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Trip Kit Index

Airport Information For UIUU

Terminal Charts For UIUU

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: ULAN-UDE RUS
ICAO/IATA: UIUU / UUD
Lat/Long: N51° 48.6', E107° 26.4'
Elevation: 1699 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 5.0° W

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

Sunrise: 2106 Z
Sunset: 1227 Z

Runway Information

Runway: 08
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1700 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 11155 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1674 ft
Lighting: Edge, ALS

Communication Information

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

UIUU/UUD
MUKHINO

JEPPESEN

15 FEB 19

10-1P

Eff 28 Feb

ULAN-UDE, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.6

1.2. TAXI PROCEDURES

TWY D available DAY only.

Taxiing along TWY A and B with inner engines only.

Taxiing of ACFT with a mass of more than 50t out of stands 1 thru 3 only by towing.

Stands 11 thru 21 available for helicopters.

Taxiing of ACFT with a wingspan of more than 200'/61m via taxi route passing along stands 4 thru 6 on the South side is prohibited.

Taxiing of ACFT with a wingspan of more than 184'/56m on taxi route segment passing along stands 1 thru 3 on the North side, when stands 1 thru 3 are occupied, is prohibited.

Taxiing of ACFT with a wingspan of more than 154'/47m on taxi route segment passing along stands 4 thru 7 on the North side, when stands 4 thru 6 are occupied, is prohibited.

Taxiing of ACFT with a wingspan of more than 190'/58m on taxi route segment passing along stands 9 and 10, when stand 9 is occupied, is prohibited.

Taxiing of ACFT with a wingspan of more than 112'/34m on taxi route segment passing along stands 9 and 10, when stand 10 is occupied, is prohibited.

Taxiing of ACFT with a wingspan of more than 79'/24m on taxi route segment passing along stand 14, when stand 14 is occupied, is prohibited.

Taxiing of ACFT with a wingspan of more than 79'/24m on taxi route segment passing between stand 14 and 17, when stand 14 is occupied, is prohibited.

Taxiing of ACFT with a wingspan of more than 92'/28m on taxi route segment passing between stand 14 and 17, when stands 14 and 17 are occupied, is prohibited.

Taxiing of ACFT with a wingspan of more than 75'/23m on taxi route segment passing along stands 17 thru 21 on the North side, when stands 17 thru 20 are occupied, is prohibited.

Taxiing of ACFT with a wingspan of more than 92'/28m on taxi route segment passing along stands 17 thru 21 on the South side, when stands 17 thru 20 are occupied, is prohibited.

1.3. OTHER INFORMATION

Birds in vicinity of APT.

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 maneuver 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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10-1P1

Eff 28 Feb

ULAN-UDE, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. NOISE ABATEMENT PROCEDURES

Crews of ACFT shall use a special take-off procedure for the purpose of noise abatement:

- a) Take-off and climbing to 3180' (1481'-450m):
 - Maintain take-off power of all engines.
 - 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 3180' (1481'-450m):
 - Reduce engine power to nominal.
- c) Between 3180' (1481'-450m) - 4660' (2961'-900m):
 - Maintain nominal engine power.
 - Set 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 4660' (2961'-900m):
 - Reduce rate climb.
 - Accelerate to speed for the start of setting flaps into flight position.
 - Phased setting of flaps in flight position to be executed according to schedule.
- e) From 4660' (2961'-900m):
 - Further climb and reaching assigned FL shall be executed at the most beneficial speed for en-route climbing.



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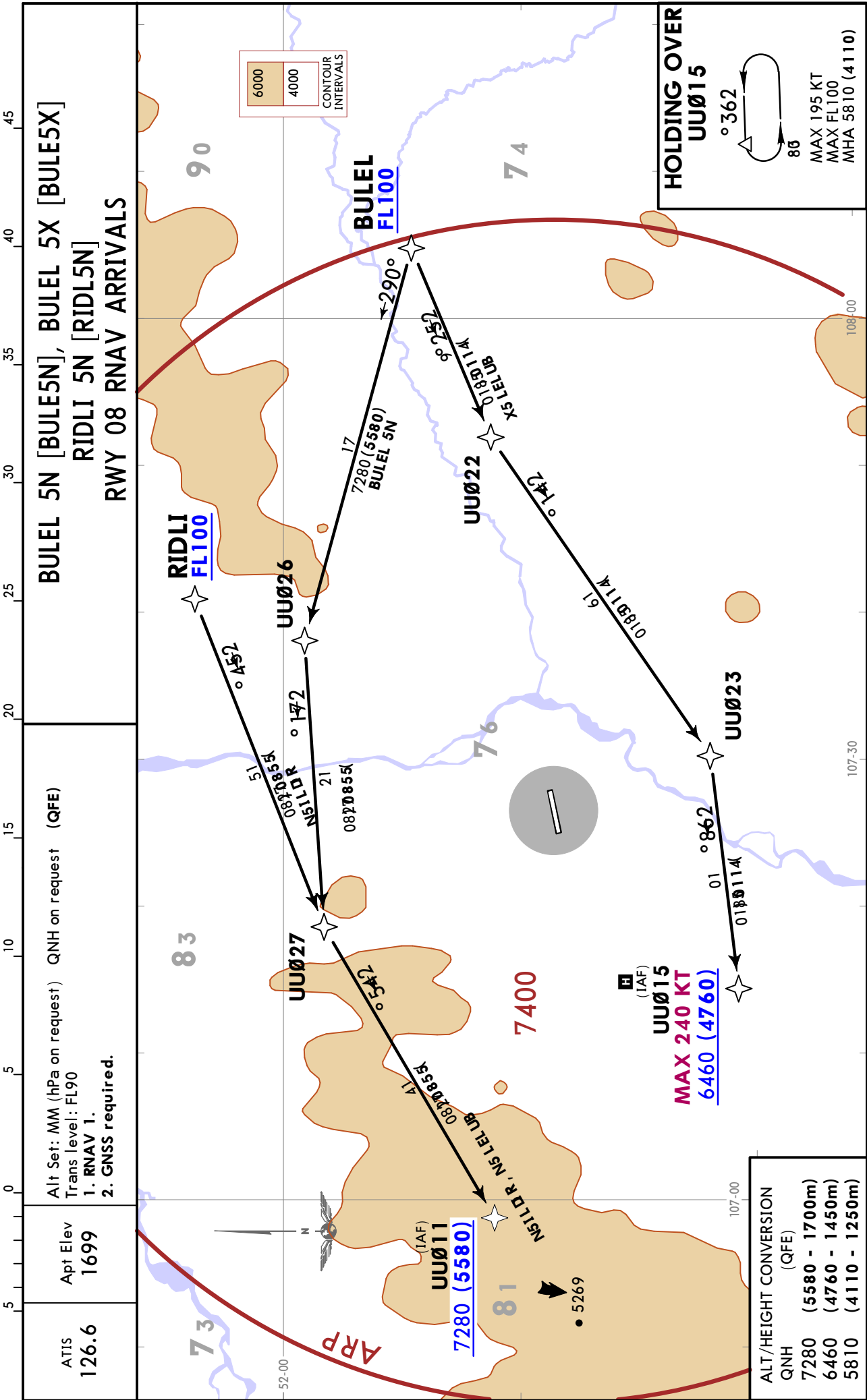
ULAN-UDE, RUSSIA

22 FEB 19

10-2

Eff 28 Feb

RNAV STAR



UIUU/UUD
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ULAN-UDE, RUSSIA

22 FEB 19

10-2A

Eff 28 Feb

RNAV STAR

ATIS
126.6

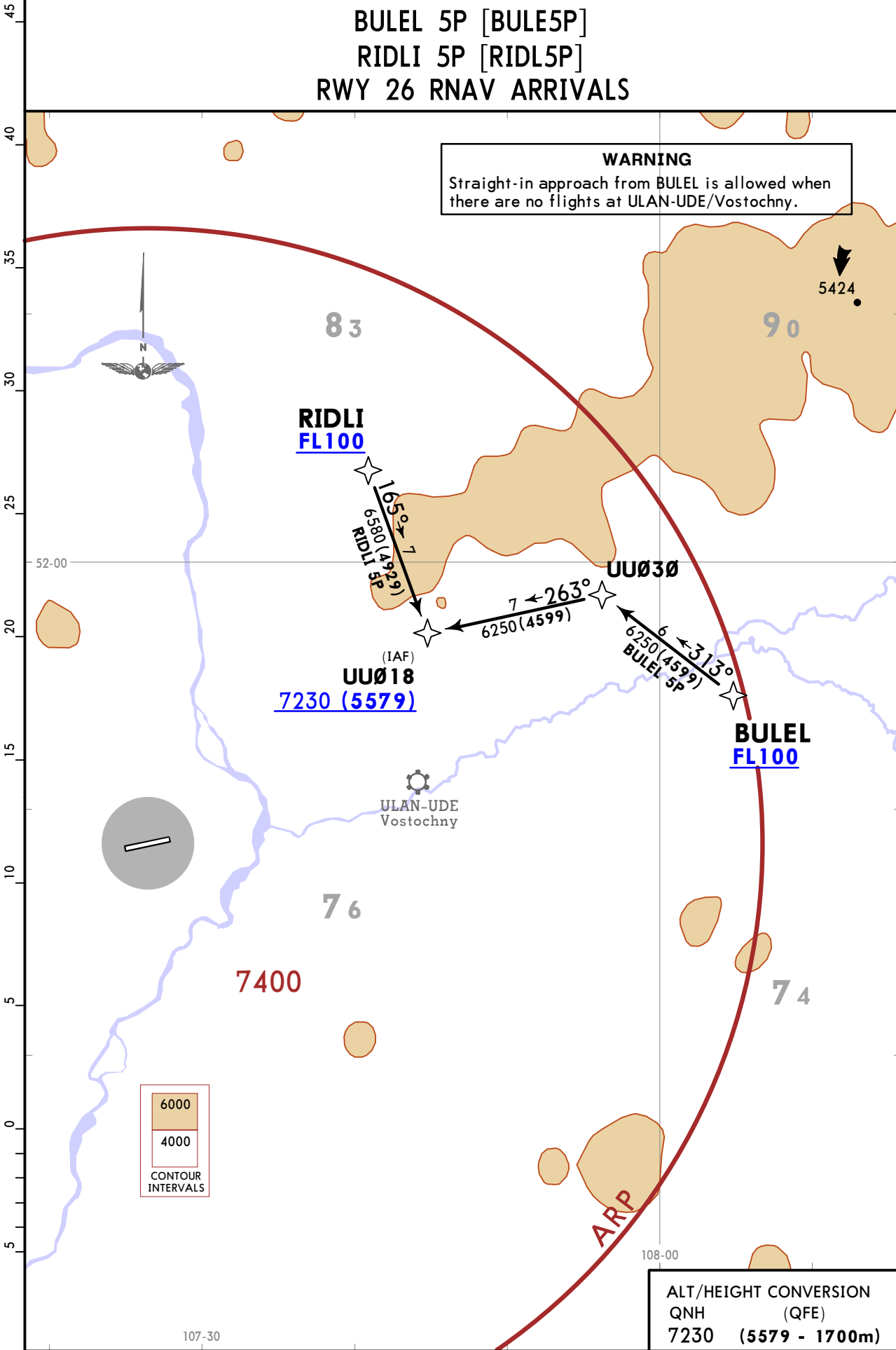
Apt Elev
1699

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL90
1. RNAV 1.
2. GNSS required.

BULEL 5P [BULE5P]
RIDLI 5P [RIDL5P]
RWY 26 RNAV ARRIVALS

WARNING

Straight-in approach from BULEL is allowed when there are no flights at ULAN-UDE/Vostochny.



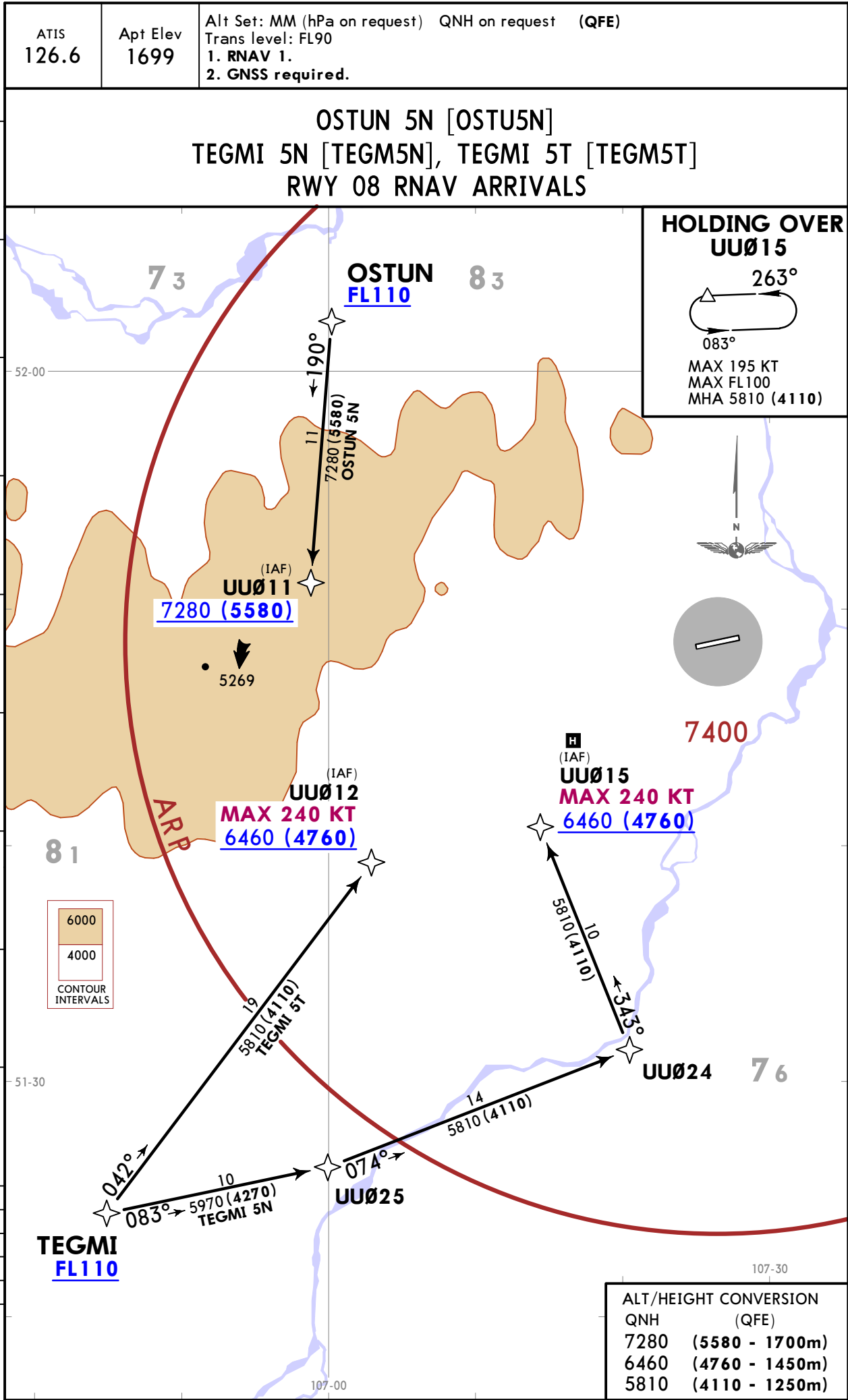
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ULAN-UDE, RUSSIA

1 MAR 19 10-2B

RNAV STAR



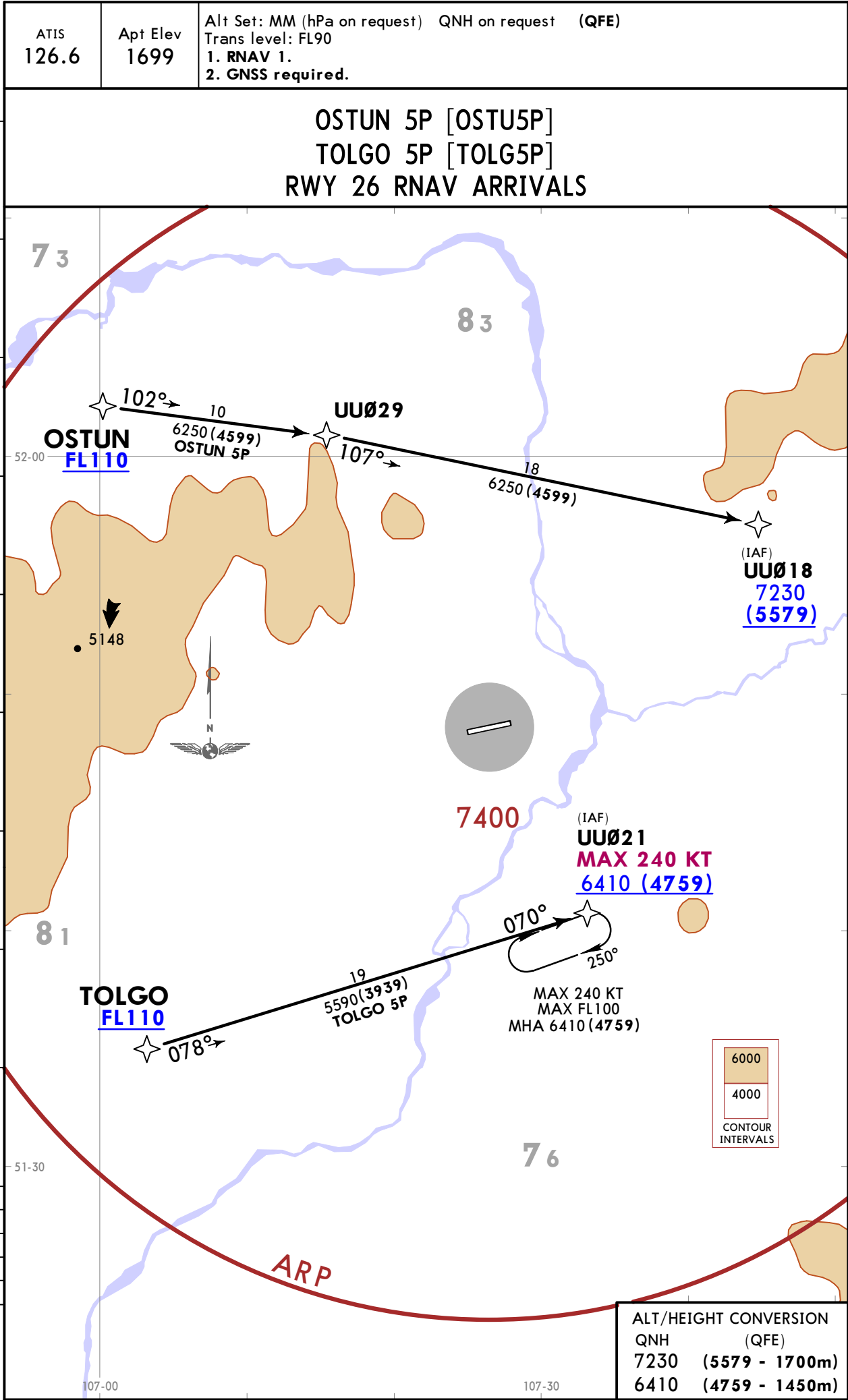
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ULAN-UDE, RUSSIA

1 MAR 19 10-2C

RNAV STAR



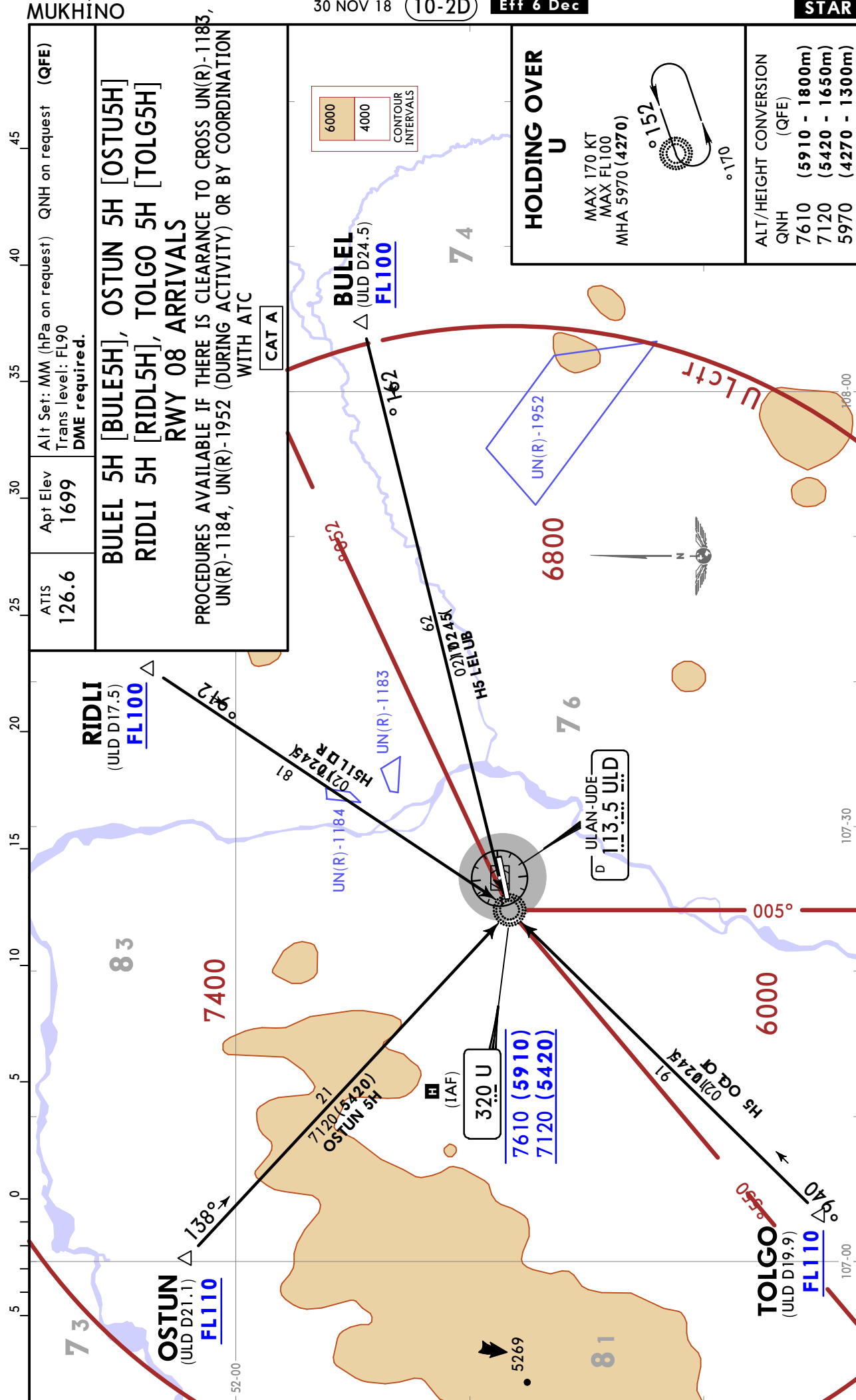
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ULAN-UDE, RUSSIA

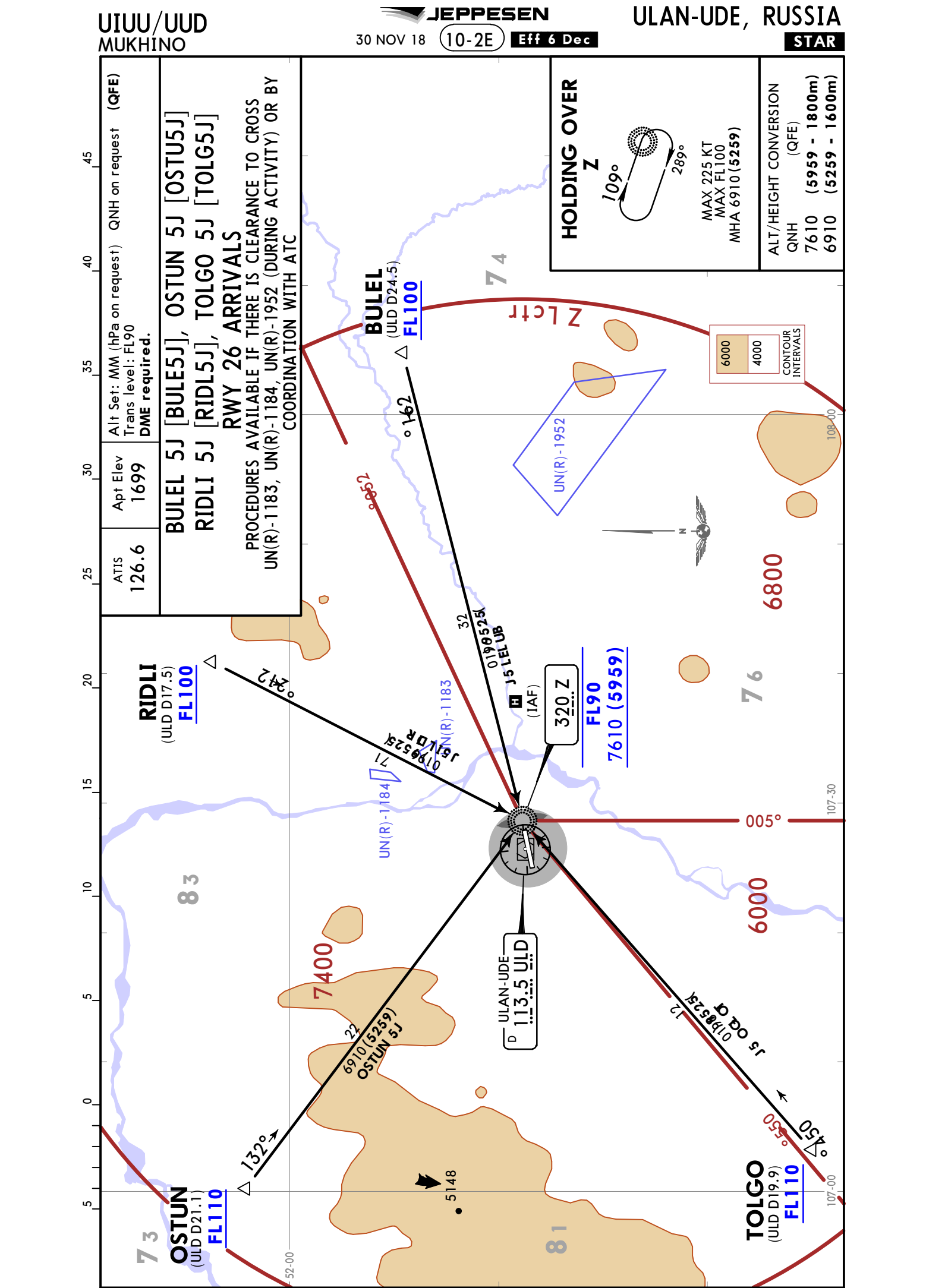
30 NOV 18

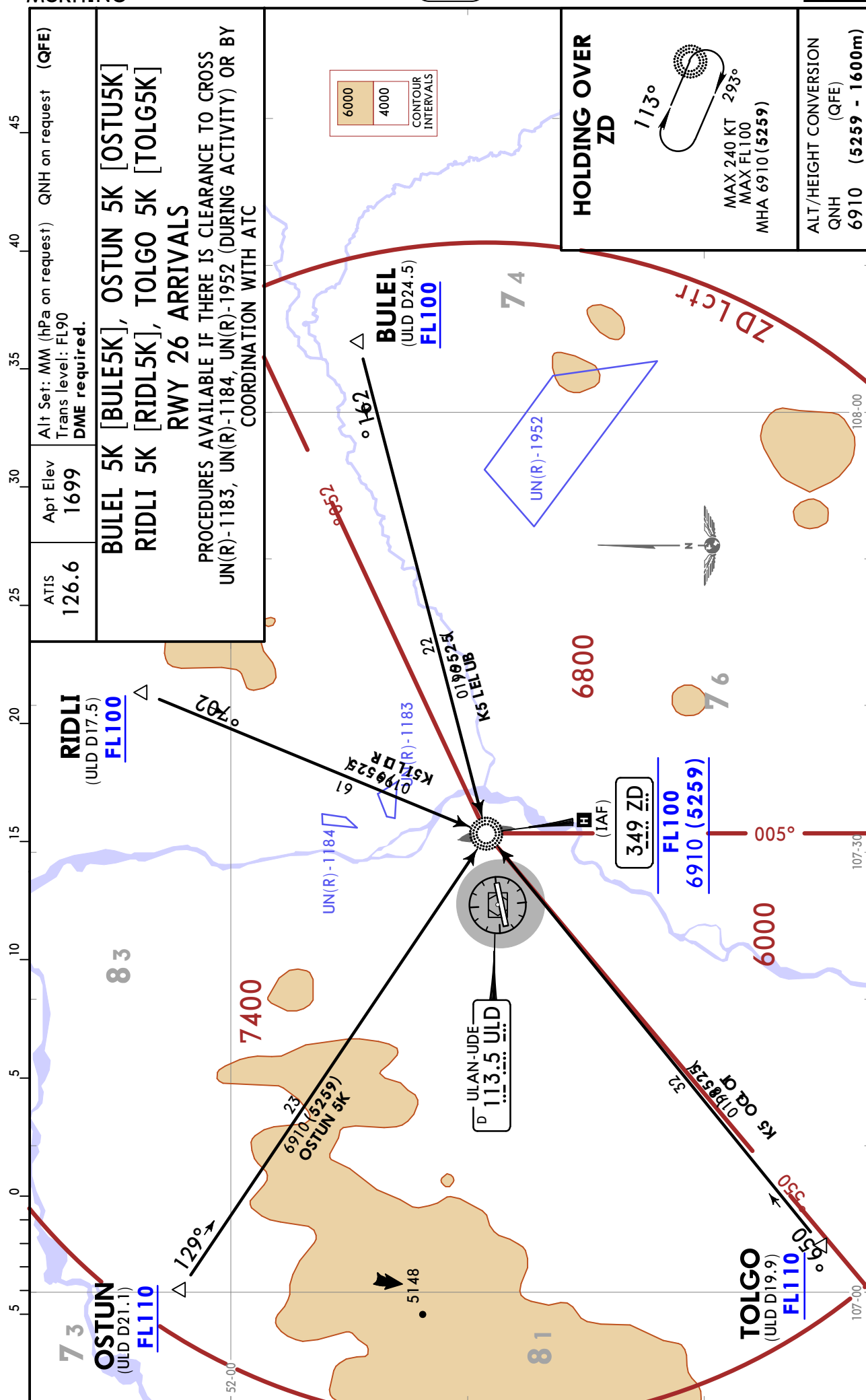
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Eff 6 Dec**STAR**

CHANGES: New procedures at this airport.

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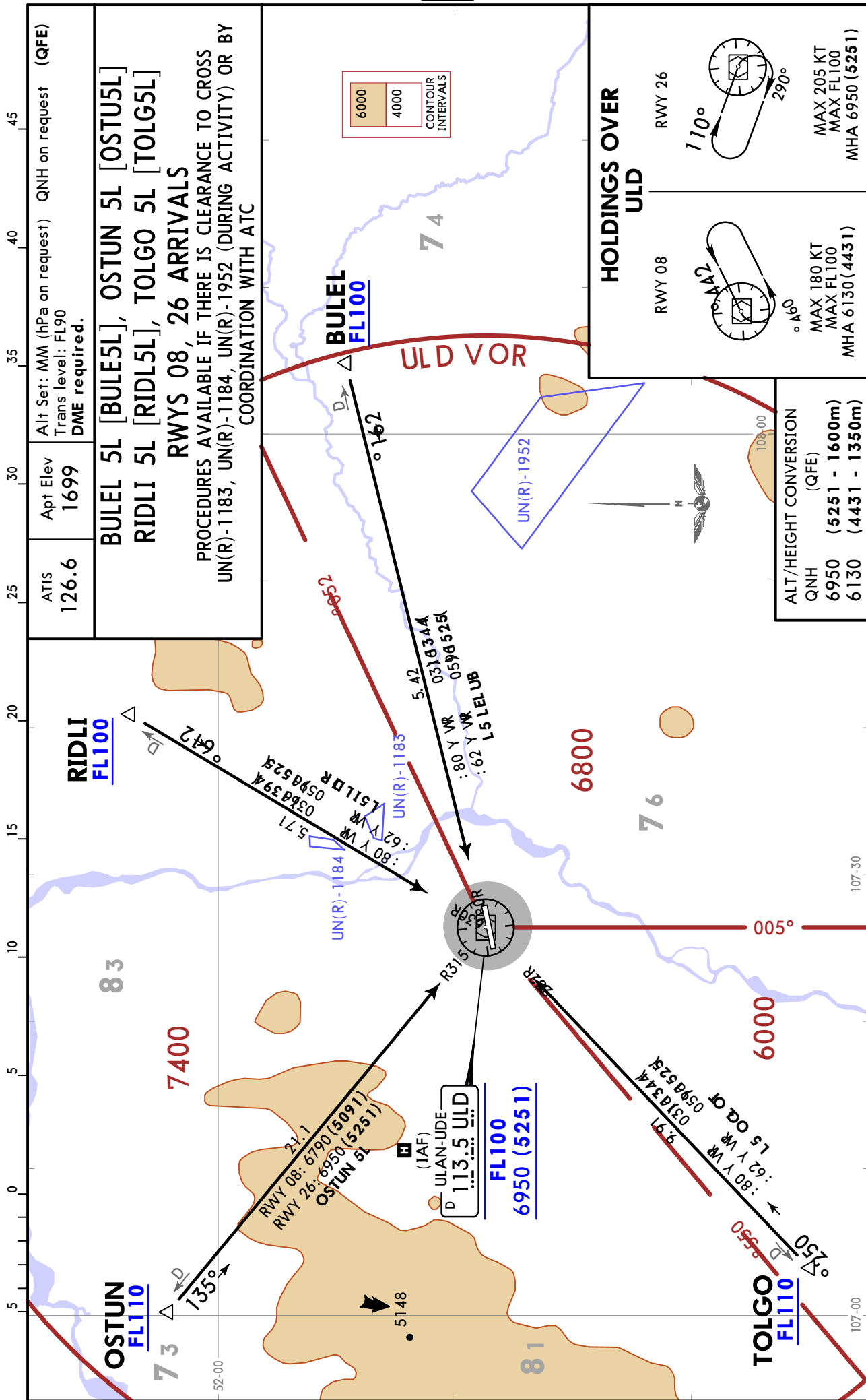
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30 NOV 18 **10-2G** **Eff 6 Dec**

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STAR

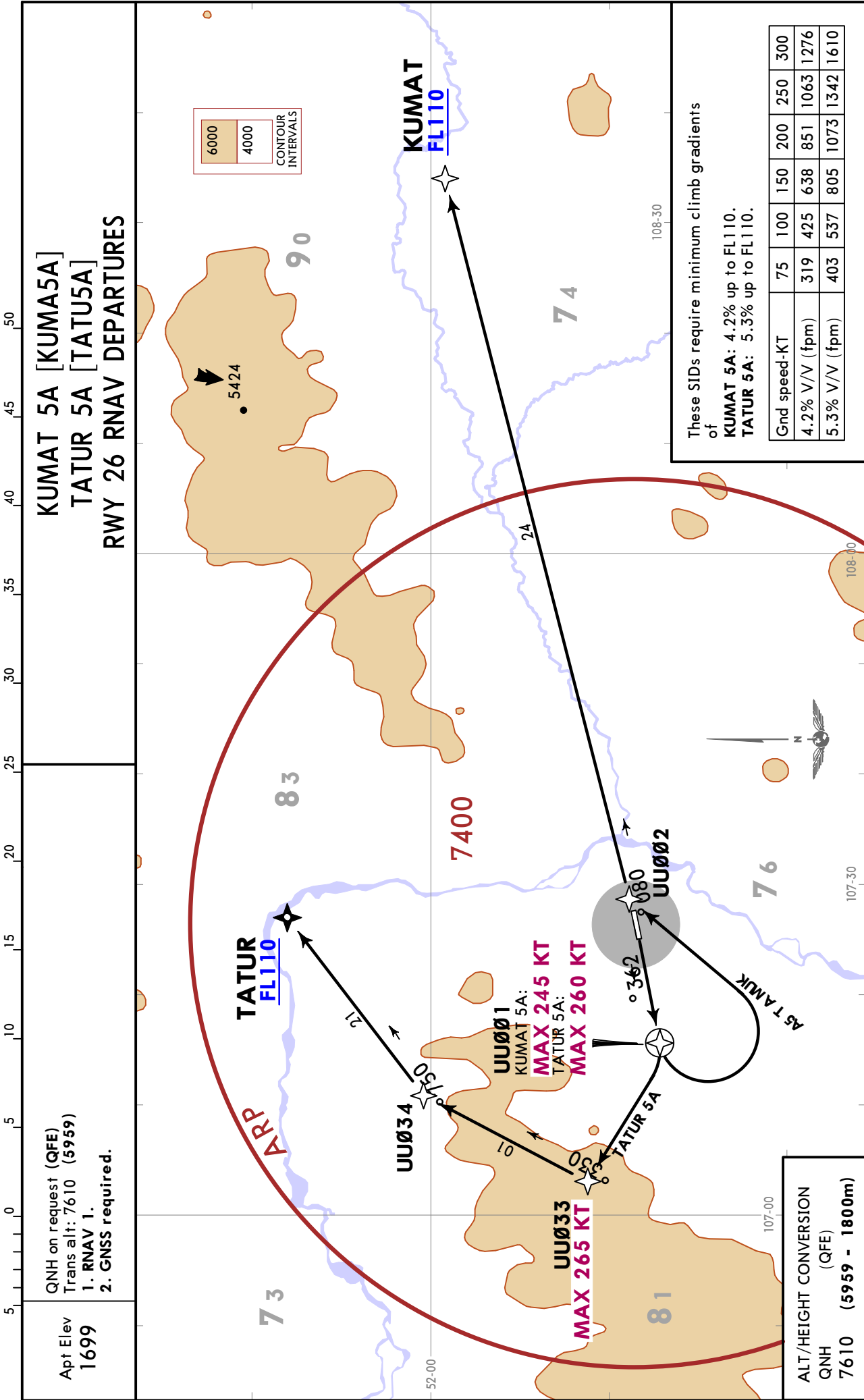
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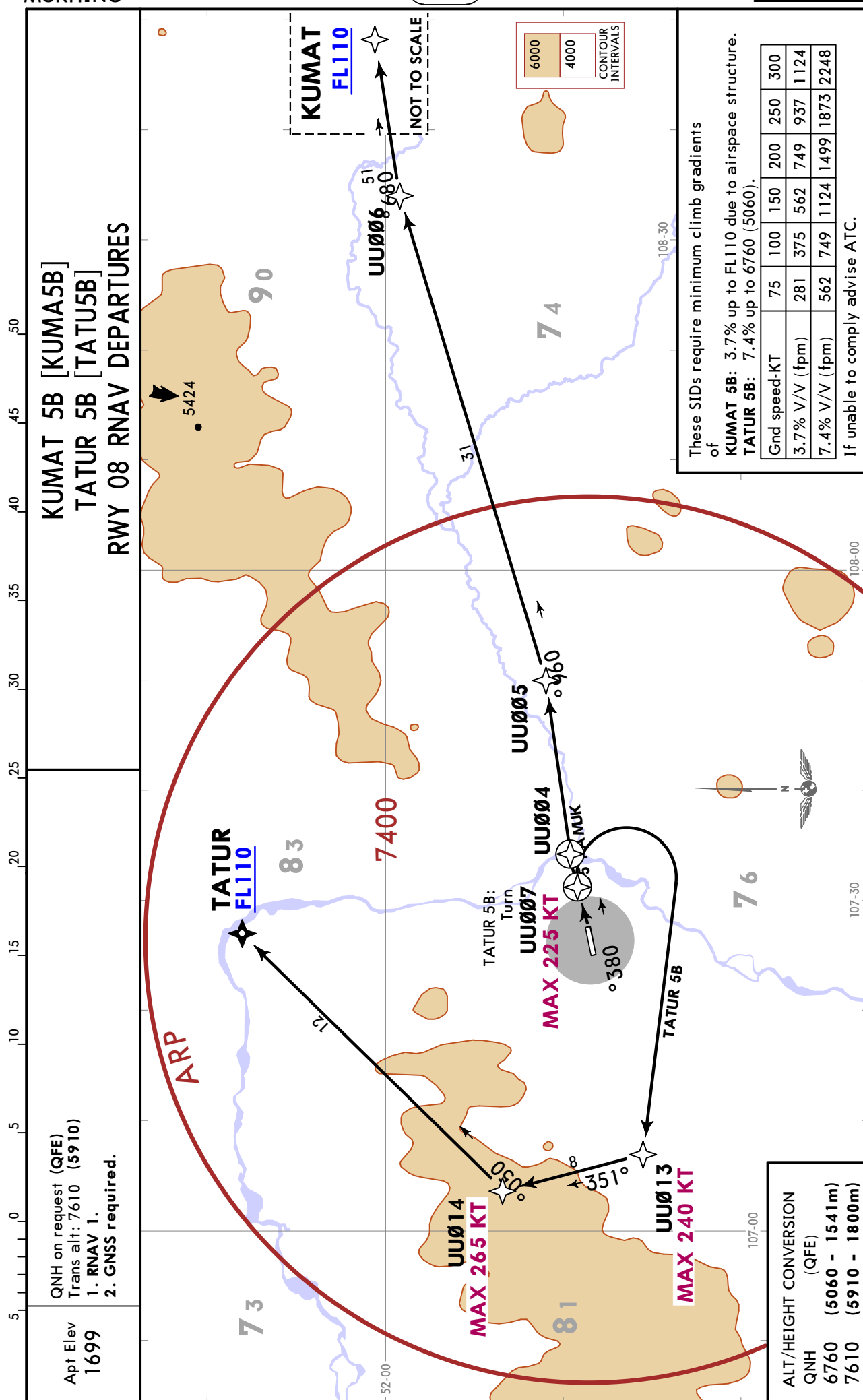
RNAV SID



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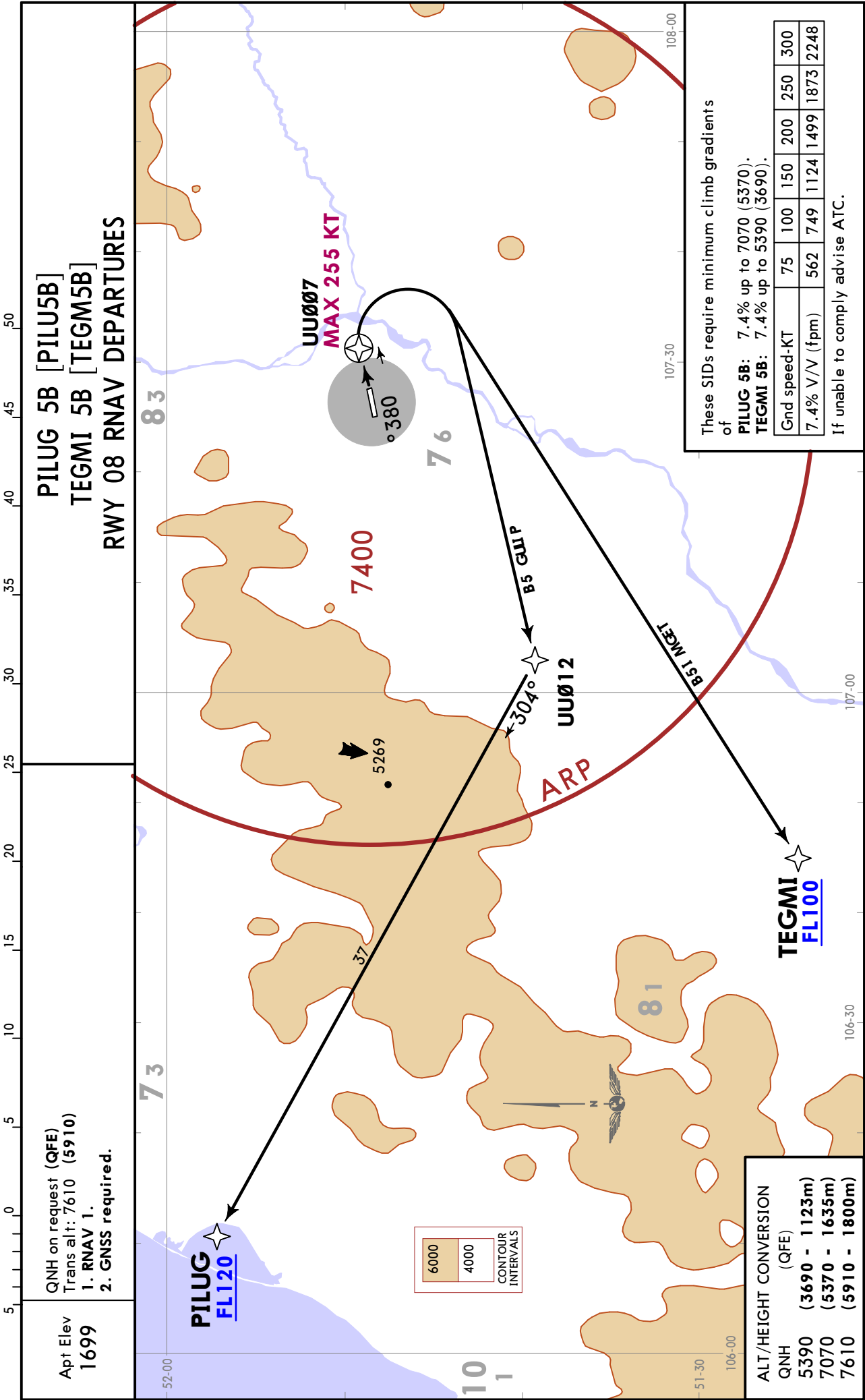
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RNAV SID



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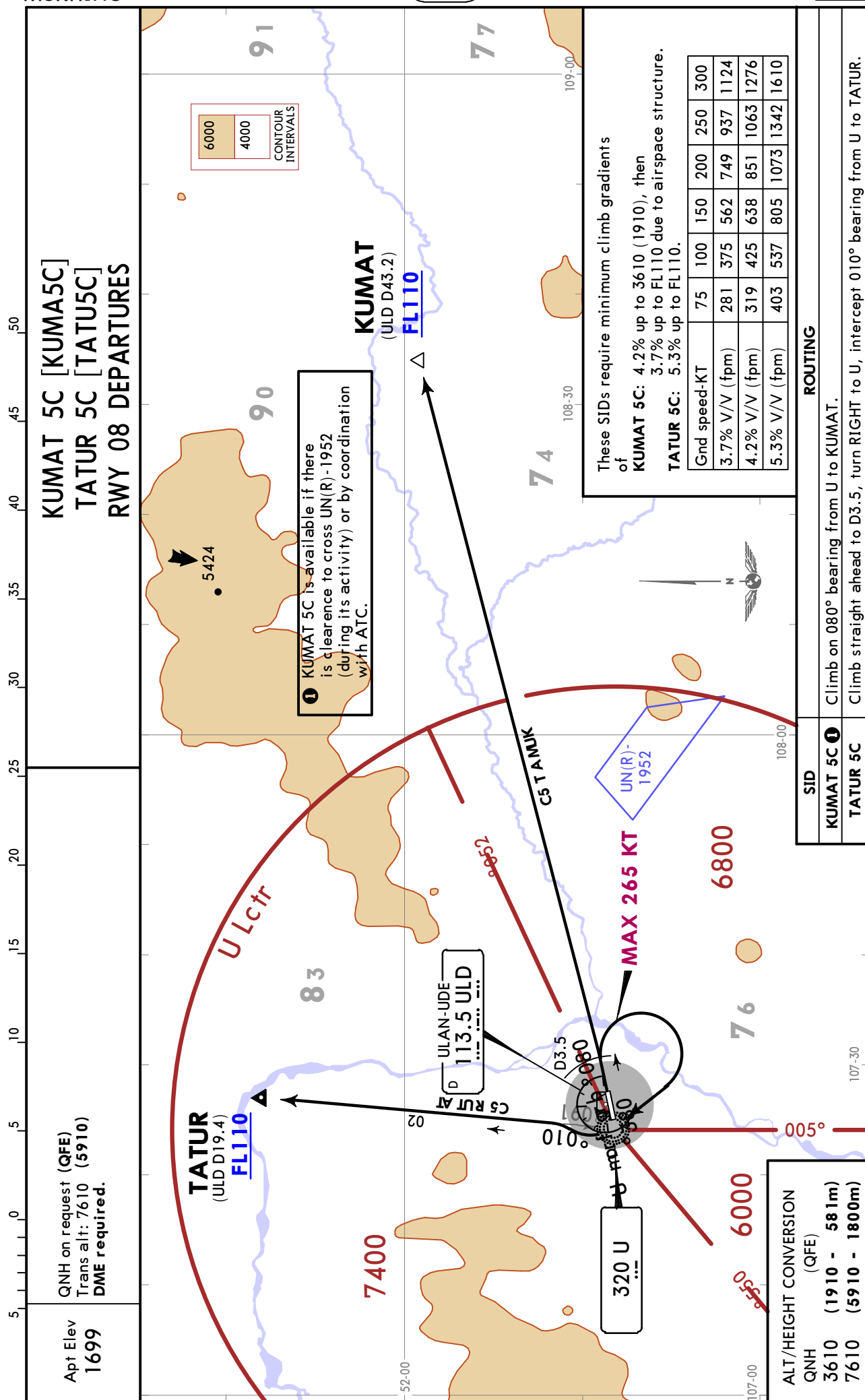
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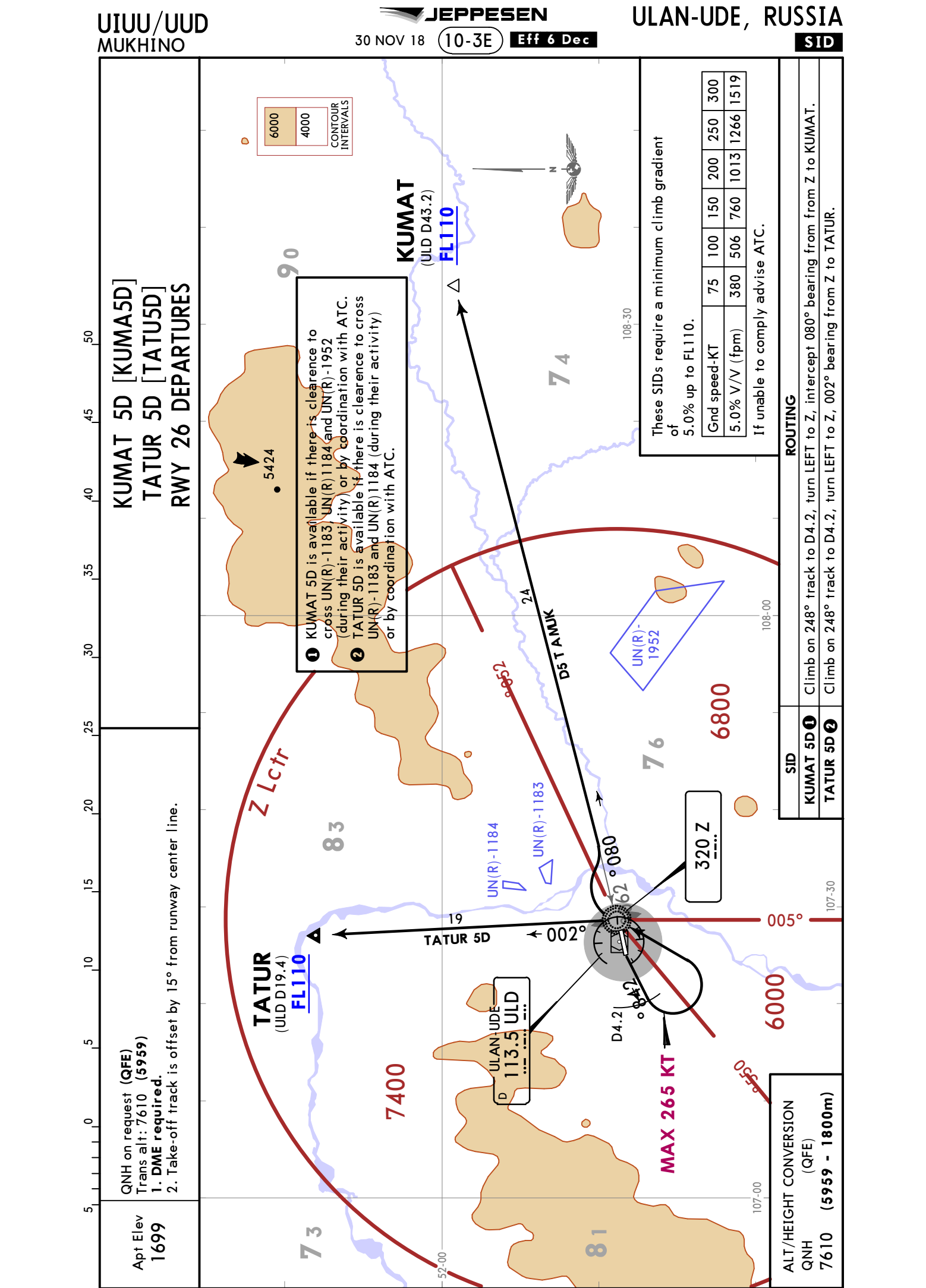
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RNAV SID



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SID

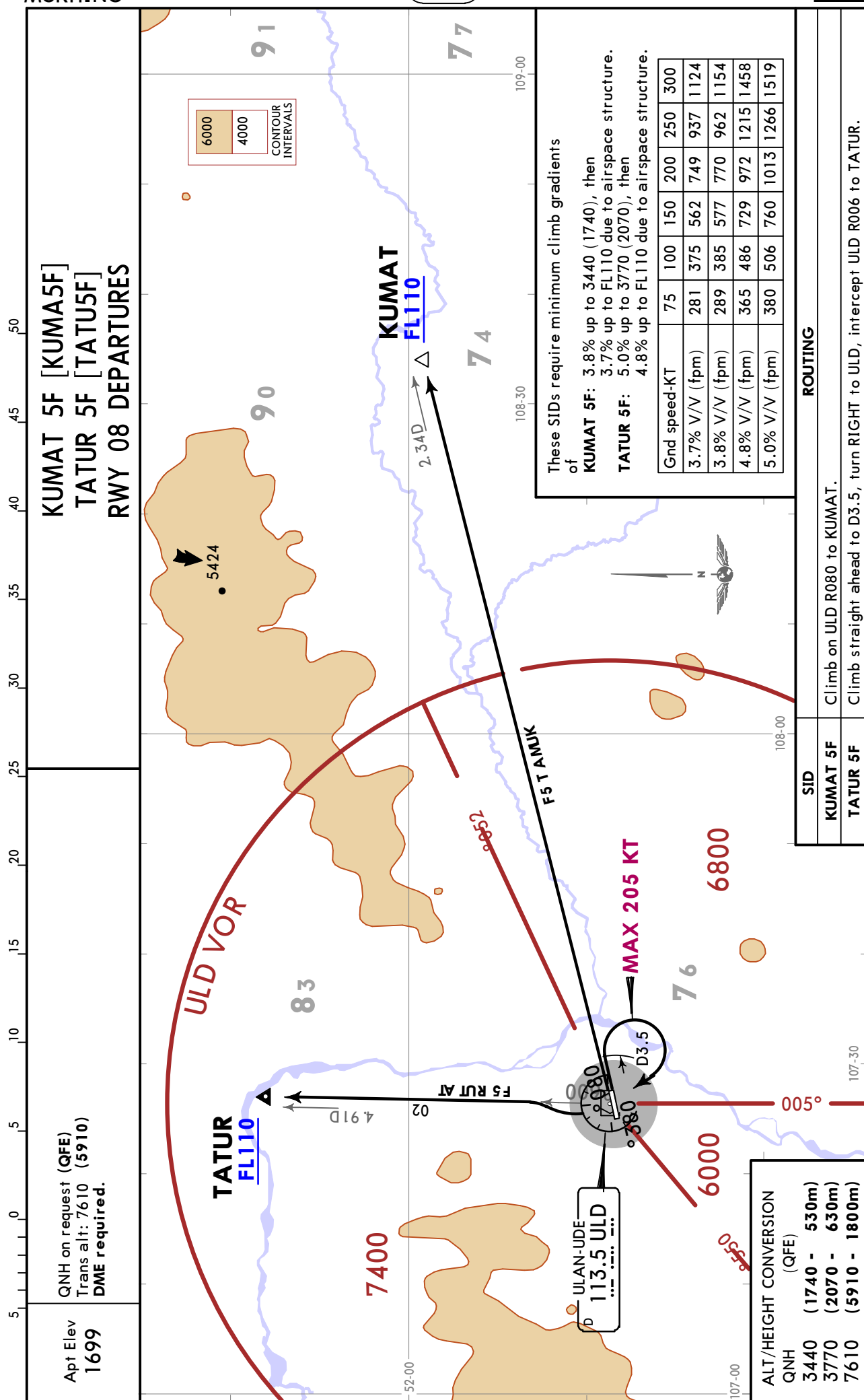


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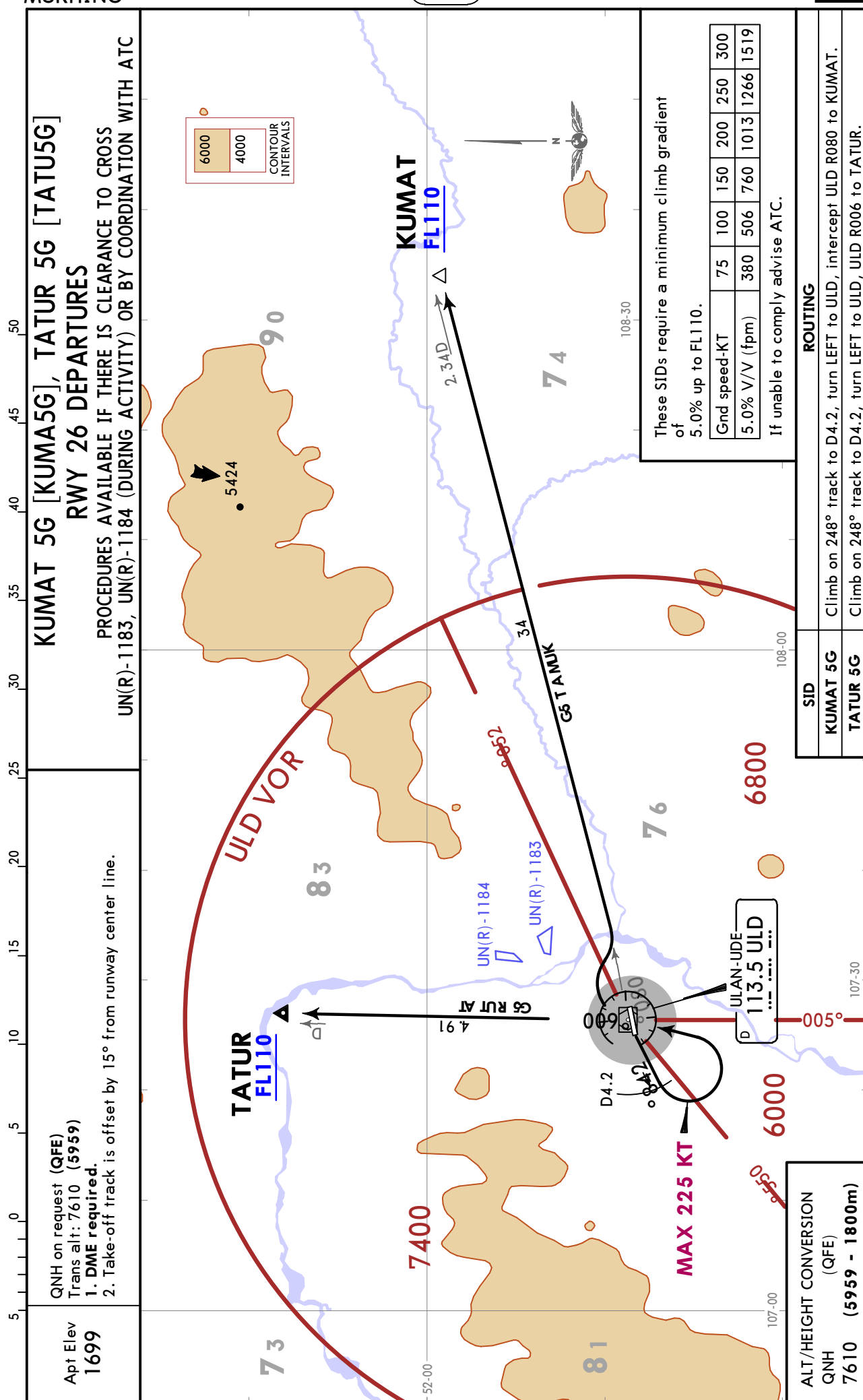
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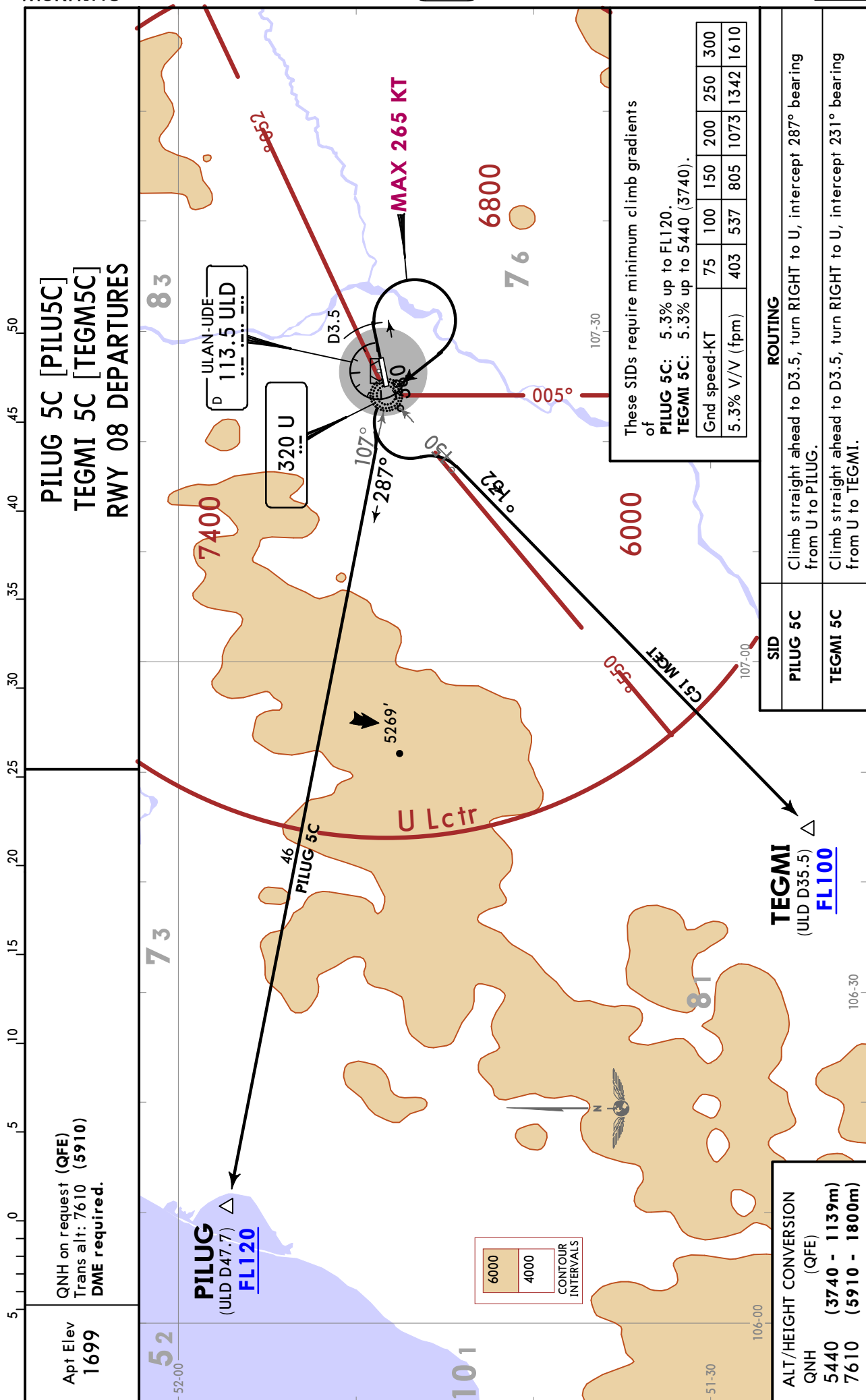
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SID

CHANGES: New procedures at this airport.

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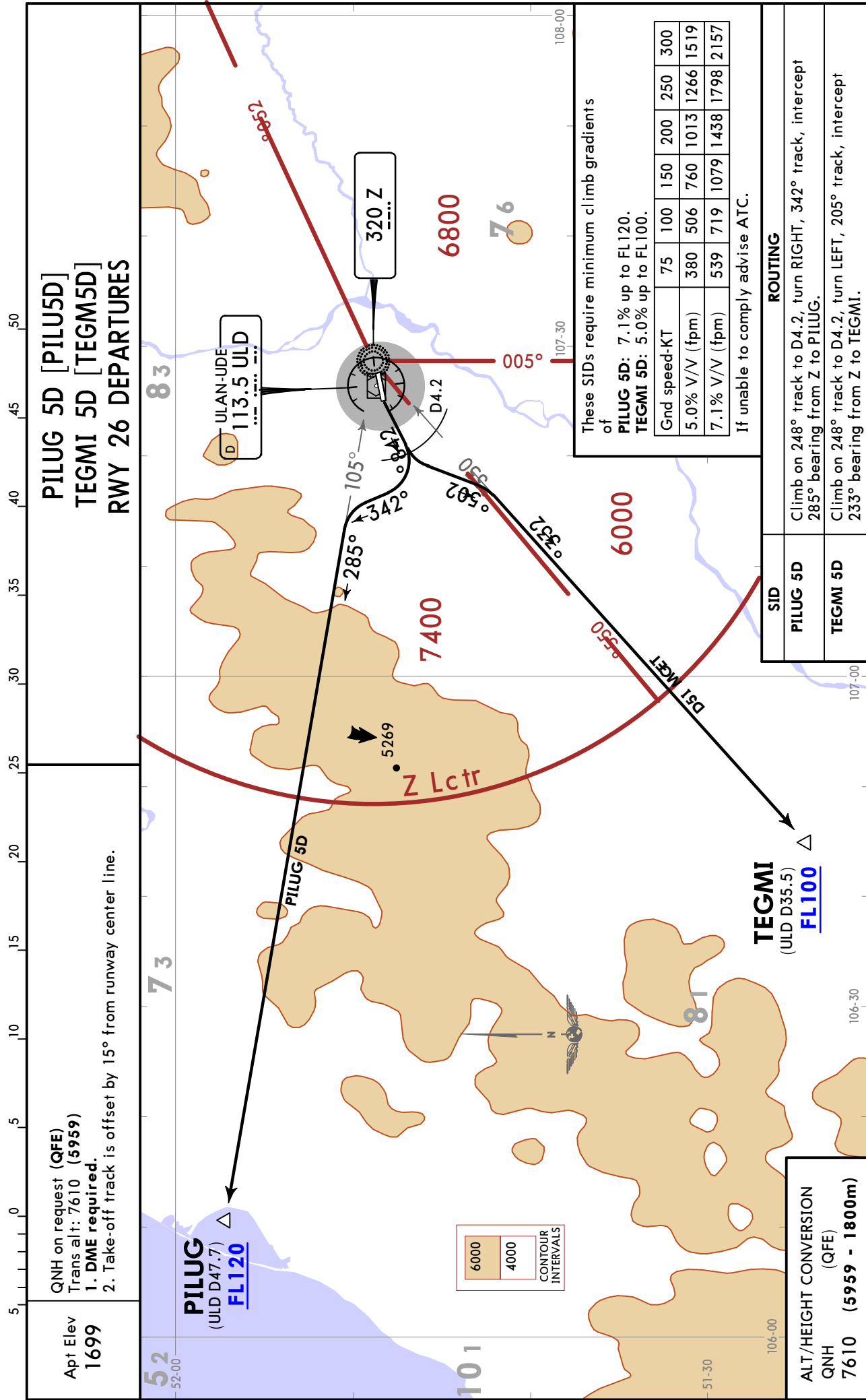
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SID

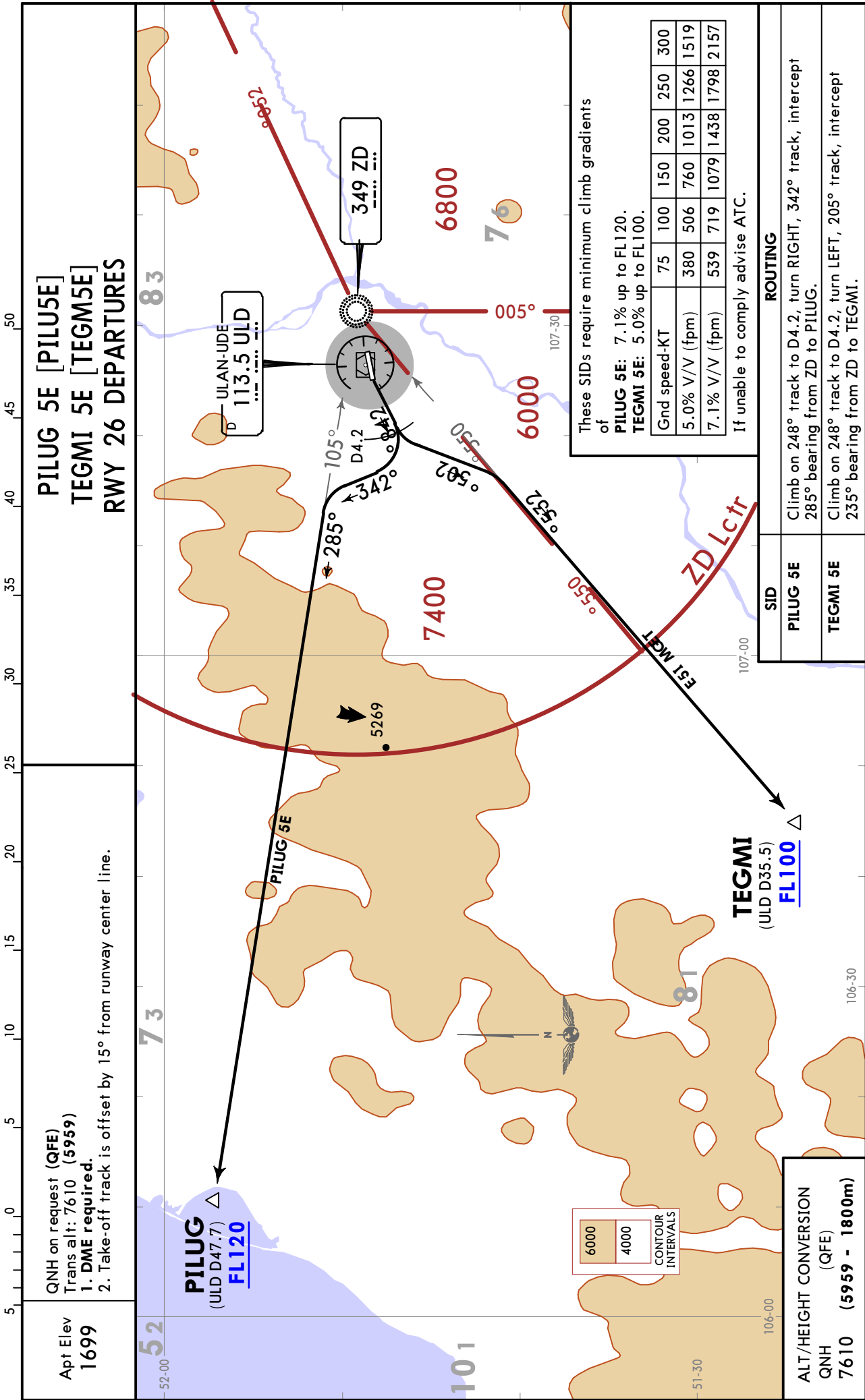


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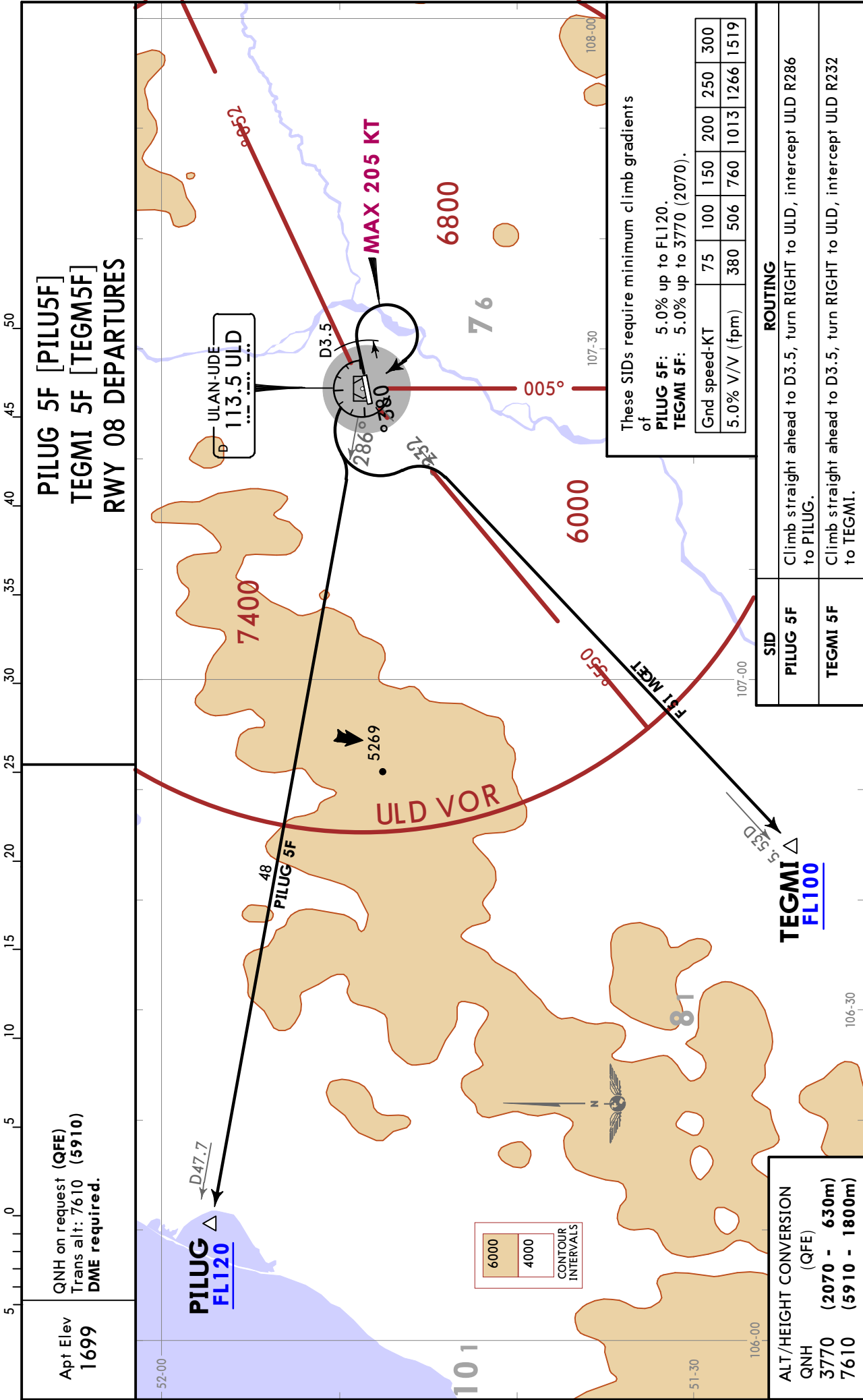
ULAN-UDE, RUSSIA

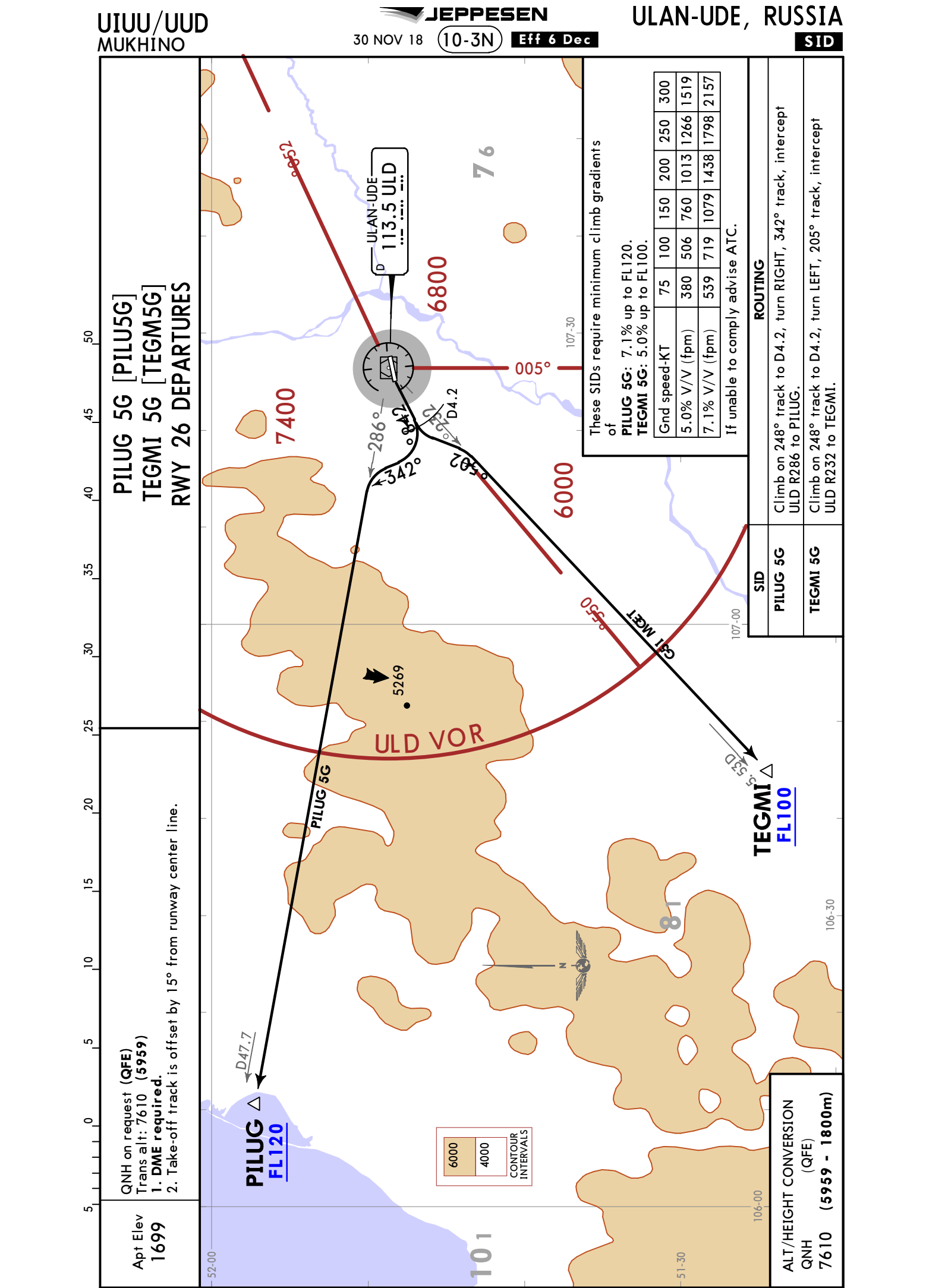
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10-3M

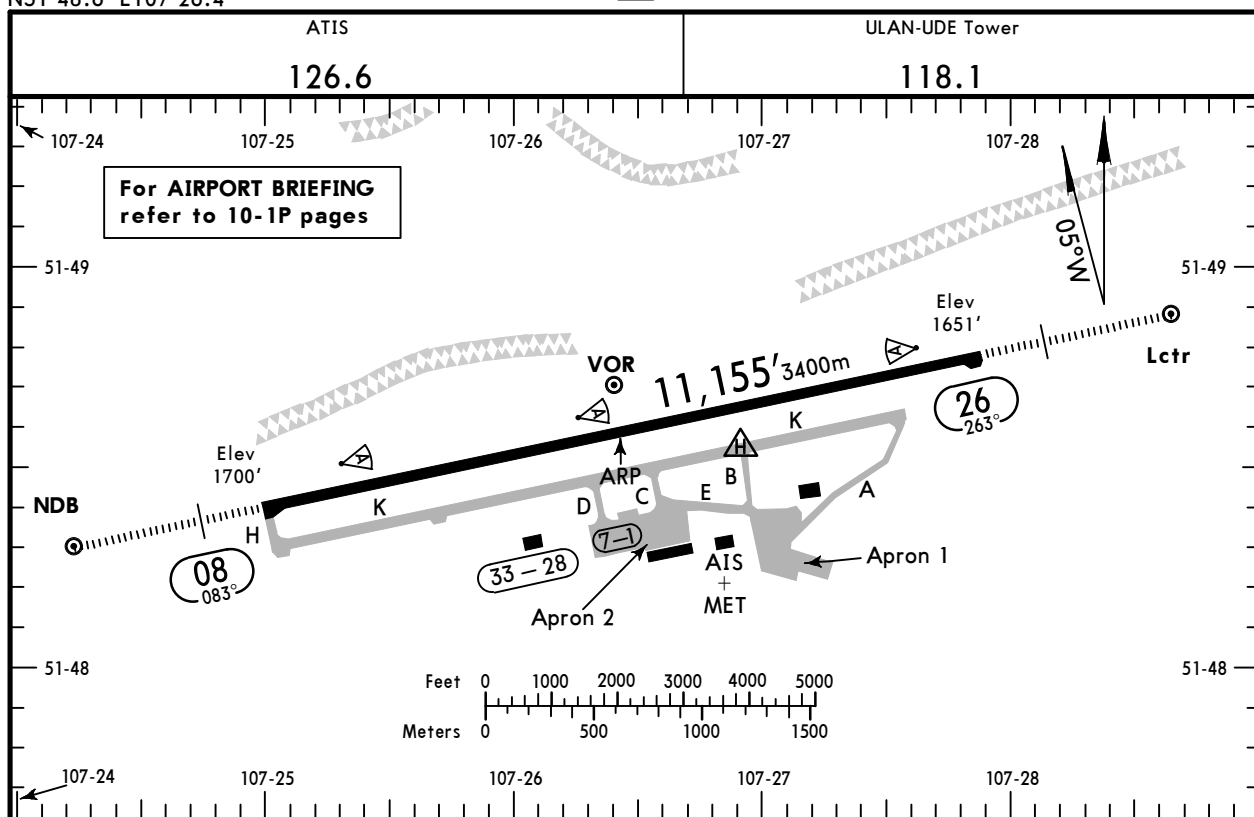
Eff 6 Dec

SID





ULAN-UDE, RUSSIA
MUKHINO

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ADDITIONAL RUNWAY INFORMATION								
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
08	HIRL (60m)	HIALS	PAPI-L (angle 3.00°)	RVR		10,000' 3048m		148'
26	HIRL (60m)	HIALS	PAPI-L (angle 3.33°)	RVR		10,305' 3141m		45m

	TAKE-OFF	
	AIR CARRIER (JAA)	
	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
08	① ILS Z FULL ALS out	1907' (207') ② R550m R1200m	1917' (217') ② R550m R1200m	1926' (226') ② R550m R1200m	1936' (236') ② R550m R1200m
	③ ILS Z FULL ALS out	2327' (627') R1500m R1500m	2336' (636') R1500m R1500m	2346' (646') R2300m R2400m	2356' (656') R2300m R2400m
	ILS Y FULL ALS out	1900' (200') ② R550m R1200m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	ILS X FULL ALS out	1900' (200') ② R550m R1200m	1900' (200') ② R550m R1200m	NOT APPLICABLE	NOT APPLICABLE
	① GLS FULL ALS out	1907' (207') ② R550m R1200m	1917' (217') ② R550m R1200m	1926' (226') ② R550m R1200m	1936' (236') ② R550m R1200m
	③ GLS FULL ALS out	2327' (627') R1500m R1500m	2336' (636') R1500m R1500m	2346' (646') R2300m R2400m	2356' (656') R2300m R2400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	④⑤ RNAV(LNAV) ALS out	2320' (620') R1500m R1500m	2320' (620') R1500m R1500m	2320' (620') R2100m R2400m	2320' (620') R2100m R2400m
	⑥⑥ RNAV(LNAV)	2840' (1140') R1500m	2840' (1140') R1500m	2840' (1140') R2400m	2840' (1140') R2400m
	⑤ VOR	2710' (1010') R1500m	2710' (1010') R1500m	2710' (1010') R2400m	NOT APPLICABLE
	⑤ NDB Z	2960' (1260') R5000m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	⑤ NDB Y	5680' (3980') R5000m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
26	ILS Z FULL ALS out	1986' (335') R800m R1500m	1996' (345') R900m R1500m	2006' (355') R900m R1600m	2016' (365') R1000m R1700m
	⑥ ILS Y or X FULL ALS out	1924' (273') ② R600m R1300m	1934' (283') ② R650m R1400m	1980' (329') R800m R1500m	1989' (338') R800m R1500m
	③ ILS Y or X FULL ALS out	2268' (617') R1500m R1500m	2278' (627') R1500m R1500m	2291' (640') R2200m R2400m	2301' (650') R2300m R2400m

- ① Missed apch climb grad MIM 5.0%.
- ② W/o HUD/AP/FD: RVR 750m.
- ③ Missed apch climb grad MIM 2.5%.
- ④ Missed apch climb grad MIM 4.5%.
- ⑤ Continuous Descent Final Approach.
- ⑥ Missed apch climb grad MIM 4.0%.

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30 NOV 18 10-9SI Eff 6 Dec

Standard
ULAN-UDE, RUSSIA
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STRAIGHT-IN RWY		A	B	C	D
26 (contd)	GLS	1986'(335')	1996'(345')	2006'(355')	2016'(365')
	FULL	R800m	R900m	R900m	R1000m
	ALS out	R1500m	R1500m	R1600m	R1700m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
①② RNAV(LNAV)		2270'(619')	2270'(619')	2270'(619')	2270'(619')
	ALS out	R1500m	R1500m	R2100m	R2100m
②③ RNAV(LNAV)		2330'(679')	2330'(679')	2330'(679')	2330'(679')
		R1500m	R1500m	R2400m	R2400m
②④ VOR		2270'(619')	2270'(619')	2270'(619')	2270'(619')
	with D4.5	R1500m	R1500m	R2100m	R2100m
②⑤ VOR		2450'(799')	2450'(799')	2450'(799')	2450'(799')
	with D4.5	R1500m	R1500m	R2400m	R2400m
②⑥ VOR		2700'(1049')	2700'(1049')	2700'(1049')	2700'(1049')
	w/o D4.5	R1500m	R1500m	R2400m	R2400m
②⑦ NDB Z		2270'(619')	2270'(619')	2270'(619')	2270'(619')
	with D4.5	R1500m	R1500m	R2100m	R2100m
②⑧ NDB Z		2420'(769')	2420'(769')	2420'(769')	2420'(769')
	with D4.5	R1500m	R1500m	R2400m	R2400m
②⑨ NDB Z		2910'(1259')	2910'(1259')	2910'(1259')	2910'(1259')
	w/o D4.5	R5000m	R5000m	R5000m	R5000m
② NDB Y		3150'(1499')	3150'(1499')	3150'(1499')	3610'(1959')
		R5000m	R5000m	R5000m	R5000m
②⑩ NDB X		2480'(829')	2480'(829')	2480'(829')	2480'(829')
	with D5.4	R1500m	R1500m	R2400m	R2400m
②⑪ NDB X		2610'(959')	2610'(959')	2610'(959')	2610'(959')
	with D5.4	R1500m	R1500m	R2400m	R2400m
②⑫ NDB X		2810'(1159')	2810'(1159')	2810'(1159')	2810'(1159')
	w/o D5.4	R1500m	R1500m	R2400m	R2400m

- ① Missed apch climb grad MIM 2.8%.
② Continuous Descent Final Approach.
③ Missed apch climb grad MIM 2.5%.
④ Missed apch climb grad MIM 3.1%.
⑤ Missed apch climb grad MIM 3.0%.
⑥ Missed apch climb grad MIM 2.9%.

CIRCLE-TO-LAND	100 KT	135 KT⑦	180 KT⑦⑧	205 KT⑦⑧⑨
	2760'(1061')⑩ V1500m ⑪	3200'(1501') V1600m	3840'(2141') V2400m	4250'(2551') V3600m

- ⑦ Not applicable after ILS Y 08, NDB Z 08, NDB Y 08.
⑧ Not applicable after ILS X 08.
⑨ Not applicable after VOR 08.
⑩ After RNAV(LNAV) 08: 2840'(1141'), after NDB Z 26: 2910'(1211'),
after NDB X 26: 2810'(1111').
⑪ or higher minimums of preceding straight-in approach.

TAKE-OFF

A B C D	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
	R300m	400m	500m

CHANGES: Minimums.

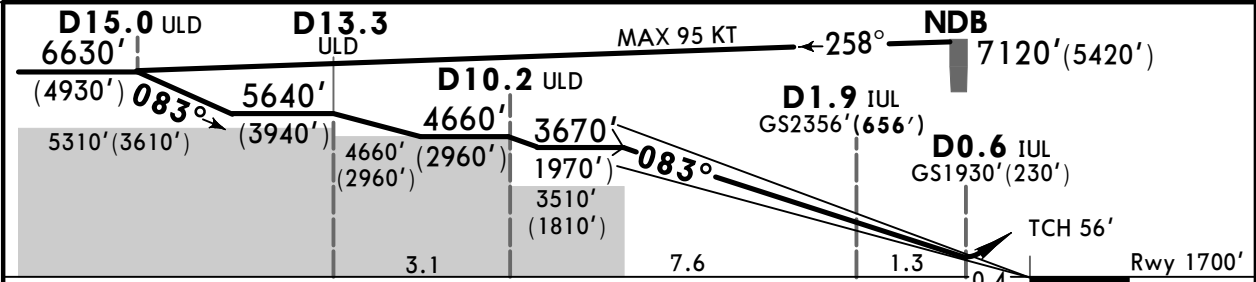
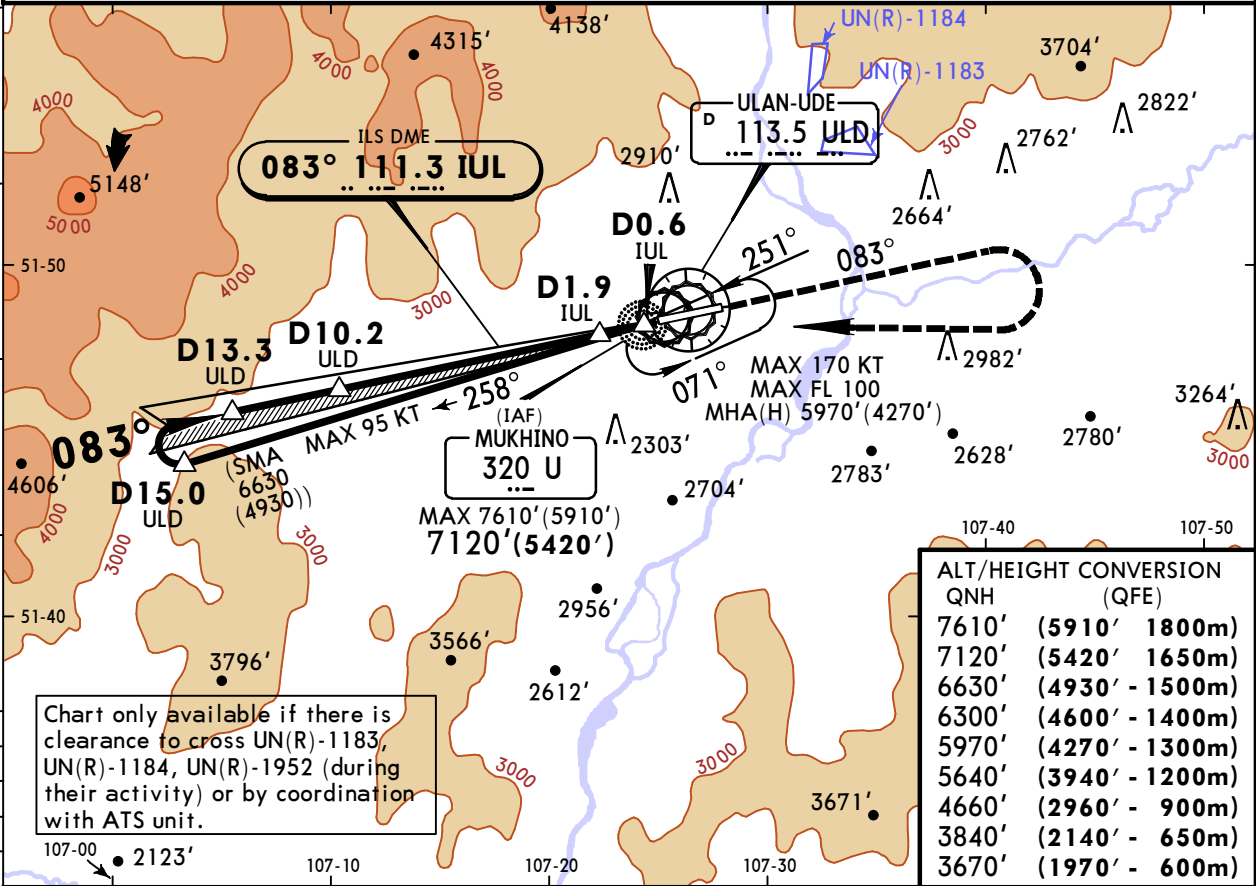
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30 NOV 18 **11-2** **Eff 6 Dec**

ULAN-UDE, RUSSIA
ILS Y Rwy 08

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IUL 111.3	Final Apch Crs 083°	GS D1.9 IUL 2356'(656')	ILS DA(H) 1900'(200')	Apt Elev 1699' Rwy 1700'	
MISSED APCH: Climb onto 083° to 3840'(2140') or above, then turn RIGHT to NDB climbing to 6300'(4600'). Then proceed to holding.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90	
DME required.				Trans alt: 7610' (5910')	



Gnd speed-Kts							70	90	100	120	140	160			HTALS		MIM		
GS							3.00°	372	478	531	637	743	849			PAPI		3840' (2140') on 083°	

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Max Kts	MDA(H) _____	
DA(H) 1900' (200')						
FULL		ALS out		100	2760' (1061') 2000m	
A	RVR 720m VIS 800m	1200m				
B	NOT APPLICABLE		NOT AUTHORIZED			
C						
D						

CHANGES: New procedure.

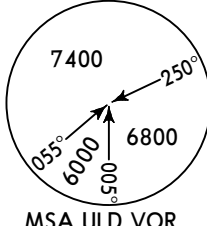
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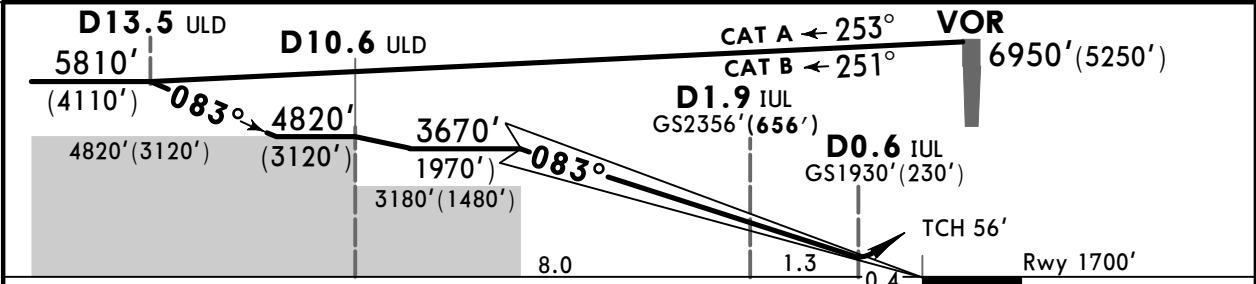
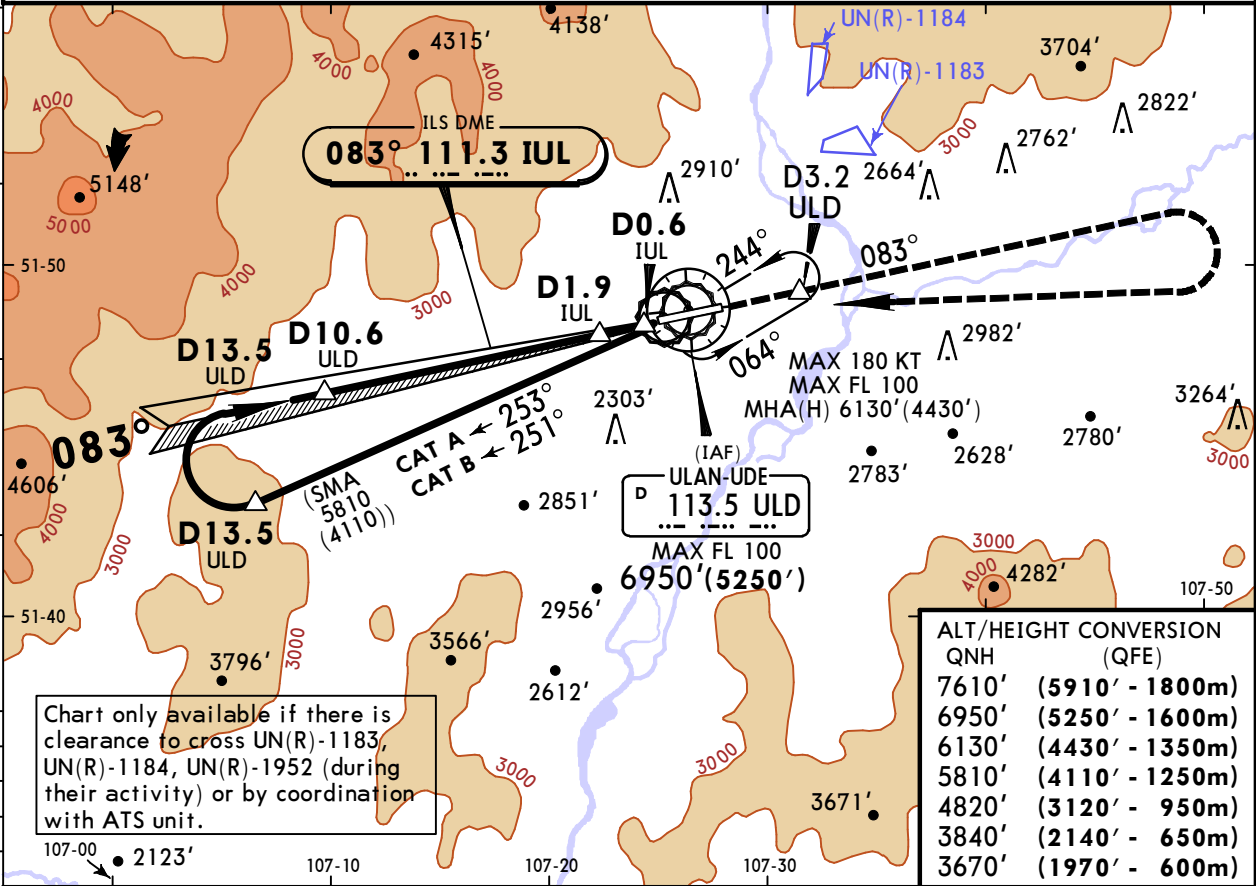
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JEPPESEN
30 NOV 18
Eff 6 Dec 11-3

CAT A & B

ULAN-UDE, RUSSIA
ILS X Rwy 08

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IUL 111.3	Final Apch Crs 083°	GS D1.9 IUL 2356' (656')	ILS DA(H) 1900' (200')	Apt Elev 1699' Rwy 1700'	 MSA ULD VOR
MISSED APCH: Climb onto 083° to 3840' (2140') or above, then turn RIGHT to VOR climbing to 6130' (4430'). Then proceed to holding. Do not turn before D3.2 ULD.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90	
VOR DME required.				Trans alt: 7610' (5910')	

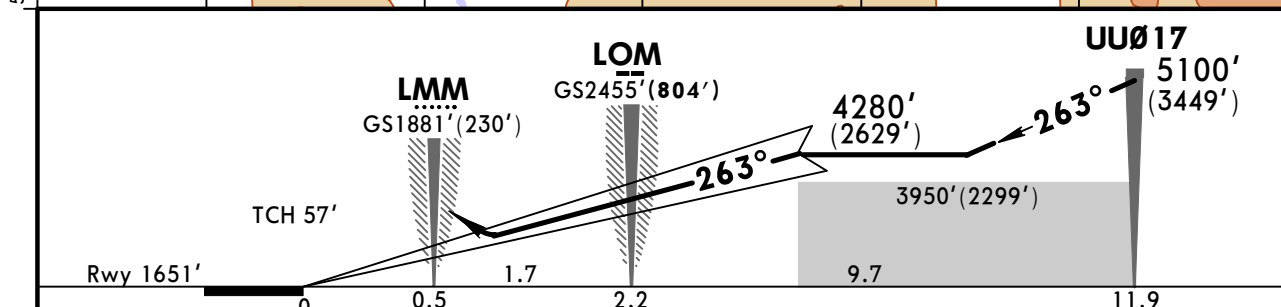
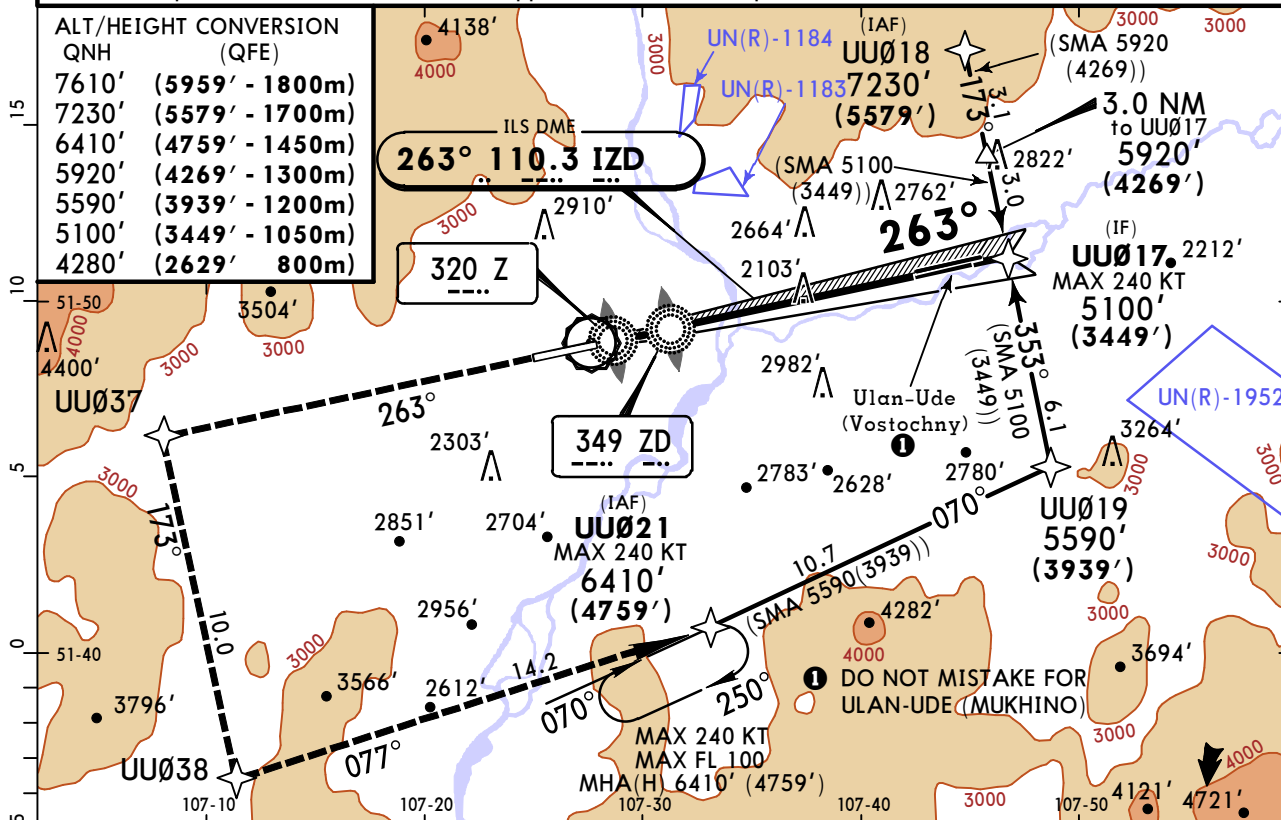


Gnd speed-Kts	70	90	100	120	140	160	HTALS		MM	
GS	3.00°	372	478	531	637	743	849	PAPI	3840' (2140') on 083°	

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 1900'(200')					
FULL		ALS out		Max Kts	MDA(H)
A	RVR 720m	1200m		100	2760'(1061') 2000m
B	VIS 800m			135	3200'(1501') 2400m
C	NOT APPLICABLE		NOT AUTHORIZED	C	NOT APPLICABLE
D				D	

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 30 NOV 18 **(11-4)** **Eff 6 Dec**
ULAN-UDE, RUSSIA
ILS Z Rwy 26

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IZD 110.3	Final Apch Crs 263°	GS LOM 2455' (804')	ILS DA(H) Refer to Minimums	Apt Elev 1699' Rwy 1651'	7400 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to UU037 (MAX 210 KT), then turn LEFT to UU038 (MAX 215 KT), then turn LEFT to UU021 climbing to 6410' (4759') or above, then according to chart or to holding. Do not turn before LMM.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90	
1. GNSS required.		2. RNAV 1 for Initial approach and Missed apch.		Trans alt: 7610' (5959')	



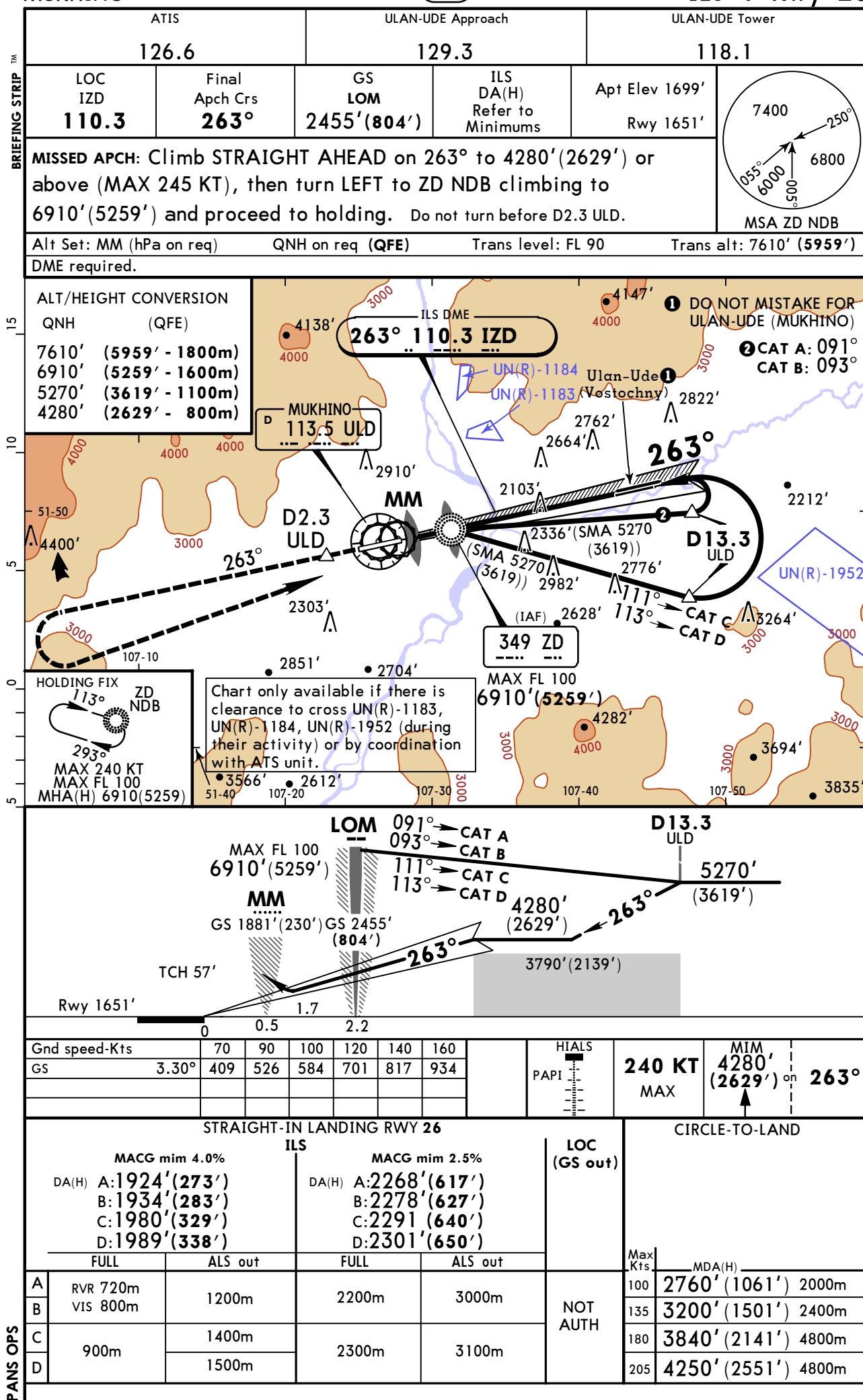
Gnd speed-Kts	70	90	100	120	140	160	HIALS		210 KT	UU037
GS	3.30°	409	526	584	701	817	PAPI		MAX	↑

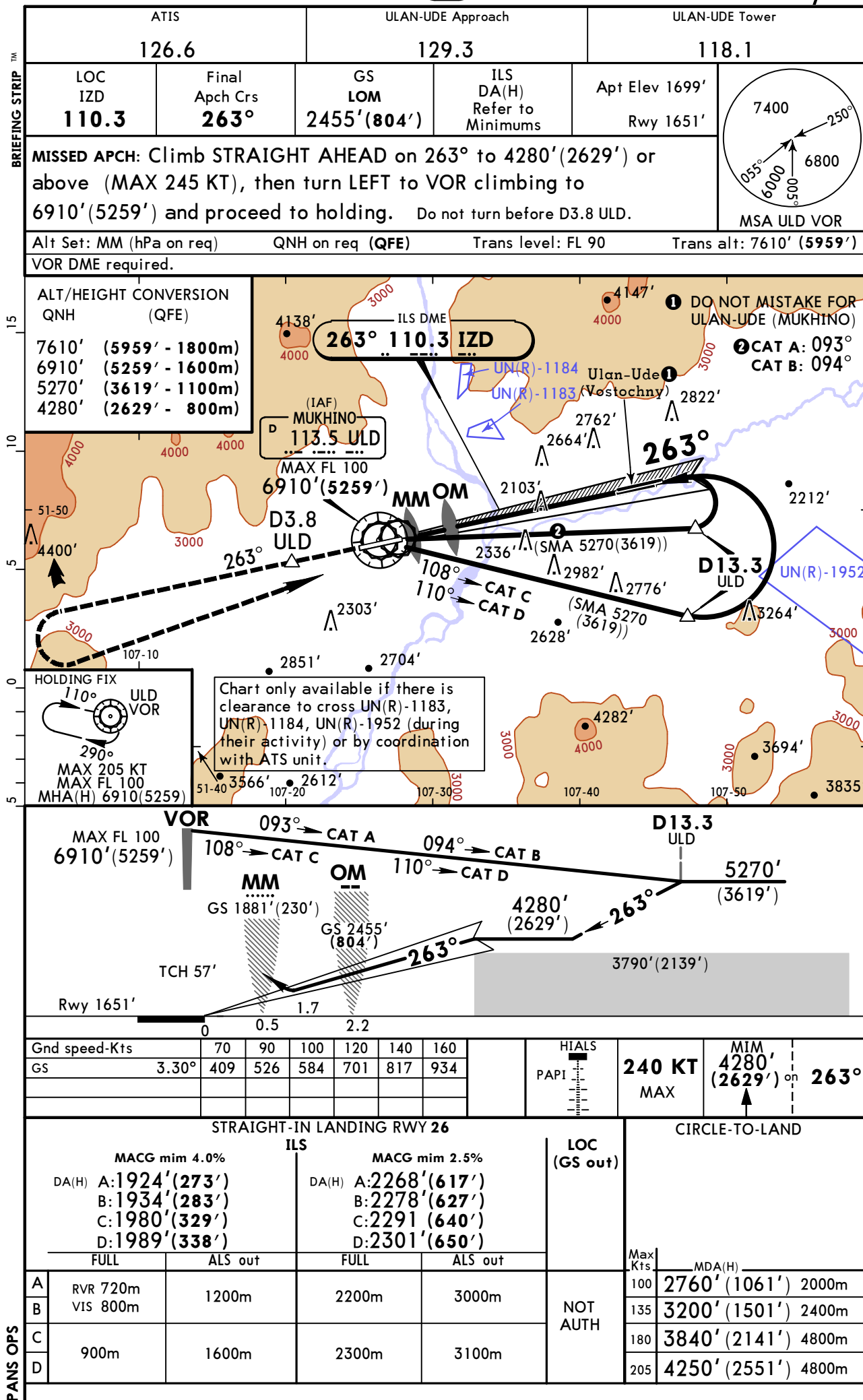
STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H)	
A:1986' (335') C:2006' (355')							
B:1996' (345') D:2016' (365')							
FULL		ALS out					
A	900m	1500m				100	2760' (1061') 2000m
B						135	3200' (1501') 2400m
C						180	3840' (2141') 4800m
D		1600m				205	4250' (2551') 4800m

PANS OPS

CHANGES: New procedure.

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 15 FEB 19 **(11-5)** **Eff 28 Feb**
ULAN-UDE, RUSSIA
ILS Y Rwy 26


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 15 FEB 19 **11-6** **Eff 28 Feb**
ULAN-UDE, RUSSIA
ILS X Rwy 26


CHANGES: MSA. VOR name.

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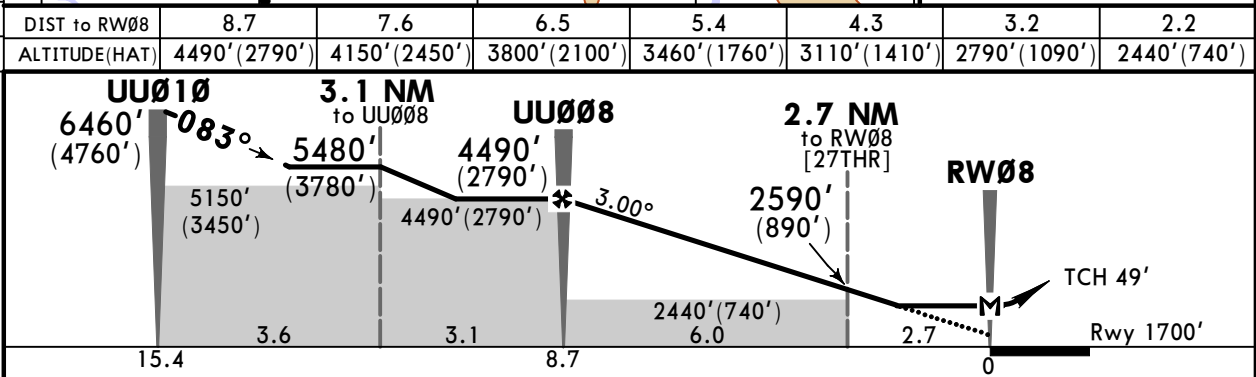
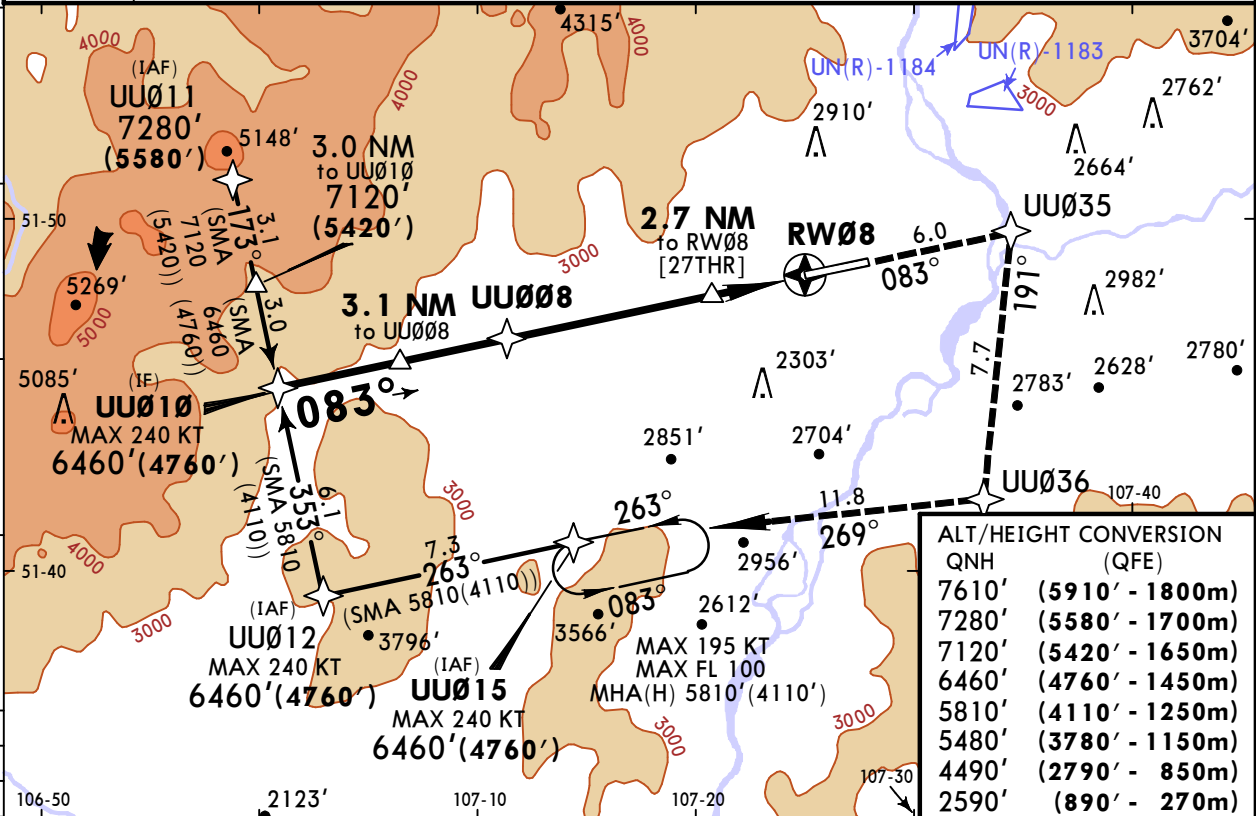
30 NOV 18

12-1

Eff 6 Dec

ULAN-UDE, RUSSIA
RNAV (GNSS) Rwy 08

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
RNAV	Final ApcH Crs 083°	Procedure Alt UU008 4490'(2790')	MDA(H) (CONDITIONAL) 2320'(620')	Apt Elev 1699' Rwy 1700'	7400 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to UU035 (MAX 205 KT), then turn RIGHT to UU015 (MAX 210 KT) climbing to 5810'(4110') or above, then according to chart or to holding. Do not turn before RW08.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90	
RNP apch.				Trans alt: 7610' (5910')	



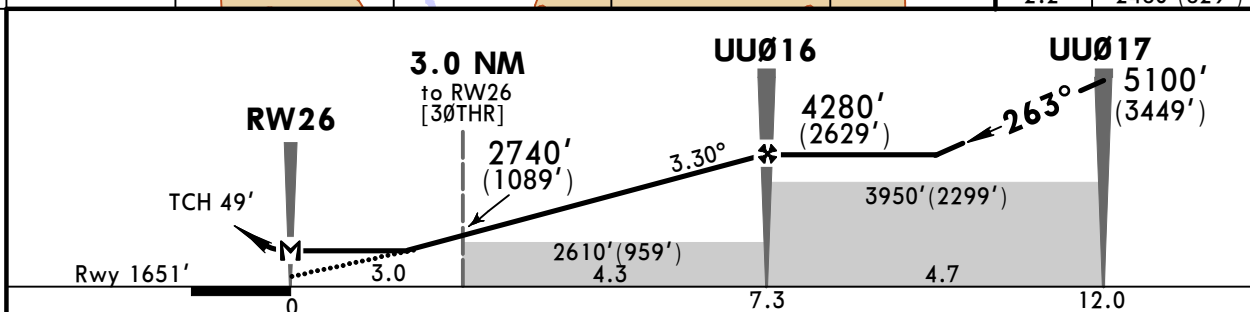
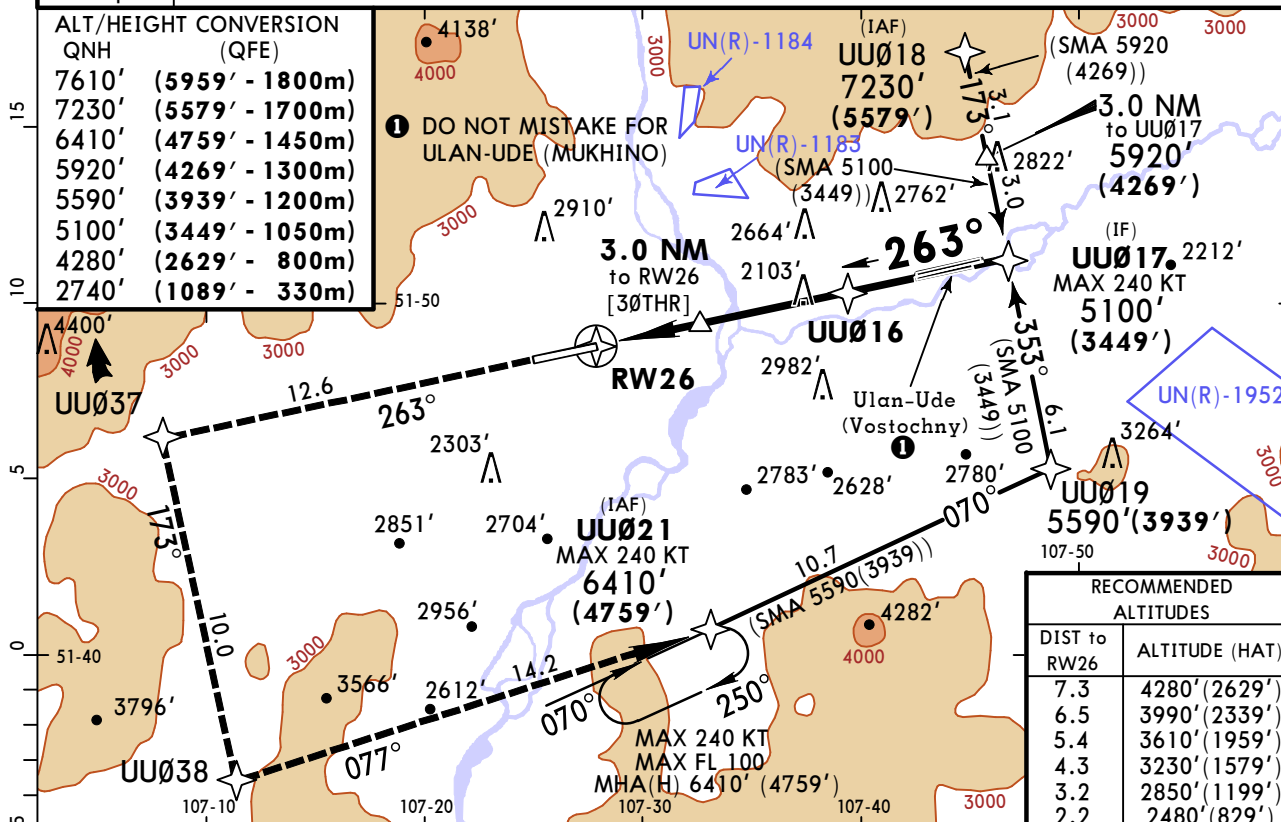
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 205 KT MAX	UU035 on 083°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RW08								

STRAIGHT-IN LANDING RWY 08					CIRCLE-TO-LAND		
LNAV							
Missed apch climb gradient mim 4.5%			Missed apch climb gradient mim 2.5%				
MDA(H) 2320' (620')			MDA(H) 2840' (1140')				
		ALS out			ALS out	Max Kts	MDA(H)
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m		100	2840' (1141') 2000m
B			RVR 1500m VIS 1600m	2400m		135	3200' (1501') 2400m
C	RVR 1800m VIS 2000m	2800m	4000m	4800m		180	3840' (2141') 4800m
D	2400m	3200m				205	4250' (2551') 4800m

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30 NOV 18 **(12-2)** **Eff 6 Dec**
ULAN-UDE, RUSSIA
RNAV (GNSS) Rwy 26

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
RNAV	Final ApcH Crs 263°	Procedure Alt UU016 4280' (2629')	MDA(H) (CONDITIONAL) 2270' (619')	Apt Elev 1699' Rwy 1651'	7400 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to UU037 (MAX 210 KT), then turn LEFT to UU038 (MAX 215 KT), then turn LEFT to UU021 climbing to 6410' (4759') or above, then according to chart or to holding. Do not turn before RW26.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90	
RNP ApcH.				Trans alt: 7610' (5959')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		210 KT		UU037	
Descent Angle	3.30°	409	526	584	701	817	PAPI		MAX		↑	
MAP at RW26												

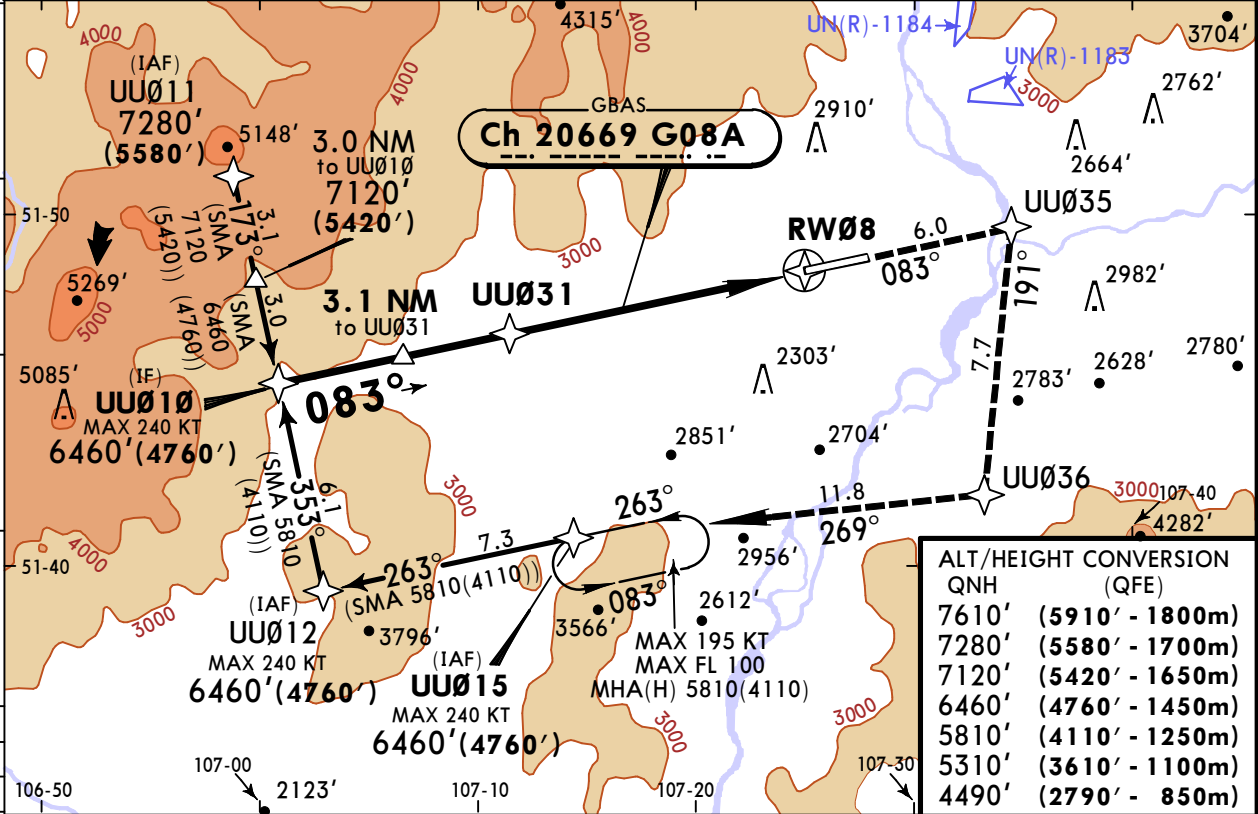
STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
Missed approach climb gradient mim 2.8%		Missed approach climb gradient mim 2.5%					
MDA(H) 2270' (619')		MDA(H) 2330' (679')		Max Kts		MDA(H)	
ALS out		ALS out					
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	2760' (1061')	2000m
B					135	3200' (1501')	2400m
C	RVR 1800m VIS 2000m	2800m	2400m	3200m	180	3840' (2141')	4800m
D	2400m	3200m	2800m	3600m	205	4250' (2551')	4800m

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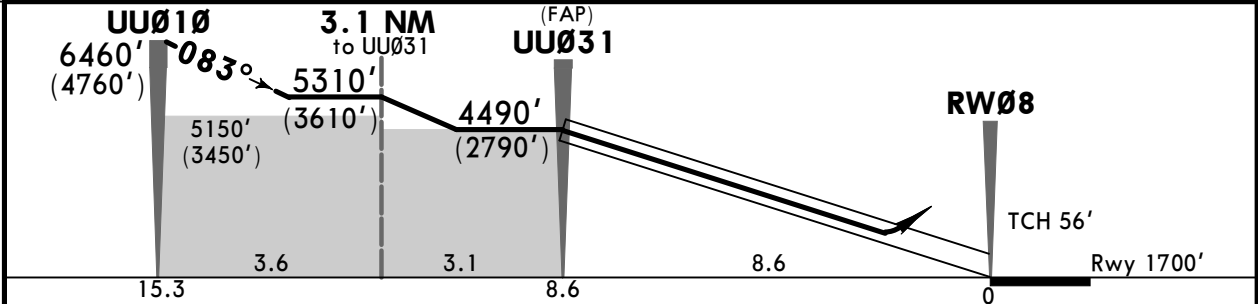
JEPPESSEN
15 FEB 19 **12-40** **Eff 28 Feb**

ULAN-UDE, RUSSIA
GLS Rwy 08

ATIS		ULAN-UDE Approach		ULAN-UDE Tower	
126.6		129.3		118.1	
GBAS Ch 20669 G08A	Final Apch Crs 083°	Procedure Alt UU031 4490'(2790')	GLS DA(H) Refer to Minimums	Apt Elev 1699' Rwy 1700'	7400 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to UU035 (MAX 205 KT), then turn RIGHT to UU036 (MAX 210 KT), then turn RIGHT to UU015 climbing to 5810'(4110') or above, then according to chart or to holding. Do not turn before RW08.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 90	
				Trans alt: 7610' (5910')	
1. GNSS required. 2. RNAV 1 for initial approach and missed apch.					

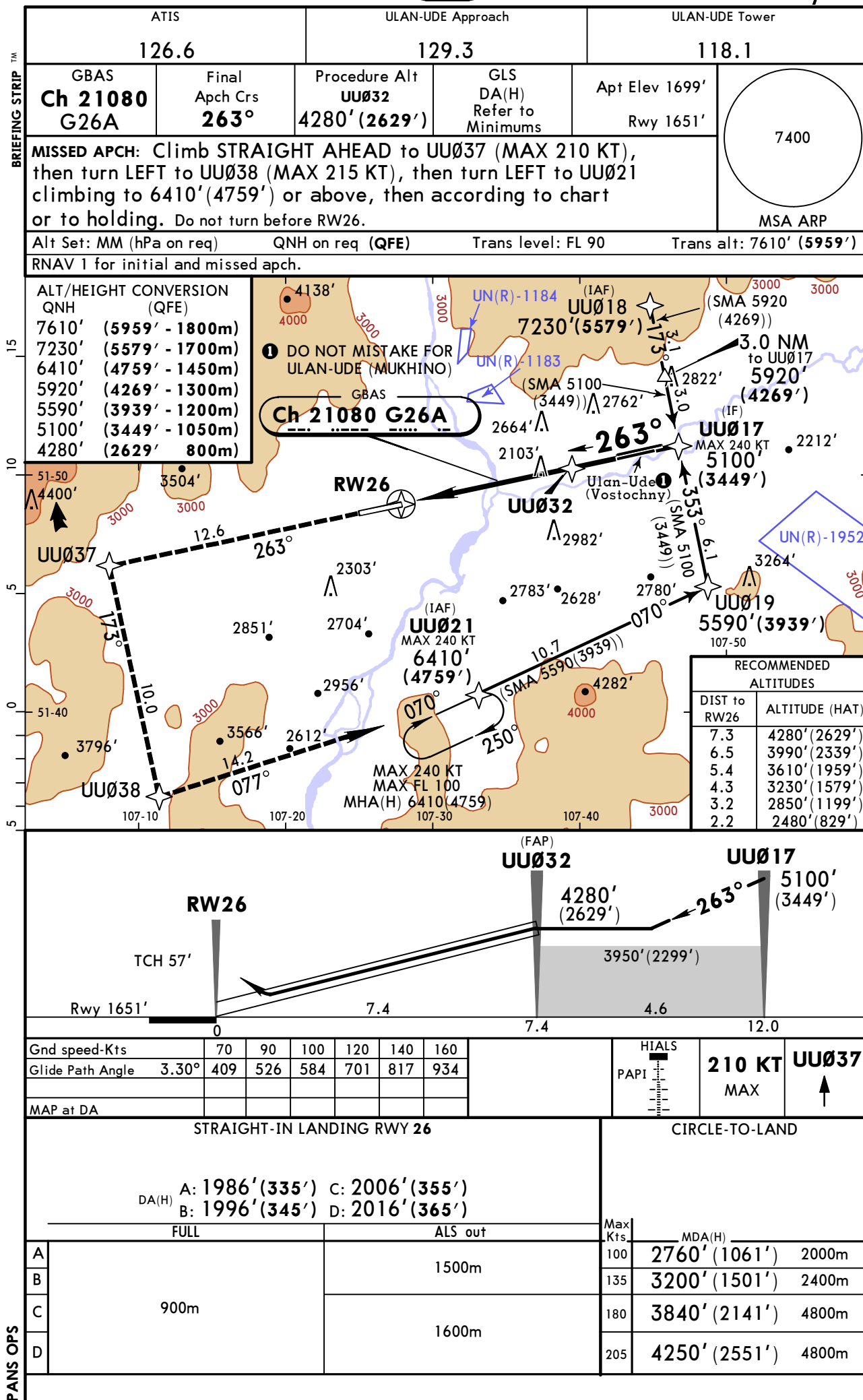


DIST to RW08	8.7	7.6	6.5	5.4	4.3	3.2	2.2
ALT (HAT)	4490' (2790')	4150' (2450')	3800' (2100')	3460' (1760')	3120' (1420')	2790' (1090')	2440' (740')

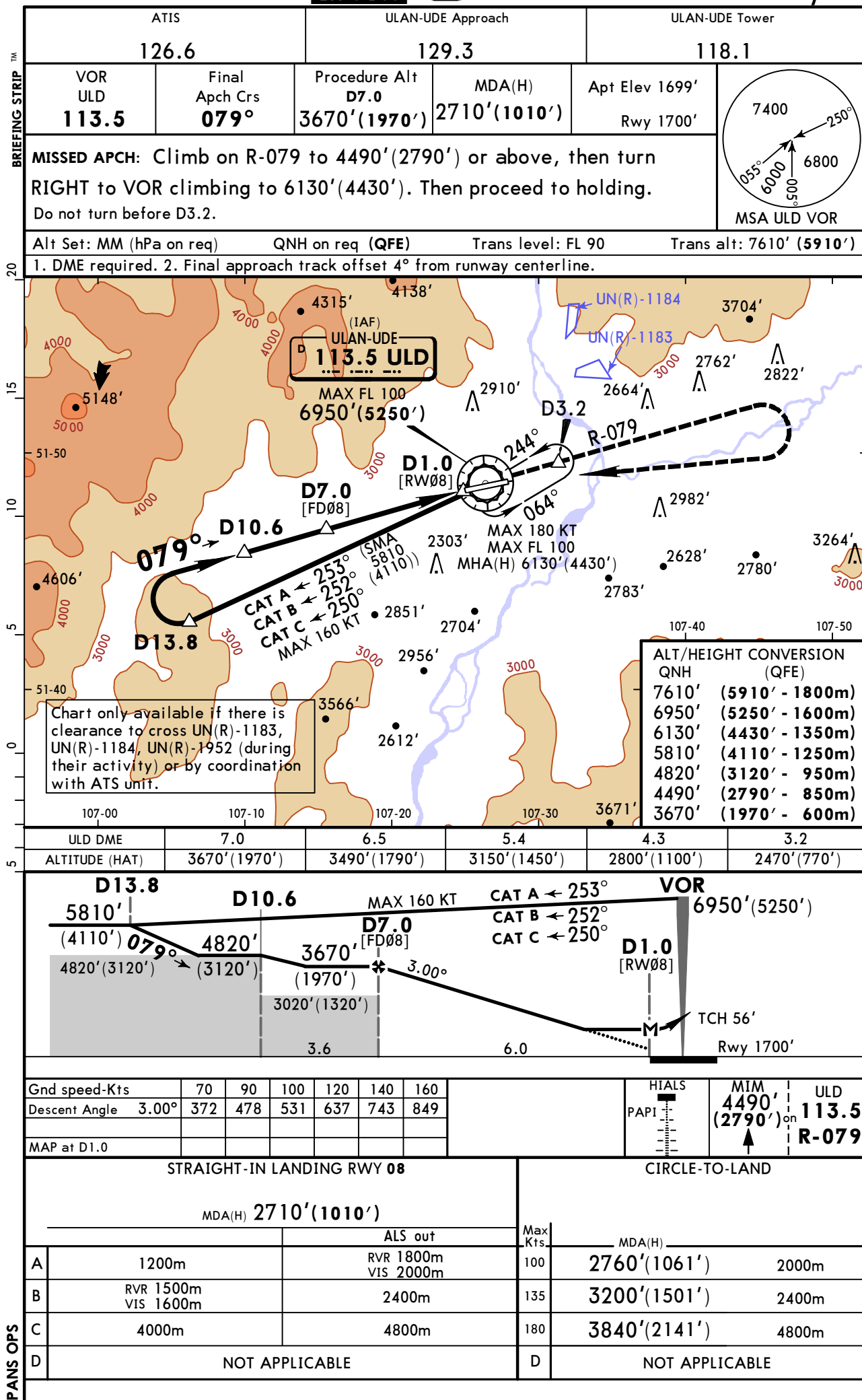


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	205 KT MAX	UU035 on 083°
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at DA									

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND	
Missed apch climb gradient mim 5.0%		Missed apch climb gradient mim 2.5%			
DA(H) A:1907' (207') C:1926' (226') B:1917' (217') D:1936' (236')		DA(H) A:2327' (627') C:2346' (646') B:2336' (636') D:2356' (656')			
FULL		ALS out			
A				Max Kts	
B				MDA(H)	
C				2760' (1061') 2000m	
D				3200' (1501') 2400m	
RVR 720m		1200m		3840' (2141') 4800m	
VIS 800m		3200m		4250' (2551') 4800m	

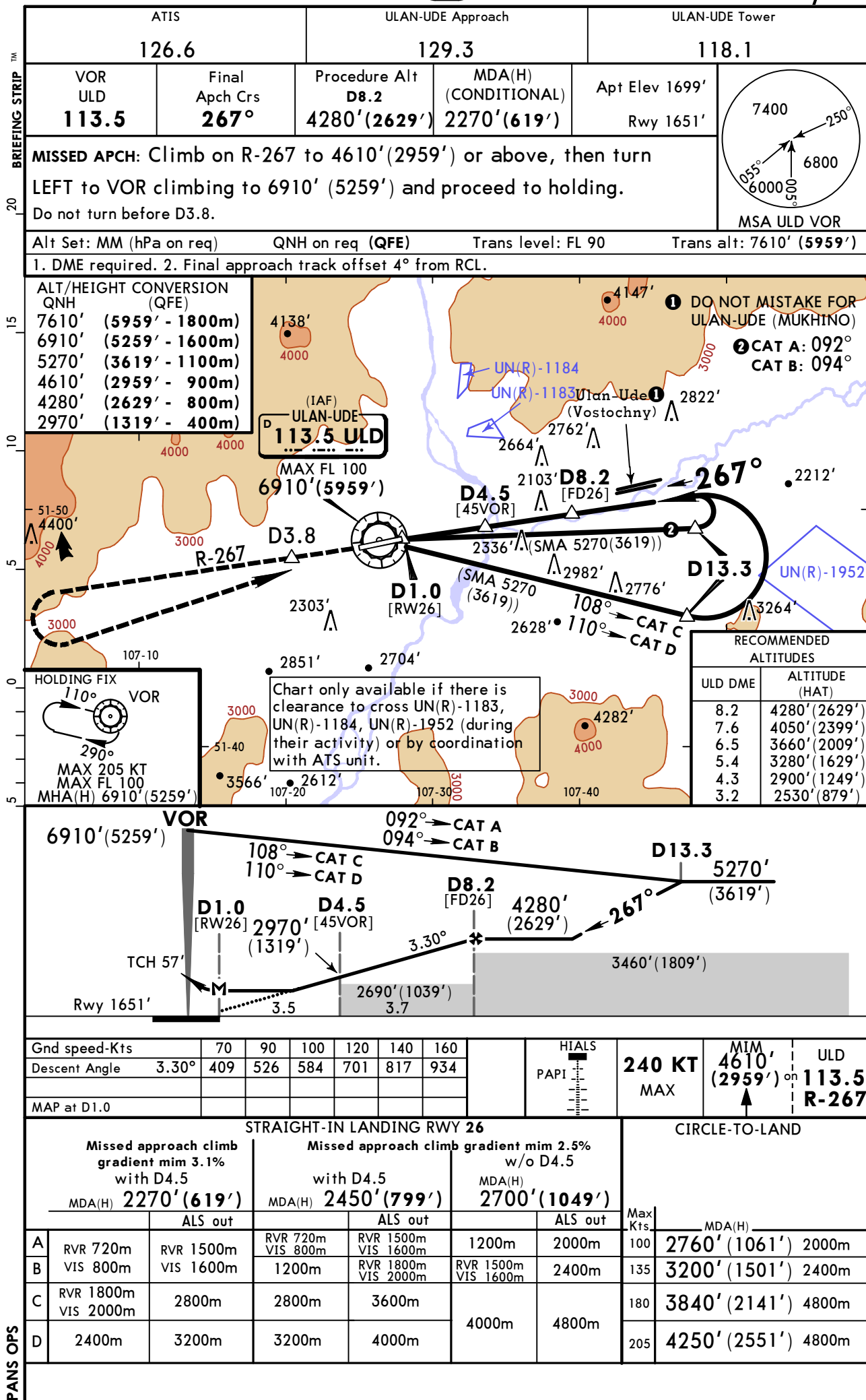
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 15 FEB 19 **12-41** **Eff 28 Feb**
ULAN-UDE, RUSSIA
GLS Rwy 26


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30 NOV 18
Eff 6 Dec
(13-1)
CAT A, B & C
ULAN-UDE, RUSSIA
VOR Rwy 08


CHANGES: New procedure.

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 30 NOV 18 **(13-2)** **Eff 6 Dec**
ULAN-UDE, RUSSIA
VOR Rwy 26


CHANGES: New procedure.

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30 NOV 18

16-2

Eff 6 Dec

CAT A

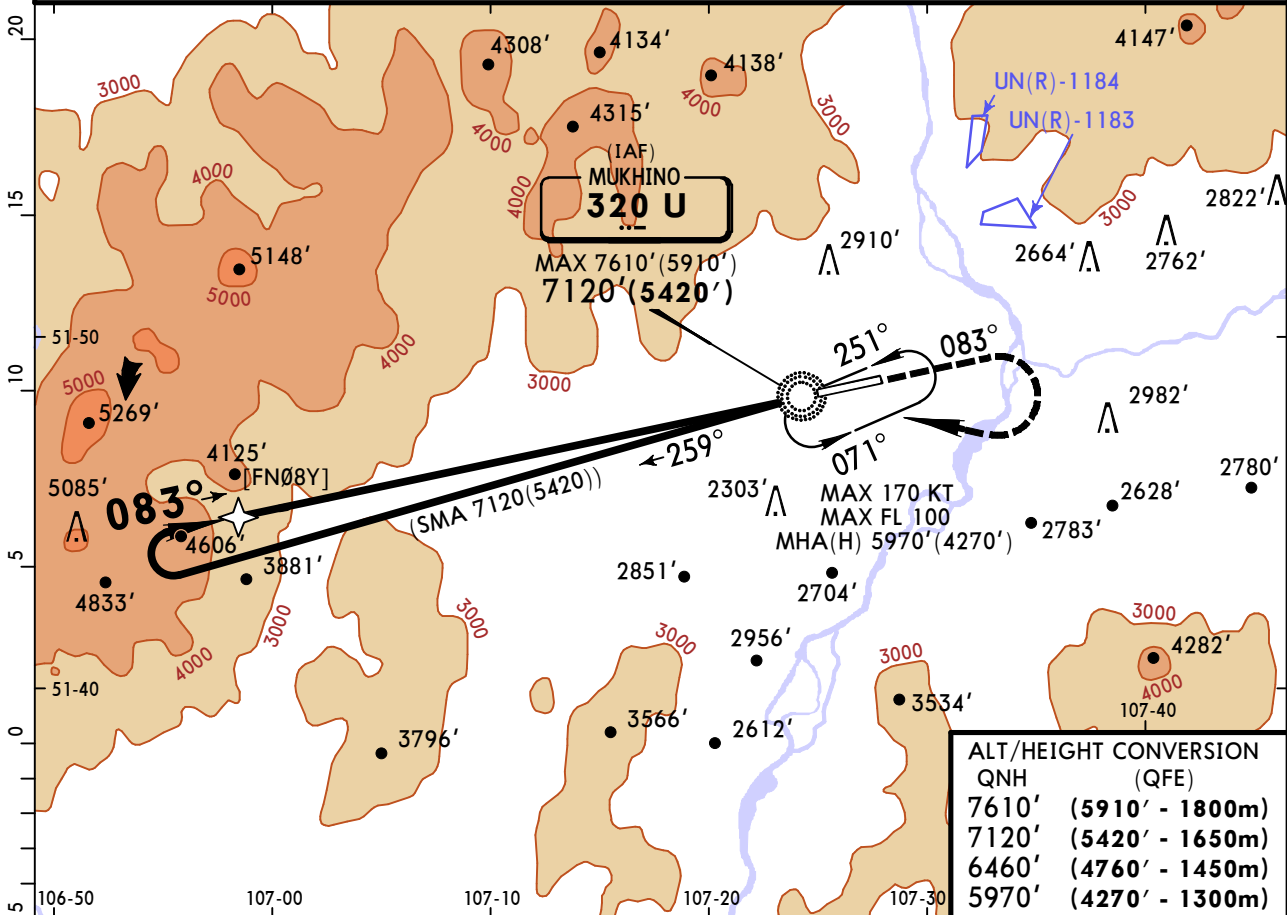
ULAN-UDE, RUSSIA
NDB Y Rwy 08

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
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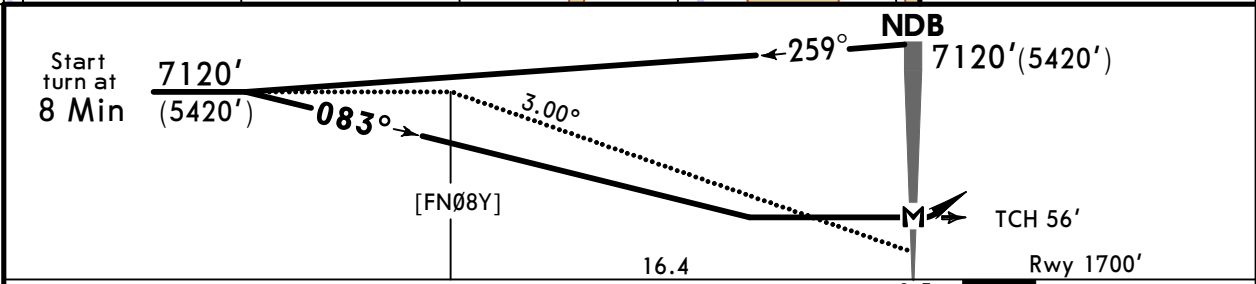
NDB U 320	Final Apch Crs 083°	No FAF	MDA(H) 5680'(3980')	Apt Elev 1699' Rwy 1700'	
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MISSED APCH: Climb onto 083° to 6460'(4760') or above, then turn RIGHT to NDB climbing to 7120'(5420'). Then proceed according to chart or to holding.

Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 90	Trans alt: 7610' (5910')
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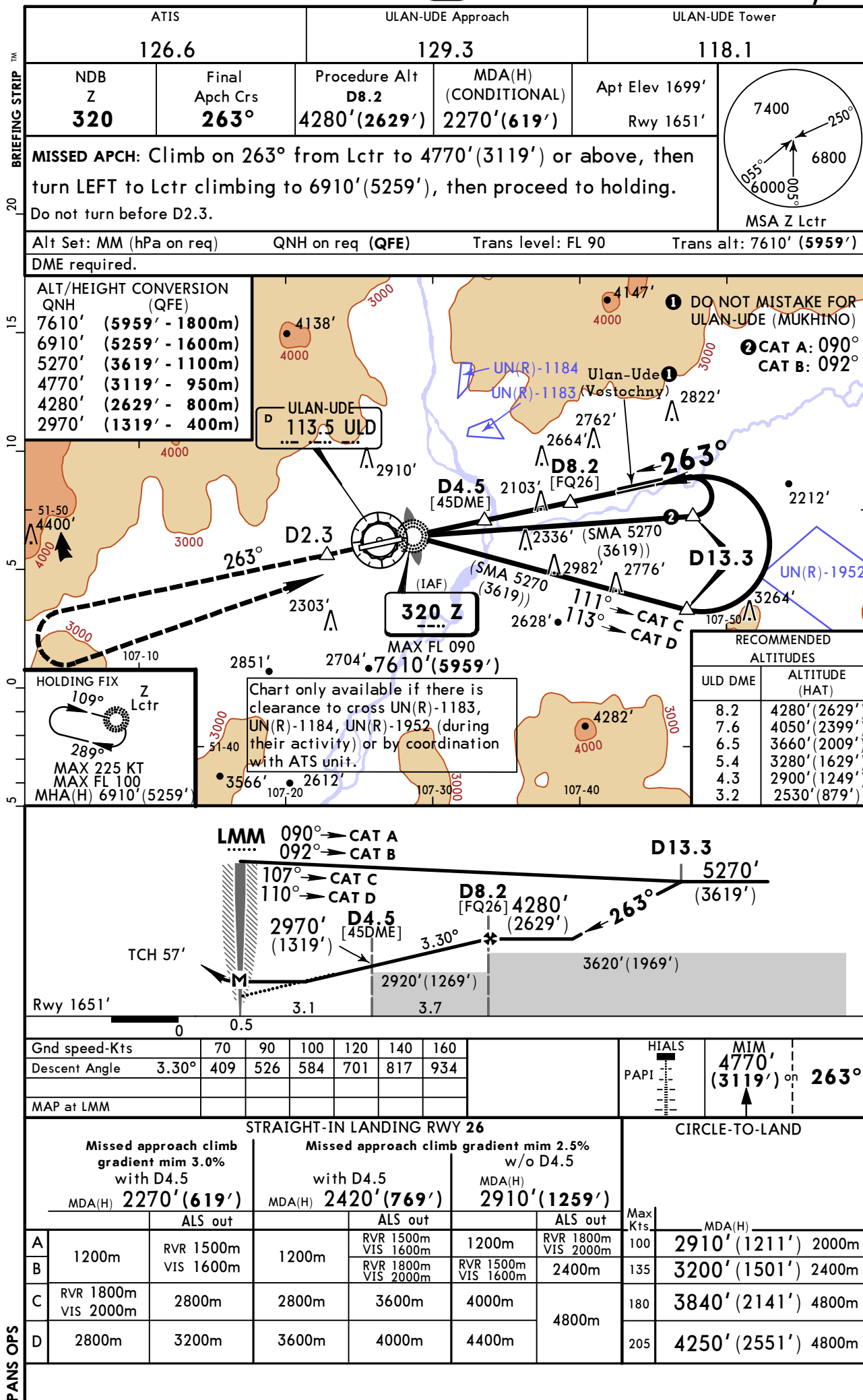


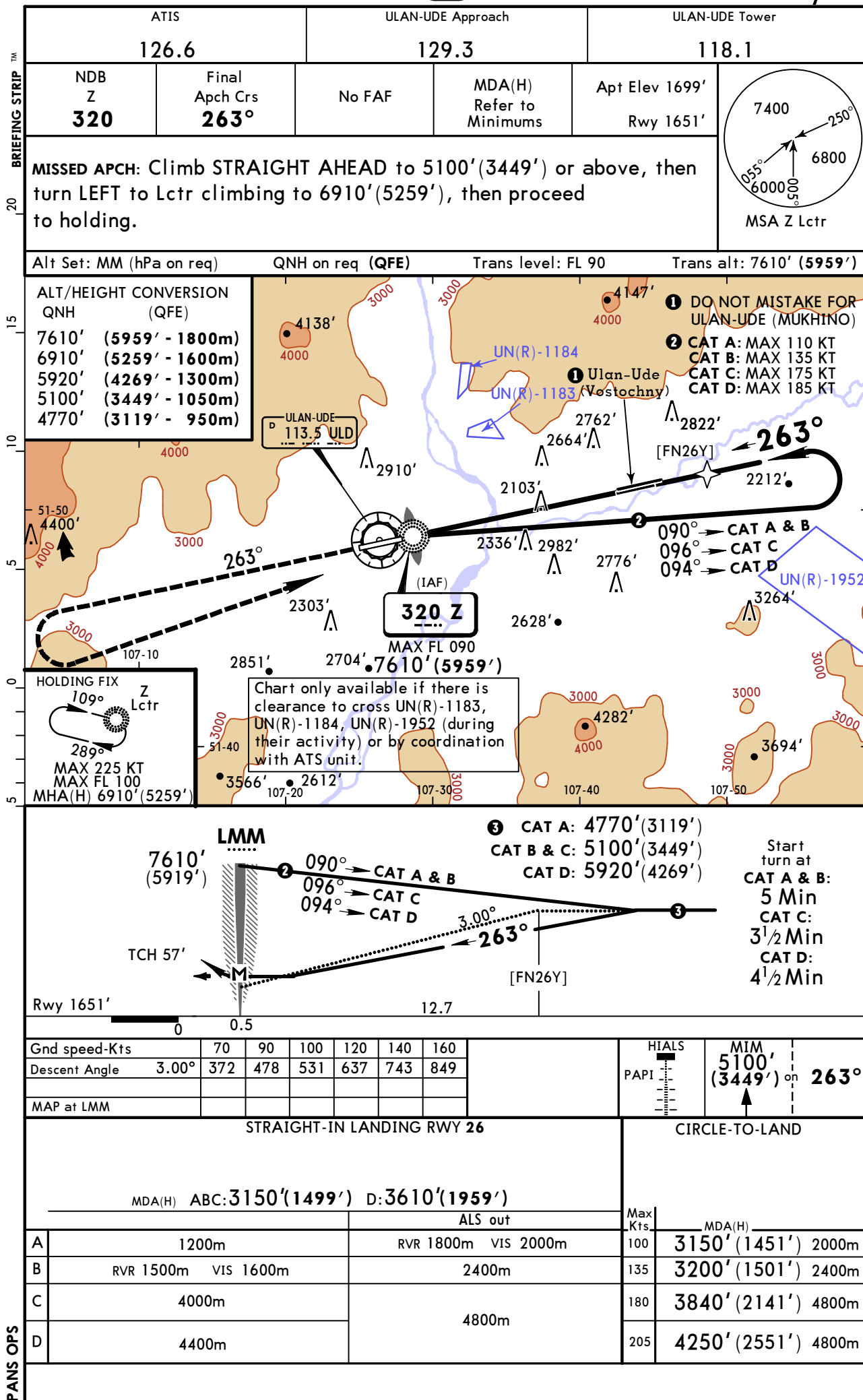
ALT/HEIGHT CONVERSION	
QNH	(QFE)
7610'	(5910' - 1800m)
7120'	(5420' - 1650m)
6460'	(4760' - 1450m)
5970'	(4270' - 1300m)



Grnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.00°	372	478	531	637	743	
MAP at NDB							

STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND			
MDA(H) 5680'(3980')				Max Kts	MDA(H) _____		
		ALS out					
A	1200m		RVR 1800m VIS 2000m	100	5680'(3981') 2000m		
B	NOT APPLICABLE			B	NOT APPLICABLE		
C				C			
D				D			

UIUU/UUD
MUKHINO
JEPPESSEN
 30 NOV 18 **(16-3)** **Eff 6 Dec**
ULAN-UDE, RUSSIA
NDB Z Rwy 26


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JEPPESSEN
 30 NOV 18 **(16-4)** **Eff 6 Dec**
ULAN-UDE, RUSSIA
NDB Y Rwy 26


CHANGES: New procedure.

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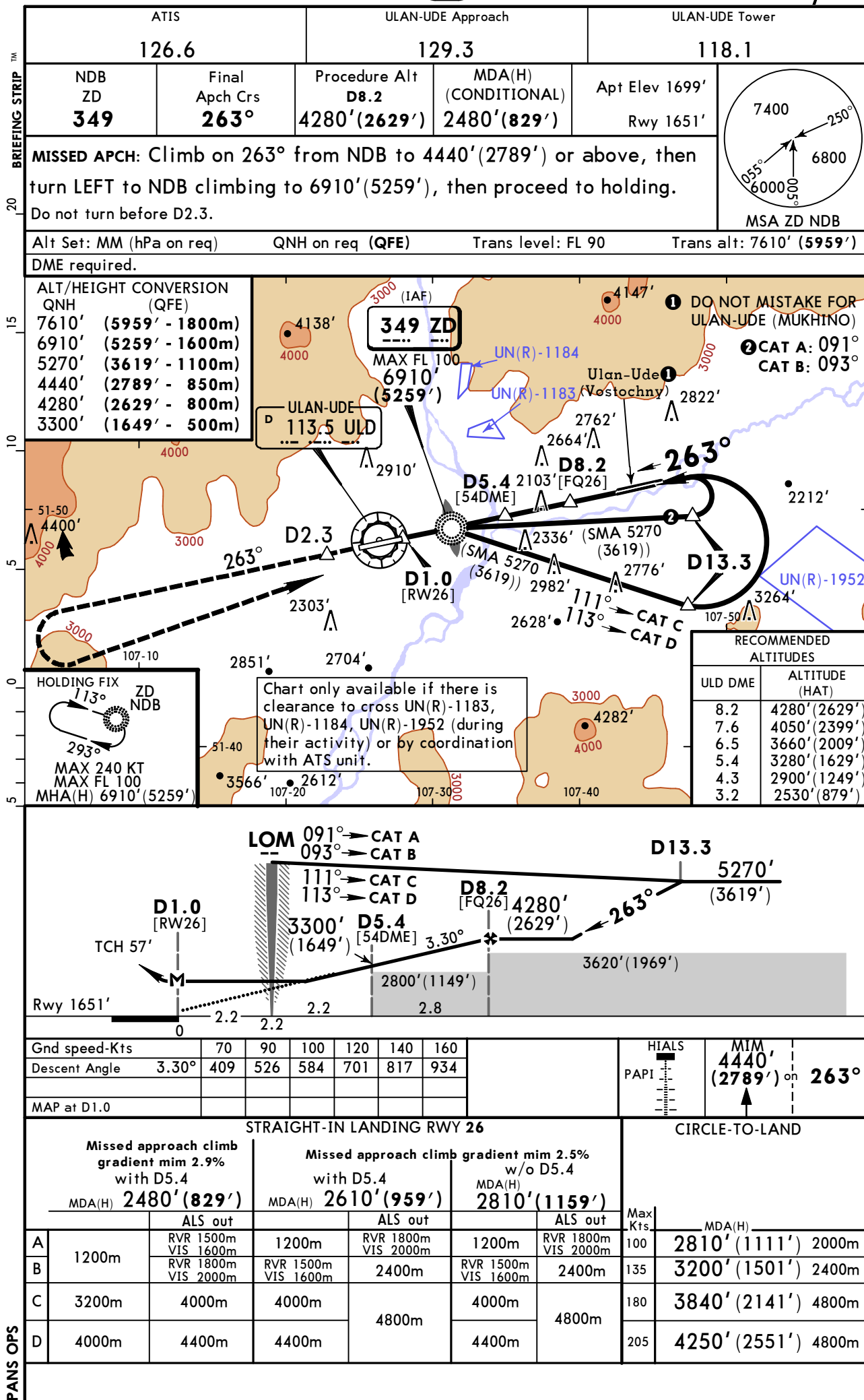
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MUKHINO
JEPPESSEN
30 NOV 18 **(16-5)** **Eff 6 Dec**
ULAN-UDE, RUSSIA
NDB X Rwy 26


Chart changes since cycle 08-2019

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