

Airport Information

UIUU (Mukhino)

JEPPESEN

JeppView 3.7.4.0

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

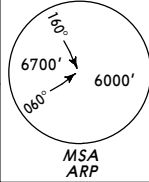
UTUU/UUD
 MUKHINO

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**

TATUR
 N52 08.0 E107 27.0

At or above
 FL89

TATUR 1
 19

ULAN-UDE
 349 ZD
 N51 49.2 E107 31.4
 At 2350'
 (657')

KUMAT
 N51 59.2 E108 34.0

At or above
 FL89

40
 KUMAT 1
 KORRIDOR 3
 081°

ODALA
 N52 04.3
 E109 07.5

ULAN-UDE
 *169 Z
 N51 48.7 E107 28.6

At 4650'
 (2957')



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

FL CONVERSION	
FL89	FL2700m
FL98	FL3000m

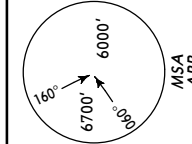
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JEPPESEN
 30 MAY 08 (10-3A) Eff 5 Jun

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')



**KUMAT 3A [KUMA3A]
 TATUR 3
 KUMAT 3B [KUMA3B]
 BY ATC
 RWY 26 DEPARTURES
 TO NORTH & EAST**

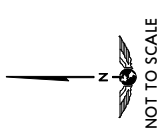
ODALA
 N52 04.3
 E109 07.5

At or above
 FL89

KUMAT
 N51 59.2 E108 34.0

At or above
 FL89

21
 180°



TATUR
 N52 08.0 E107 27.0

At or above
 FL89

TATUR 3
 19

ULAN-UDE
 *169 Z
 N51 48.7 E107 28.6

At 4620'
 (2960')

At 2980'
 (1320')

ULAN-UDE
 349 ZD
 N51 49.2 E107 31.4

At 2350'
 (657')

080°

353°

002°

030°

078°

074°

083°

093°

097°

098°

ALT/HEIGHT CONVERSION QNH (QFE)	
2980'	(1320' - 400m)
4620'	(2960' - 900m)
7600'	(5940' - 1800m)

FL CONVERSION	
FL89	FL2700m
FL98	FL3000m

WARNING: In case of turbulence
 aircraft shall execute aerodrome
 traffic circuit after take-off with
 265° heading.

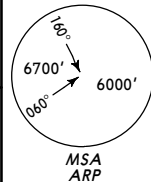
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JEPPESEN
 23 JUL 10 (10-3B)

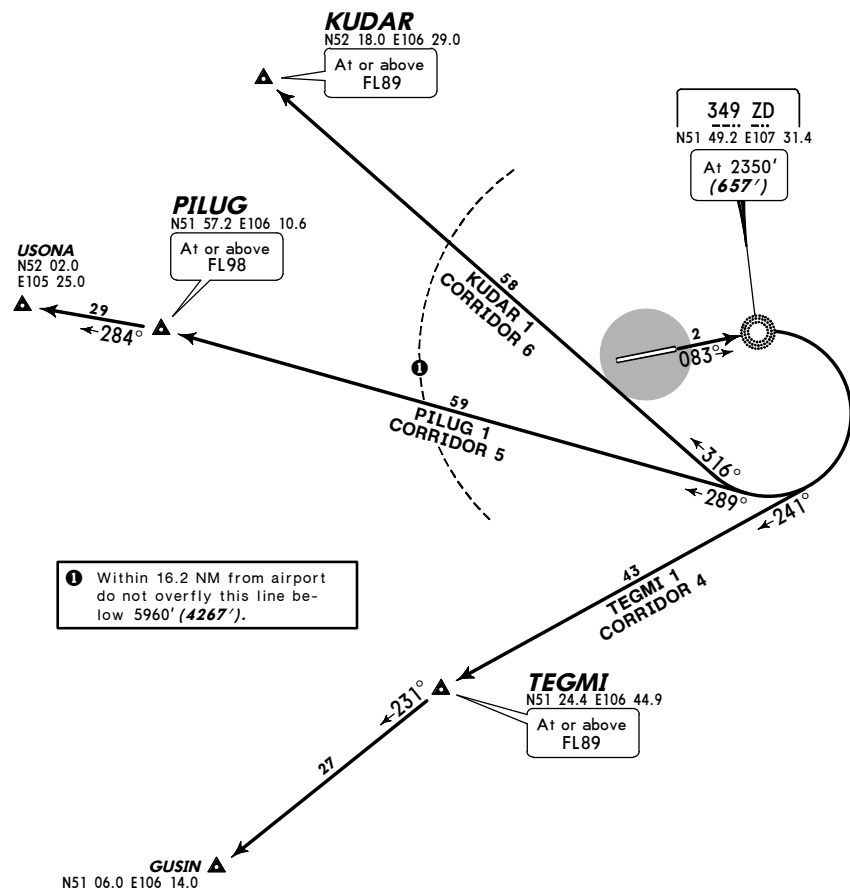
ULAN-UDE, RUSSIA
 SID

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



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



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

FL CONVERSION	
FL89	FL2700m
FL98	FL3000m

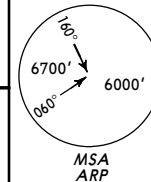
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JEPPESEN
 23 JUL 10 (10-3C)

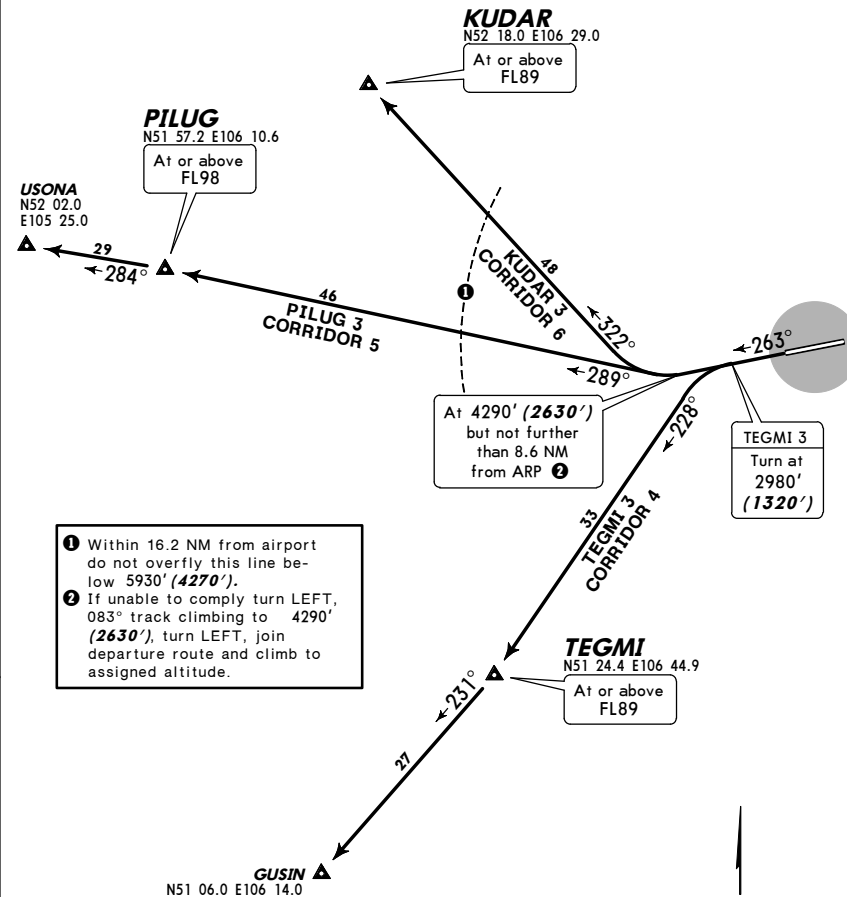
ULAN-UDE, RUSSIA
 SID

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.



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

FL CONVERSION	
FL89	FL2700m
FL98	FL3000m

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

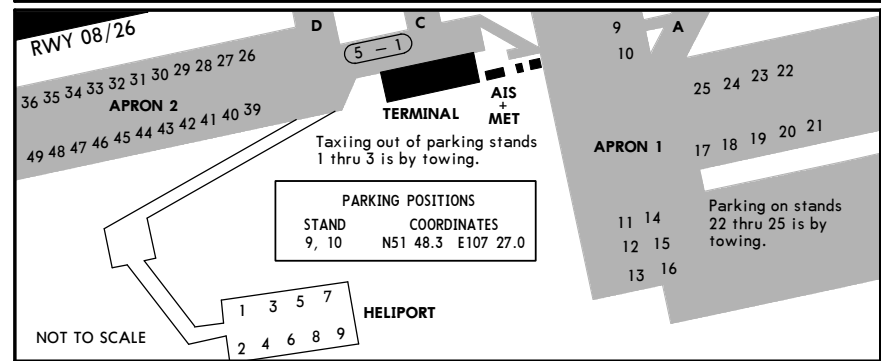
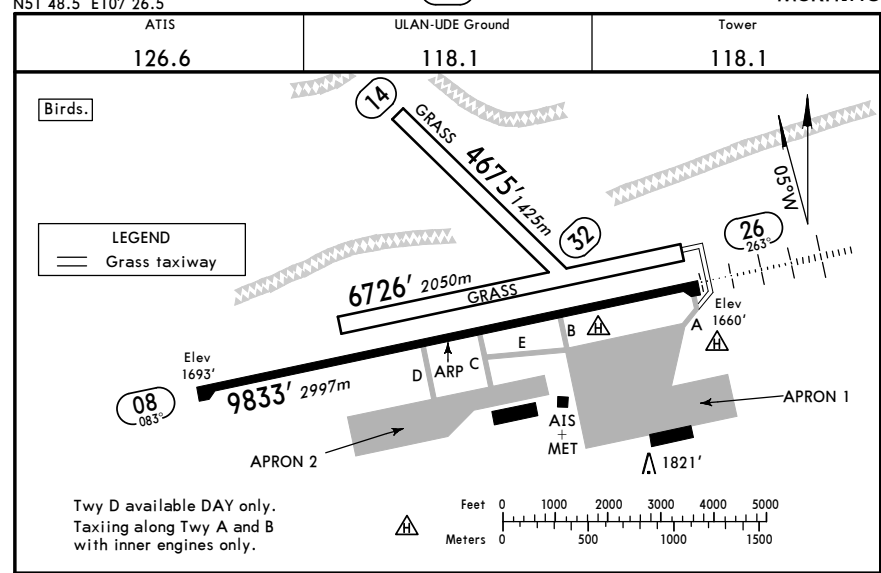
UIUU/UUD MUKHINO 23 APR 10 10-4 Eff 6 May NOISE

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 MUKHINO 11 MAR 11 10-9



RWY	ADDITIONAL RUNWAY INFORMATION				TAKE-OFF	WIDTH
	RL (60m)	HIALS	PAPI-L (angle 3.0°)	RVR		
08	RL (60m)			RVR		148' 45m
26	RL (60m)	HIALS	PAPI-L (angle 3.0°)	RVR	9347' 2849m	
08	Grass runway					328' 100m
14	Grass runway					295' 90m

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

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JEPPESEN
 11 MAR 11 (10-9X)

JAA MINIMUMS

ULAN-UDE, RUSSIA
 MUKHINO

STRAIGHT-IN RWY	A	B	C	D
26 ILS	1860'(200') R550m R1000m	1860'(200') R550m R1000m	1860'(200') R550m R1000m	1870'(210') R600m R1000m
2 NDB ALS out	2010'(350') R900m R1500m	2010'(350') R1000m R1500m	2010'(350') R1000m R1800m	2010'(350') R1400m R2000m
1 NDB ALS out	2650'(990') R1200m R1500m	2650'(990') R1400m R1500m	2650'(990') R1400m R2000m	2650'(990') R1800m 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		
B	250m	
C		500m
D	300m	

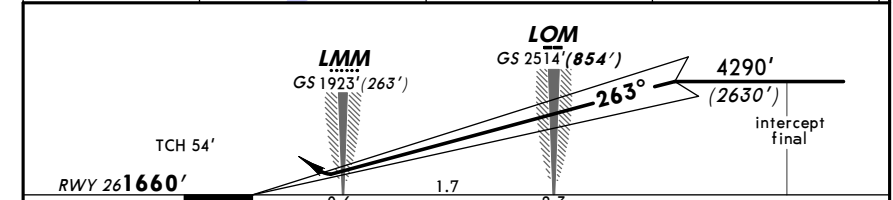
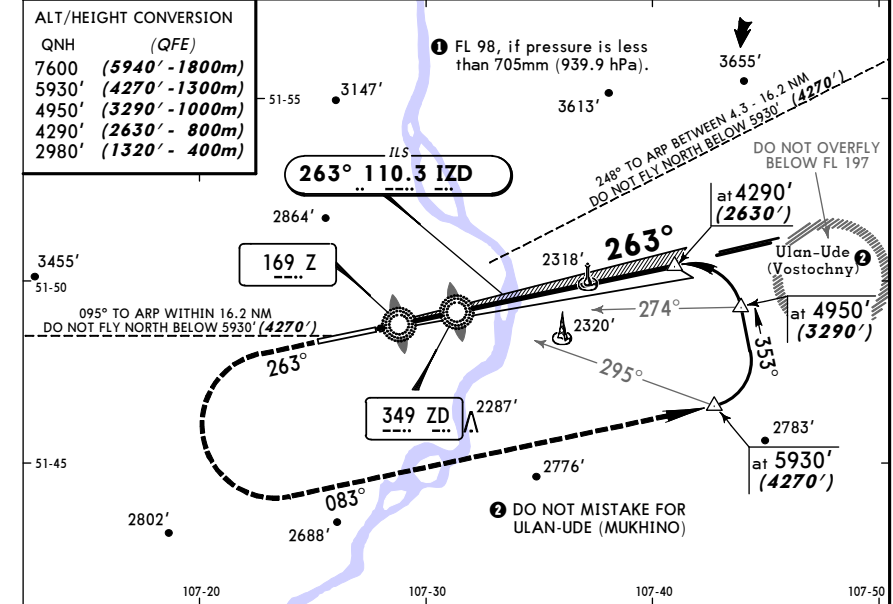
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JEPPESEN
 11 MAR 11 (11-1)

ULAN-UDE, RUSSIA
 ILS Rwy 26

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.



2980' (1320')	On 263°	083°	5930' (4270')
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STRAIGHT-IN LANDING RWY 26	
ILS	LOC (GS out)
DA(H) ABC: 1860'(200') D: 1870'(210')	
FULL	ALS out
A	
B	
C	
D	
RVR 720m VIS 800m	1200m
	NOT AUTH

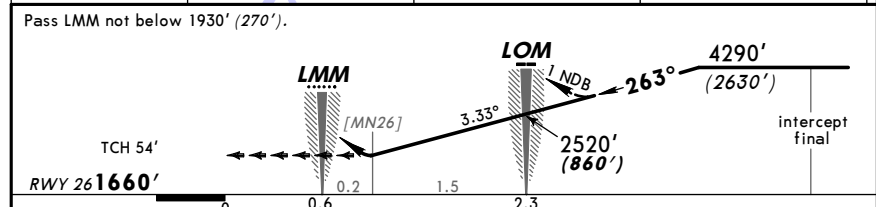
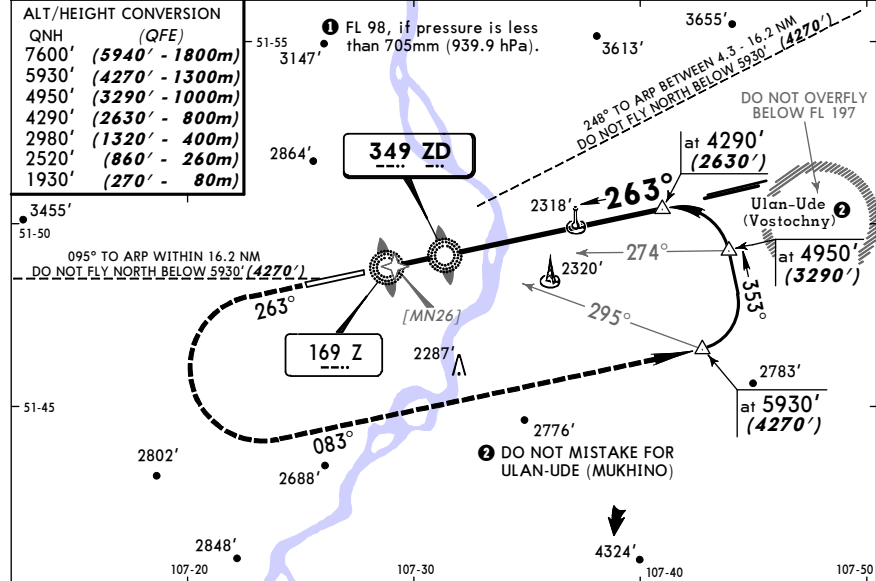
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JEPPESEN
 11 MAR 11 (16-1)

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

ATIS 126.6	ULAN-UDE Approach 129.3	ULAN-UDE Krug (R) 120.6	ULAN-UDE Tower 118.1	Ground 118.1
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'
MISSED APCH: Climb on 263° to 2980' (1320'), then turn LEFT onto 083° climbing to 5930' (4270'), then according to chart.				<p>MSA ARP</p>

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 89 Trans alt: 7600' (5940')



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

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

BRIEFING STRIP

PANS OPS