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Changed chart(s) since Disc 26-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UIUU

General Info

Ulan-Ude, RUS

N 51° 48.5' E107° 26.3' 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+9:00 no DST

Runway Info

Runway 08-26 9833' x 148' concrete

Runway 08 (83.0°M) TDZE 1693'

Lights: Edge

Runway 26 (263.0°M) TDZE 1660'

Lights: Edge, ALS

Communications InfoATIS **126.6** Non-EnglishUlan-Ude Tower **118.1**Ulan-Ude Approach Control **129.3**Ulan-Ude Krug Radar **120.6****Notebook Info**

UIUU/UUD
 MUKHINO

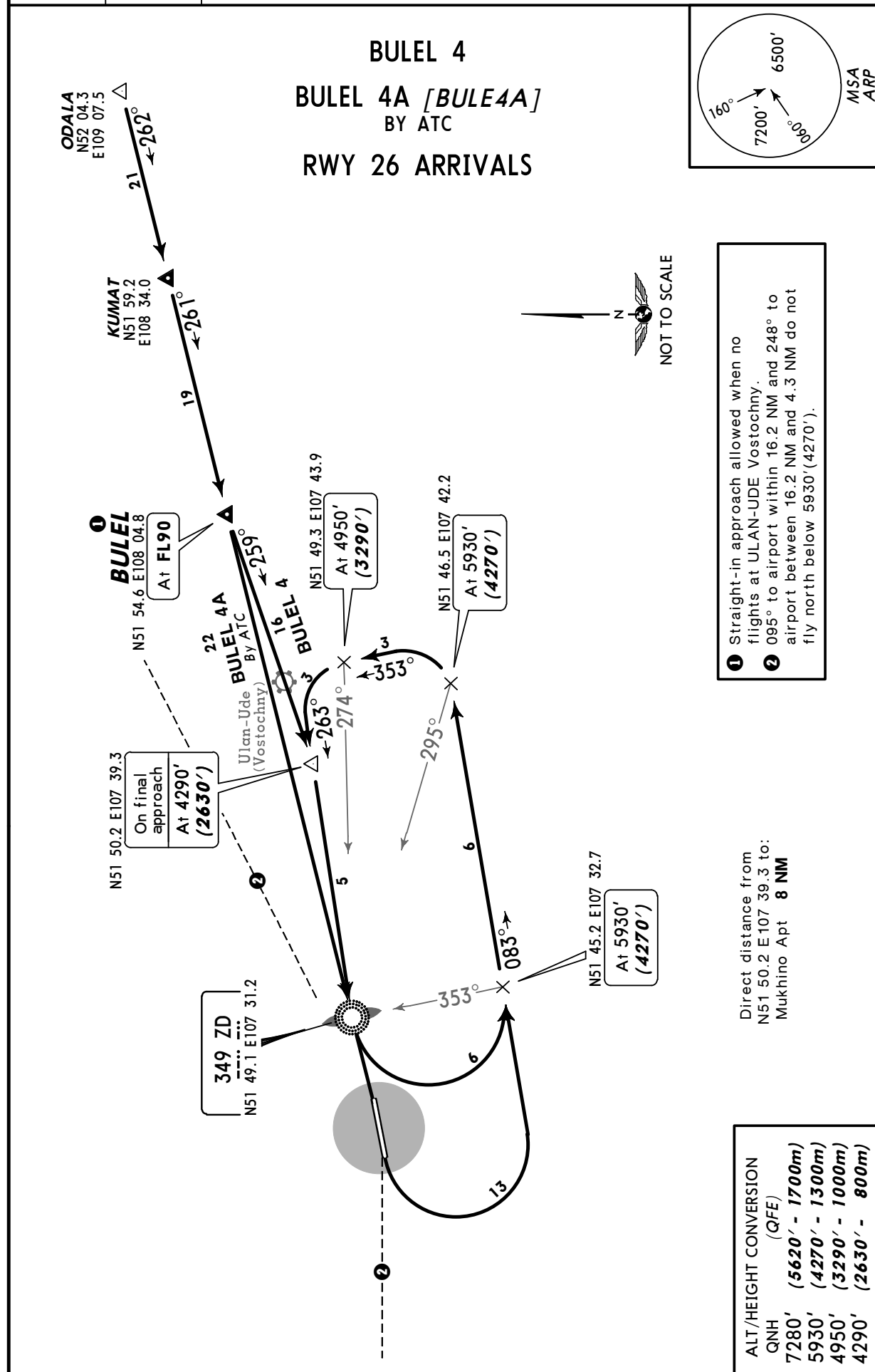
JEPPESEN
 10 AUG 12 10-2 Eff 23 Aug

ULAN-UDE, RUSSIA
 STAR

ATIS
 126.6

Apt Elev
 1693'

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

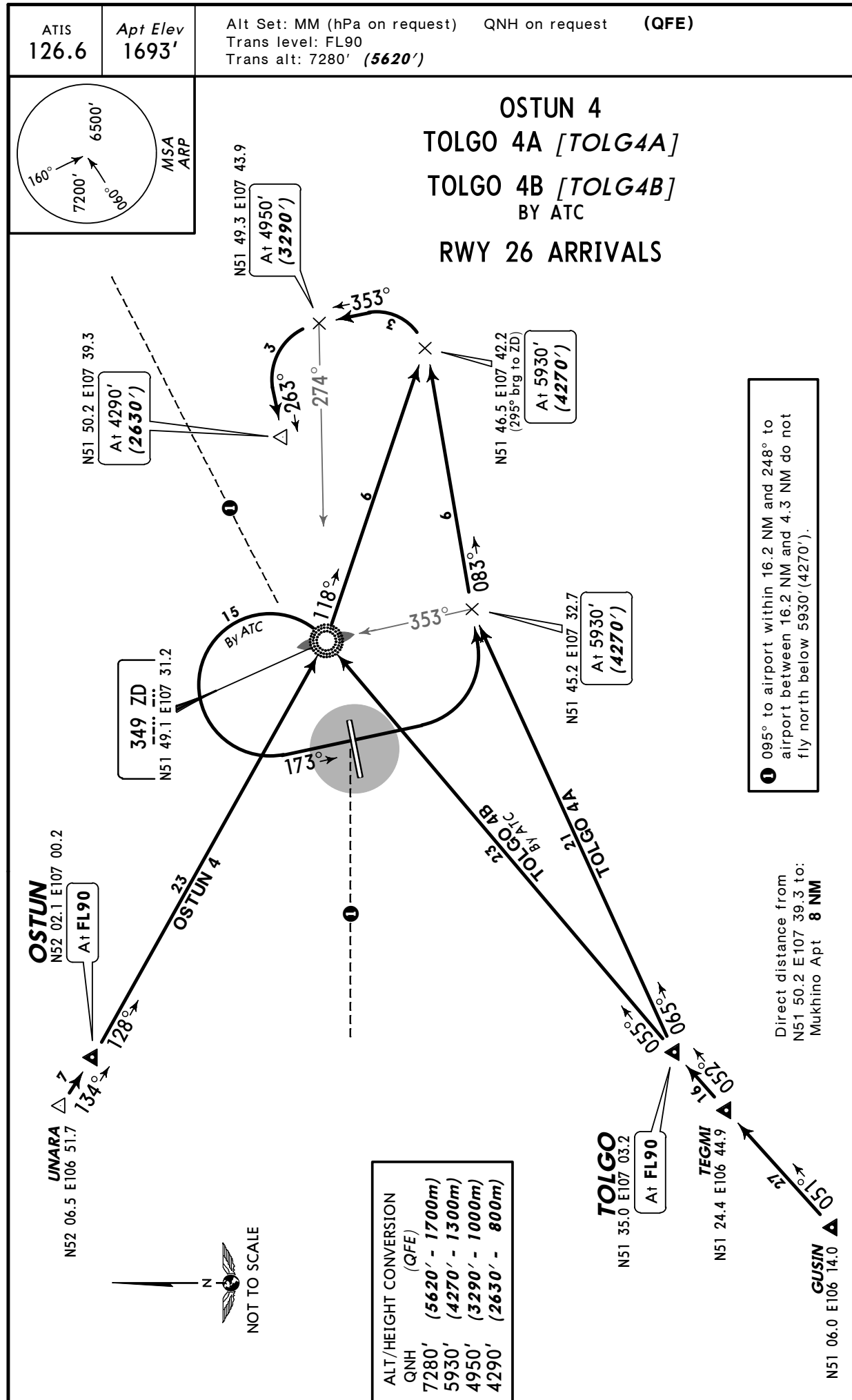


UIUU/UUD
MUKHINO

JEPPESSEN
10 AUG 12 **10-2A** Eff 23 Aug

ULAN-UDE, RUSSIA

STAR



UIUU/UUD
MUKHINO

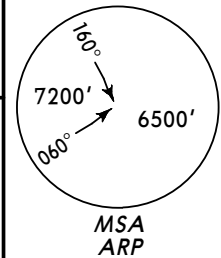
JEPPESEN
10 AUG 12 10-3 Eff 23 Aug

ULAN-UDE, RUSSIA

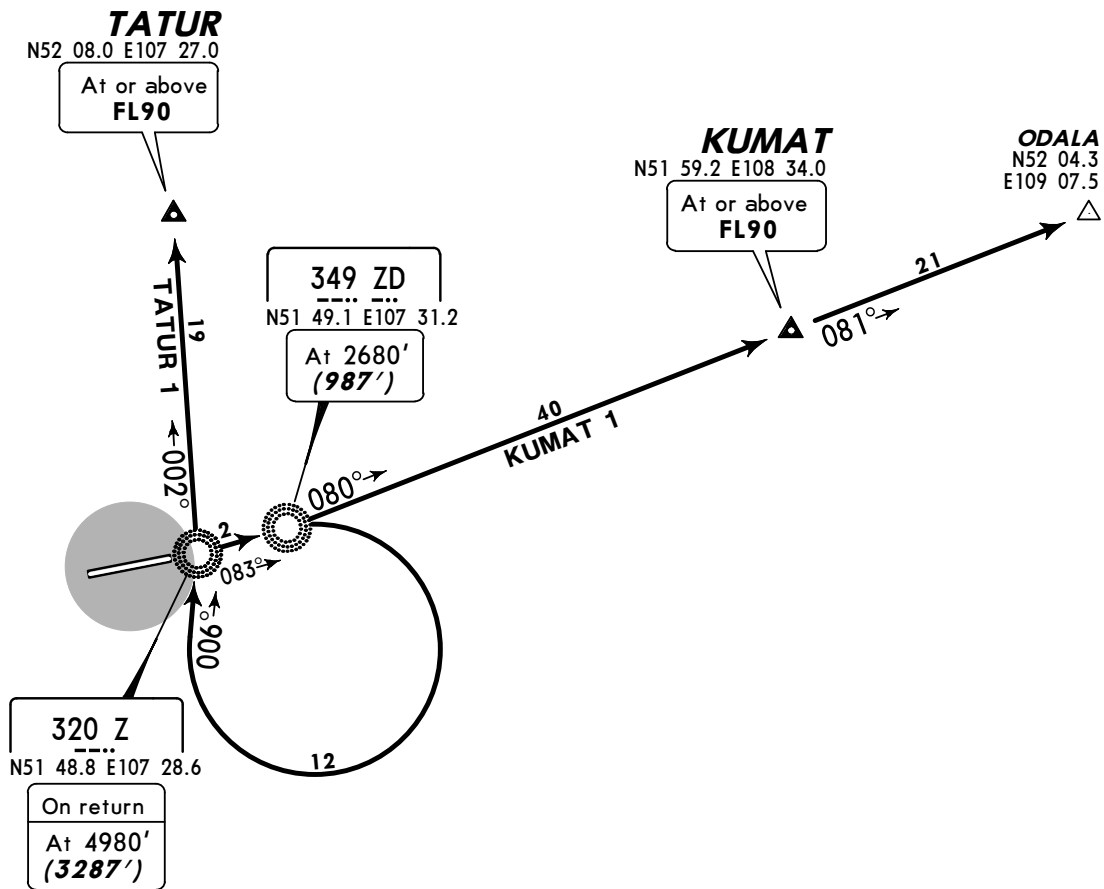
SID

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)

UIUU/UUD
MUKHINO

10 AUG 12 **10-3A** Eff 23 Aug

ULAN-UDE, RUSSIA

SID

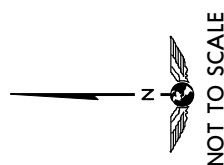
Apt Elev
1693'

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

KUMAT 3A [KUMA3A]
TATUR 3
KUMAT 3B [KUMA3B]
BY ATC
RWY 26 DEPARTURES

ODALA
N52 04.3
E109 07.5

KUMAT
N51 59.2 E108 34.0
At or above
FL90



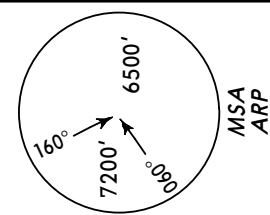
TATUR
N52 08.0 E107 27.0
At or above
FL90

TATUR 3
19

349 ZD
N51 49.1 E107 31.2

320 Z
N51 48.8 E107 28.6
At 4950'
(3290')

At 2650'
(990')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2650'	(990' - 300m)
4950'	(3290' - 1000m)
7280'	(5620' - 1700m)

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

UIUU/UUD
MUKHINO

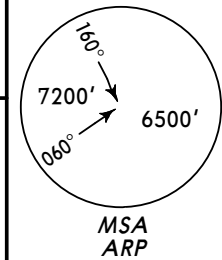
JEPPESEN
10 AUG 12 (10-3B) Eff 23 Aug

ULAN-UDE, RUSSIA

SID

Apt Elev
1693'

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



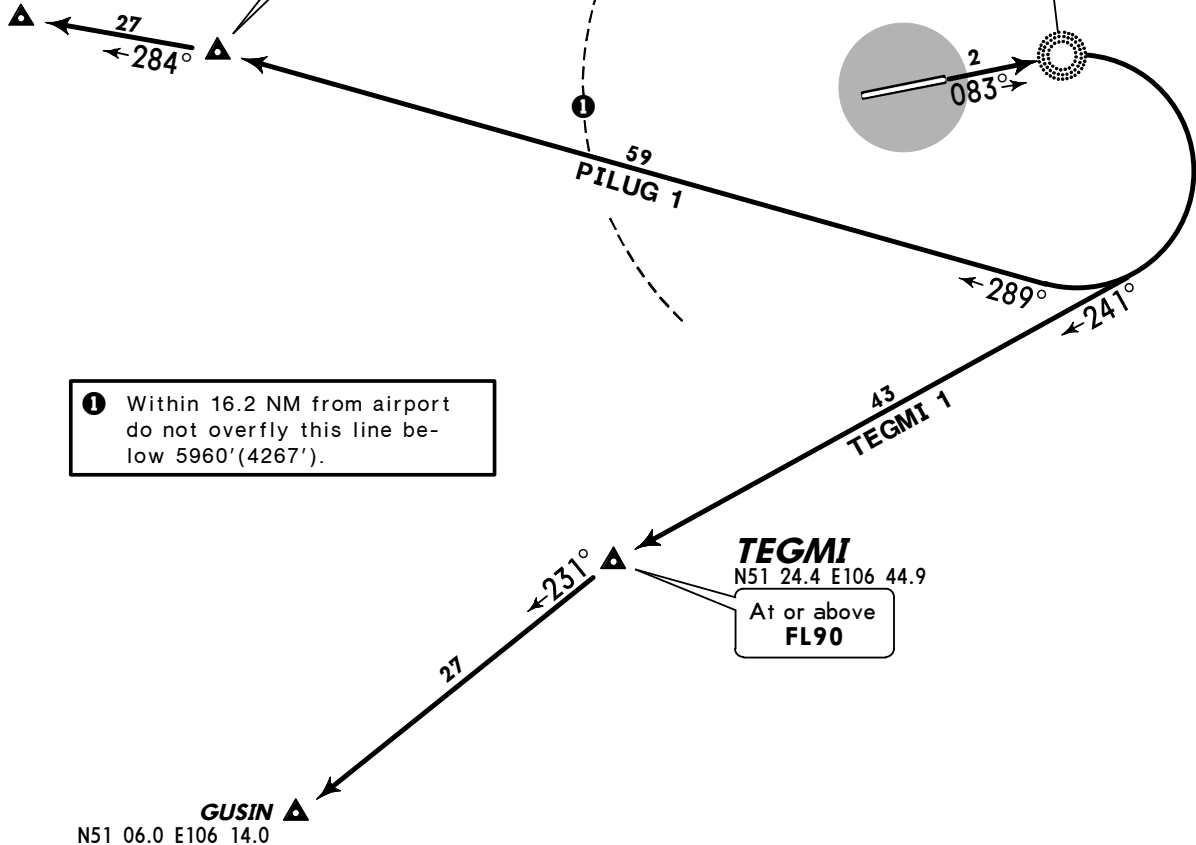
PILUG 1, TEGMI 1 RWY 08 DEPARTURES

USONA
N52 02.0
E105 25.0

PILUG
N51 57.2 E106 10.6
At or above
FL100

349 ZD
N51 49.1 E107 31.2

At 2680'
(987')



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

TEGMI
N51 24.4 E106 44.9
At or above
FL90

GUSIN
N51 06.0 E106 14.0



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

UIUU/UUD
MUKHINO

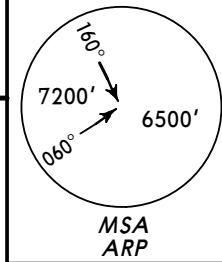
JEPPESEN
10 AUG 12 **10-3C** Eff 23 Aug

ULAN-UDE, RUSSIA

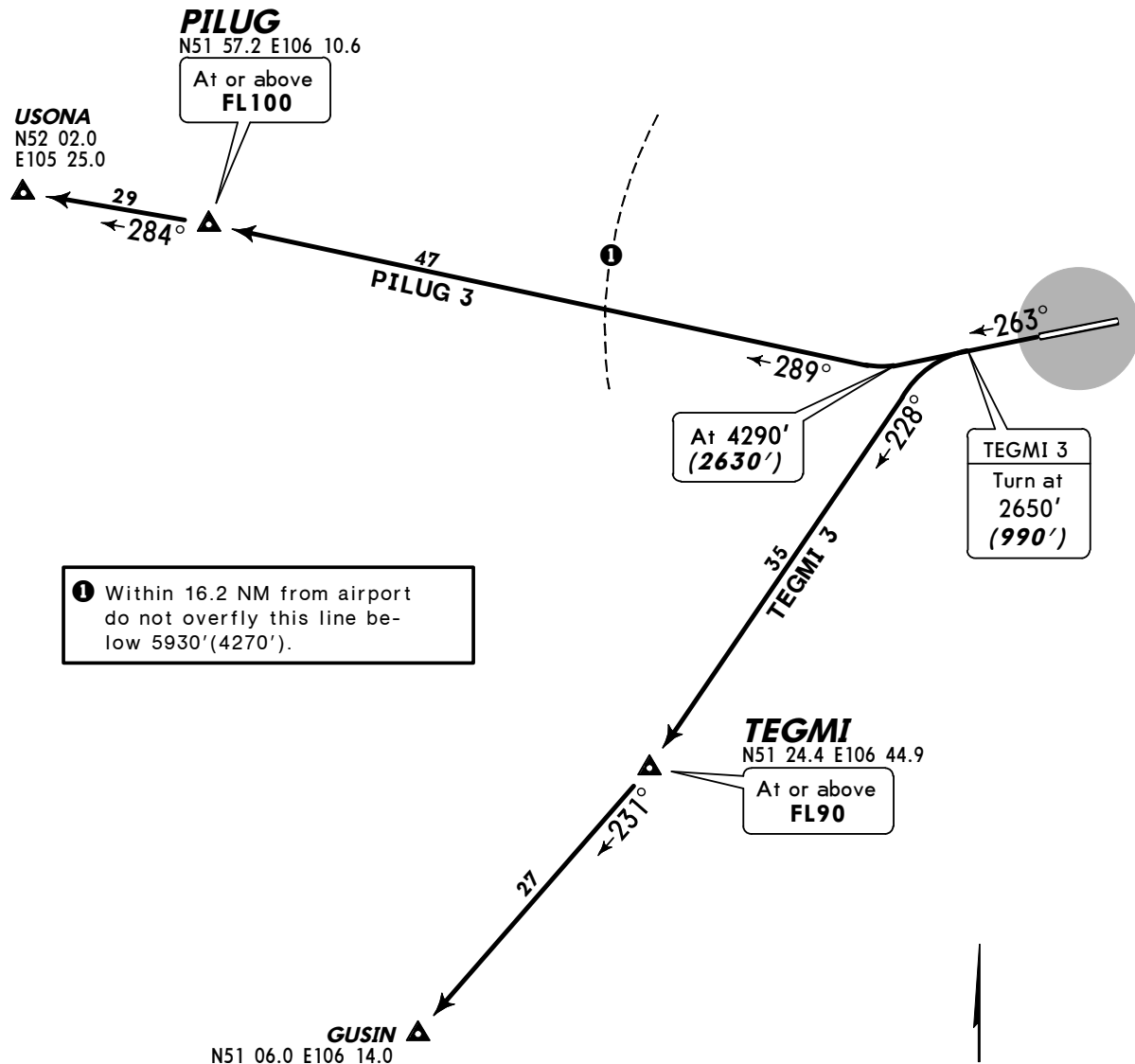
SID

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)

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

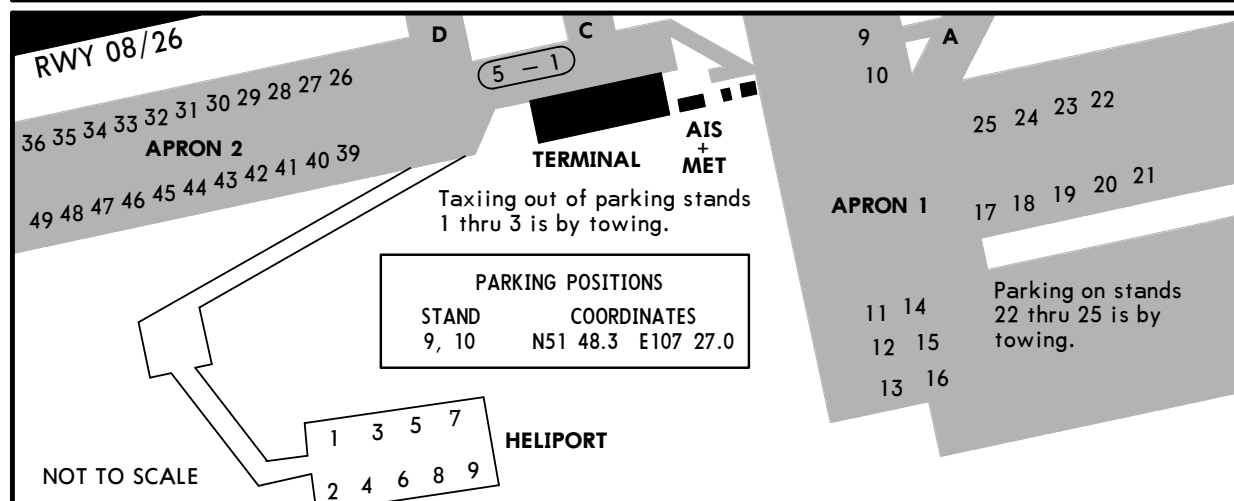
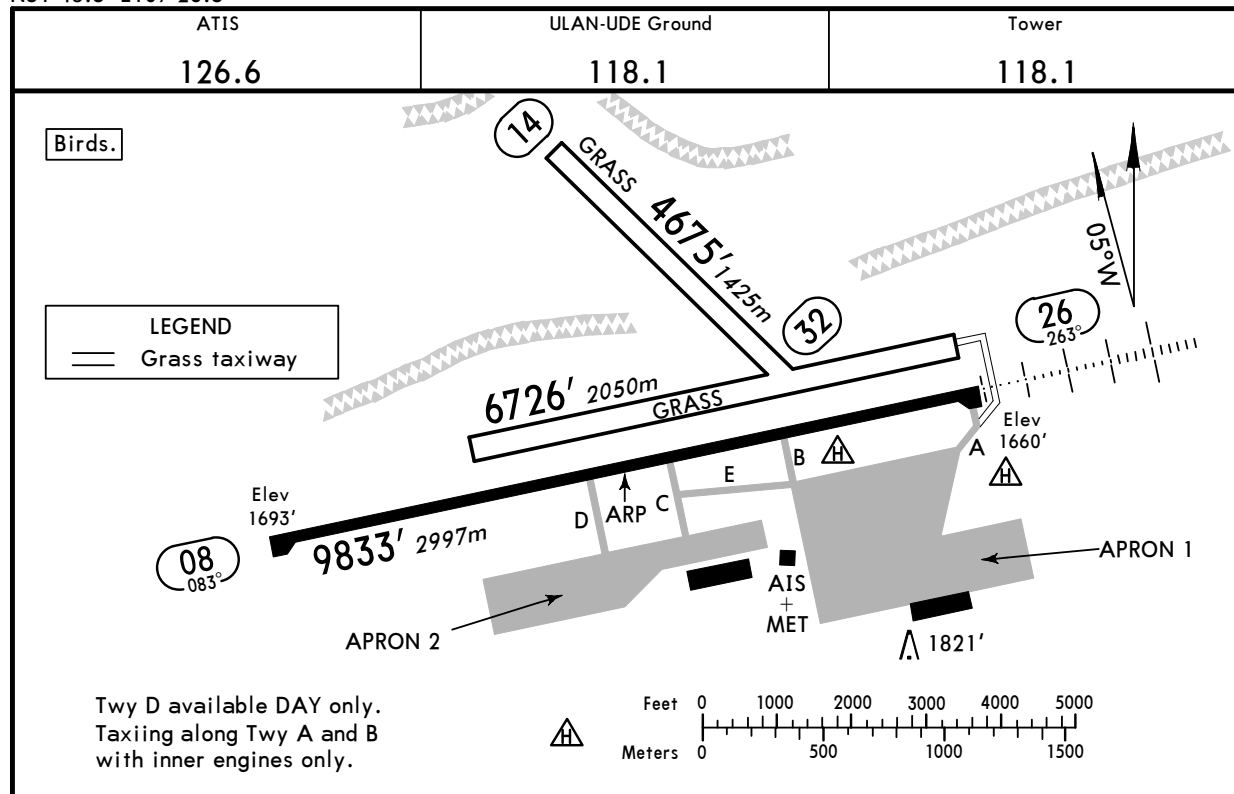
e) From 4650' (2957'-900m):

- 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
				LANDING BEYOND	TAKE-OFF	
				Threshold	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		
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	400m
C		
D	300m	

UIUU/UUD


JEPPESEN
 20 MAY 11 **10-9S**
Standard
ULAN-UDE, RUSSIA
MUKHINO

STRAIGHT-IN RWY	A	B	C	D
26				
ILS	1860' (200')	1860' (200')	1860' (200')	1870' (210')
<i>FULL</i>	R550m	R550m	R550m	R550m
<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	2010' (350')	2010' (350')	2010' (350')	2010' (350')
	R1000m	R1000m	R1200m	R1200m
<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
1 NDB	2650' (990')	2650' (990')	2650' (990')	2650' (990')
	C4000m	C4000m	C4200m	C4200m
<i>ALS out</i>	C4700m	C4700m	C4900m	C4900m

① Continuous Descent Final Approach.**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


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		

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MUKHINO

JEPPESSEN
20 JAN 12 (11-1)

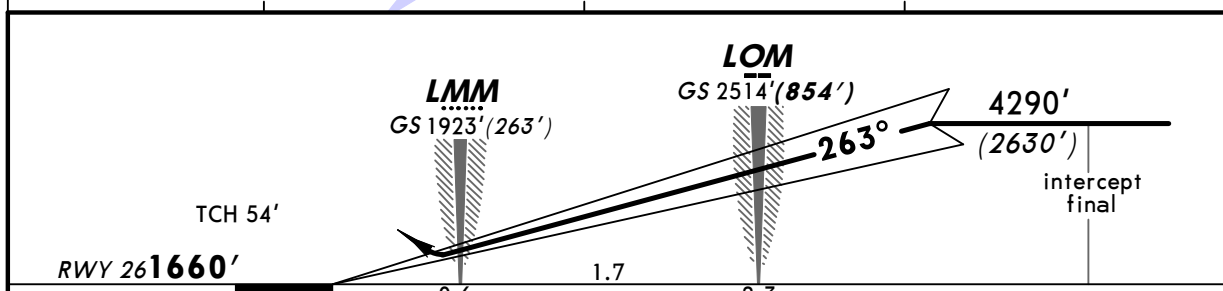
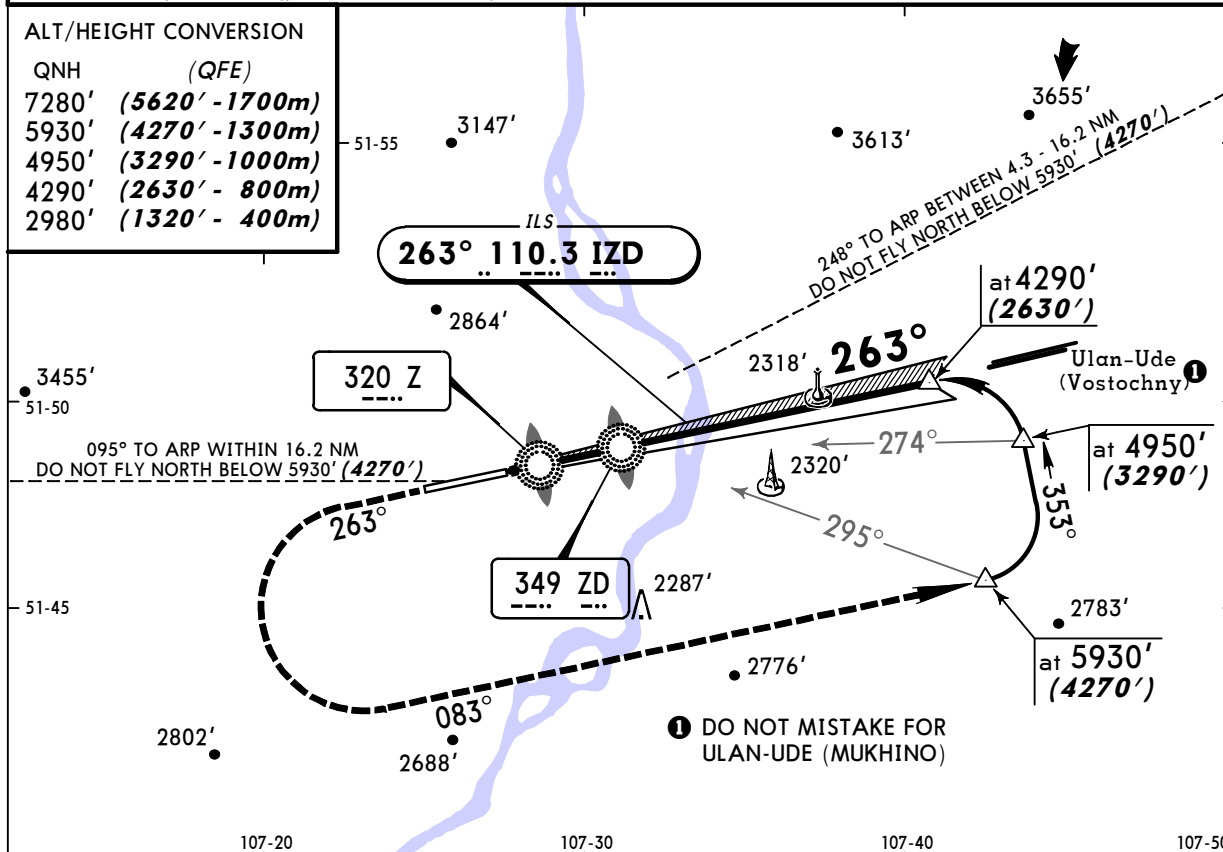
ULAN-UDE, RUSSIA
ILS Rwy 26

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' 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 90	Trans alt: 7280' (5620')	

ALT/HEIGHT CONVERSION

QNH	(QFE)
7280' (5620' - 1700m)	
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	PAPI	↑	↑	↑	↑

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

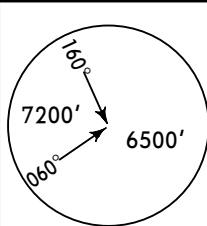
PANS OPS

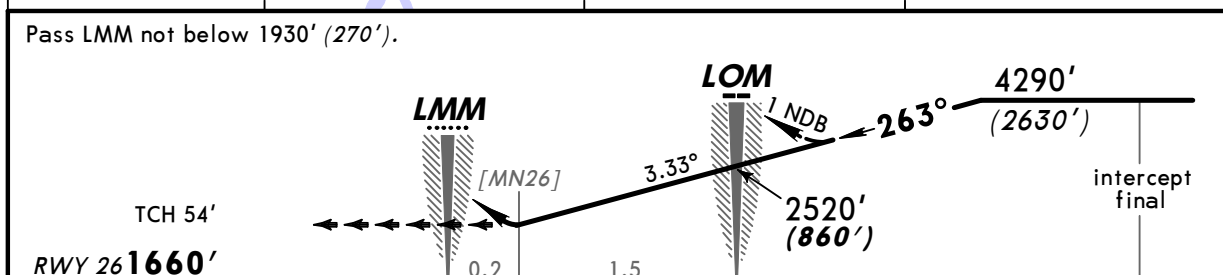
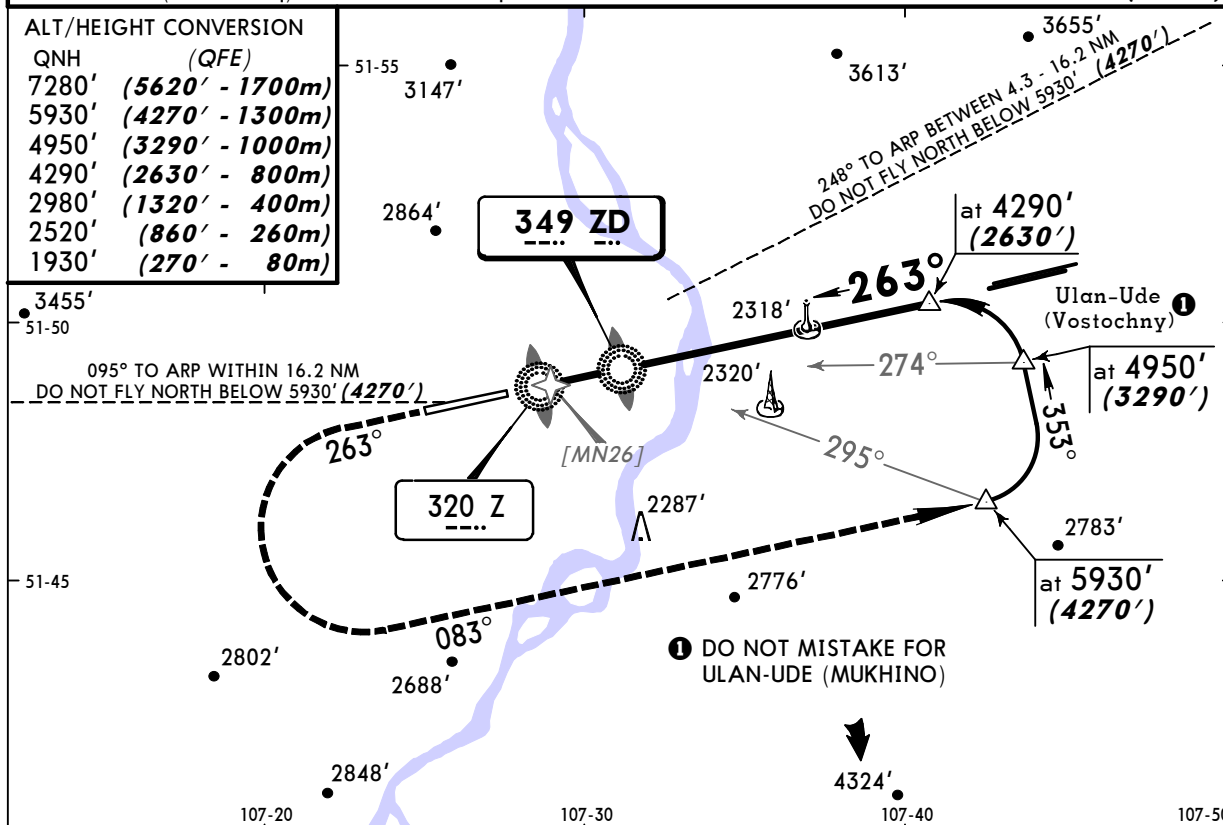
UIUU/UUD
MUKHINO

JEPPESEN
20 JAN 12 (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'	 MSA ARP
MISSED APCH: Climb on 263° to 2980' (1320'), then turn LEFT onto 083° climbing to 5930' (4270'), then according to chart.				
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 90	Trans alt: 7280' (5620')	



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
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m

CHANGES: MSA.

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