

## List of pages in this Trip Kit

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Airport Information For UIUU

Terminal Charts For UIUU

Revision Letter For Cycle 25-2012

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Notebook

## General Information

Location: Ulan-Ude Rus  
IATA Code: UUD  
Lat/Long: N51° 48.5' E107° 26.3'  
Elevation: 1693 ft

Airport Use: Public  
Magnetic Variation: 5.1°W

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: No  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0058 Z  
Sunset: 0848 Z,

## Runway Information

Runway: 08  
Length x Width: 9833 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1693 ft  
Lighting: Edge

Runway: 26  
Length x Width: 9833 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1660 ft  
Lighting: Edge, ALS

## Communication Information

ATIS 126.6 Non-English  
Ulan-Ude Tower 118.1  
Ulan-Ude Approach Control 129.3  
Ulan-Ude Krug Radar 120.6

ATIS  
126.6

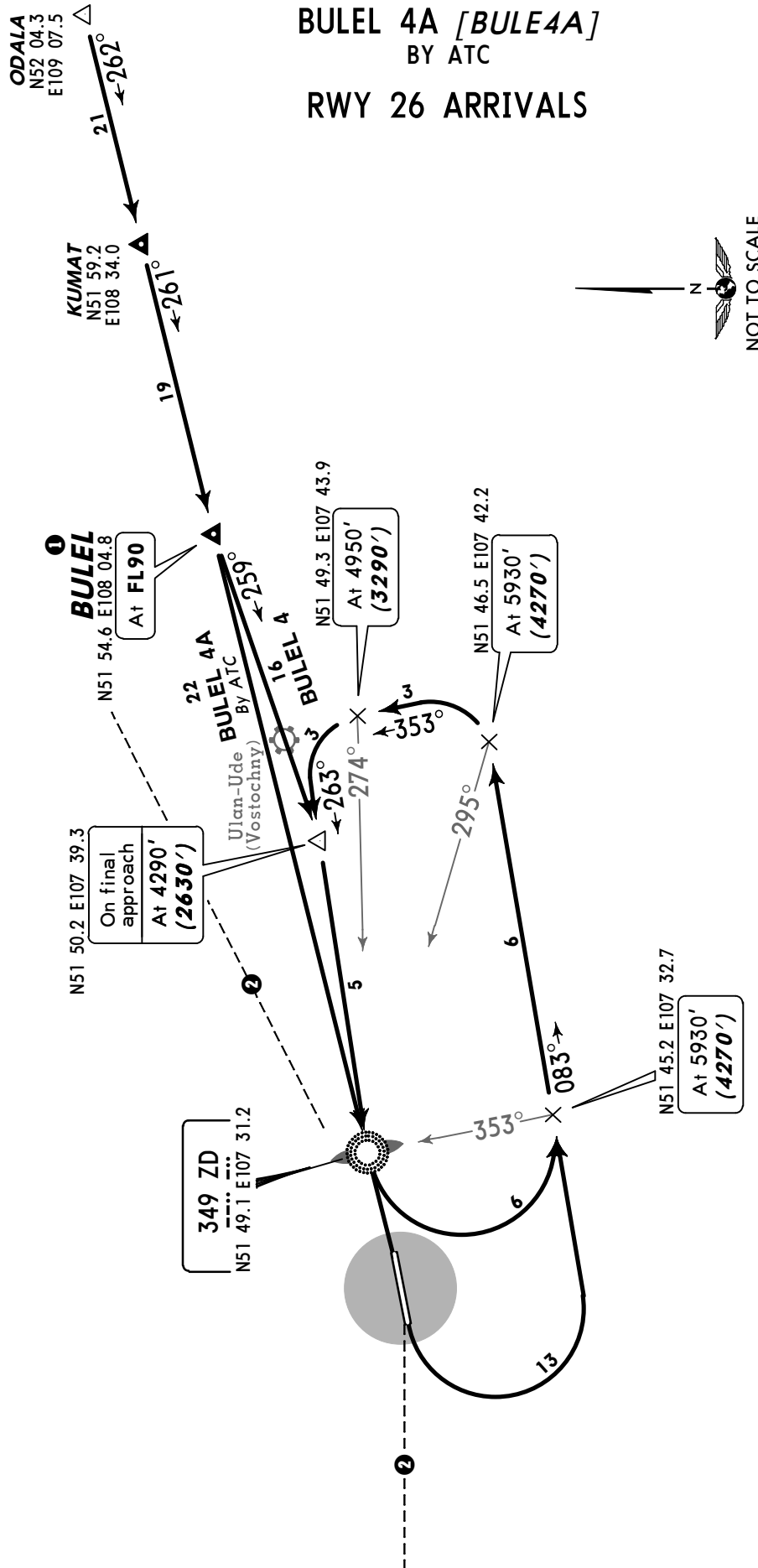
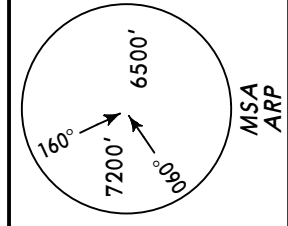
Apt Elev  
1693'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL90  
Trans alt: 7280' (5620')

# BULEL 4

BULEL 4A [BULE4A]  
BY ATC

## RWY 26 ARRIVALS



- 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').

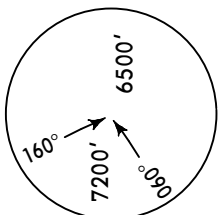
Direct distance from  
N51 50.2 E107 39.3 to:  
Mukhino Apt 8 NM

| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 7280'                 | (5620' - 1700m) |
| 5930'                 | (4270' - 1300m) |
| 4950'                 | (3290' - 1000m) |
| 4290'                 | (2630' - 800m)  |

ATIS  
126.6

Apt Elev  
1693'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL90  
Trans alt: 7280' (5620')

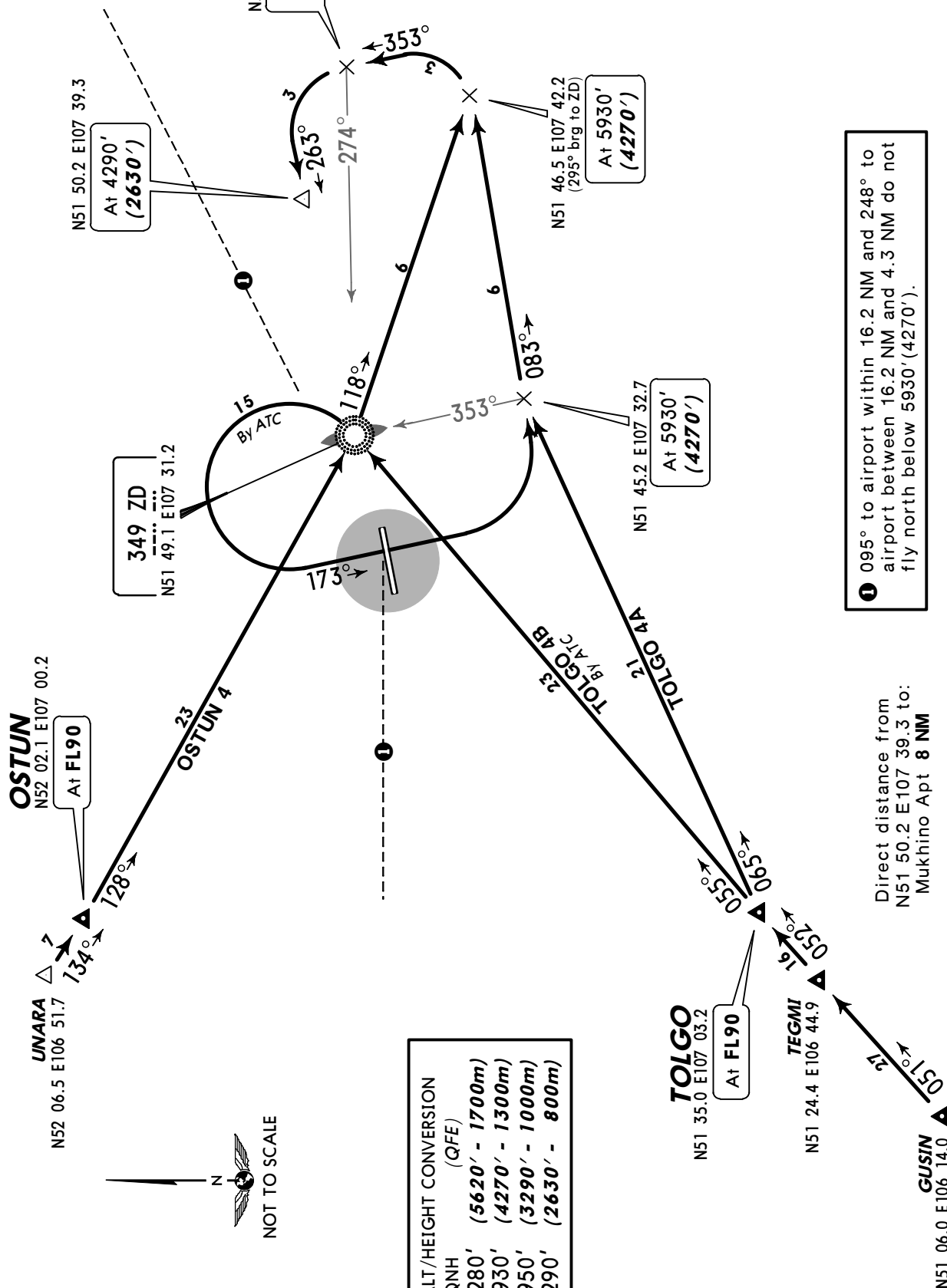


MSA  
ARP

OSTUN 4  
TOLGO 4A [TOLG4A]

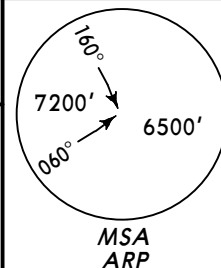
TOLGO 4B [TOLG4B]  
BY ATC

RWY 26 ARRIVALS

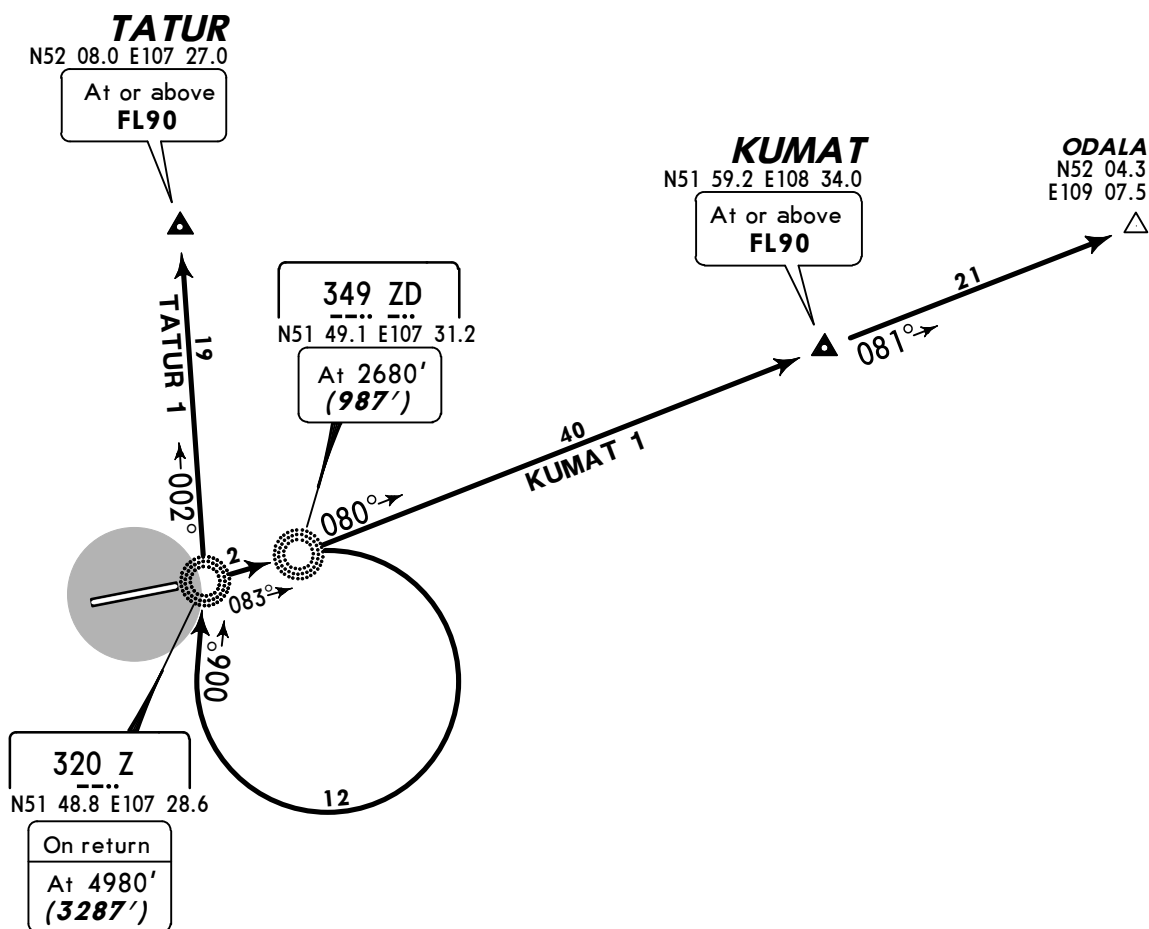


Apt Elev  
1693'

QNH on request (QFE)  
Trans level: FL90  
Trans alt: 7280' (5587')



# KUMAT 1, TATUR 1 RWY 08 DEPARTURES

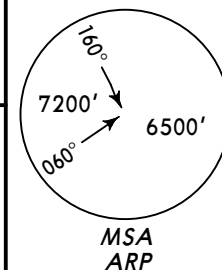


| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 2680'                 | (987' - 300m)   |
| 4980'                 | (3287' - 1000m) |
| 7280'                 | (5587' - 1700m) |

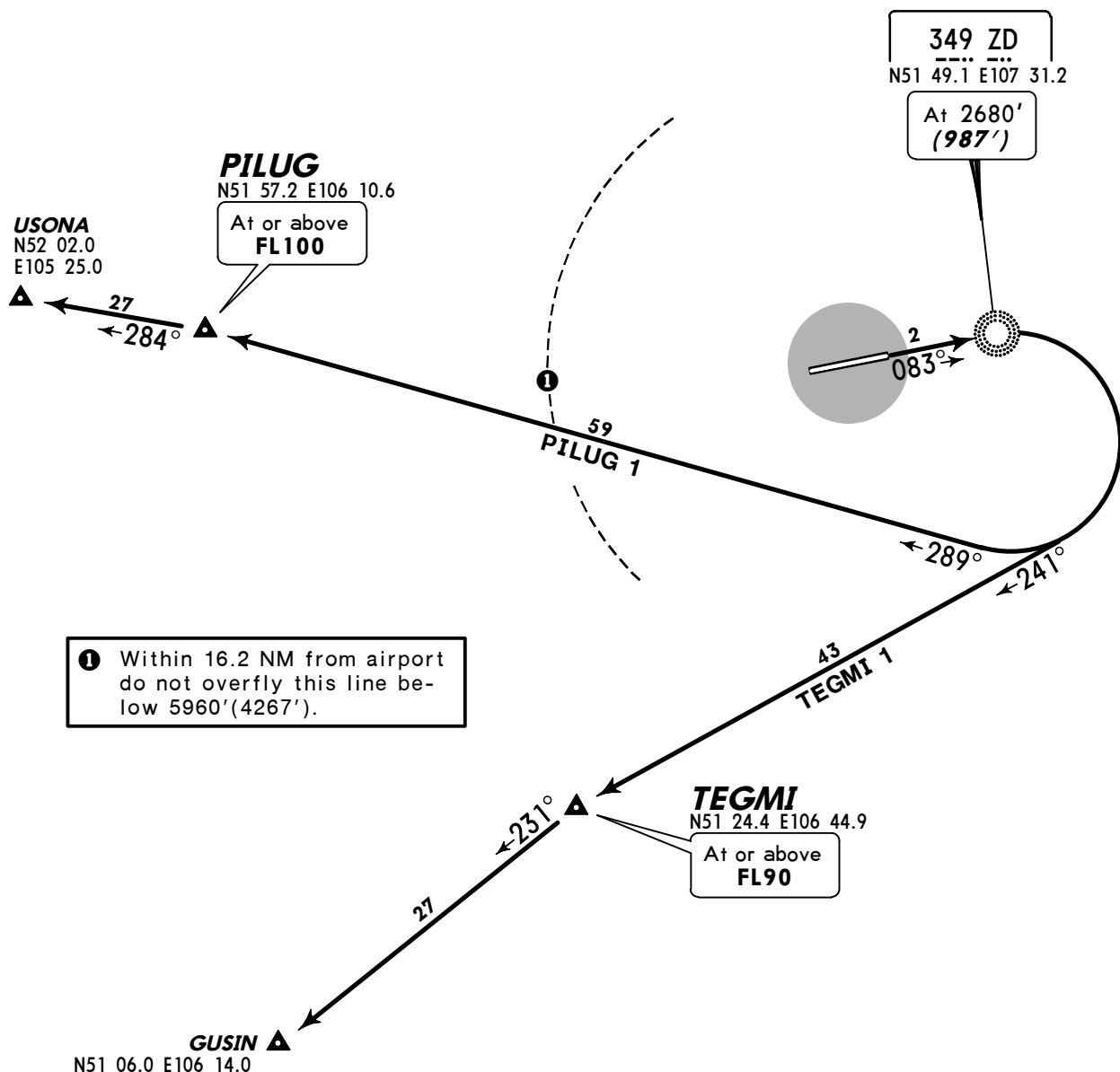


Apt Elev  
1693'

QNH on request (QFE)  
Trans level: FL90  
Trans alt: 7280' (5587')



# PILUG 1, TEGMI 1 RWY 08 DEPARTURES



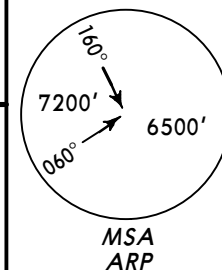
① Within 16.2 NM from airport  
do not overfly this line be-  
low 5960' (4267').



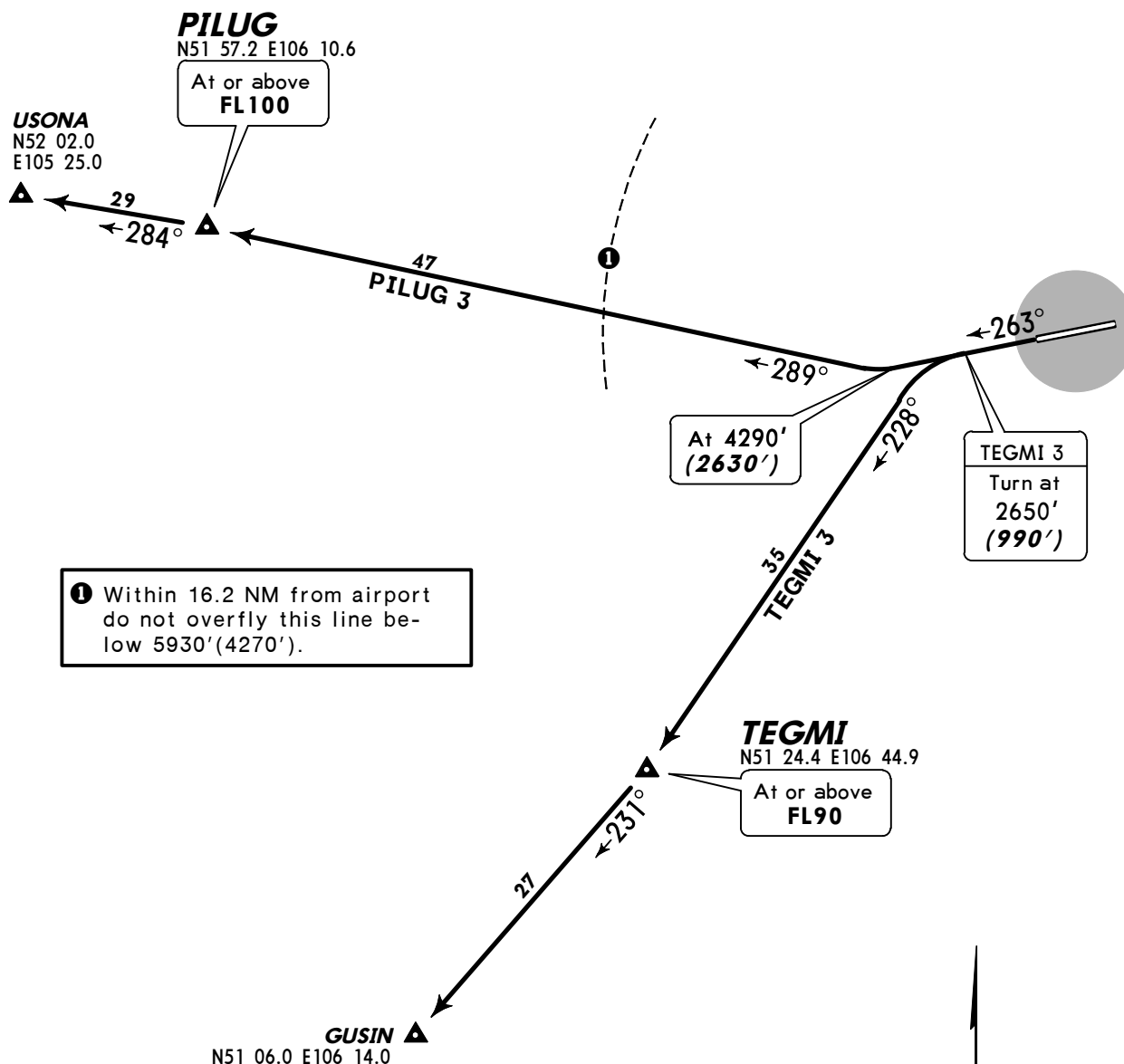
| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 2680'                 | (987' - 300m)   |
| 5960'                 | (4267' - 1300m) |
| 7280'                 | (5587' - 1700m) |

Apt Elev  
1693'

QNH on request (QFE)  
Trans level: FL90  
Trans alt: 7280' (5620')



# PILUG 3, TEGMI 3 RWY 26 DEPARTURES



① Within 16.2 NM from airport  
do not overfly this line be-  
low 5930' (4270').

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



## PILUG 3

This SID requires a minimum climb gradient  
of  
5.0%.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

## ALT/HEIGHT CONVERSION

| QNH   | (QFE)           |
|-------|-----------------|
| 2650' | (990' - 300m)   |
| 4290' | (2630' - 800m)  |
| 5930' | (4270' - 1300m) |
| 7280' | (5620' - 1700m) |

## NOISE ABATEMENT

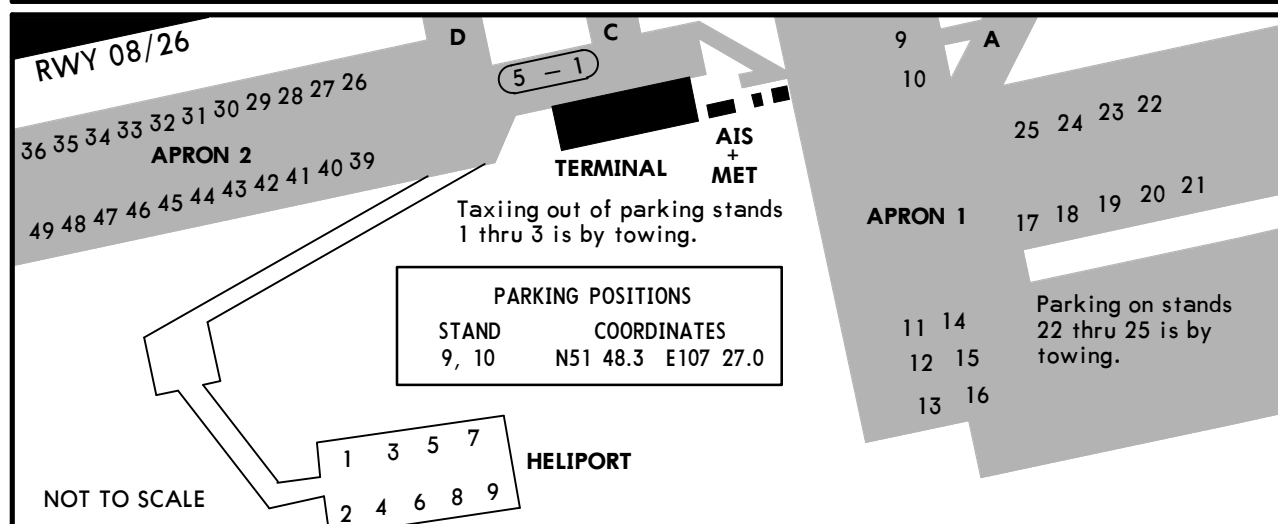
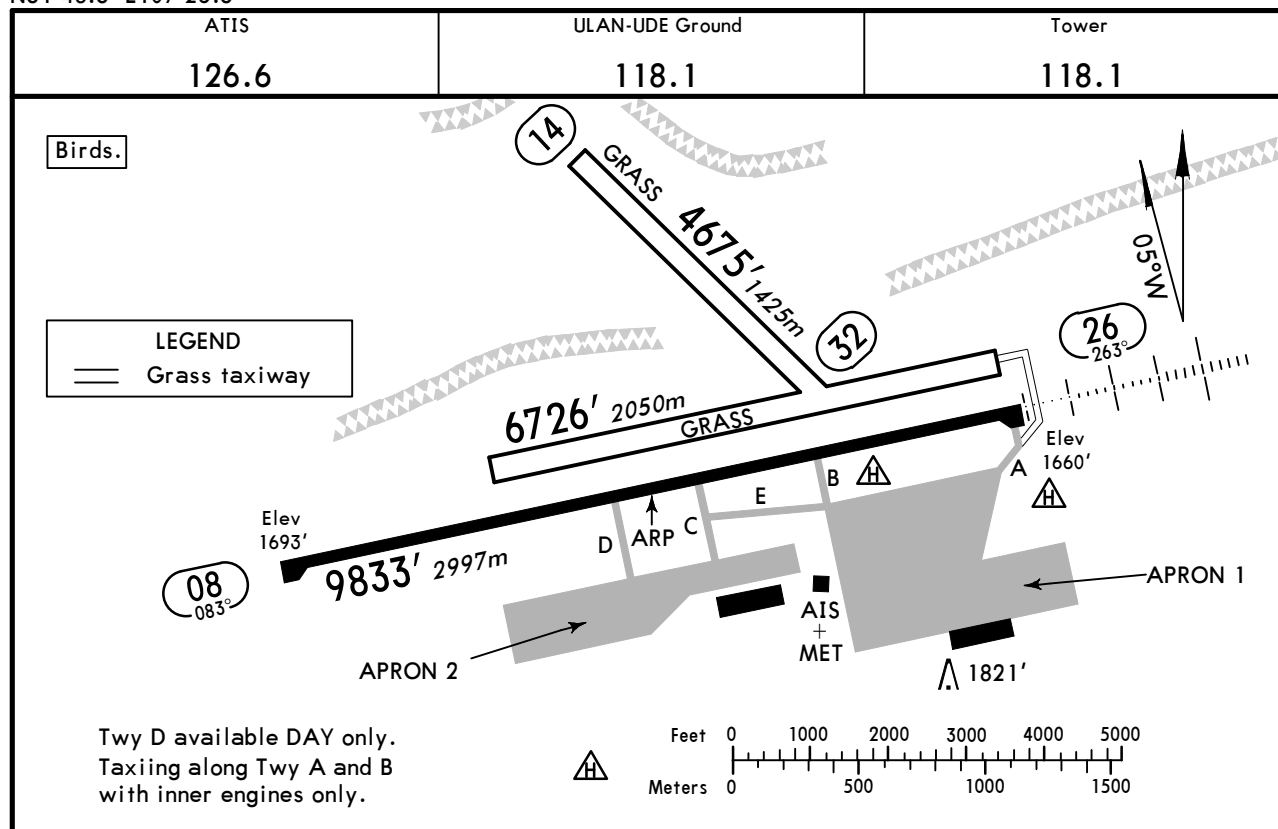
### DEPARTURES

- 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 |
|                               |                                    |  |     | LANDING BEYOND | TAKE-OFF |       |
| 08                            | RL (60m)                           |  | RVR | Threshold      |          | 148'  |
| 26                            | RL (60m) HIALS PAPI-L (angle 3.0°) |  | RVR | Glide Slope    |          | 45m   |
| 08                            | Grass runway                       |  |     |                |          | 328'  |
| 26                            |                                    |  |     |                |          | 100m  |
| 14                            | Grass runway                       |  |     |                |          | 295'  |
| 21                            |                                    |  |     |                |          | 90m   |

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

CHANGES: ATIS frequency established. Notes.

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| STRAIGHT-IN RWY |                | A                       | B                       | C                       | D                       |
|-----------------|----------------|-------------------------|-------------------------|-------------------------|-------------------------|
| <b>26</b>       | ILS            | <b>1860'</b> (200')     | <b>1860'</b> (200')     | <b>1860'</b> (200')     | <b>1870'</b> (210')     |
|                 | <i>FULL</i>    | <b>R550m</b>            | <b>R550m</b>            | <b>R550m</b>            | <b>R550m</b>            |
|                 | <i>Limited</i> | R750m                   | R750m                   | R750m                   | R750m                   |
|                 | <i>ALS out</i> | R1200m                  | R1200m                  | R1200m                  | R1200m                  |
|                 | LOC            | NOT AUTH                | NOT AUTH                | NOT AUTH                | NOT AUTH                |
|                 | 2 NDB ①        | <b>2010'</b> (350')     | <b>2010'</b> (350')     | <b>2010'</b> (350')     | <b>2010'</b> (350')     |
|                 | <i>ALS out</i> | <b>R1000m</b><br>R1600m | <b>R1000m</b><br>R1600m | <b>R1200m</b><br>R1600m | <b>R1200m</b><br>R1600m |
|                 | 1 NDB          | <b>2650'</b> (990')     | <b>2650'</b> (990')     | <b>2650'</b> (990')     | <b>2650'</b> (990')     |
|                 | <i>ALS out</i> | <b>C4000m</b><br>C4700m | <b>C4000m</b><br>C4700m | <b>C4200m</b><br>C4900m | <b>C4200m</b><br>C4900m |

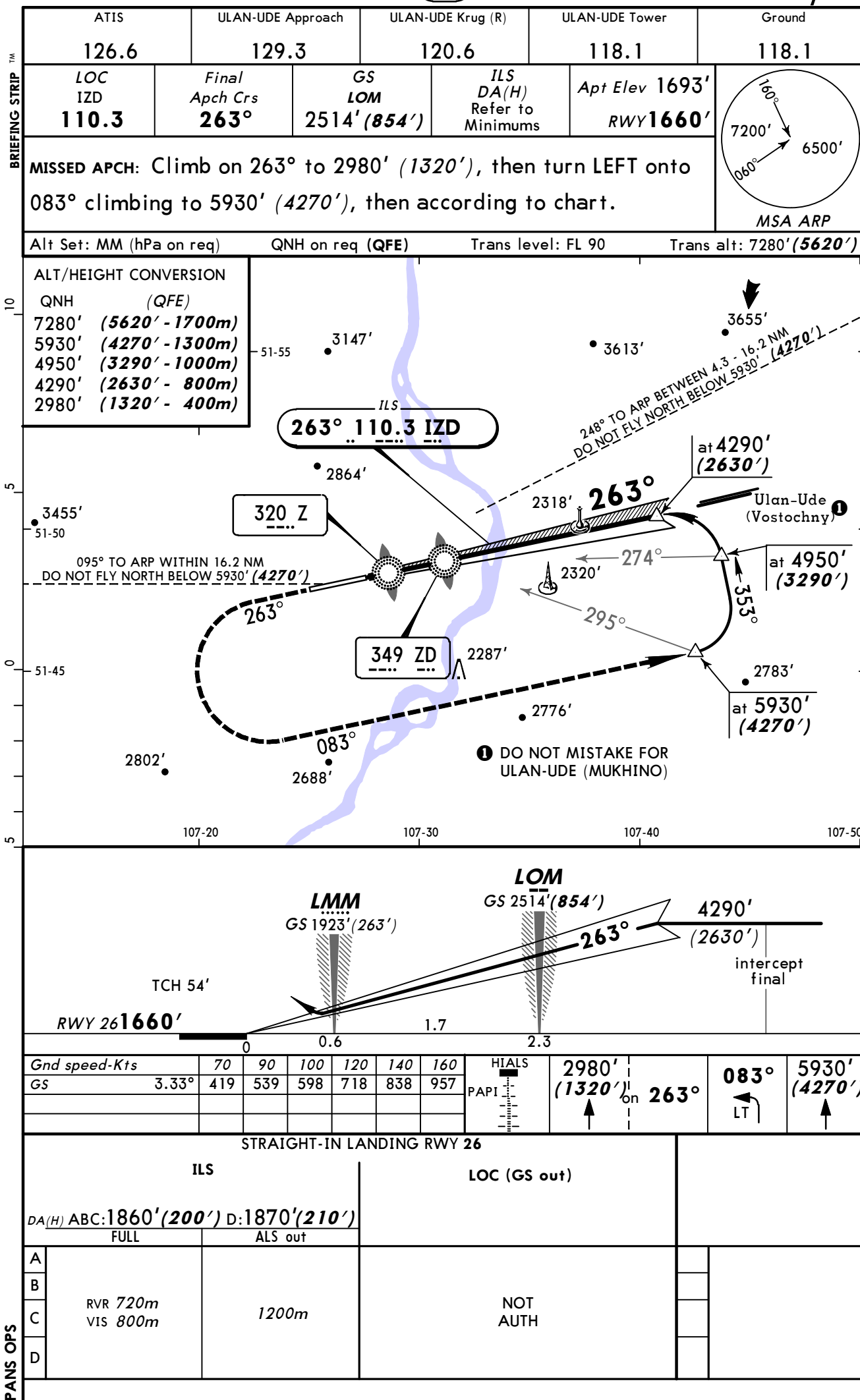
① Continuous Descent Final Approach.

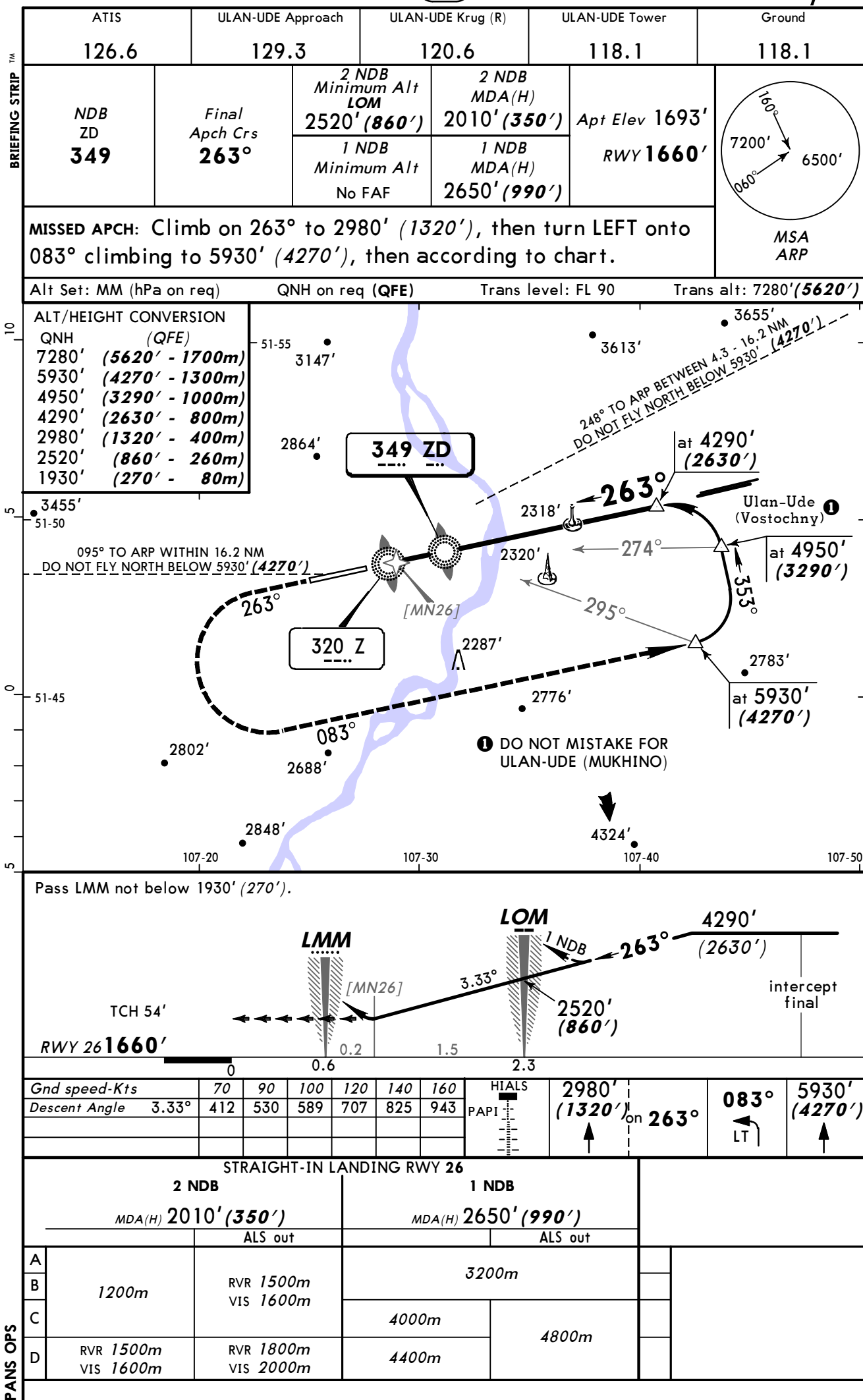
| TAKE-OFF RWY 08, 26      |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| LVP must be in Force     |      |                          |                   |
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m                     | 500m              |
| B                        |      |                          |                   |
| C                        |      |                          |                   |
| D                        | 300m |                          |                   |

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

**TAKE-OFF RWY 08, 26**

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





**Chart changes since cycle 24-2012**

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

| ACT                        | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|----------------------------|-----------------|-------|----------|----------|
| ULAN-UDE, (MUKHINO - UIUU) |                 |       |          |          |

**TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport UIUU**