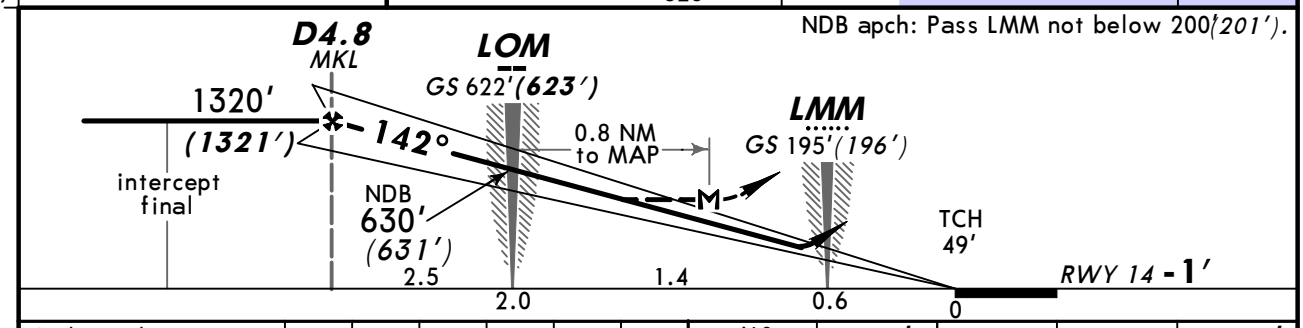
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 110 | Trans alt: 9860′ (9861′)




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 9860′ | (9861′ - 3000m) |
| 2300′ | (2301′ - 700m) |
| 1320′ | (1321′ - 400m) |
| 660′ | (661′ - 200m) |
| 630′ | (631′ - 190m) |
| 200′ | (201′ - 60m) |

NDB apch: Pass LMM not below 200 (201′).




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| 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 |

ALS | 660′ (661′) on 142° | 322° LT | 2300′ (2301′)

PANS OPS

STRAIGHT-IN LANDING RWY 14

| | ILS FULL | ILS ALS out | LOC (GS out) | NDB | NDB ALS out |
|---|---|---|---|---|---|
| DA(H) | AB: 199′ (200′) CD: 229′ (230′) | | | MDA(H) ABC: 330′ (331′) D: 400′ (401′) | |
| A | 1200m | | NOT AUTHORIZED | 2200m | |
| B | | | | | |
| C | | | | | |
| D | | | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | CEIL-VIS |
|---|---|---|
| 100 | 530′ (515′) | 300m - 1600m ❶ ❷ |
| 135 | 530′ (515′) | 300m - 2500m ❷ |
| 180 | 660′ (645′) | 350m - 3000m ❷ |
| 205 | 710′ (695′) | 350m - 4000m ❷ |

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

CHANGES: Trans alt. Circling minimums.

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# MAKHACHKALA, RUSSIA
## ILS or 2 NDB Rwy 32

BRIEFING STRIP

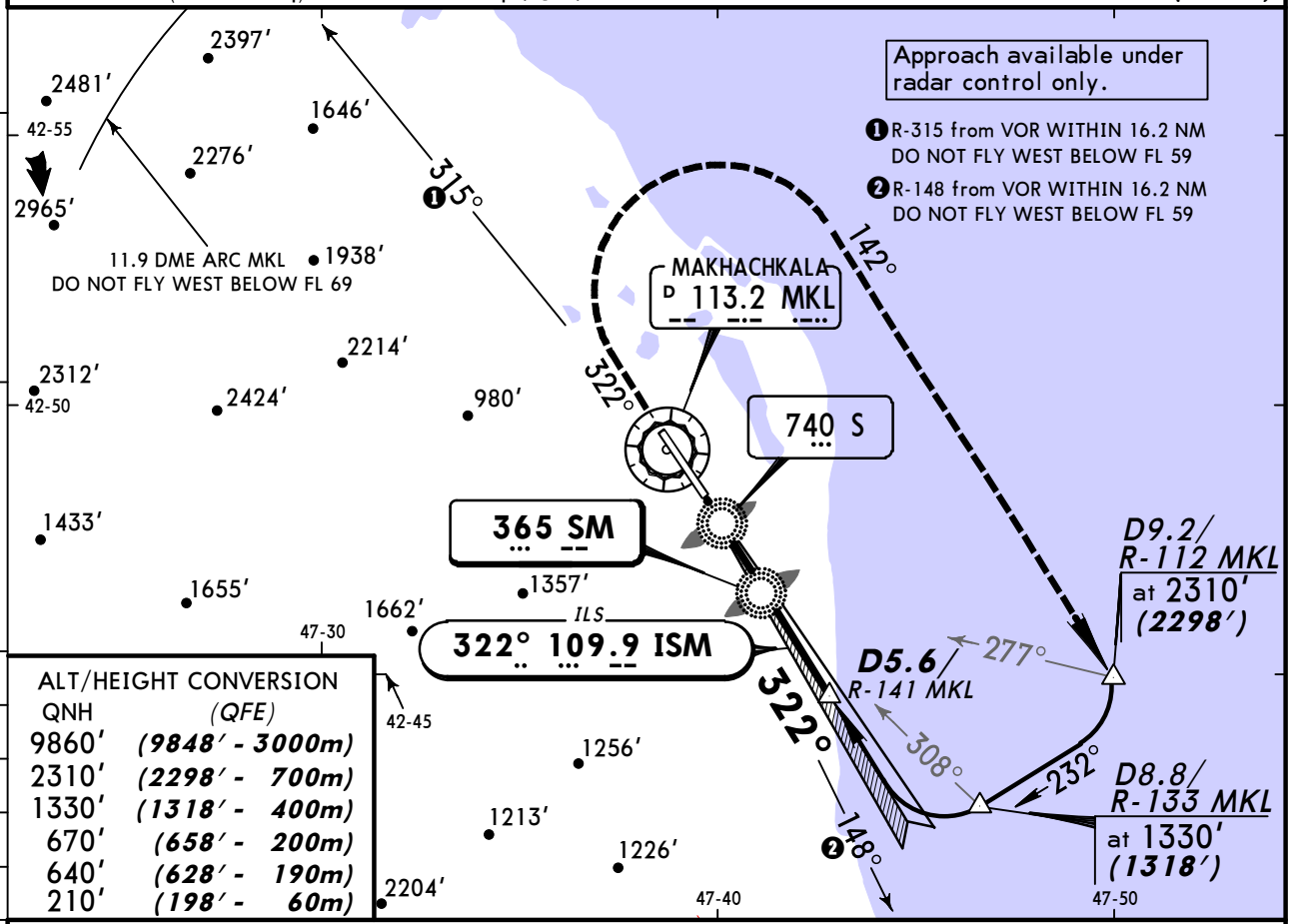
| ATIS | MAKHACHKALA Approach (R) | MAKHACHKALA Krug (SRE) | MAKHACHKALA Start (TWR) |
|---|---|---|---|
| 125.47 (Russian 124.8) | 119.7 | 121.3 | 121.3 |

| | | | | | |
|---|---|---|---|---|---|
| LOC ISM **109.9** | Final Apch Crs **322°** | GS LOM 636′ *(624′)* | ILS DA(H) Refer to Minimums | Apt Elev 15′ | |
| NDB SM **365** | | Minimum Alt D5.6 MKL 1330′ *(1318′)* | NDB MDA(H) Refer to Minimums | RWY 12′ | |

**MISSED APCH:** Climb on 322° to 670′ *(658′)*, then turn RIGHT onto 142° climbing to 2310′ *(2298′)*, then according to chart.

MSA MKL VOR: 160° 4000′; 080° 2900′; 8600′; 335°

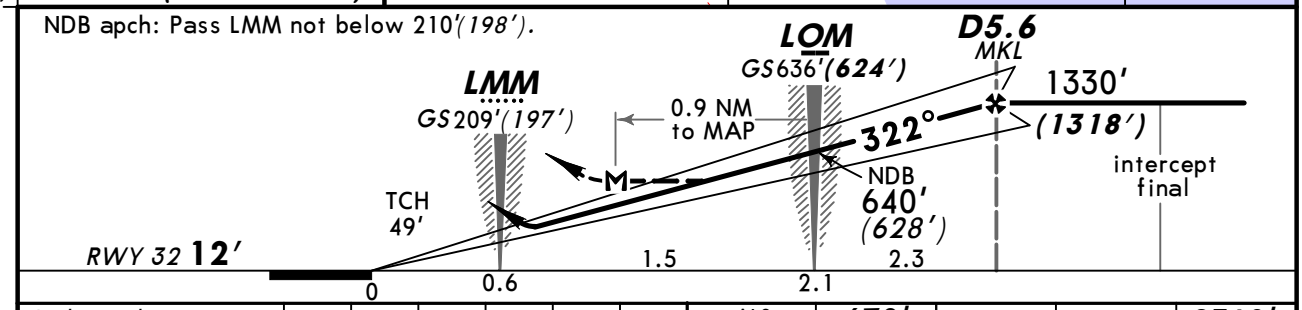
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 110 Trans alt: 9860′ ***(9848′)***




ALT/HEIGHT CONVERSION

| QNH | (QFE) |
|---|---|
| 9860′ | *(9848′ - 3000m)* |
| 2310′ | *(2298′ - 700m)* |
| 1330′ | *(1318′ - 400m)* |
| 670′ | *(658′ - 200m)* |
| 640′ | *(628′ - 190m)* |
| 210′ | *(198′ - 60m)* |

NDB apch: Pass LMM not below 210′*(198′)*.




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or NDB Desc angle 2.67° | 331 | 425 | 472 | 567 | 661 | 756 |
| LOM to MAP 0.9 | 0:46 | 0:36 | 0:32 | 0:27 | 0:23 | 0:20 |

ALS: 670′ *(658′)* on 322° — 142° RT — 2310′ *(2298′)*

STRAIGHT-IN LANDING RWY 32

| | ILS | LOC (GS out) | NDB |
|---|---|---|---|
| DA(H) | AB: 212′*(200′)* CD: 242′*(230′)* | | MDA(H) ABC: 350′*(338′)* D: 410′*(398′)* |
| | FULL / ALS out | | ALS out |
| A | 1200m | NOT AUTHORIZED | 2300m |
| B | | | |
| C | | | |
| D | | | |

CIRCLE-TO-LAND

| Max Kts | MDA(H) | CEIL-VIS |
|---|---|---|
| 100 | 540′*(525′)* | 300m - *1600m* ❶ ❷ |
| 135 | 540′*(525′)* | 300m - *2500m* ❷ |
| 180 | 670′*(655′)* | 350m - *3000m* ❷ |
| 205 | 710′*(695′)* | 350m - *4000m* ❷ |

PANS OPS

❶ After NDB apch: VIS 2300m. ❷ From CRP AGALA: Cat A/B: VIS 5000m, Cat C/D: VIS 7000m.

*CHANGES:* Trans alt. Circling minimums.

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## Chart changes since cycle 22-2013

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**MAKHACHKALA, (UYTASH - URML)**

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# TERMINAL CHART CHANGE NOTICES

## No Chart Change Notices for Airport URML