

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UIUU

General Info

Ulan-Ude, RUS

N 51° 48.5' E107° 26.5' Mag Var: 3.8°W

Elevation: 1693'

Public, IFR, Control Tower, No Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 uses DST

Runway Info

Runway 08-26 9833' x 148' concrete

Runway 14-32 4675' x 295' grass

Runway 08 (83.0°M) TDZE 1693'

Lights: Edge

Runway 14 (140.0°M) TDZE 1693'

Runway 26 (263.0°M) TDZE 1660'

Lights: Edge, ALS

Runway 32 (320.0°M) TDZE 1693'

Communications Info

ATIS **126.6** Non-English

Ulan-Ude Tower **118.1**

Ulan-Ude Approach Control **129.3**

Ulan-Ude Krug Radar **120.6**

Notebook Info

**UIUU/UUD
MUKHINO**

JEPPESEN
23 JUL 10 10-2

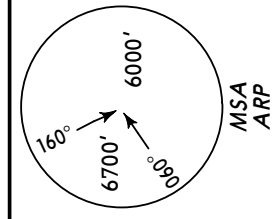
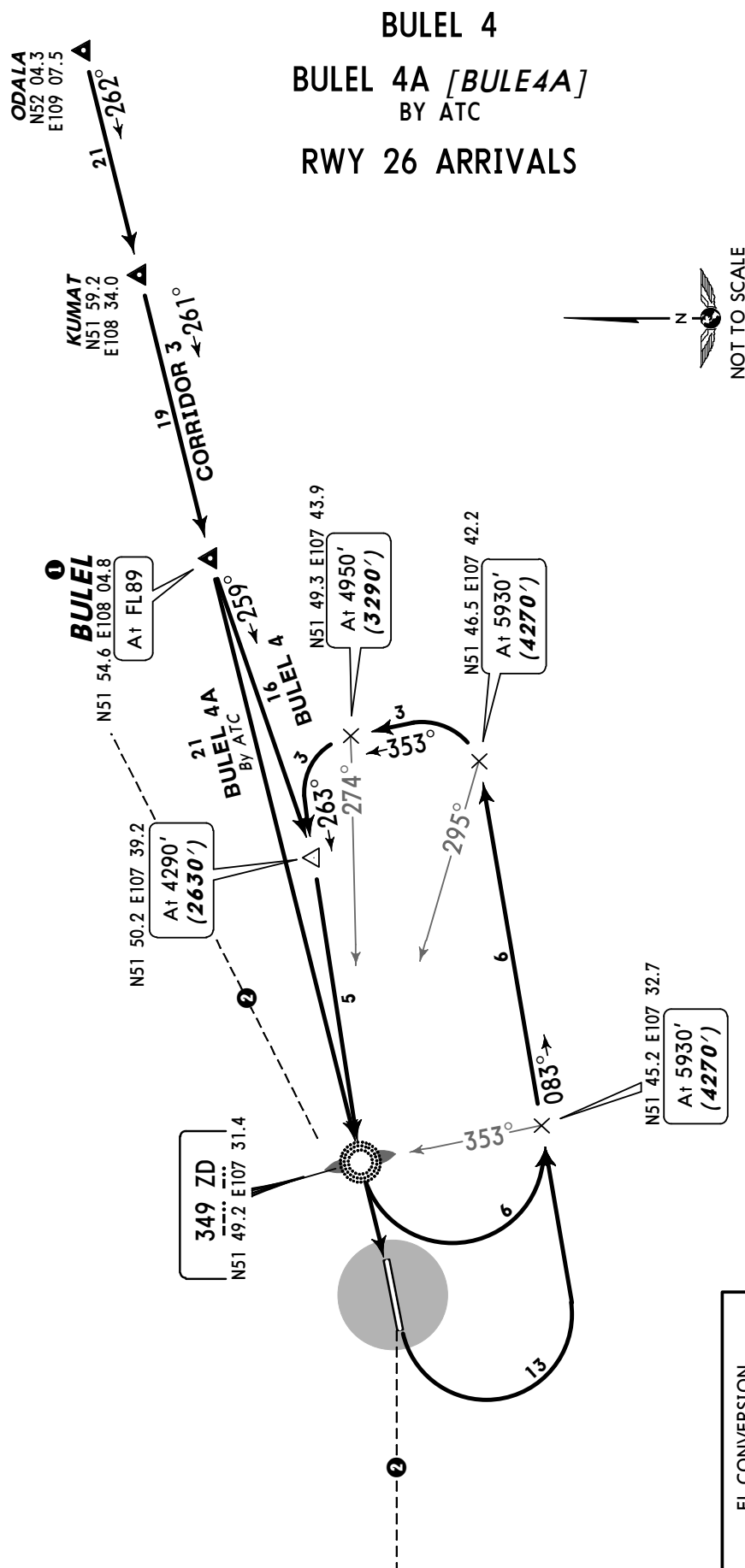
ULAN-UDE, RUSSIA

STAR

ATIS
126.6

Apt Elev
1693'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL89
 FL98 when pressure is below 705 mm (939.9 hPa)
Trans alt: 7600' **(5940')**



NOT TO SCALE

- 1 Straight-in approach allowed when no flights at ULAN-UDE Vostochny.
- 2 095° to airport within 16.2 NM and 248° to airport between 16.2 NM and 4.3 NM do not fly north below 5930' (4270').

FL CONVERSION	
FL98	FL3000m
FL89	FL2700m

ALT/HEIGHT CONVERSION (QFE)	
QNH	
7600'	(5940' - 1800m)
5930'	(4270' - 1300m)
4950'	(3290' - 1000m)
4290'	(2630' - 800m)

**UIUU/UUD
MUKHINO**

23 JUL 10

JEPPESEN

(10-2A)

ULAN-UDE, RUSSIA

STAR

ATIS

126.6

Apt Elev

1693'

Alt Set: MM (hPa on request)

QNH on request

(QFE)

Trans level: FL89

FL98 when pressure is below 705 mm (939.9 hPa)

Trans alt: 7600' (5940')

160°

6700'

090°

6000'

MSA ARP

OSTUN 4

TOLGO 4A [TOLG4A]

TOLGO 4B [TOLG4B]

BY ATC

RWY 26 ARRIVALS

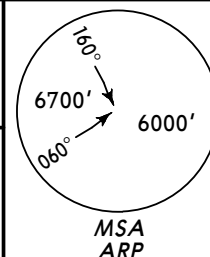
UIUU/UUD
MUKHINO

JEPPESEN
 30 MAY 08 **10-3** **Eff 5 Jun**

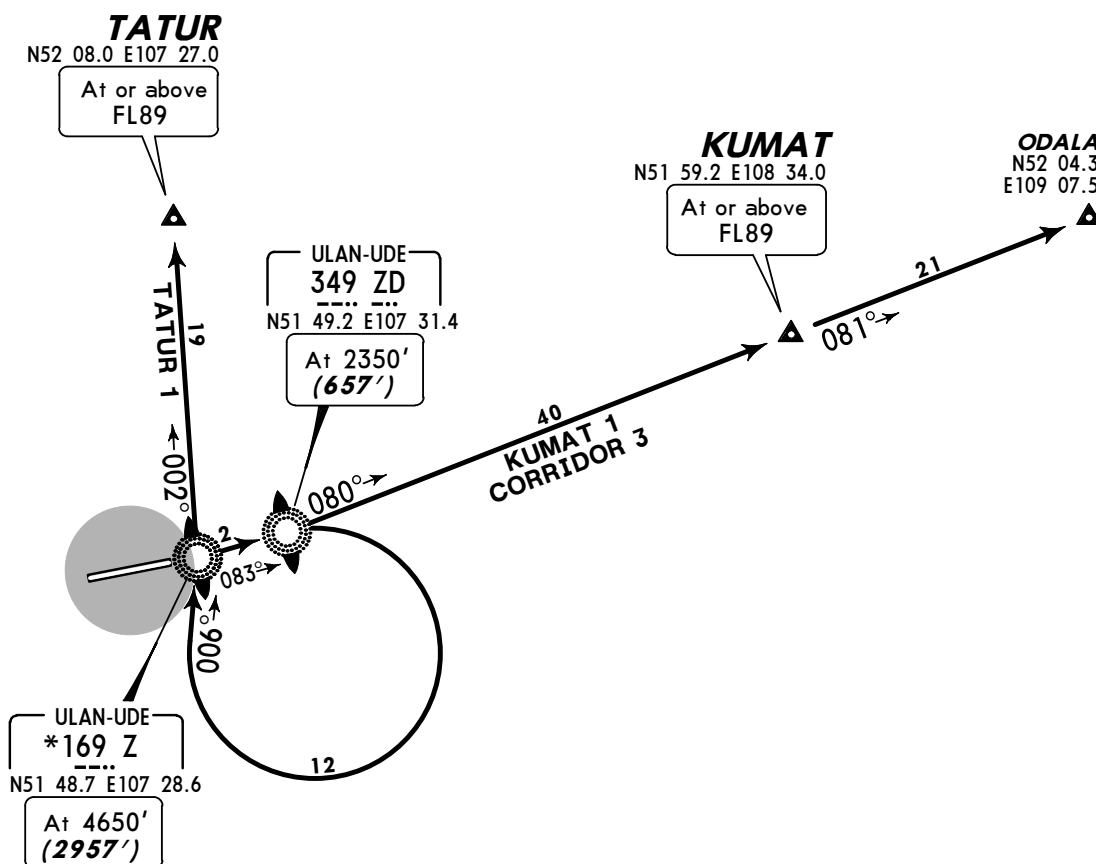
ULAN-UDE, RUSSIA
SID

Apt Elev
1693'

QNH on request **(QFE)**
 Trans level: FL89
 FL98 when pressure is below 705 mm (939.9hPa)
 Trans alt: 7600' **(5907')**



KUMAT 1, TATUR 1
RWY 08 DEPARTURES
 TO NORTH & EAST



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2350'	(657' - 200m)
4650'	(2957' - 900m)
7600'	(5907' - 1800m)

FL CONVERSION	
FL89	FL2700m
FL98	FL3000m

UIUU/UUD
MUKHINO

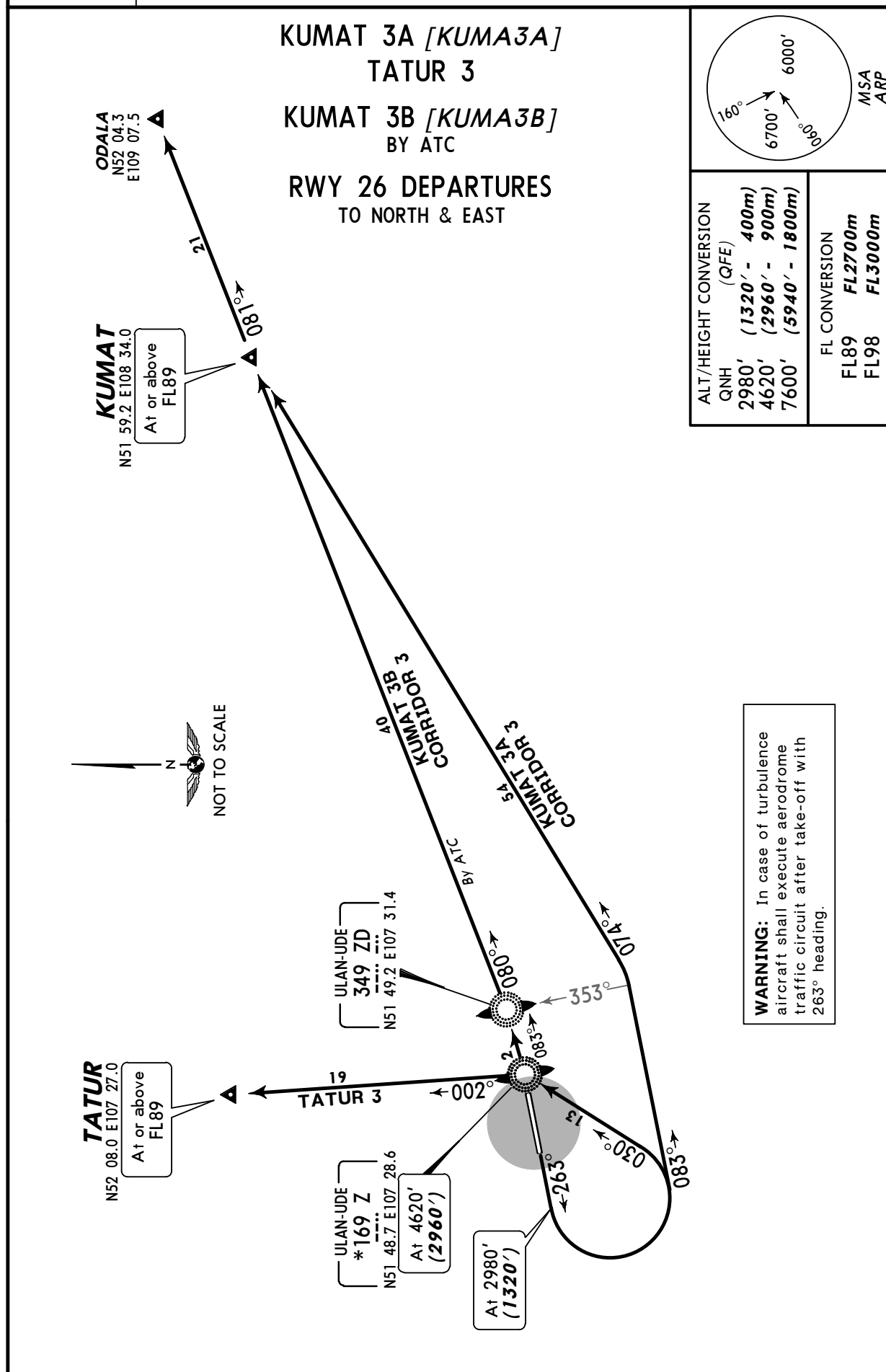
JEPPESSEN
30 MAY 08 **(10-3A)** **Eff 5 Jun**

ULAN-UDE, RUSSIA

SID

Apt Elev
1693'

QNH on request **(QFE)**
Trans level: FL89
FL98 when pressure is below 705 mm (939.9 hPa)
Trans alt: 7600' **(5940')**



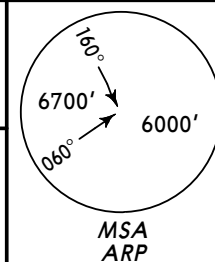
UIUU/UUD
 MUKHINO

JEPPESSEN
 23 JUL 10 **(10-3B)**

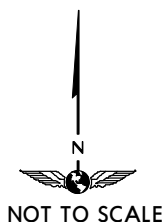
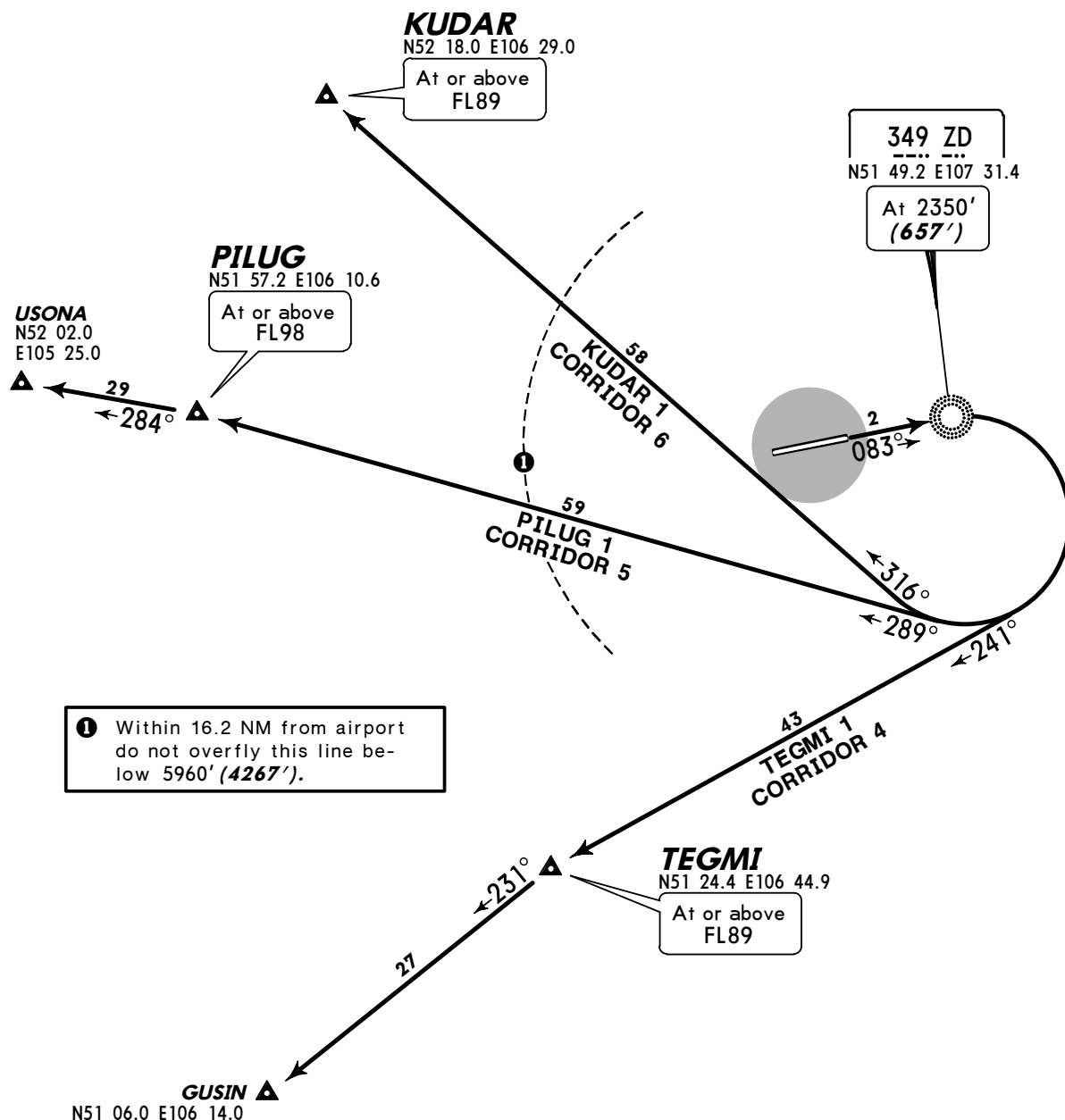
ULAN-UDE, RUSSIA
SID

Apt Elev
 1693'

QNH on request **(QFE)**
 Trans level: FL89
 FL98 when pressure is below 705 mm (939.9 hPa)
 Trans alt: 7600' **(5907')**



KUDAR 1, PILUG 1, TEGMI 1
RWY 08 DEPARTURES
TO WEST



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2350'	(657' - 200m)
5960'	(4267' - 1300m)
7600'	(5907' - 1800m)

FL CONVERSION	
FL89	FL2700m
FL98	FL3000m

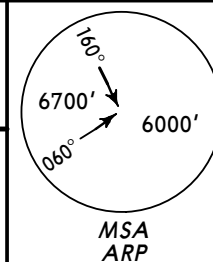
UIUU/UUD
 MUKHINO

JEPPESSEN
 23 JUL 10 **(10-3C)**

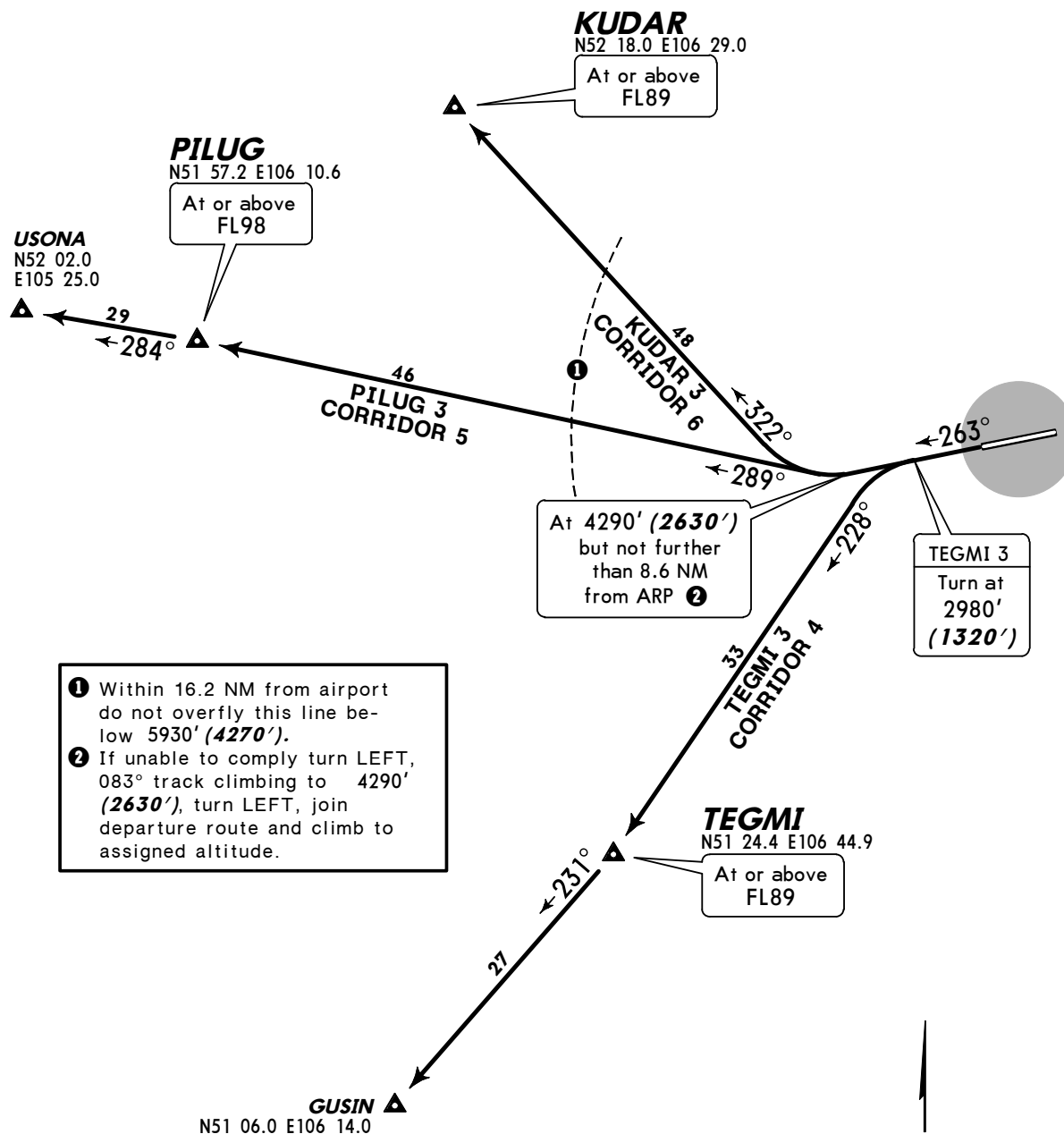
ULAN-UDE, RUSSIA
SID

Apt Elev
1693'

QNH on request **(QFE)**
 Trans level: FL89
 FL98 when pressure is below 705 mm (939.9 hPa)
 Trans alt: 7600' **(5940')**



KUDAR 3, PILUG 3, TEGMI 3
RWY 26 DEPARTURES
TO WEST



- ① Within 16.2 NM from airport do not overfly this line below 5930' (4270').
- ② If unable to comply turn LEFT, 083° track climbing to 4290' (2630'), turn LEFT, join departure route and climb to assigned altitude.



WARNING: In case of turbulence aircraft shall execute aerodrome traffic circuit after take-off with 263° heading.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2980'	(1320' - 400m)
4290'	(2630' - 800m)
5930'	(4270' - 1300m)
7600'	(5940' - 1800m)

FL CONVERSION	
FL89	FL2700m
FL98	FL3000m

UIUU/UUD
MUKHINO **JEPPESEN**

23 APR 10

10-4

Eff 6 May

ULAN-UDE, RUSSIA
NOISE**NOISE ABATEMENT****DEPARTURES**

a) Take-off and climbing to 3170' (1477'-450m):

- Maintain take-off power of all engines
- Raise landing gear
- Place wing devices (flaps and slats) in take-off position at 10°-30° (depending on aircraft type, take-off mass, RWY length, AD elevation and outside temperature)
- Climb at V2+ 11 to 22 KT with maximum possible vertical speed and taking into account pitch restrictions

b) At 3170' (1477'-450m):

- Reduce engine power to nominal

c) Between 3170' (1477'-450m) - 4650' (2957'-900m):

- Maintain nominal engine power
- Place wing devices (flaps and slats) in take-off or intermediate position according to Airplane Flight Manual
- Climb at V2+ 11 to 22 KT with maximum possible vertical speed and taking into account pitch restrictions

d) At 4650' (2957'-900m):

- Reduce rate climb
- Accelerate to speed for the start of placing flaps into flight position
- Phased placing of flaps in flight position to be executed according to schedule

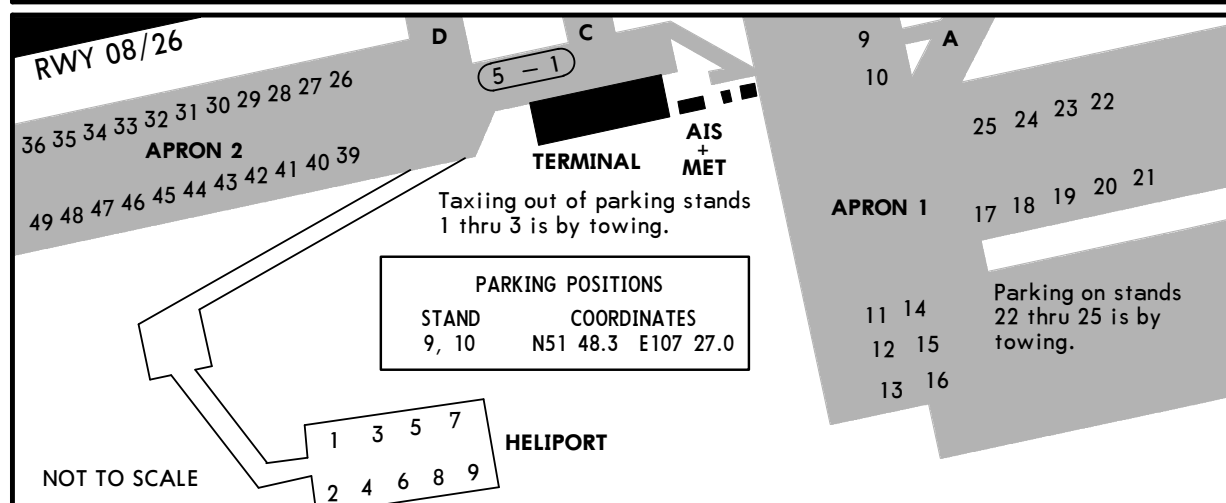
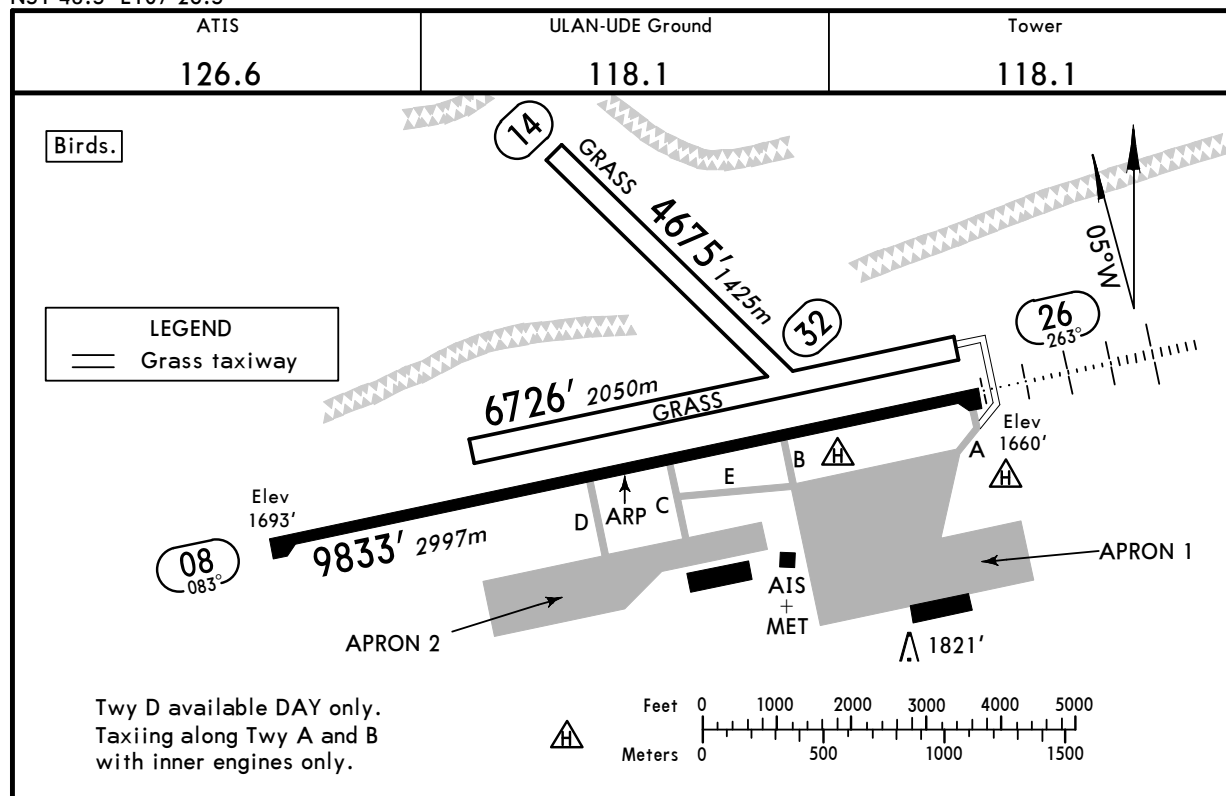
e) From 4650' (2957'-900m):

- Further climb and reaching assigned flight level shall be executed at the most beneficial speed for en-route climbing.

UIUU/UUD
 Apt Elev **1693'**
 N51 48.5 E107 26.5

JEPPesen
 11 MAR 11 **(10-9)**

ULAN-UDE, RUSSIA
MUKHINO



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			Threshold	Landing Beyond Glide Slope	
08	RL (60m)	RVR			148'
26	RL (60m) HIALS PAPI-L (angle 3.0°)	RVR		9347' 2849m	45m
08	Grass runway				328'
26					100m
14	Grass runway				295'
21					90m

TAKE-OFF			
AIR CARRIER (JAA)			
Main rwy 08/26			
A B C D	LVP must be in force RCLM (DAY only) or RL		RCLM (DAY only) or RL
	250m		400m
	300m		

UIUU/UUD

 **JEPPESEN**
11 MAR 11 **10-9X**

JAA MINIMUMS
ULAN-UDE, RUSSIA
MUKHINO

STRAIGHT-IN RWY		A	B	C	D
26	ILS	1860' (200')	1860' (200')	1860' (200')	1870' (210')
		R550m	R550m	R550m	R600m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	2 NDB	2010' (350')	2010' (350')	2010' (350')	2010' (350')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
1 NDB		2650' (990')	2650' (990')	2650' (990')	2650' (990')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 08, 26

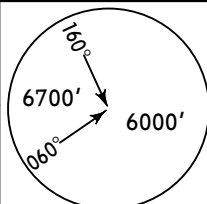
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UIUU/UUD
MUKHINO

JEPPesen
11 MAR 11 **(11-1)**

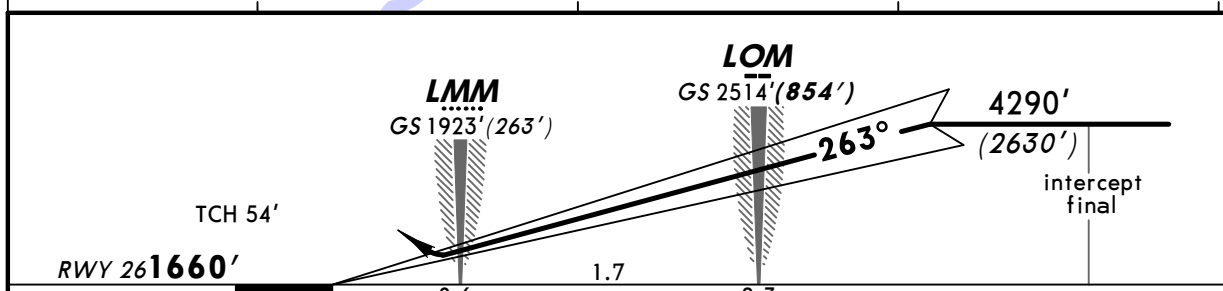
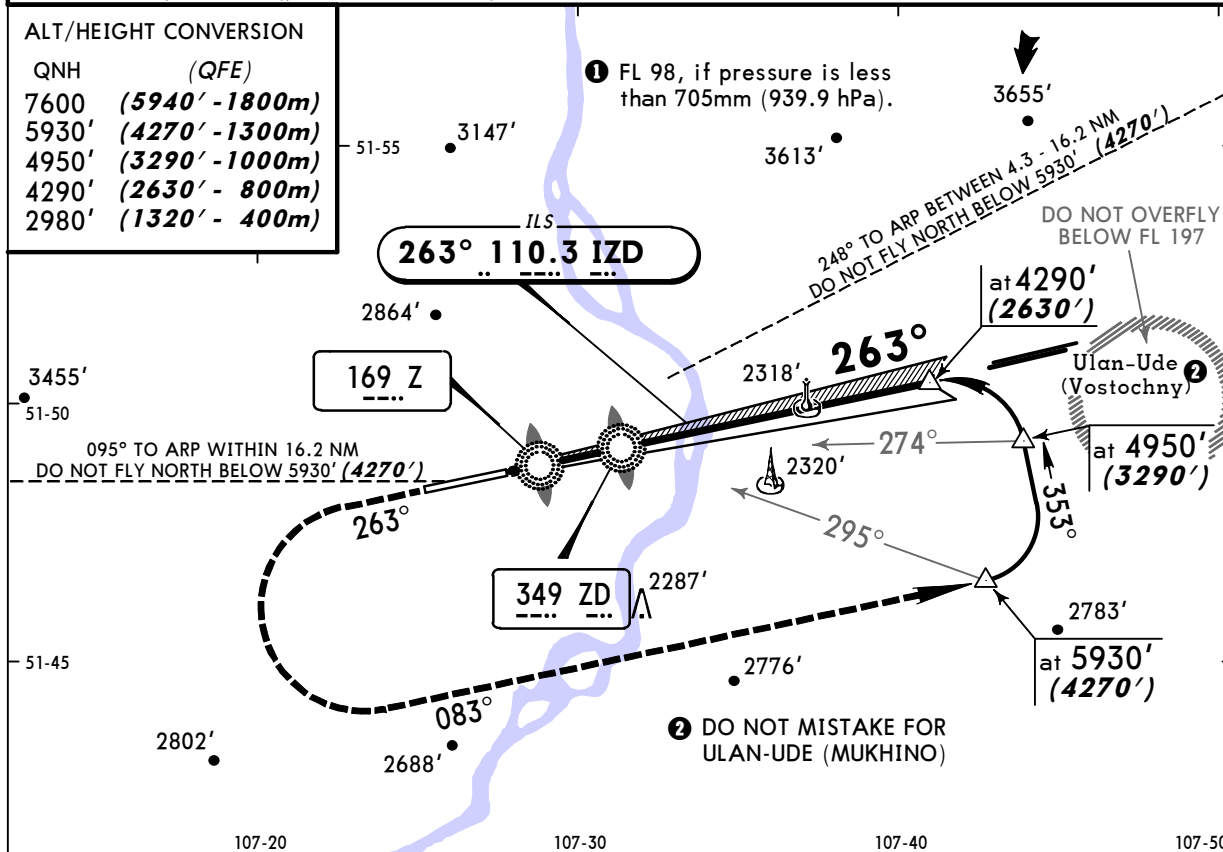
ULAN-UDE, RUSSIA
ILS Rwy 26

BRIEFING STRIP

ATIS	ULAN-UDE Approach	ULAN-UDE Krug (R)	ULAN-UDE Tower	Ground
126.6	129.3	120.6	118.1	118.1
LOC IZD 110.3	Final Apch Crs 263°	GS LOM 2514' (854')	ILS DA(H) Refer to Minimums	Apt Elev 1693' RWY1660'
MISSED APCH: Climb on 263° to 2980' (1320'), then turn LEFT onto 083° climbing to 5930' (4270'), then according to chart.				 MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 89 1 Trans alt: 7600' (5940')				

ALT/HEIGHT CONVERSION

QNH	(QFE)
7600	(5940' - 1800m)
5930'	(4270' - 1300m)
4950'	(3290' - 1000m)
4290'	(2630' - 800m)
2980'	(1320' - 400m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2980' (1320')	263°	083°	5930' (4270')
GS	3.33°	419	539	598	718	838	957	PAPI	↑	LT	↑

STRAIGHT-IN LANDING RWY 26										
ILS				LOC (GS out)						
DA(H) ABC:1860'(200')				D:1870'(210')						
FULL				ALS out						
A	RVR 720m VIS 800m			1200m			NOT AUTH			
B										
C										
D										

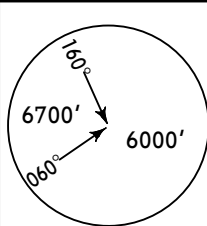
PANS OPS

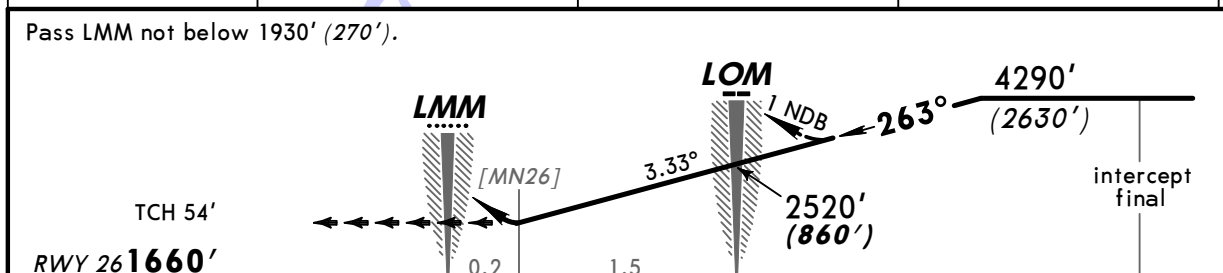
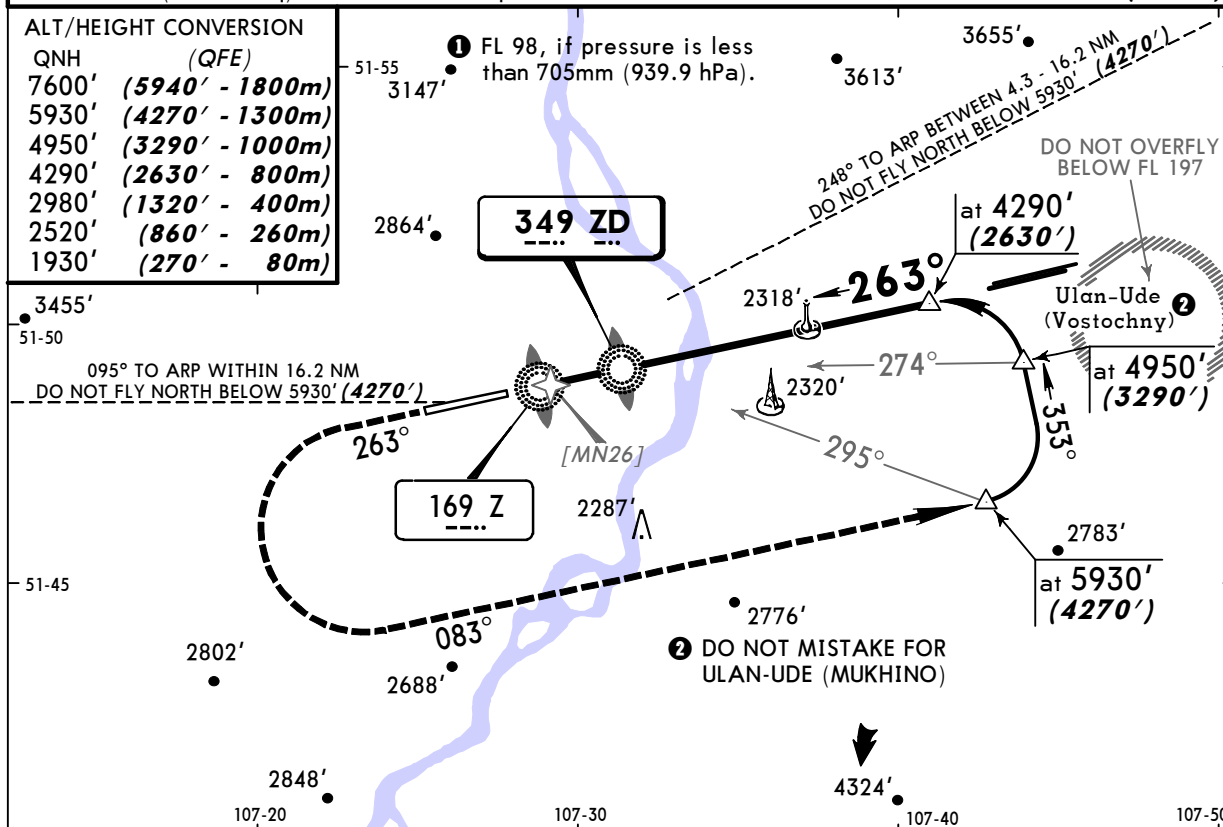
UIUU/UUD
MUKHINO

JEPPESEN
11 MAR 11 **(16-1)**

ULAN-UDE, RUSSIA
2 NDB or 1 NDB Rwy 26

BRIEFING STRIP

ATIS	ULAN-UDE Approach	ULAN-UDE Krug (R)	ULAN-UDE Tower	Ground
126.6	129.3	120.6	118.1	118.1
NDB ZD 349	Final Apch Crs 263°	2 NDB Minimum Alt LOM 2520' (860') 1 NDB Minimum Alt No FAF	2 NDB MDA(H) 2010' (350') 1 NDB MDA(H) 2650' (990') Apt Elev 1693' RWY 1660'	
MISSED APCH: Climb on 263° to 2980' (1320'), then turn LEFT onto 083° climbing to 5930' (4270'), then according to chart.				MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 89 1
				Trans alt: 7600' (5940')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2980' (1320') on 263°	083° LT	5930' (4270')
Descent angle	3.33°	412	530	589	707	825	943			

STRAIGHT-IN LANDING RWY 26					
2 NDB		1 NDB			
MDA(H) 2010' (350')		MDA(H) 2650' (990')			
ALS out		ALS out			
A					
B	1200m	RVR 1500m VIS 1600m	3200m		
C			4000m	4800m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m		

PANS OPS