

## GENERAL

## Operational Hours

**ATS Hours / AD OPS Hours:** H24

**AD ADMIN Hours:** MON-FRI 0600-1300, SAT/SUN/HOL CLSD

## Airport Information

**RFF:** CAT 7

**Fuel:** TS-1

**PCN:** RWY 14/32: 42/R/B/X/T

## Operation

**Low Visibility Procedure**

LVP in use when VIS below 550m.

Taxiing on APN from TWY A, B to stands when VIS is below 400m and via TWY B during darkness and during daytime when VIS is below 2000m shall be carried out only after follow-me strictly along CL.

**RWY Restriction**

180° turns on turning pads at RWY ends only.

**TWY Restriction**

TWY B width 18m / 59ft.

TWY A MAX wingspan 60m / 197ft.

TWY B MAX wingspan 32m / 105ft.

**Taxi/Parking**

TWY B AVBL for SSJ-100, DASH8-Q400, CRJ-100/200 and below.

Taxiing of ACFT with 30t / 66140lbs and above carried out at idle power.

Taxi into stands according to signals of marshaller.

Follow-me for all ACFT when LVP below 2000m in day time, at night in all cases and O/R.

Taxiing strictly along painted marking and reduced speed at junctions of RWY and TWY.

Stands 9-16: Parking into/out of stands shall be carried out by towing only.

## Warnings

Birds in vicinity of AD.

## ARRIVAL

## Communication

**COM Failure:** See CRAR..

**In case of COM failure after entry into Makhachkala/Uytash CTA**

Continue FLT towards LMM at last assigned FL cleared by ATC. Descending from LMM shall commenced at ETA or as close to this time as possible to FL110 without leaving descending pattern area. AD pressure (QFE) shall be set at transition level FL110 and descending shall be continued according to the established pattern. LDG shall be carried out not later than 30min after ETA.

## Arrival Procedure

**Non-standard GP Antenna Position RWY 14**

GP antenna is located 340m / 1115ft after landing threshold.

Remaining DIST beyond GP is 2300m / 7546ft.

**DEPARTURE****Take-off Minima**

RWY		14/32	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

**Communication****COM Failure:** See CRAR.**Failure after TKOF**

Continue climbing to AD TFC circuit height and fly according to the instrument APCH pattern and land at Makhachkala/Uytash AD depending on MET conditions and LDG weight. If LDG is impossible, proceed to ALTN AD (Astrakhan or Mineralnyye Vody) at FL140, FL150 or FL240, FL250 depending on flight direction along the route joining the AWY.

**De-Icing**

AVBL

MCX-URML

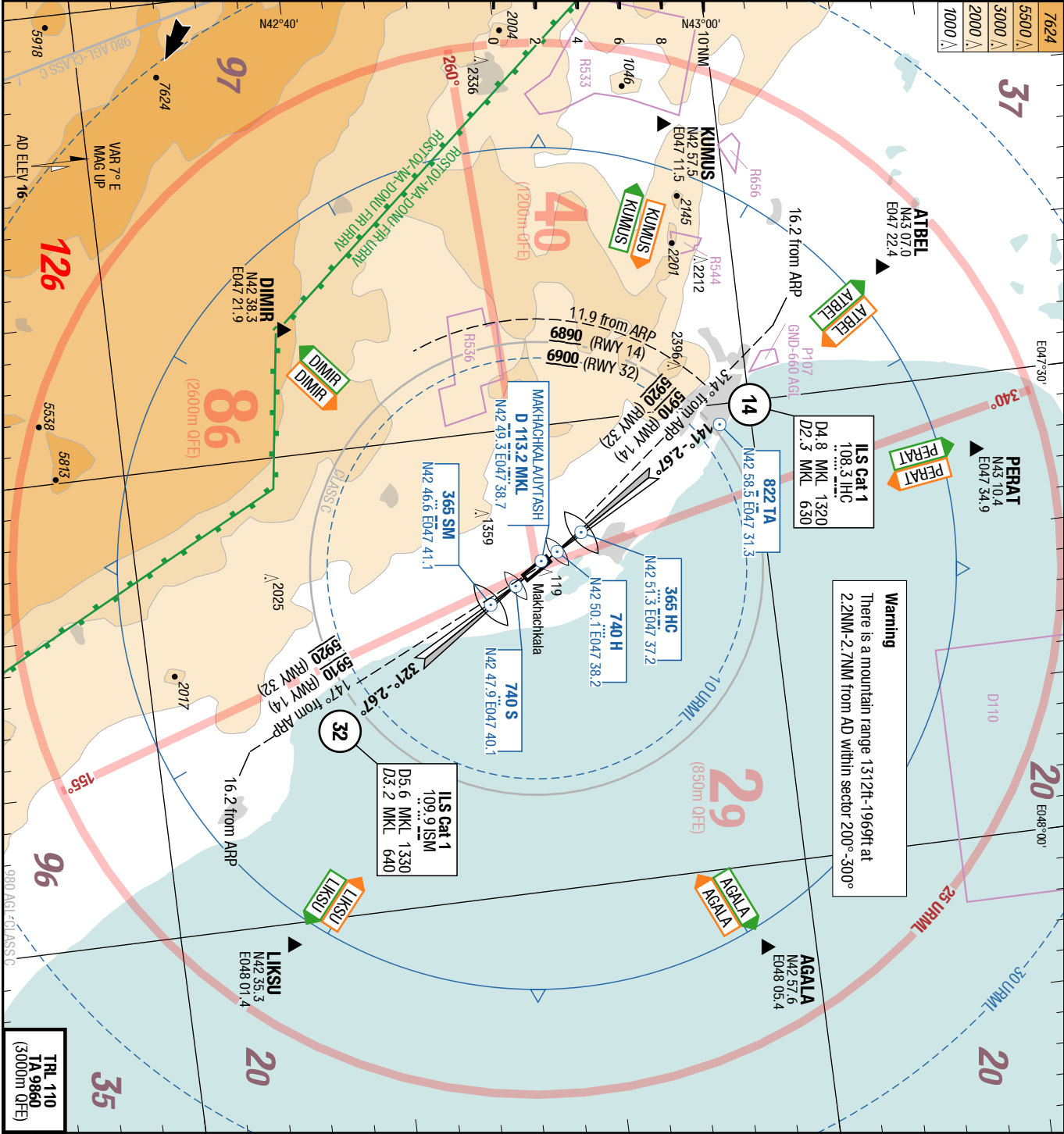
2-10

AFC

AFC

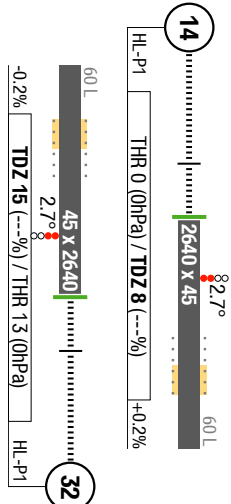
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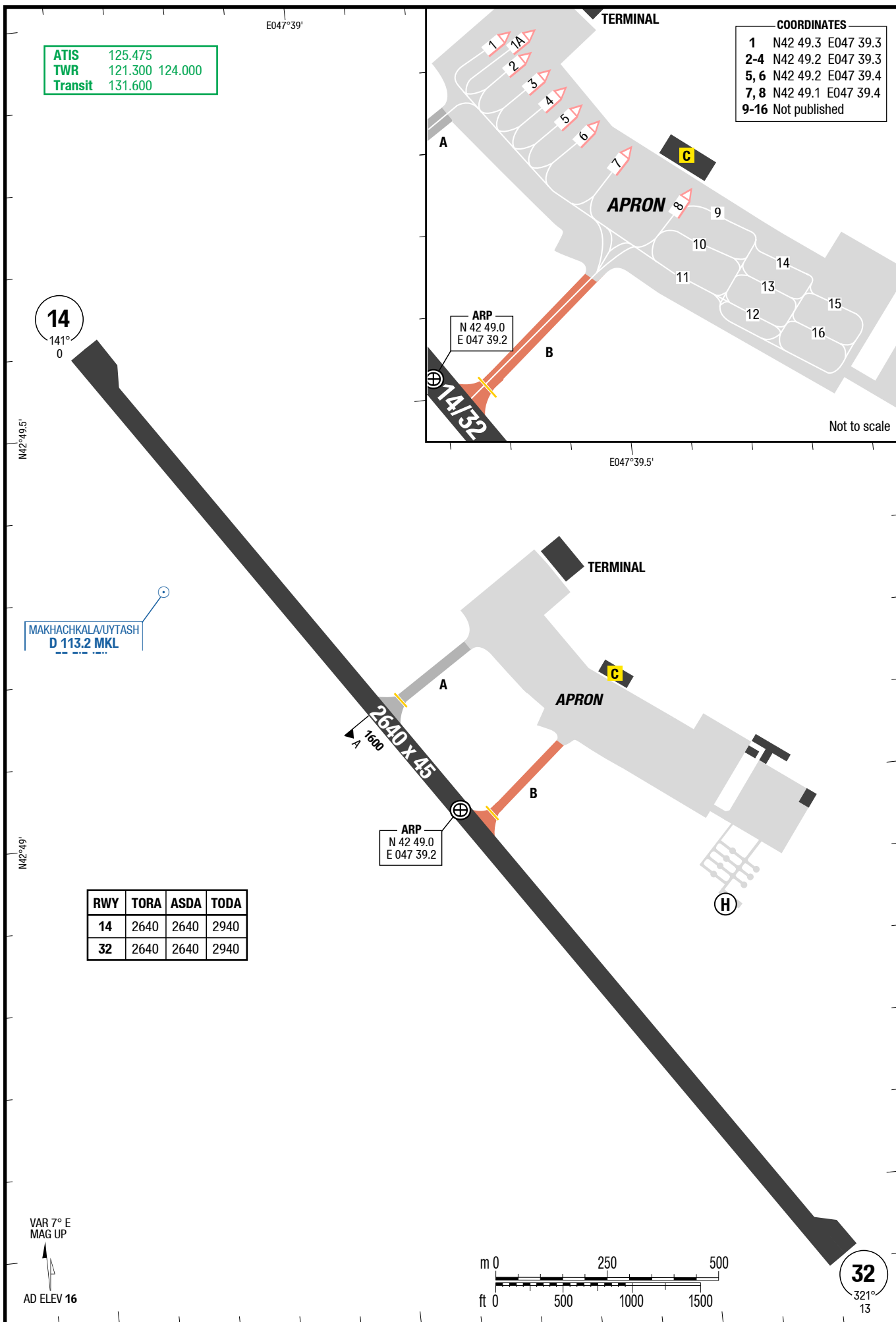
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ATIS	125.475	124.000
APP	119.700	124.000
TWR	121.300	124.000
Transit	131.600	

Landing RWY system:





06-SEP-2018

## MCX-URML

Russian Federation **Makhachkala** Uytash

SIDs RWY 32

4-10

## SIDs RWY 14

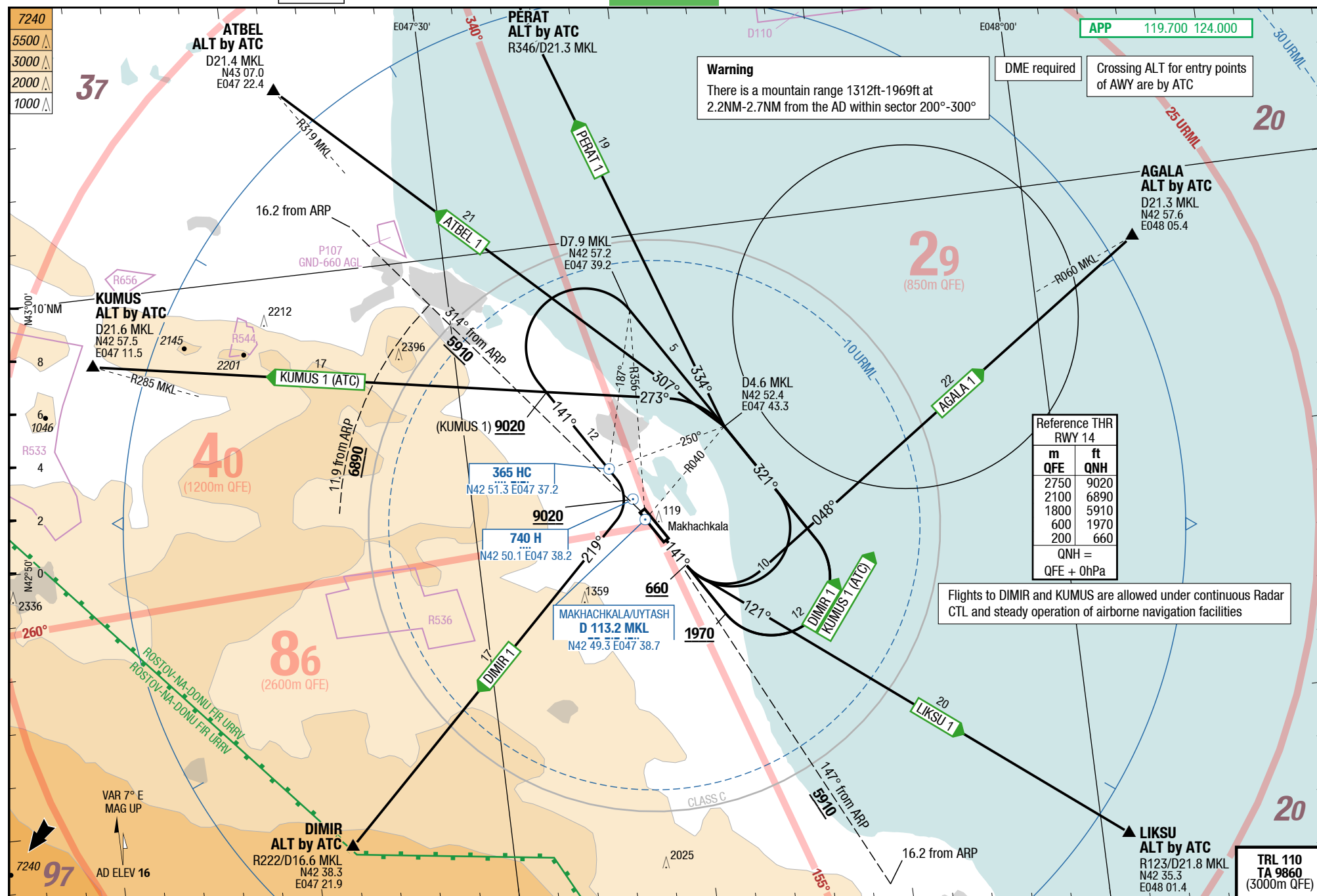
SID

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Uytash **Makhachkala** Russian Federation

SIDs RWY 32

## SIDs RWY 14



Changes: FREQ

Effective 13-SEP-2018

06-SEP-2018

MCX-URML

Russian Federation Makhachkala Uytash

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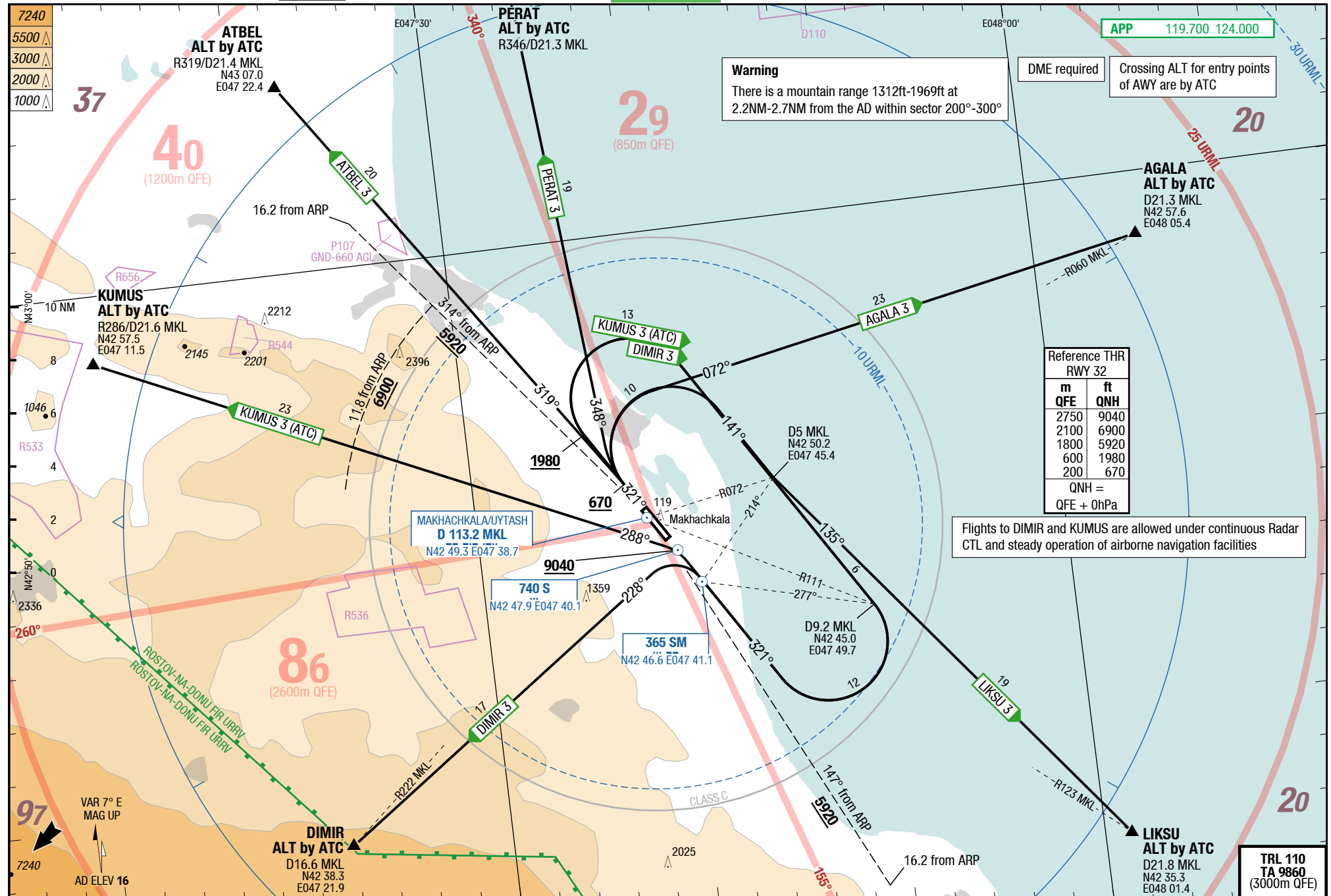
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4-20

SIDs RWY 32

SIDs RWY 32



Changes: FREQ

**MCX-URML****5-10****SIDs RWY 14****AGALA 1 / ATBEL 1 / DIMIR 1 / KUMUS 1 / LIKSU 1 / PERAT 1**

RWY 14 (141°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 14</b>	
<b>AGALA 1</b> <b>119.700</b>	at MNM <b>660 LT</b> 048° to AGALA	AGALA <b>ALT by ATC</b>
<b>ATBEL 1</b> <b>119.700</b>	at MNM <b>660 LT</b> 321° - at R040/D4.6 <b>MKL LT</b> 307° to ATBEL	ATBEL <b>ALT by ATC</b>
<b>DIMIR 1</b> <b>119.700</b>	at MNM <b>1970 LT</b> 321° - at R356/D7.9 <b>MKL LT</b> 141° to H - RT 219° to DIMIR	<b>H MNM 9020</b> DIMIR <b>ALT by ATC</b>
<b>KUMUS 1</b> (ATC) <b>119.700</b>	at MNM <b>1970 LT</b> 321° - at R040/D4.6 <b>MKL LT</b> 273° to KUMUS	<b>QDM 141 HC MNM 9020</b> KUMUS <b>ALT by ATC</b>
<b>LIKSU 1</b> <b>119.700</b>	at MNM <b>660 LT</b> 121° to LIKSU	LIKSU <b>ALT by ATC</b>
<b>PERAT 1</b> <b>119.700</b>	at MNM <b>660 LT</b> to 321° - at R040/D4.6 <b>MKL RT</b> 334° to PERAT	PERAT <b>ALT by ATC</b>

**MCX-URML**

5-20

**SIDs RWY 32****AGALA 3 / ATBEL 3 / DIMIR 3 / KUMUS 3 / LIKSU 3 / PERAT 3**

RWY 32 (321°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 32</b>	
<b>AGALA 3</b> <b>119.700</b>	at MNM <b>670 RT</b> 072° to AGALA	AGALA <b>ALT by ATC</b>
<b>ATBEL 3</b> <b>119.700</b>	at MNM <b>670 LT</b> 319° to ATBEL	ATBEL <b>ALT by ATC</b>
<b>DIMIR 3</b> <b>119.700</b>	at MNM <b>1980 RT</b> 141° - at R111/D9.2 <b>MKL RT</b> 321° to <b>S - LT</b> 228° to DIMIR	<b>S MNM 9040</b> DIMIR <b>ALT by ATC</b>
<b>KUMUS 3</b> (ATC) <b>119.700</b>	at MNM <b>1980 RT</b> 141° - at R111/D9.2 <b>MKL RT</b> 321° to <b>S - LT</b> 288° to KUMUS	<b>S MNM 9040</b> KUMUS <b>ALT by ATC</b>
<b>LIKSU 3</b> <b>119.700</b>	at MNM <b>670 RT</b> 141° - at R072/D5 <b>MKL LT</b> 135° to LIKSU	LIKSU <b>ALT by ATC</b>
<b>PERAT 3</b> <b>119.700</b>	at MNM <b>670 RT</b> 348° to PERAT	PERAT <b>ALT by ATC</b>



**06-SEP-2018**

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STARs RWY 14

# STAR

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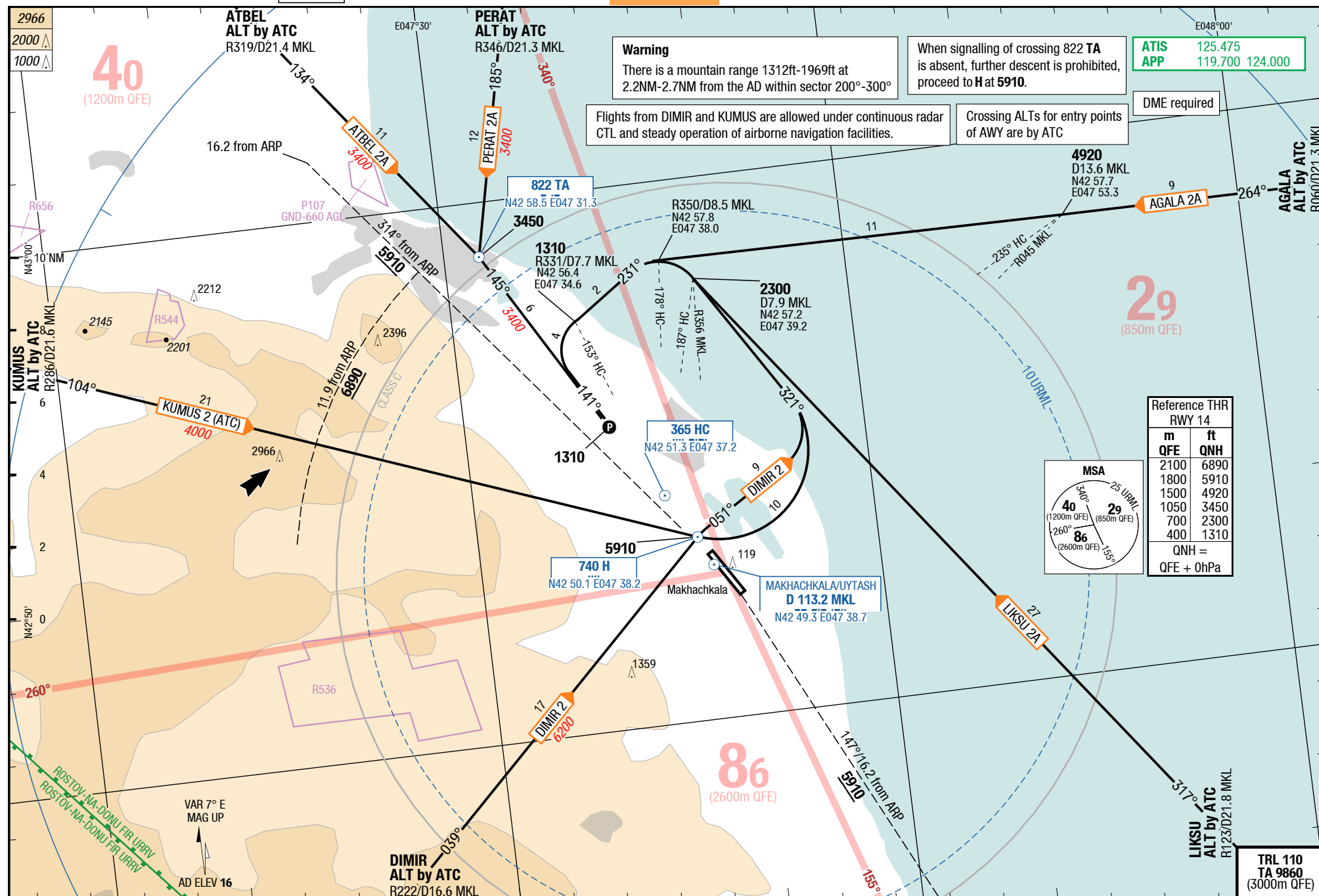
STARs RWY 14

## MCX-URML

6-10

## STARs RWY 14 (Radar)

## STARs RWY 14 (Radar)



Changes: FREQ

06-SEP-2018

## MCX-URML

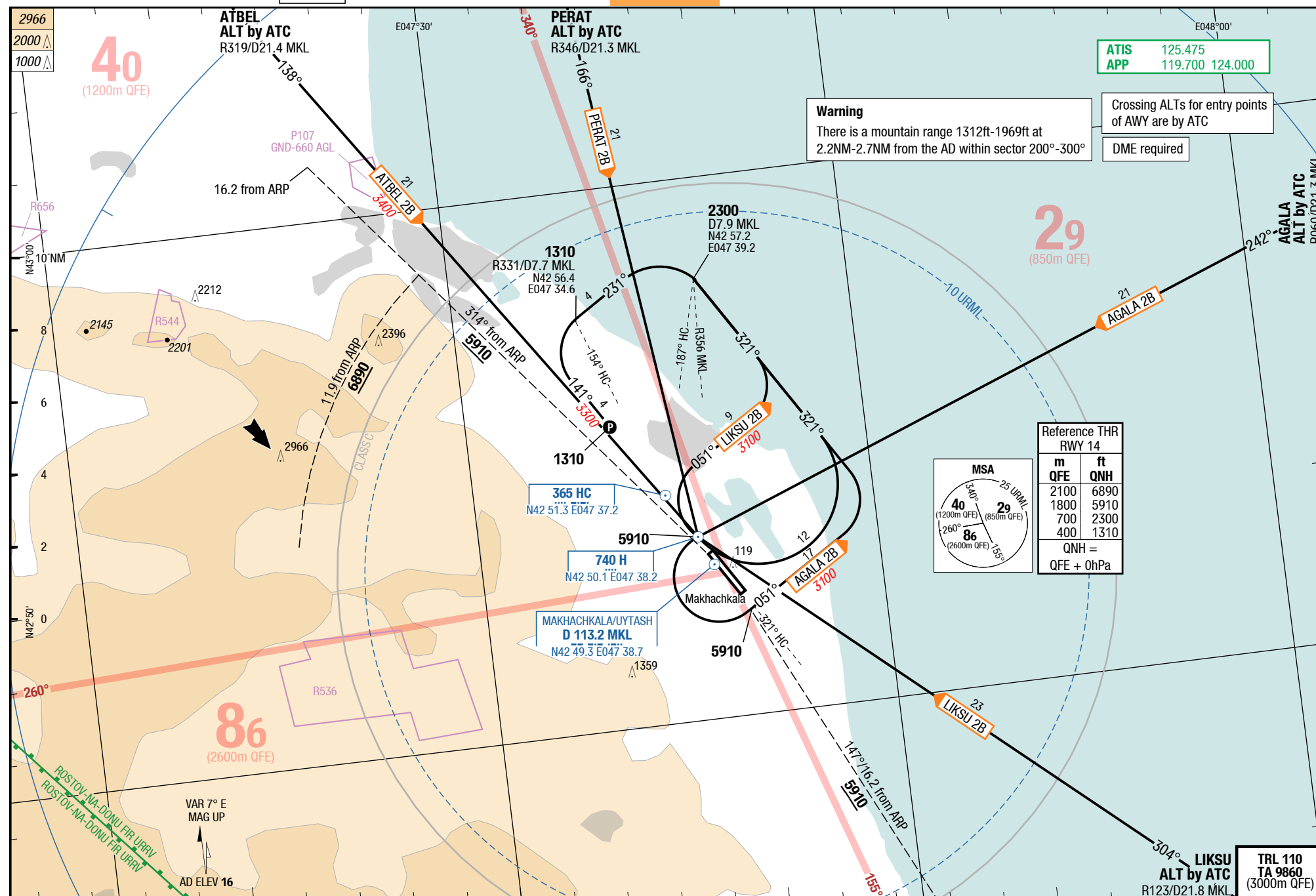
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# STAR

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Uytash **Makhachkala** Russian Federation

## STARs RWY 14



Changes: FREQ

**06-SEP-2018**

Russian Federation **Makhachkala** Uytash

STARs RWY 32

# STAR

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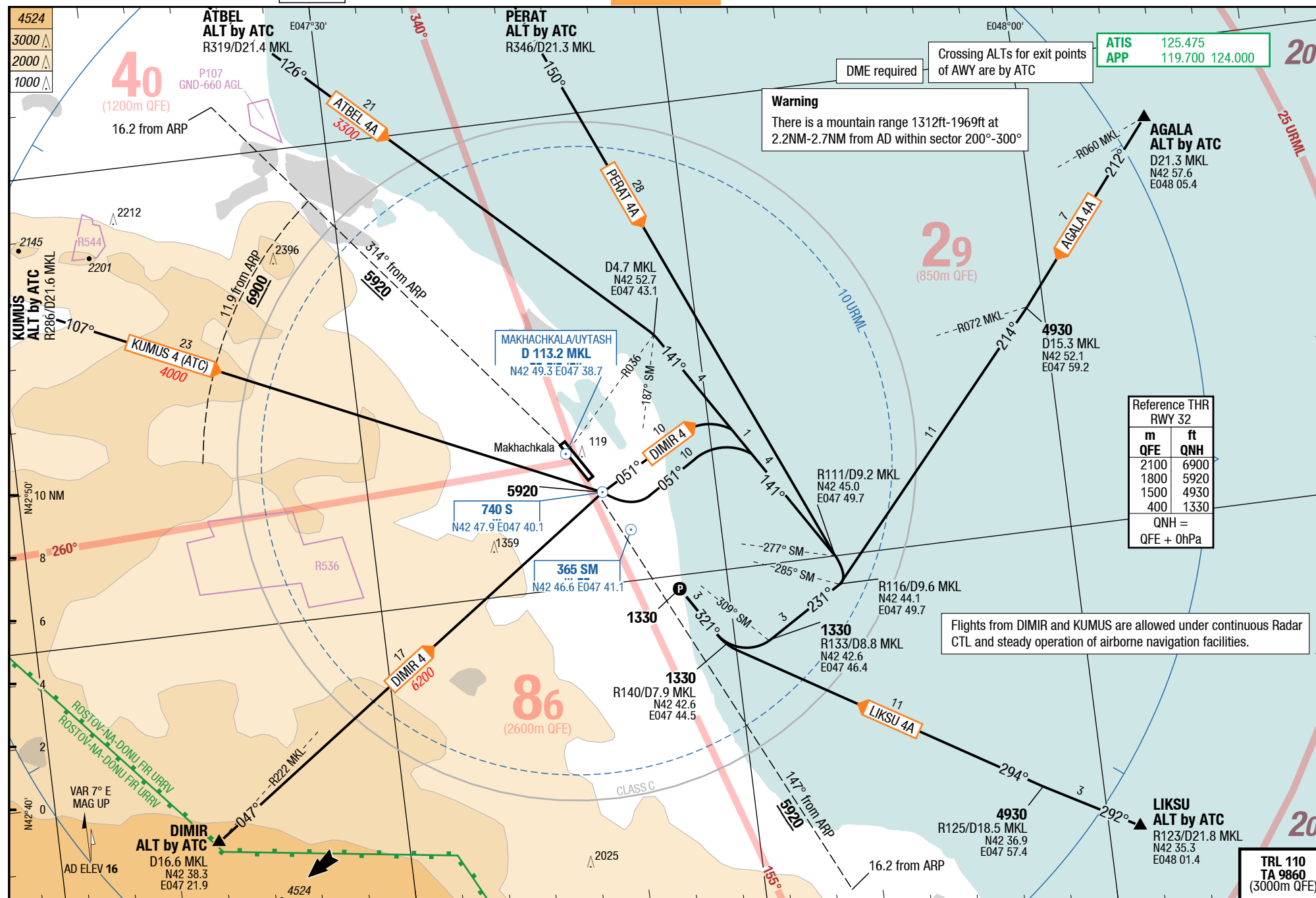
STARs RWY 32

## MCX-URML

6-30

## STARs RWY 32 (Radar)

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Changes: FREQ

06-SEP-2018

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# STAR

# STAR

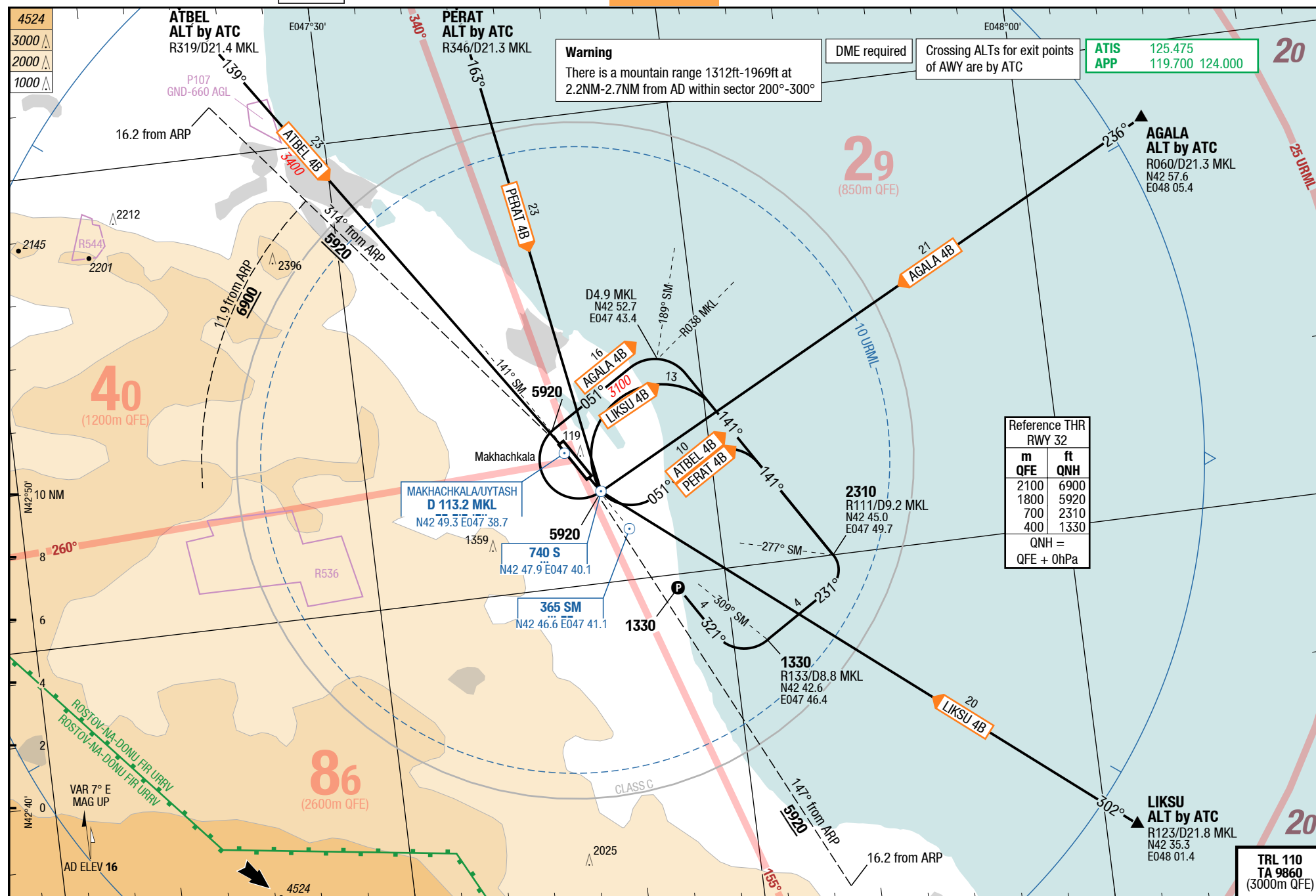
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## MCX-URML

6-40

## STARs RWY 32

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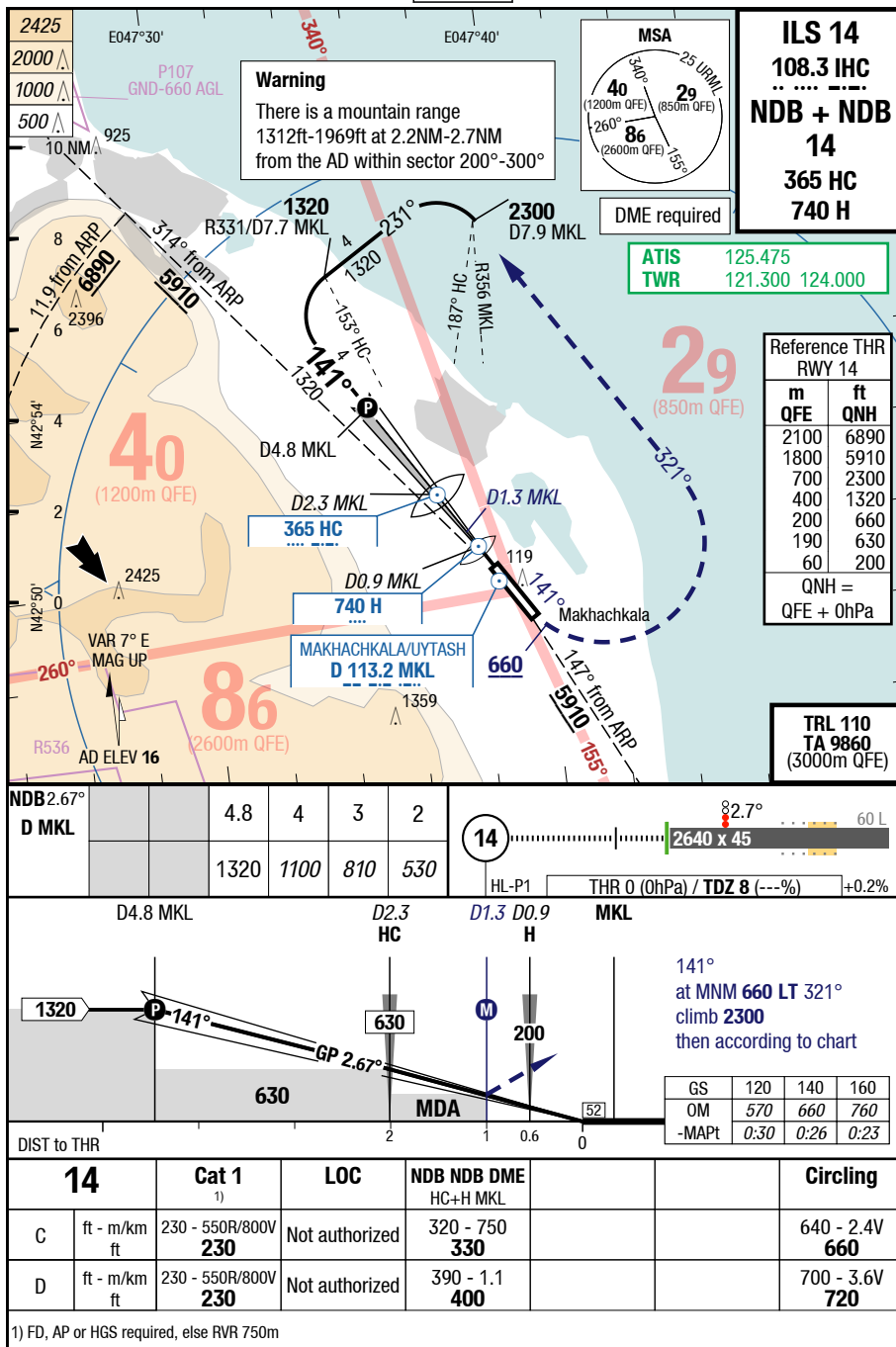


Changes: FREQ

## MCX-URML

7-10

ILS 14 / NDB + NDB 14



Changes: FREQ



MCX-URML

7-20

ILS 32 / NDB + NDB 32

