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Airport Information For UIUU

Terminal Charts For UIUU

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: ULAN-UDE RUS
ICAO/IATA: UIUU / UUD
Lat/Long: N51° 48.47', E107° 26.30'
Elevation: 1693 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 5.0° 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: 2031 Z
Sunset: 1312 Z

Runway Information

Runway: 08
Length x Width: 9829 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1693 ft
Lighting: Edge

Runway: 26
Length x Width: 9829 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1660 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.600 Non-English
Ulan-Ude Tower: 118.100
Ulan-Ude Ground: 118.800 Non-English
Ulan-Ude Approach: 129.300
Ulan-Ude Transit Operations: 131.800 Non-English

UIUU/UUD
MUKHINO

JEPPESSEN
21 AUG 15 10-1P

ULAN-UDE, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.6

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT.

1.3. TAXI PROCEDURES

TWY D available DAY only.

Taxiing along TWY A and B with inner engines only.

Parking on stands 22 thru 25 is by towing.

Taxiing out of parking stands 1 thru 3 is by towing.

Stands 4, 5, 9 and 10 available for helicopters.

1.4. OTHER INFORMATION

Birds in vicinity of airport.

2. ARRIVAL

2.1. VISUAL APPROACH

Only applicable when the reported cloud base is 1300m or above.

When descending from the height of 4265'/1300m the ACFT shall manoeuvre within the southern part of CTR, restricted by azimuth 275° and azimuth of 068°.

If necessary ATC can assign the following limitations:

- Establishing the final approach track at the assigned distance.
- Establishing the final approach track at the assigned height.

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21 AUG 15 **(10-1P1)**

ULAN-UDE, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

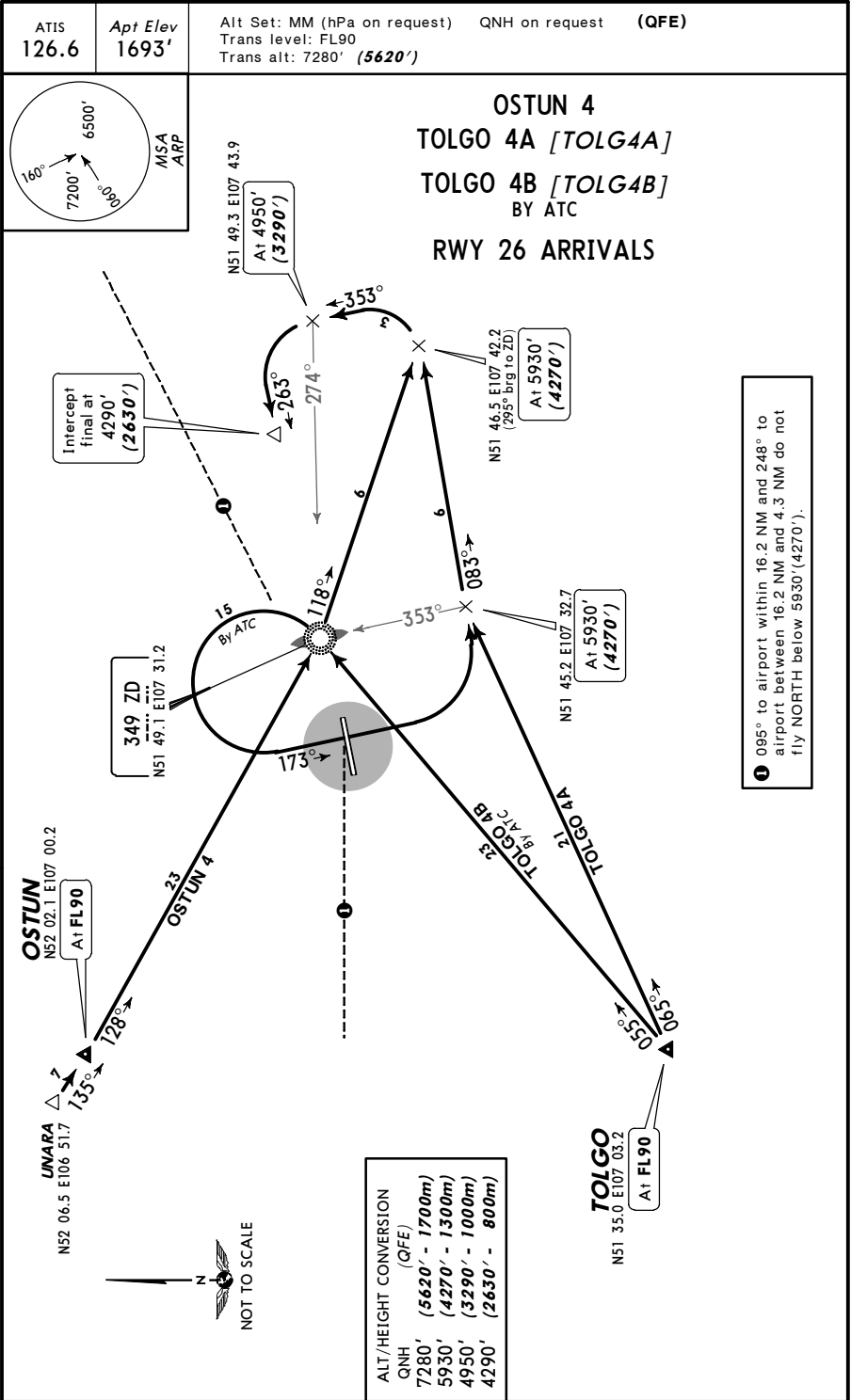
- a) Take-off and climbing to 3170' (1477'-450m):
 - Maintain take-off power of all engines.
 - Raise landing gear.
 - Place wing devices (flaps and slats) in take-off position at 10°-30° (depending on ACFT type, take-off mass, RWY length, AD elevation and outside temperature).
 - Climb at $V_2 + 11$ 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 $V_2 + 11$ 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.

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16 JAN 15 **10-2A**

ULAN-UDE, RUSSIA
STAR



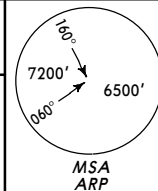
UIUU/UUD
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JEPPESSEN
21 JUN 13 (10-3B) Eff 27 Jun

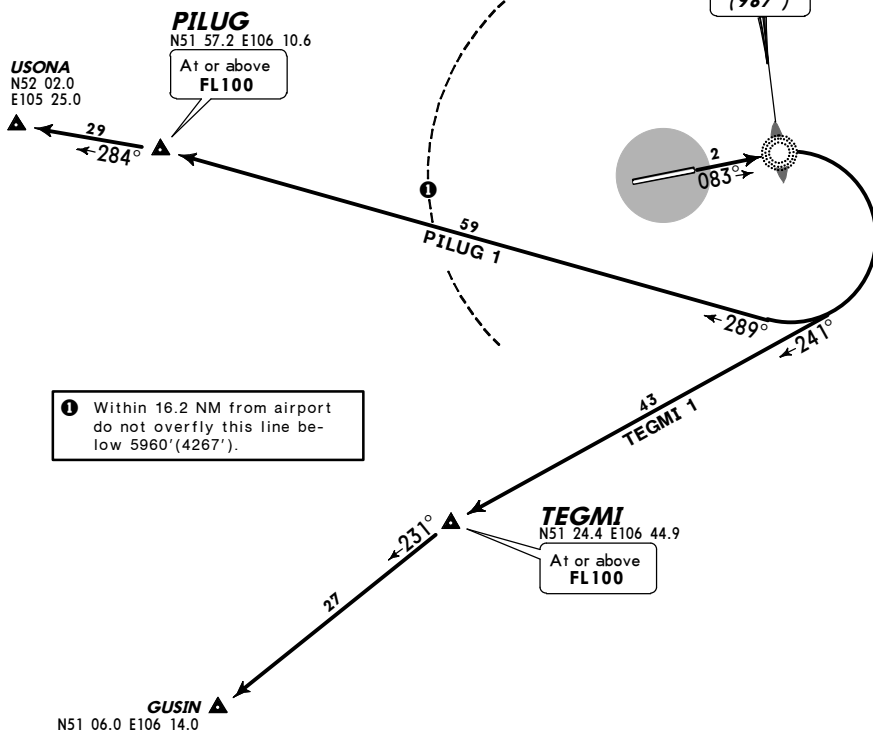
ULAN-UDE, RUSSIA
SID

Apt Elev
1693'

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



PILUG 1, TEGMI 1 RWY 08 DEPARTURES



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

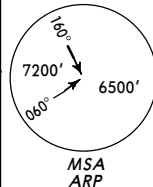
ULUU/UUD
MUKHINO

JEPPESSEN
21 JUN 13 (10-3C) Eff 27 Jun

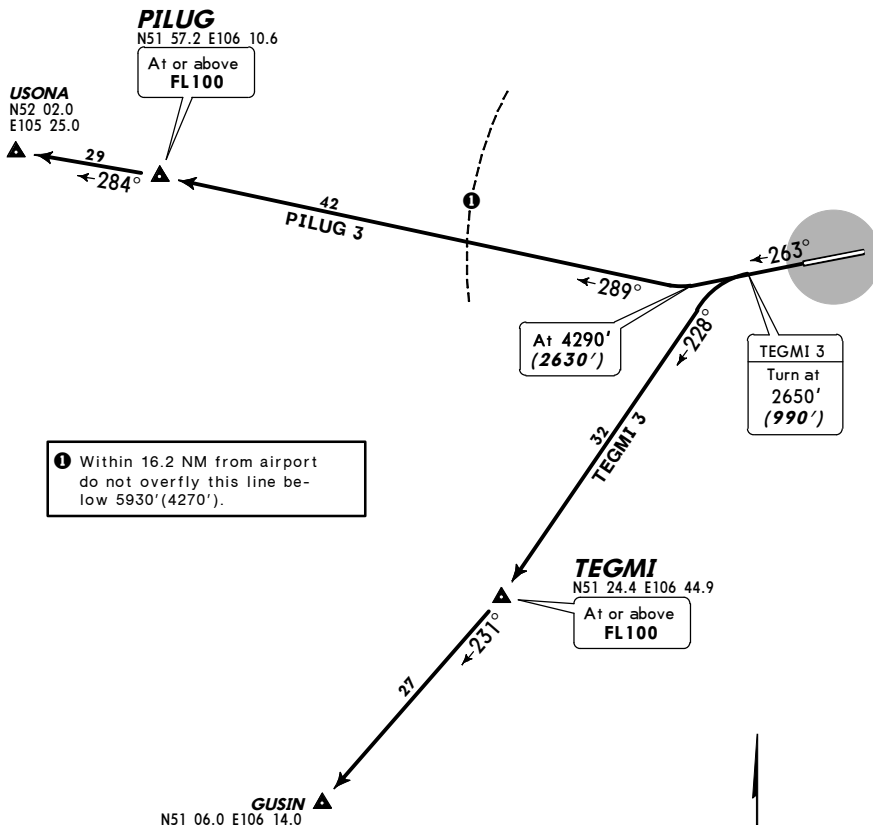
ULAN-UDE, RUSSIA
SID

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%.

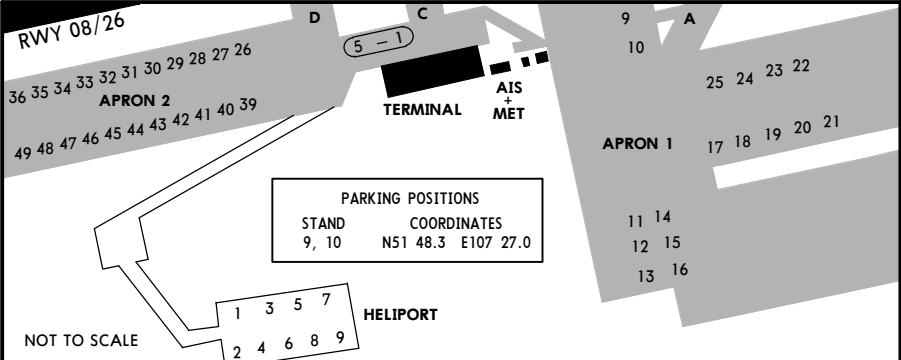
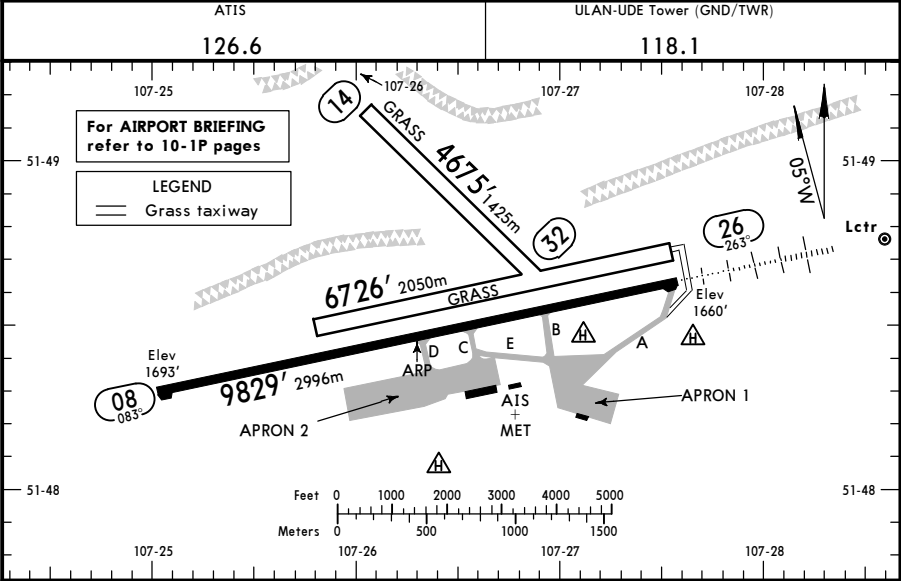
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

ALT/HEIGHT CONVERSION	
QNH (QFE)	
2650'	(990' - 300m)
4290'	(2630' - 800m)
5930'	(4270' - 1300m)
7280'	(5620' - 1700m)

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

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20 NOV 15 **(10-9)**

ULAN-UDE, RUSSIA
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ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				LANDING	BEYOND	
				Threshold	Glide Slope	
08	RL (60m)		RVR			148'
26	RL (60m) HIALS PAPI-L (angle 3.0°)		RVR		9039' 2755m	45m
08	26	Grass runway				328'
						100m
14						295'
32						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	

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Standard

ULAN-UDE, RUSSIA
MUKHINO

STRAIGHT-IN RWY		A	B	C	D
26	ILS	1860'(200')	1860'(200')	1860'(200')	1870'(210')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
LOC		NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
2 NDB ❶		2010'(350')	2010'(350')	2010'(350')	2010'(350')
		R900m	R900m	R900m	R900m
ALS out		R1500m	R1500m	R1600m	R1600m
2 NDB ❷		2010'(350')	2010'(350')	2010'(350')	2010'(350')
		R1000m	R1000m	R1200m	R1200m
ALS out		R1600m	R1600m	R1600m	R1600m
NDB ❶		2650'(990')	2650'(990')	2650'(990')	2650'(990')
		C3800m	C3800m	C3800m	C3800m
ALS out		C4500m	C4500m	C4500m	C4500m
NDB		2650'(990')	2650'(990')	2650'(990')	2650'(990')
		C4000m	C4000m	C4200m	C4200m
ALS out		C4700m	C4700m	C4900m	C4900m

- ❶ Continuous Descent Final Approach.
- ❷ Continuous Descent Final Approach beginning at LOM.

CIRCLE-TO-LAND ❸	A	B	C	D
	2100'(407') V1500m❹	2200'(507') V1600m❹	2300'(607') V2400m❹	3150'(1457') V3600m❹

- ❸ Prohibited North of rwy.
- ❹ or higher minimums of preceding straight-in 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	300m		
D			

UTUU/UDU
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JEPPESN
25 DEC 15 (11-1) Eff 7 Jan

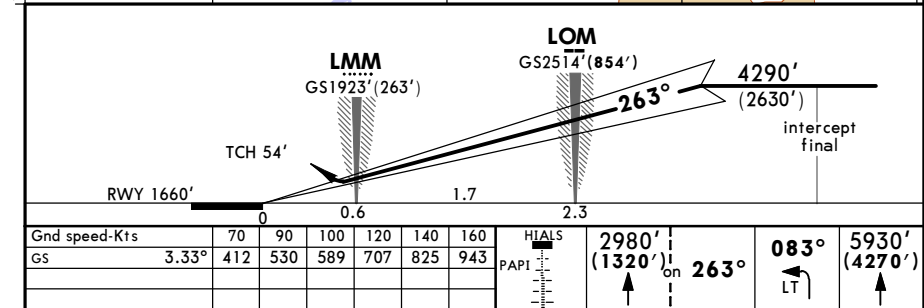
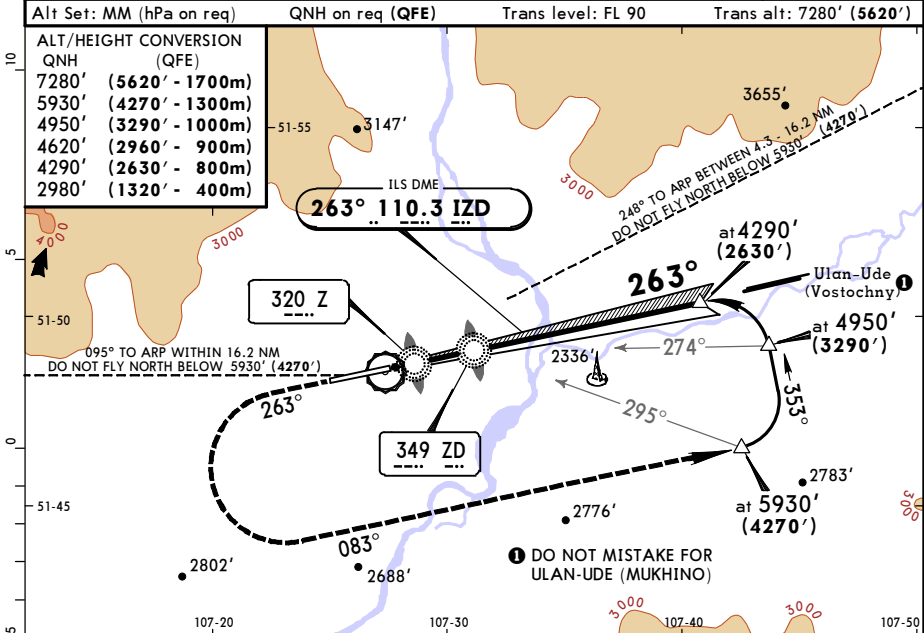
ULAN-UDE, RUSSIA
ILS DME Rwy 26

BREFFING STRIP™

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1		Ground 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



STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND 1			
ILS		LOC (GS out)		Prohibited North of runway			
DA(H) ABC:1860'(200') D:1870'(210')							
FULL		ALS out					
A				Max Kts	MDA(H)		
B				A	2090'(397')	1600m	
C	RVR 720m VIS 800m		1200m	B	2190'(497')	1600m	
C				C	2290'(597')	2400m	
D				D	3150'(1457')	4800m	

1 If visual contact with rwy is lost during visual manoeuvring, acft shall proceed to LOM climbing to 4620'(2960'), then as instructed.

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25 DEC 15 **16-1** Eff 7

ULAN-UDE, RUSSIA
DB or NDB Rwy 26

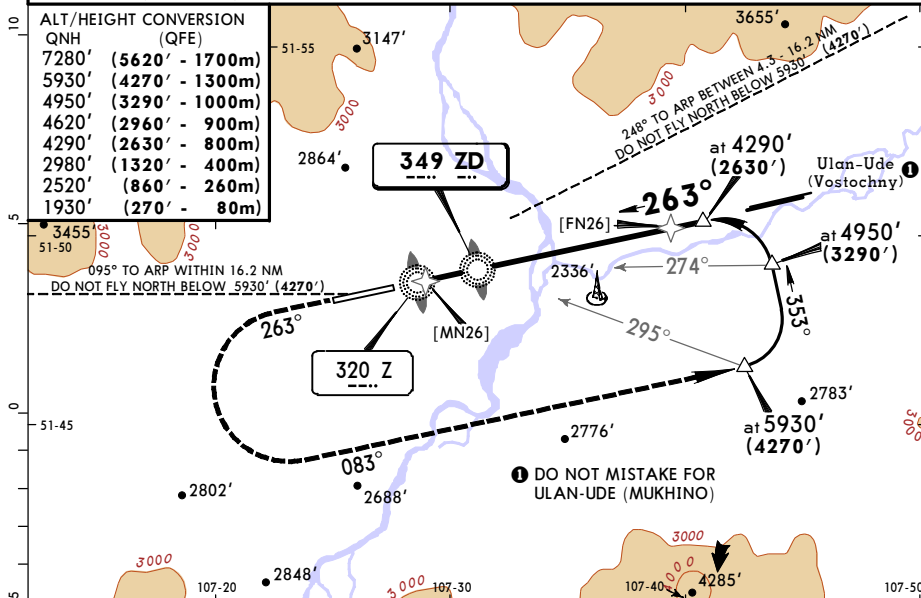
ATIS		ULAN-UDE Approach		ULAN-UDE Tower		Ground	
126.6		129.3		118.1		118.1	
BRIEFING STRIP	NDB ZD 349	Final Apch Crs 263°	2 NDB Minimum Alt LOM 2520'(860')	2 NDB MDA(H) 2010'(350')	Apt Elev 1693' RWY 1660'	 MSA ARP	
		NDB Minimum Alt LOM 2520'(860')	NDB MDA(H) 2650'(990')				
	MISSED APCH: Climb on 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')
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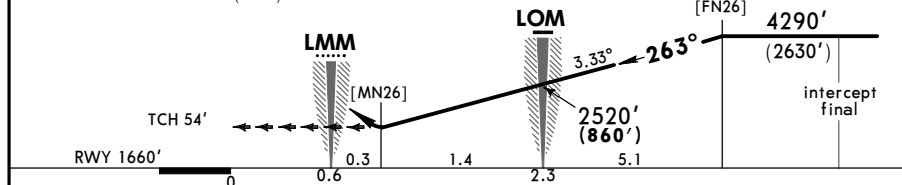
ALT/HEIGHT CONVERSION

QNH	(QFE)
7280'	(5620' - 1700m)
5930'	(4270' - 1300m)
4950'	(3290' - 1000m)
4620'	(2960' - 900m)
4290'	(2630' - 800m)
2980'	(1320' - 400m)
2520'	(860' - 260m)
1930'	(270' - 80m)

Map details: 3147', 3655', 51-55, 3000, 2864', 349 ZD, 248° TO ARP BETWEEN 43 - 16.2 NM, DO NOT FLY NORTH BELOW 5930' (4270'), at 4290' (2630'), Ulan-Ude (Vostochny), 263°.



Pass LMM not below 1930' (270').



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

STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND 1		
2 NDB MDA(H) 2010'(350')			ZD NDB MDA(H) 2650'(990')			Prohibited North of runway		
		ALS out			ALS out	Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	3200m			A	2090' (397')	1600m 2
B						B	2190' (497')	1600m 2
C			4000m	4800m	C	2290' (597')	2400m 2	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m		D	3150' (1457')	4800m	

1 If visual contact with rwy is lost during visual manoeuvring, acft shall proceed to LOM climbing to 4620' (2960'), then as instructed. **2** or higher minimums of preceding straight-in appch.

Chart changes since cycle 12-2016

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