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General Information

Location: ULAN-UDE RUS
ICAO/IATA: UIUU / UUD
Lat/Long: N51° 48.58', E107° 26.43'
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: 2115 Z
Sunset: 1219 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

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29 AUG 25

10-1P

Eff 4 Sep

ULAN-UDE, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.6

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is less than 550m.

Pilots are informed by ATIS or ATC using phrase:

"LVP in progress. Check your minimum".

RVR values in mid-point and stop-end of RWY are transmitted, when at least one of the values is less than 550m or these values are requested by flight crew.

Flight crew should read back all controller's instructions when maintaining radio communication.

Escort by Follow-me car is mandatory.

When LVP are in force, take-off shall be carried out by decision of pilot-in-command.

When LVP are in force, it is prohibited:

- to take off not from the RWY beginning,
- to take off without stop at the line-up position after ACFT enter the RWY.

1.3. TAXI PROCEDURES

Engines start-up and taxiing shall be carried out by clearance of TWR controller.

ACFT taxiing into stands shall be executed after obtaining taxi clearance and information about taxi route from ATS unit.

1.4. PARKING INFORMATION

Taxiing into stands shall be carried out by instructions of the technical personnel.

1.5. EMERGENCY IN-FLIGHT CONTINGENCIES

When a threat to flight safety arises at assigned FL (dangerous weather phenomena, ACFT equipment failure etc.) the pilot has the right to change FL at his own discretion with immediate reporting it to ATS unit.

In this case the pilot must, without changing FL, turn away, to the right 030° from the flight route and passing 10.8NM (20km) resume on previous heading changing altitude to the chosen FL.

In emergency cases descending shall be carried out immediately turning away in accordance with the Aeroplane Flight Manual.

1.6. FUEL DUMPING

If fuel dumping is required coordinate location and altitude with ATC.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

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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.

3.2. RWY OPERATIONS

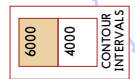
If it's necessary to occupy the RWY for a long time (more than 1 minute), flight crew shall inform the TWR controller about the time required to prepare for take-off before occupying the RWY. If more than 1 minute passed after issuance of take-off clearance, flight crew must request a new take-off clearance.

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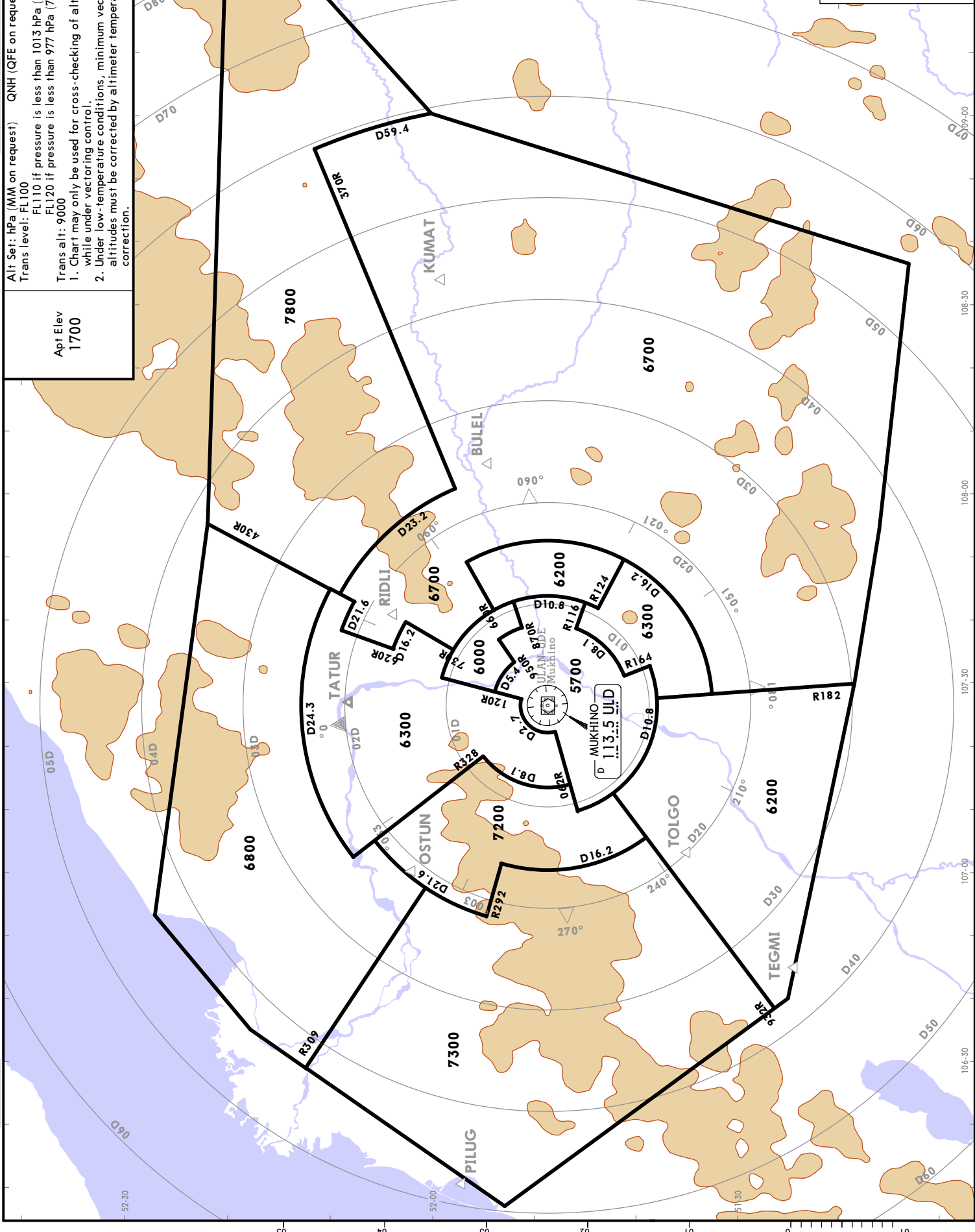
RADAR MINIMUM ALTITUDES

Alt Set: hPa (MM on request) QNH (QFE on request)
 Trans level: FL100
 FL110 if pressure is less than 1013 hPa (760 mm)
 FL120 if pressure is less than 977 hPa (733 mm)
 Trans alt: 9000
 1. Chart may only be used for cross-checking of altitudes while under vectoring control.
 2. Under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.

Apt Elev
 1700



FEET METERS	QNH (QFE)
9000 (2740)	
7800 (1860)	
7300 (1710)	
7200 (1680)	
6800 (1555)	
6700 (1525)	
6300 (1405)	
6200 (1375)	
6000 (1315)	
5700 (1220)	



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 10-1R

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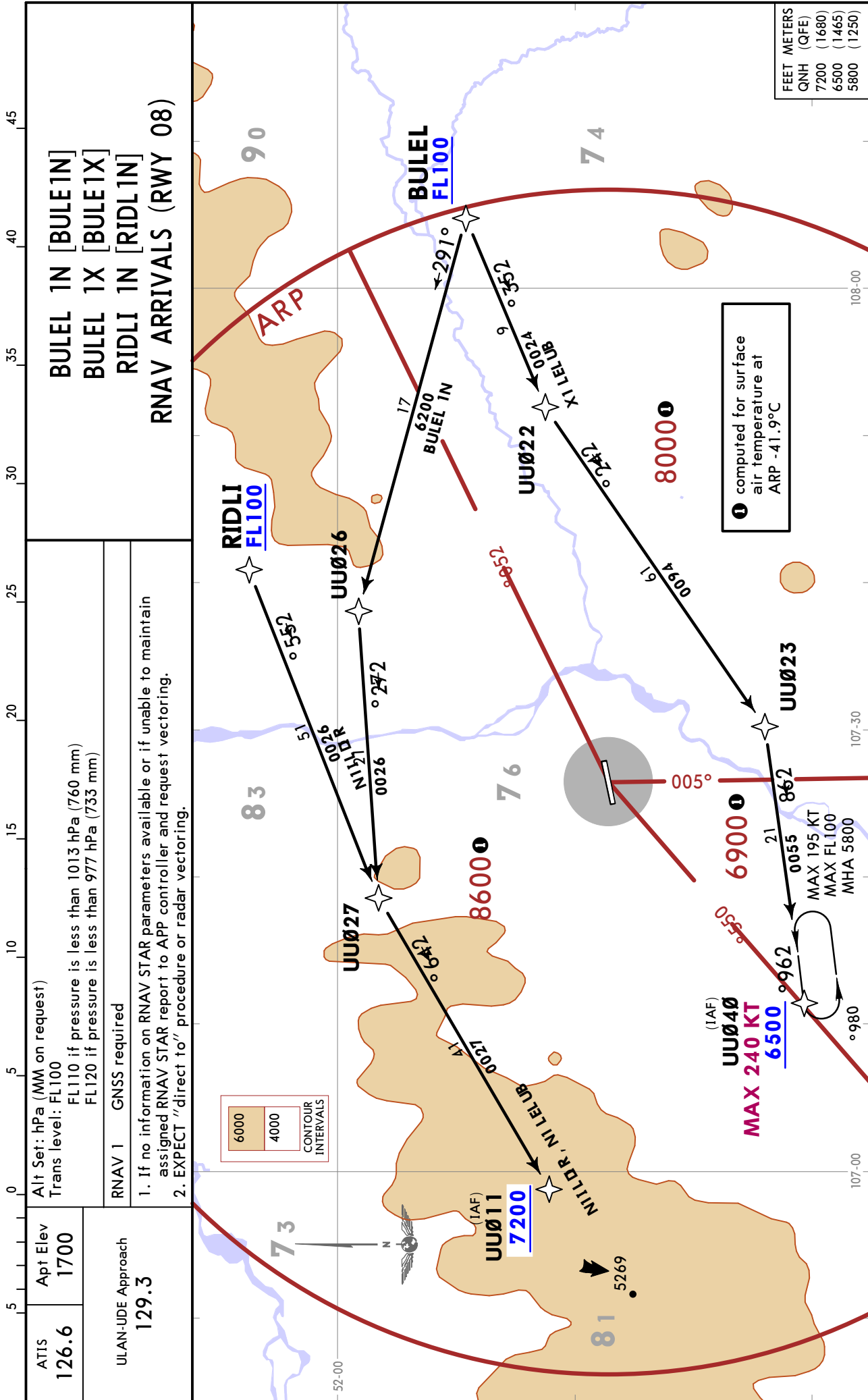
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10-2

Eff 4 Sep

RNAV STAR



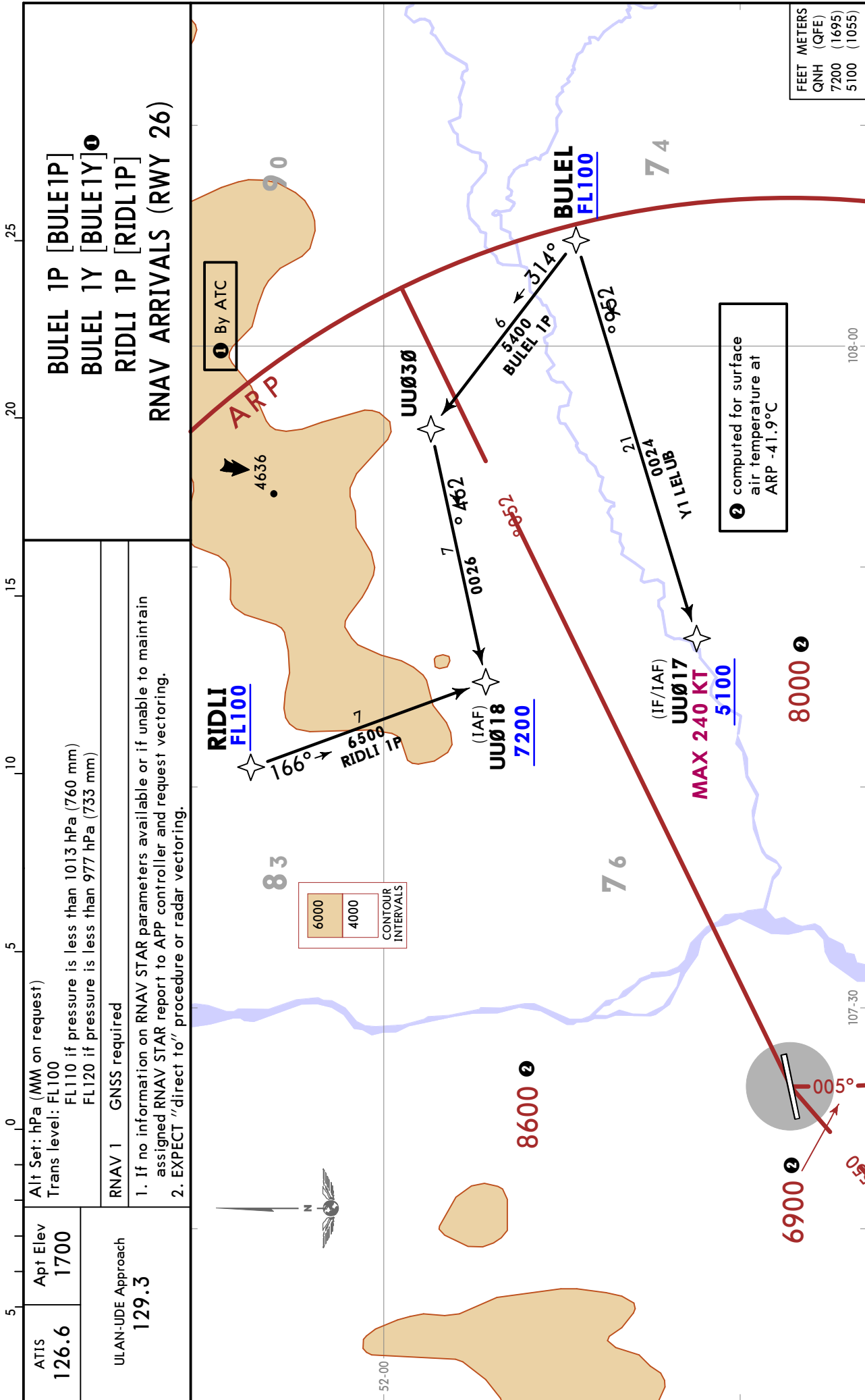
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29 AUG 25 10-2A Eff 4 Sep

RNAV STAR



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29 AUG 25

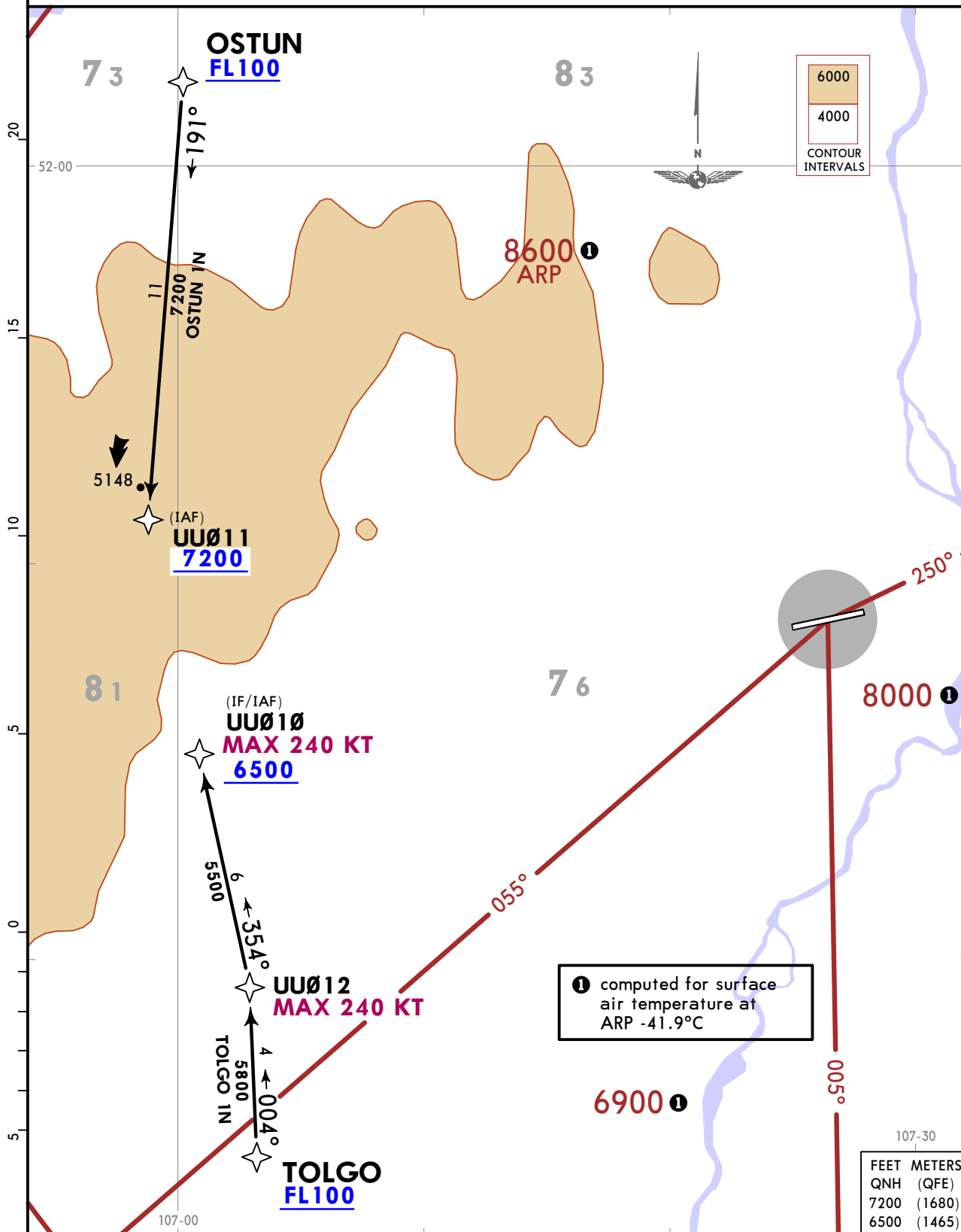
10-2B

Eff 4 Sep

RNAV STAR

Apt Elev 1700		Alt Set: hPa (MM on request) Trans level: FL100 FL110 if pressure is less than 1013 hPa (760 mm) FL120 if pressure is less than 977 hPa (733 mm)
ATIS 126.6	ULAN-UDE Approach 129.3	RNAV 1 GNSS required
1. If no information on RNAV STAR parameters available or if unable to maintain assigned RNAV STAR report to APP controller and request vectoring. 2. EXPECT "direct to" procedure or radar vectoring.		

OSTUN 1N [OSTU1N]
TOLGO 1N [TOLG1N]
RNAV ARRIVALS (RWY 08)



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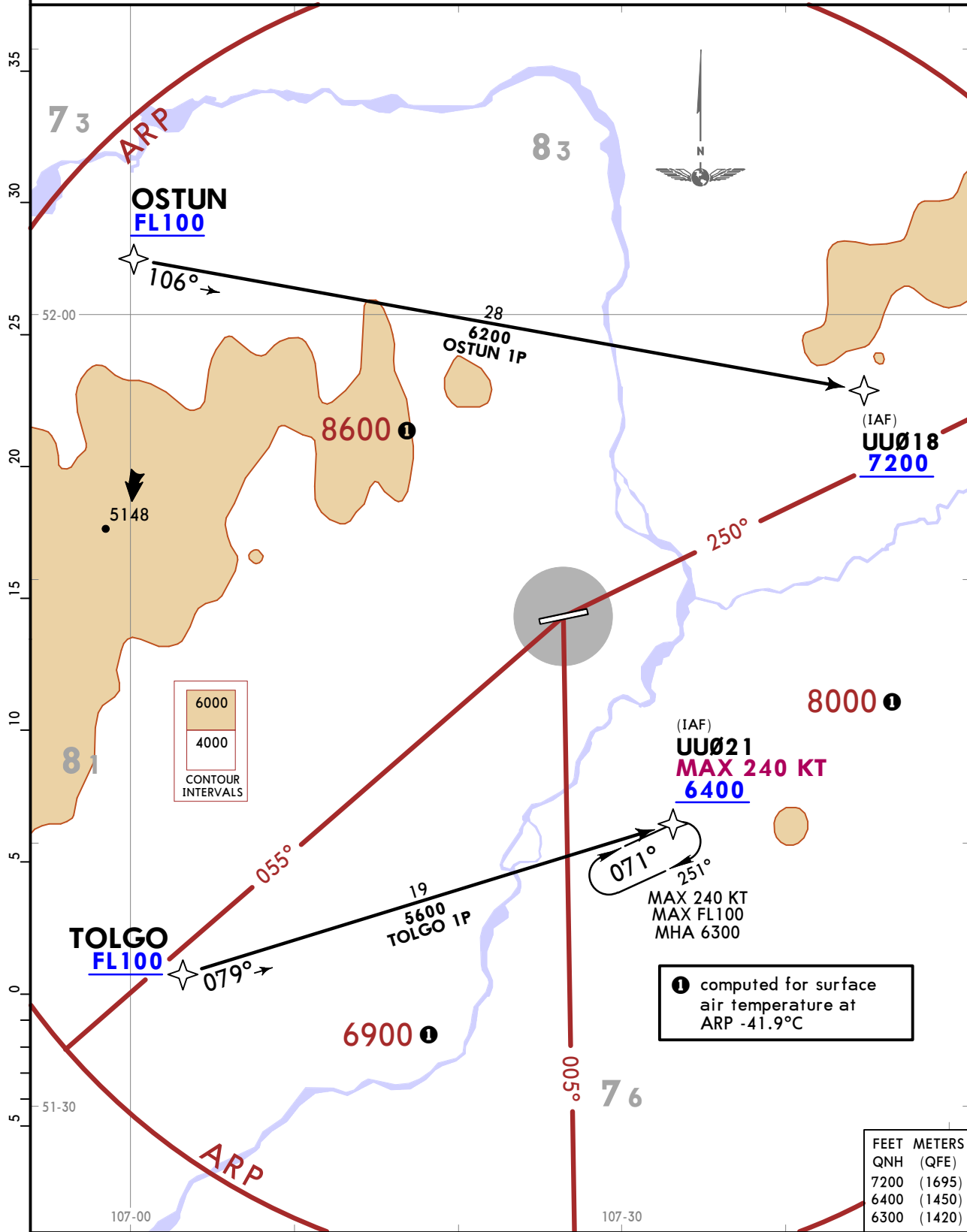
10-2C

Eff 4 Sep

RNAV STAR

Apt Elev 1700		Alt Set: hPa (MM on request) Trans level: FL100 FL110 if pressure is less than 1013 hPa (760 mm) FL120 if pressure is less than 977 hPa (733 mm)
ATIS 126.6	ULAN-UDE Approach 129.3	RNAV 1 GNSS required
1. If no information on RNAV STAR parameters available or if unable to maintain assigned RNAV STAR report to APP controller and request vectoring. 2. EXPECT "direct to" procedure or radar vectoring.		

OSTUN 1P [OSTU1P] TOLGO 1P [TOLG1P] RNAV ARRIVALS (RWY 26)



① computed for surface air temperature at ARP -41.9°C

FEET	METERS
QNH (QFE)	
7200	(1695)
6400	(1450)
6300	(1420)

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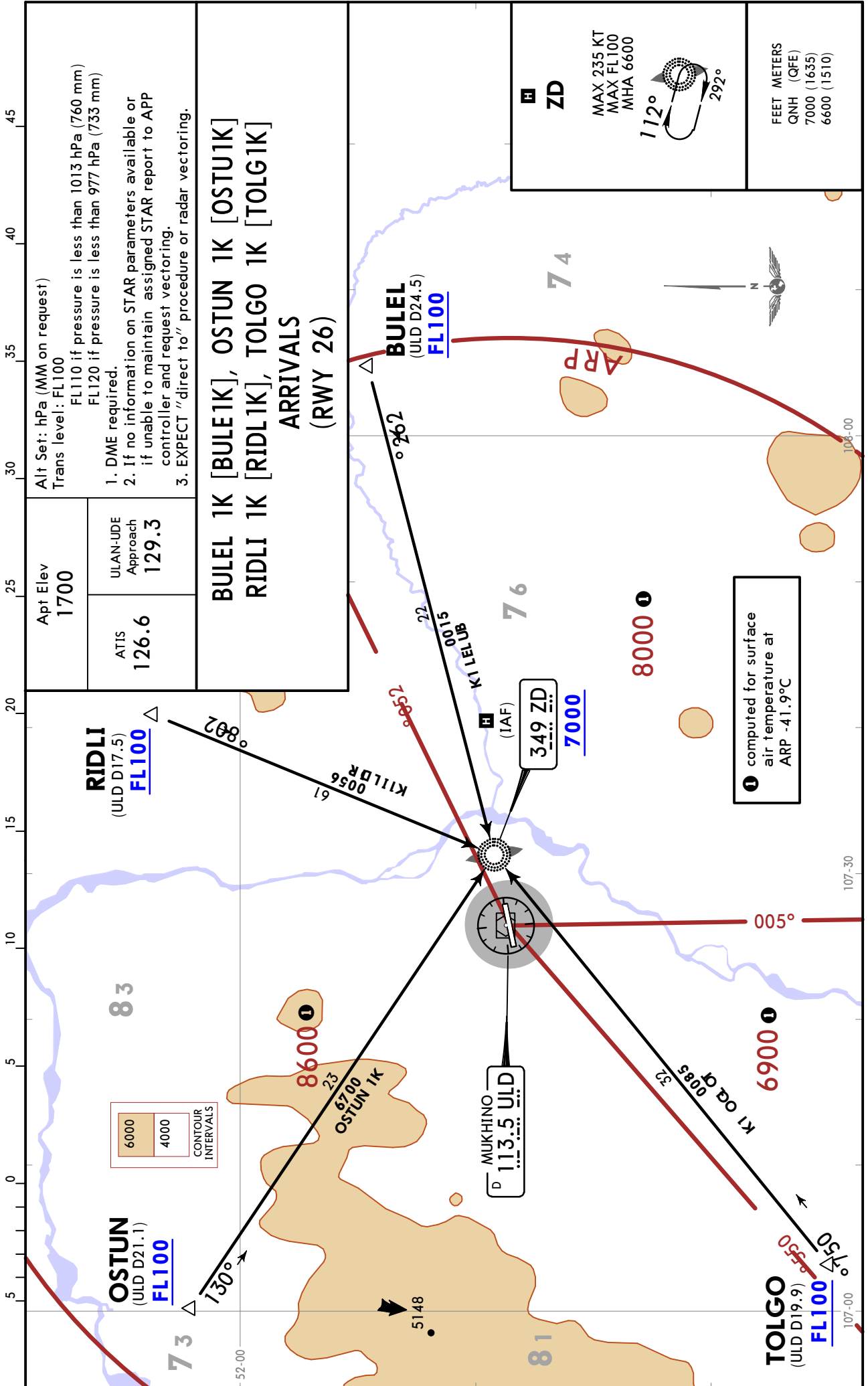
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10-2F

Eff 4 Sep

STAR



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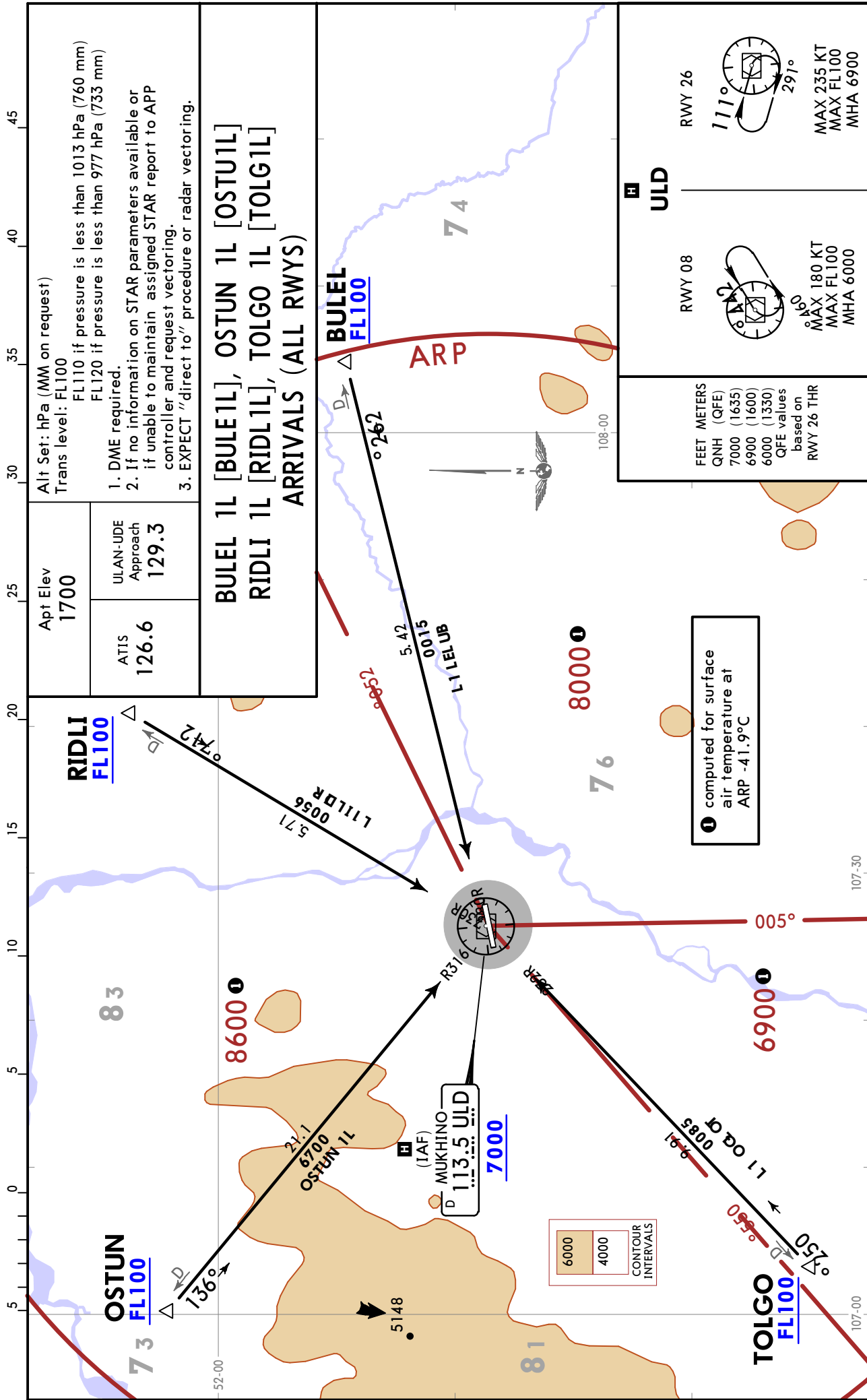
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29 AUG 25

10-2G

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STAR



CHANGES: Alt set changed to hPa, STARs renumbered & revised.

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ULAN-UDE, RUSSIA
RNAV SID

**KUMAT 1B [KUMA 1B]
TATUR 1B [TATU 1B]
RNAV DEPARTURES (RWY 08)**

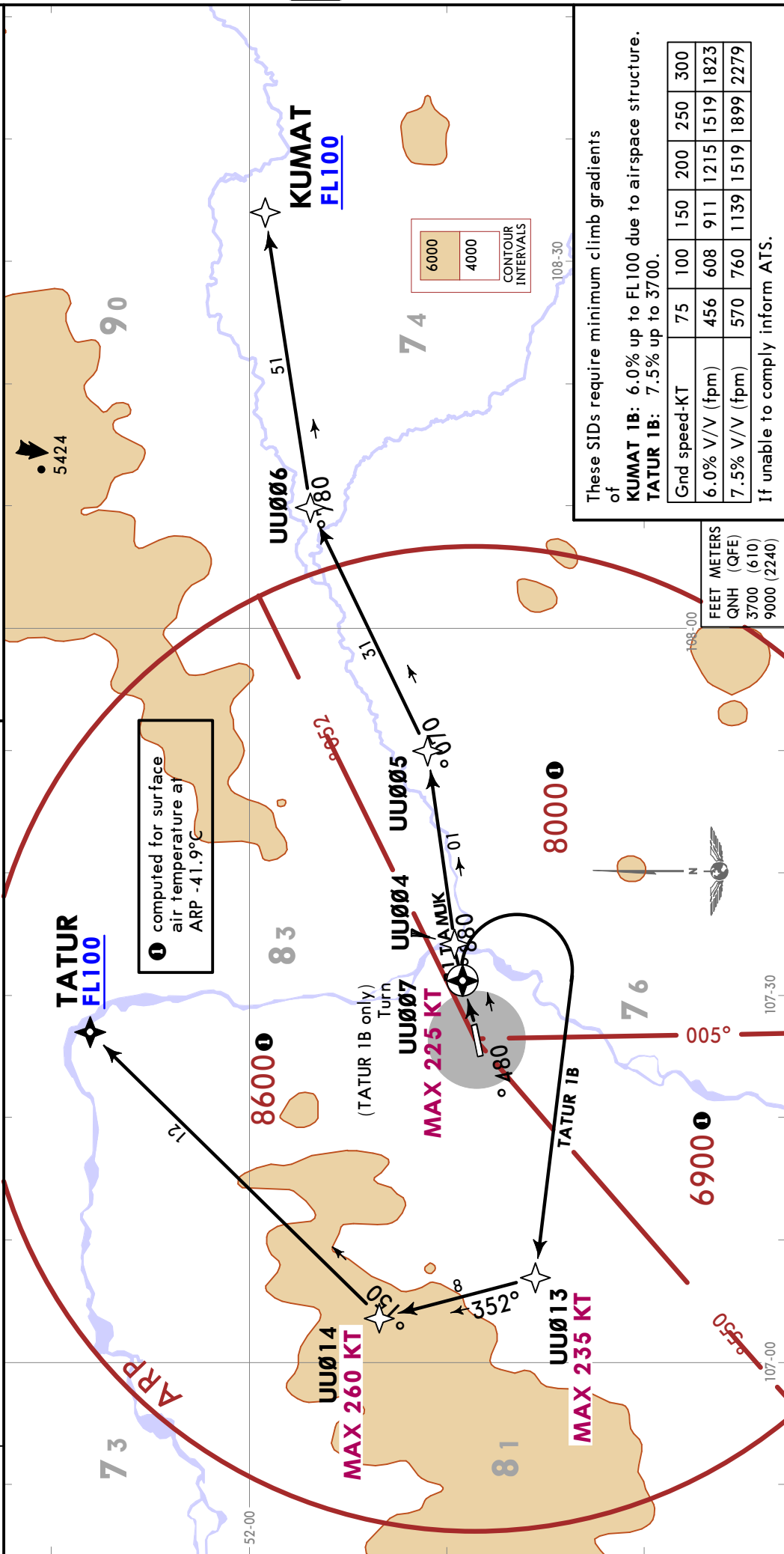
Apt Elev
1700

ULAN-UDE Tower
118.1

QNH (QFE on request)
Trans alt: 9000

RNAV 1 GNSSE required

1. If no information on RNAV SID parameters available or if unable to MAINTAIN assigned RNAV SID report to TWR controller and request vectoring.
2. EXPECT "direct to" procedure or RADAR vectoring.



These SIDs require minimum climb gradients of

KUMAT 1B: 6.0% up to FL100 due to airspace structure.
TATUR 1B: 7.5% up to 3700.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

If unable to comply inform ATIS.

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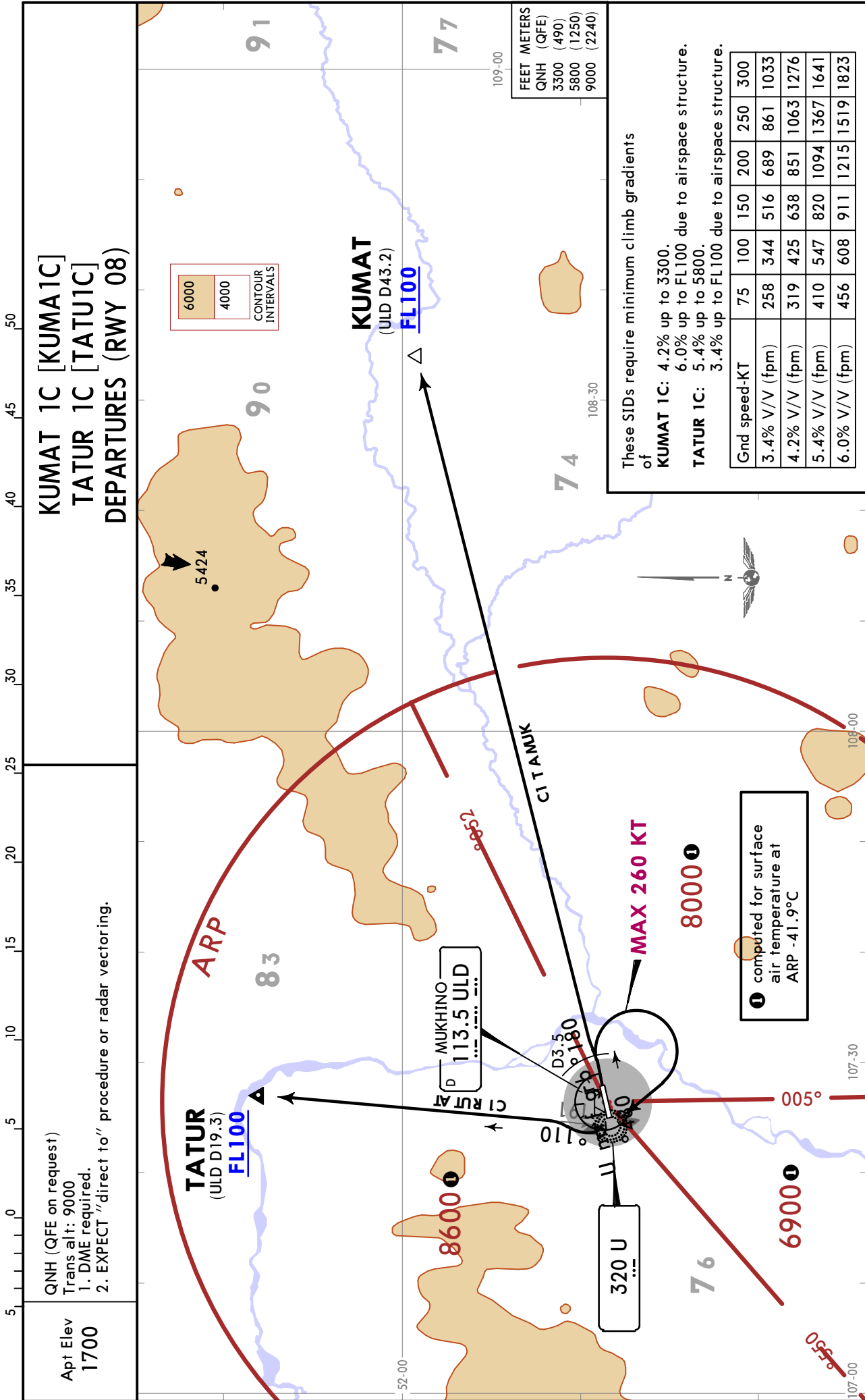
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10-3D

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SID



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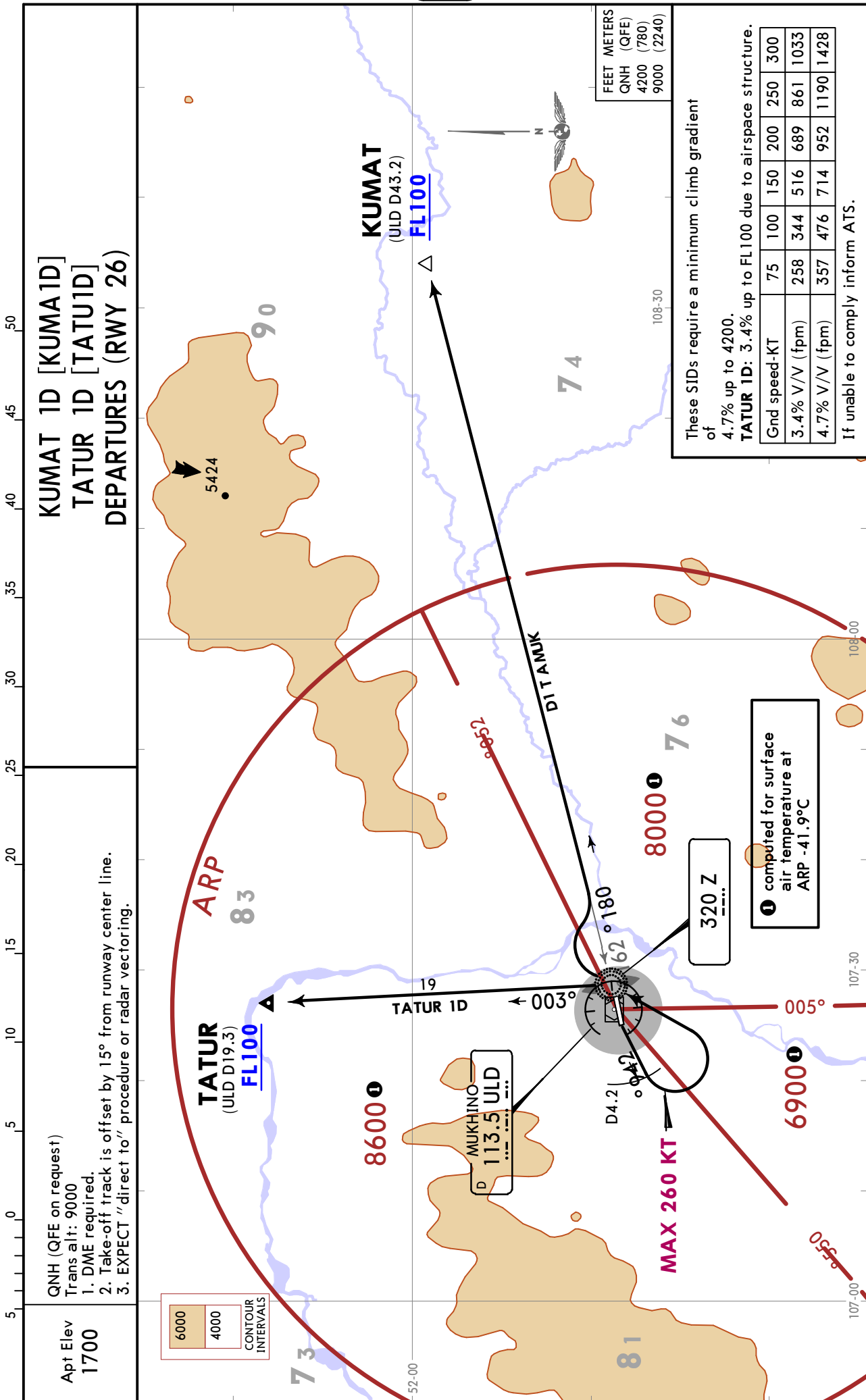
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29 AUG 25

10-3E

Eff 4 Sep

SID



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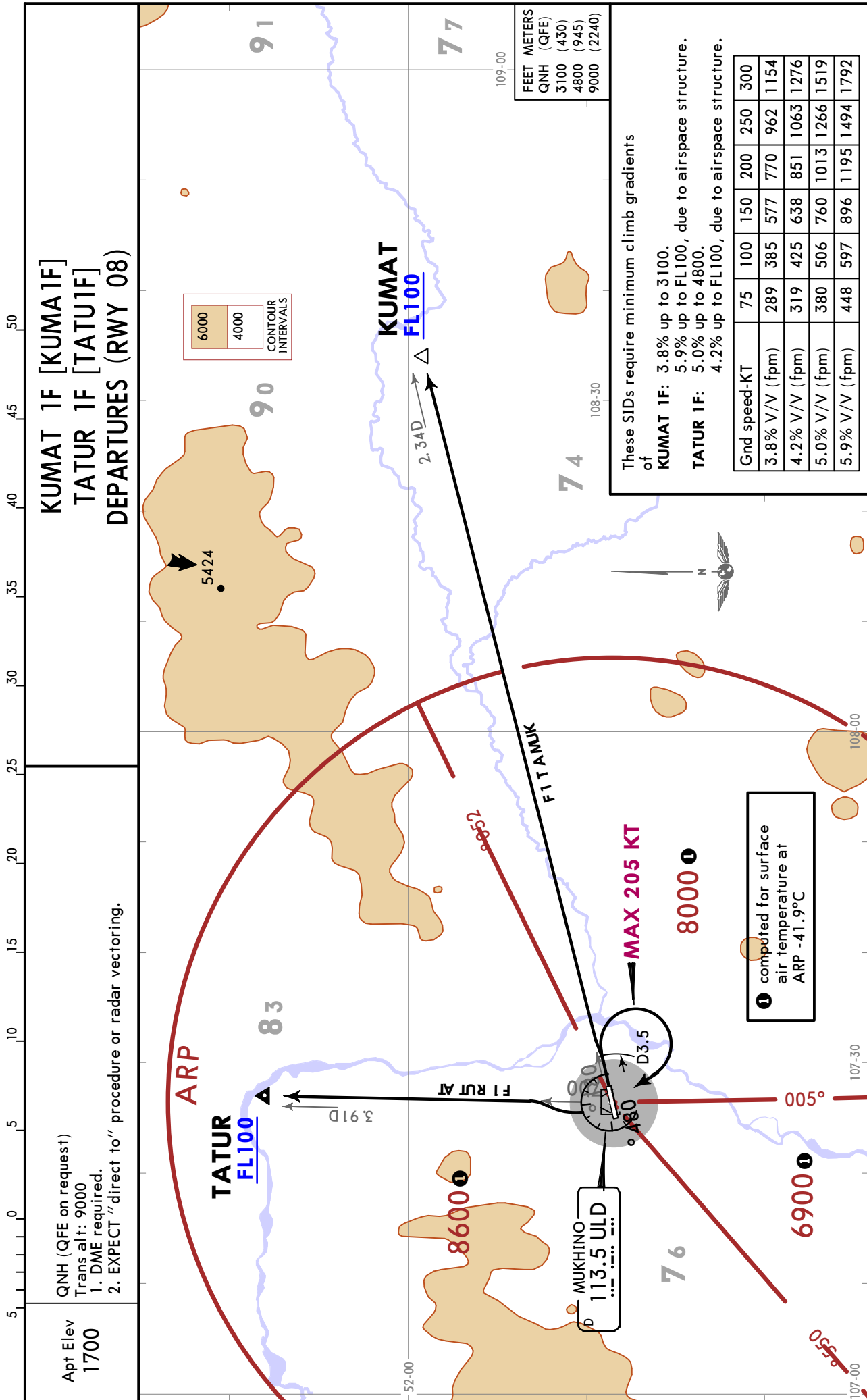
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10-3G

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SID



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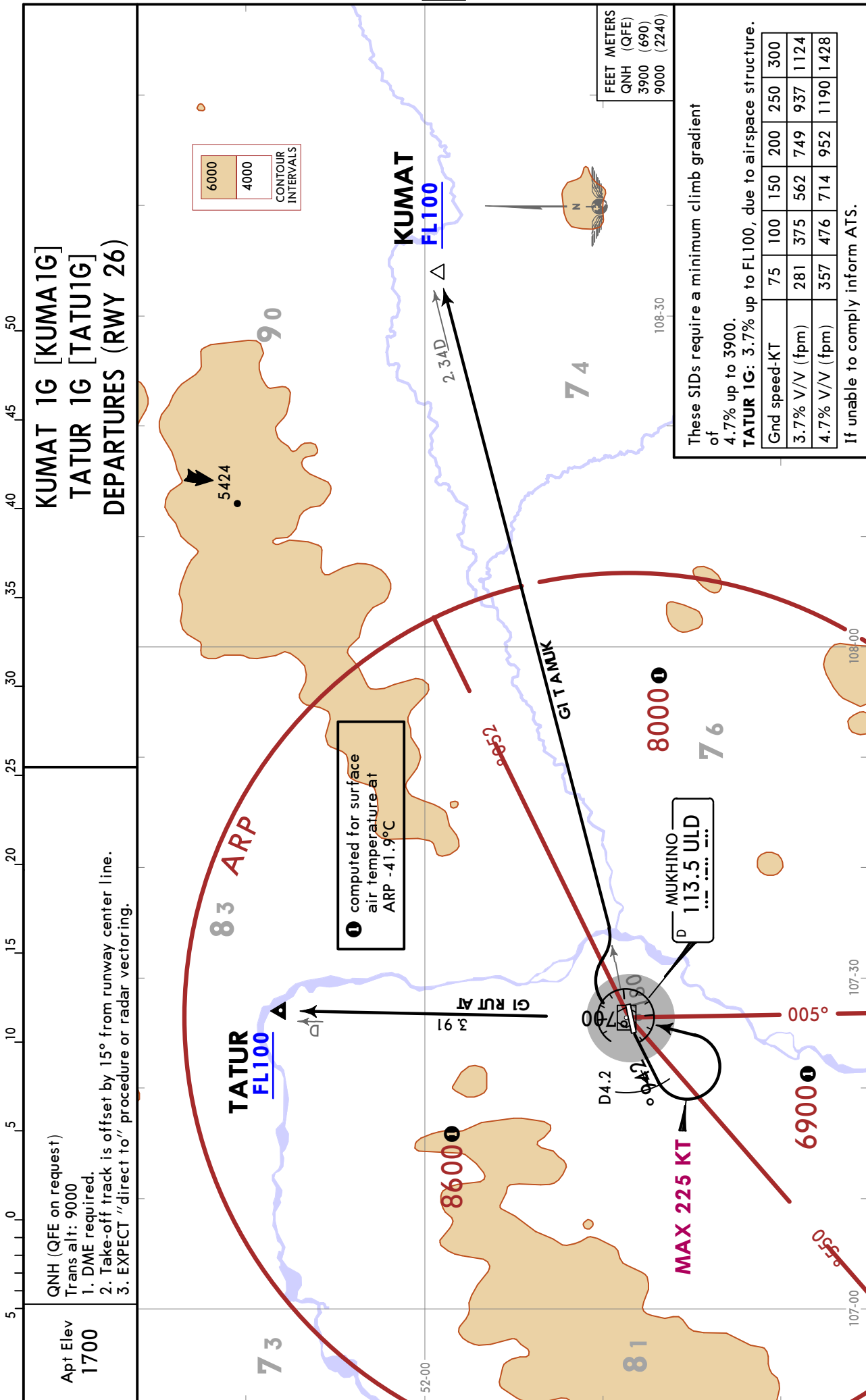
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10-3H

Eff 4 Sep

SID

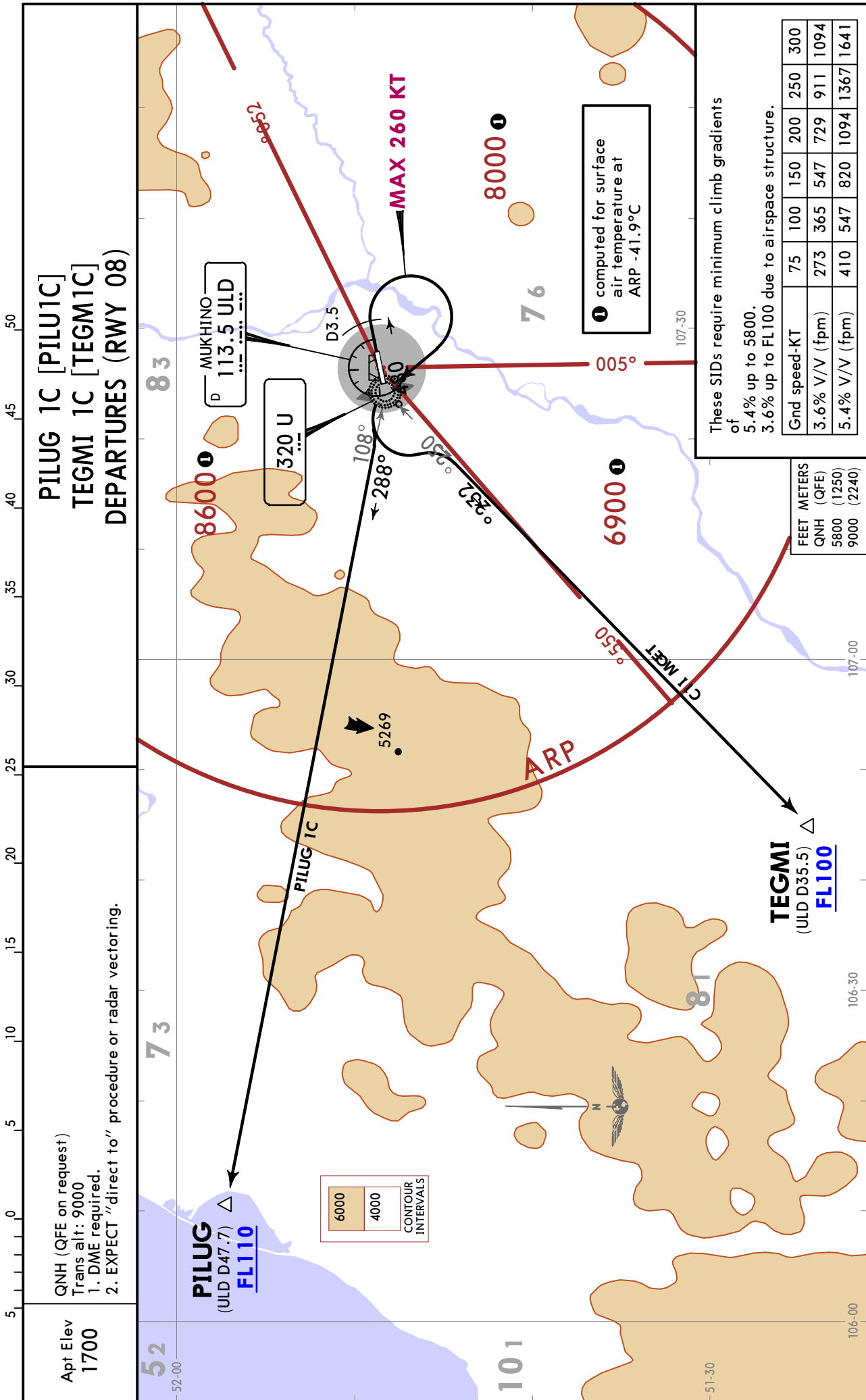


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29 AUG 25 (10-3J) Eff 4 Sep

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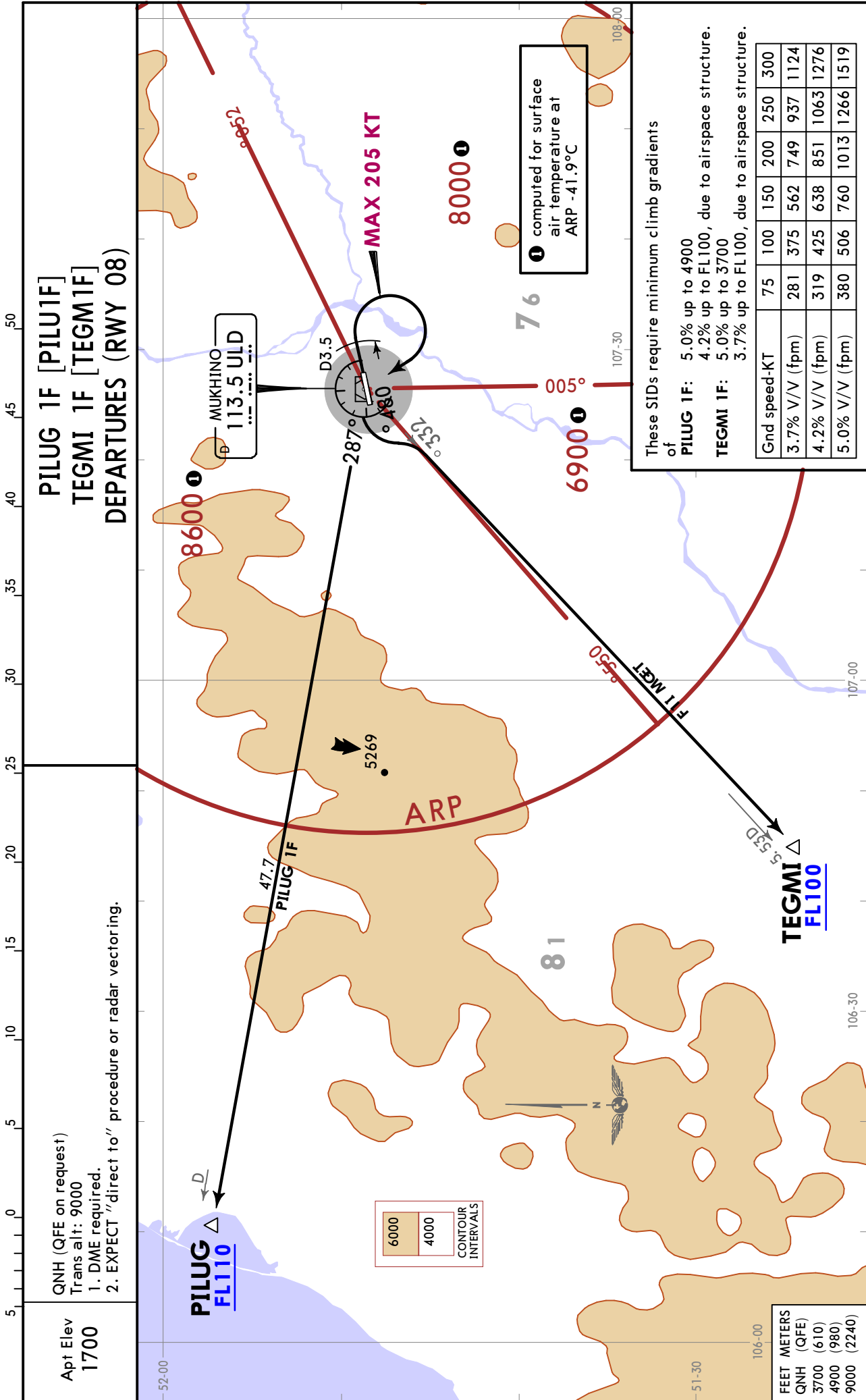


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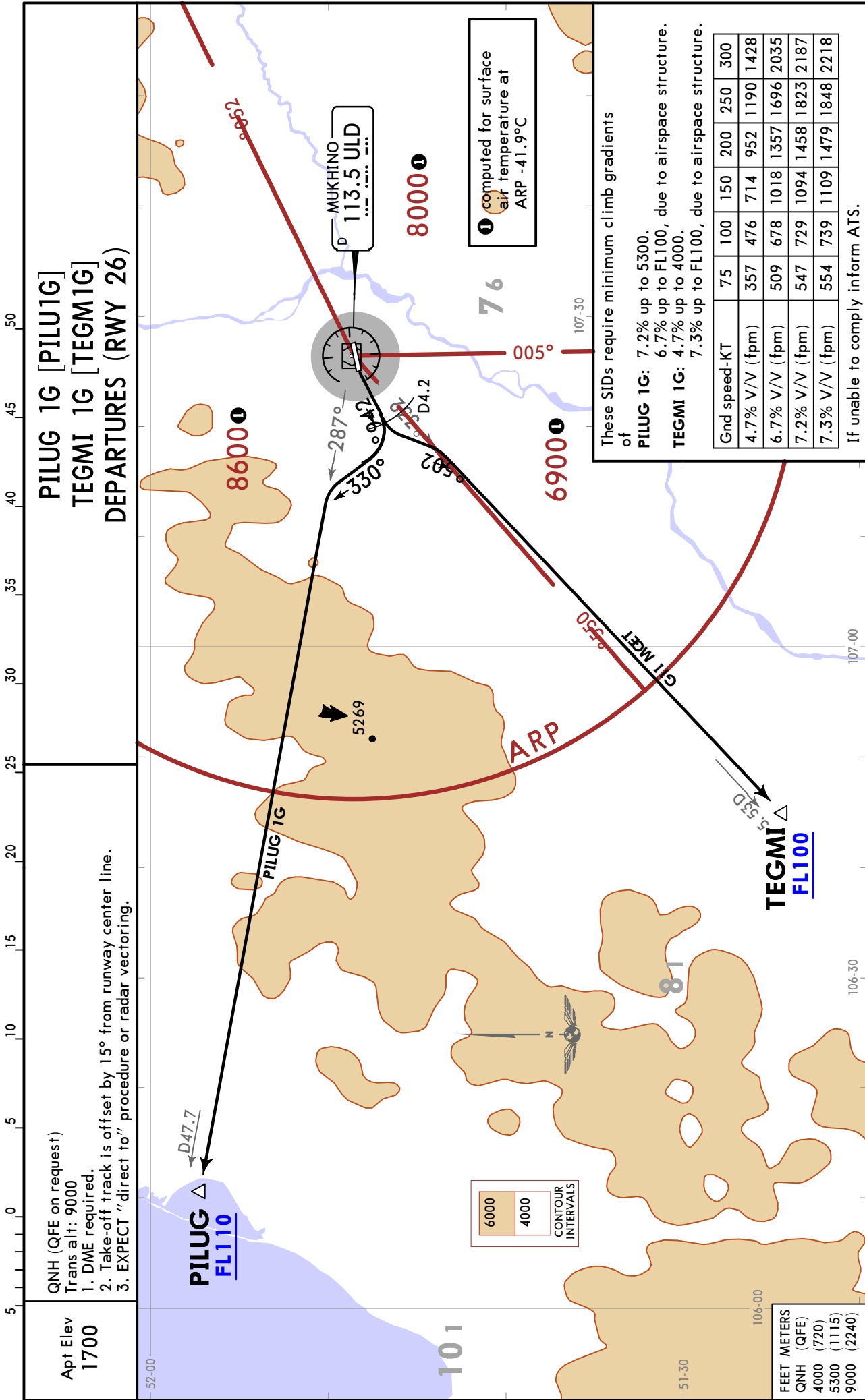
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10-3N

Eff 4 Sep

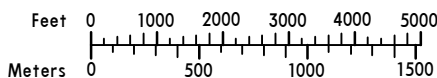
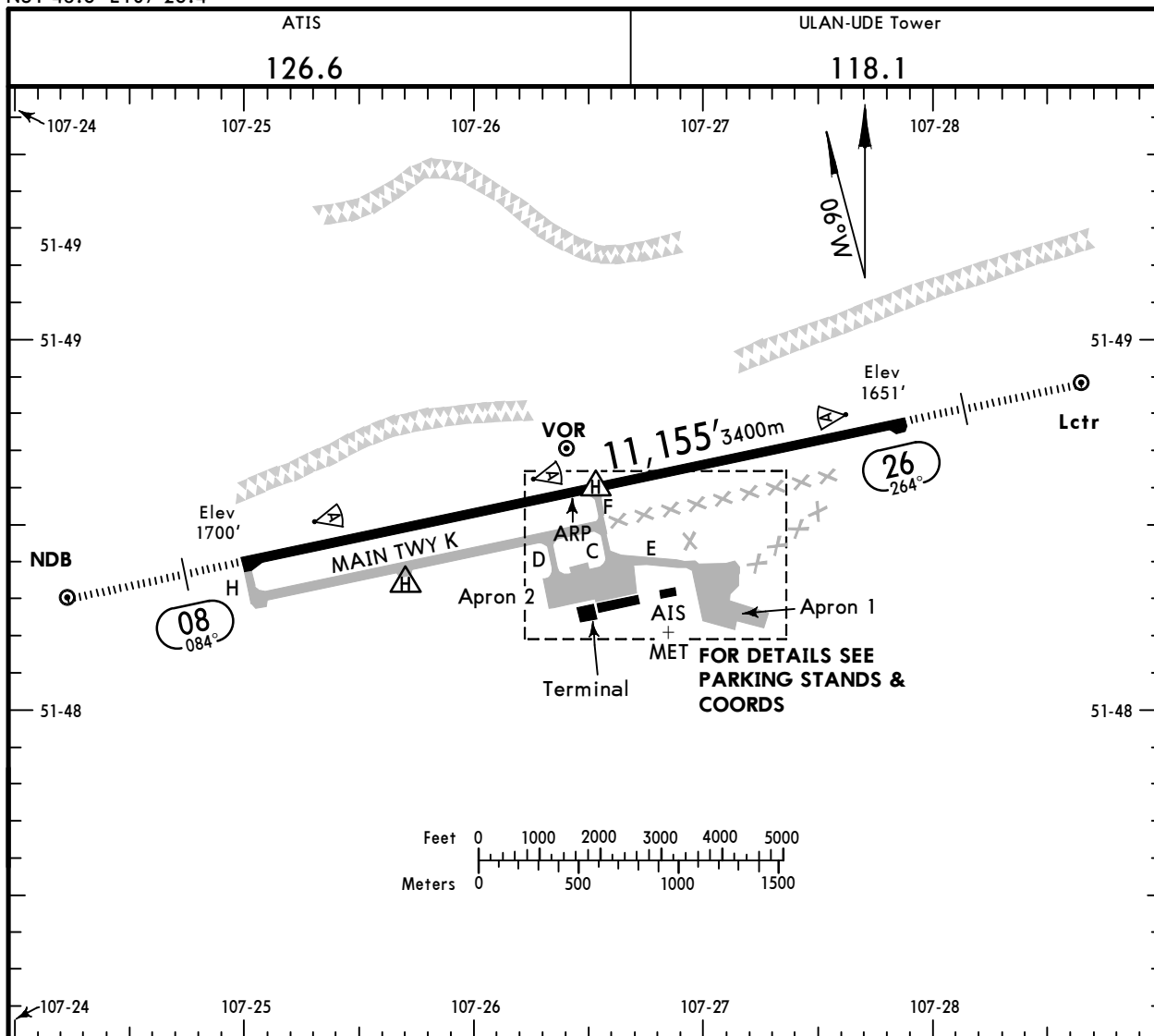
SID



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 Apt Elev **1700'**
 N51 48.6 E107 26.4

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 29 AUG 25 **(10-9)** Eff 4 Sep

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RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		WIDTH
	LANDING BEYOND			TAKE-OFF			
	Threshold	Glide Slope					
08	HIRL (60m) ① PALS CAT I (LIH) PAPI-L (3.00°) RVR				148'		
26	HIRL (60m) ① PALS CAT I (LIH) PAPI-L (3.20°) RVR				45m		

① length 900m

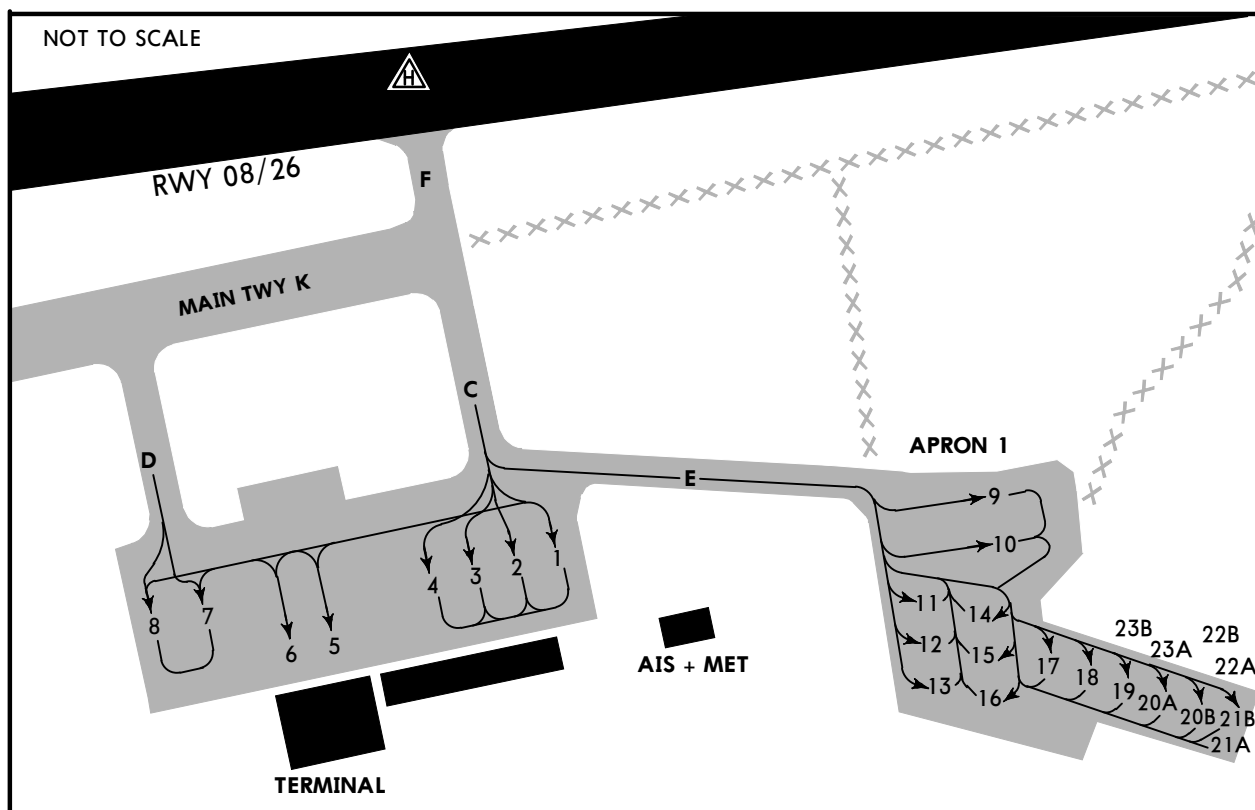
Std TAKE-OFF			
① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

① For NIGHT operations, at least RL and RENL are required.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N51 48.3 E107 26.7	18 thru 20B	N51 48.3 E107 27.2
2, 3	N51 48.3 E107 26.6	21A thru 22B	N51 48.3 E107 27.3
4 thru 6	N51 48.3 E107 26.5	23A, 23B	N51 48.3 E107 27.2
7	N51 48.3 E107 26.4		
8	N51 48.3 E107 26.3		
9	N51 48.4 E107 27.0		
10 thru 13	N51 48.3 E107 27.0		
14, 15	N51 48.3 E107 27.1		
16	N51 48.2 E107 27.1		
17	N51 48.3 E107 27.1		

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EASA AIR OPS

29 AUG 25 10-9S Eff 4 Sep

ULAN-UDE, RUSSIA
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STRAIGHT-IN RWY		A	B	C	D
08	① ILS Z	1900'(200') ② R550m R1200m	1900'(200') ② R550m R1200m	1900'(200') ② R550m R1200m	1910'(210') ② R550m R1200m
	ALS out				
	③ ILS Z	2129'(429') R1300m R1500m	2172'(472') R1500m R1500m	2218'(518') R1600m R2400m	2228'(528') R1700m R2400m
	ALS out				
	ILS Y	1900'(200') ② R550m R1200m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	ILS X	1900'(200') ② R550m R1200m	1900'(200') ② R550m R1200m	NOT APPLICABLE	NOT APPLICABLE
	ALS out				
	① GLS	1900'(200') ② R550m R1200m	1900'(200') ② R550m R1200m	1900'(200') ② R550m R1200m	1910'(210') ② R550m R1200m
	ALS out				
	③ GLS	2129'(429') R1300m R1500m	2172'(472') R1500m R1500m	2218'(518') R1600m R2400m	2228'(528') R1700m R2400m
	ALS out				
	③ ④ LOC Z	2380'(680') R1500m	2380'(680') R1500m	2380'(680') R2400m	2380'(680') R2400m
	④ LOC Y with D2.7 IUL/D3.6 ULD	2230'(530') R1500m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	④ LOC Y w/o D2.7 IUL/D3.6 ULD	2380'(680') R1500m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	④ LOC X with D2.7 IUL/D3.6 ULD	2230'(530') R1500m	2230'(530') R1500m	NOT APPLICABLE	NOT APPLICABLE
	④ LOC X w/o D2.7 IUL/D3.6 ULD	2380'(680') R1500m	2380'(680') R1500m	NOT APPLICABLE	NOT APPLICABLE
	RNP ③ LNAV/VNAV	2160'(460') R1400m R1500m	2190'(490') R1500m R1500m	2240'(540') R1700m R2400m	2270'(570') R1900m R2400m
	ALS out				
	RNP ④ ⑤ LNAV	2300'(600') R1500m R1500m	2300'(600') R1500m R1500m	2300'(600') R2000m R2400m	2300'(600') R2000m R2400m
	ALS out				
	RNP ③ ④ LNAV	2450'(750') R1500m	2450'(750') R1500m	2450'(750') R2400m	2450'(750') R2400m
	④ VOR	2670'(970') R1500m	2670'(970') R1500m	2670'(970') R2400m	NOT APPLICABLE
	④ NDB Z	2920'(1220') R1500m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	④ NDB Y	5680'(3980') R1500m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE

① Missed apch climb gradient MIN 5.0% (304'/NM).

② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

③ Missed apch climb gradient MIN 2.5% (152'/NM).

④ Continuous Descent Final Approach.

⑤ Missed apch climb gradient MIN 3.0% (183'/NM).

STRAIGHT-IN RWY	A	B	C	D
26 ILS Z	2051' (400') R1100m	2063' (412') R1200m	2072' (421') R1300m	2083' (432') R1300m
ALS out	R1500m	R1500m	R2000m	R2000m
① ILS Y or X	1856' (205') ② R550m	1856' (205') ② R550m	1856' (205') ② R550m	1856' (205') ② R550m
ALS out	R1200m	R1200m	R1200m	R1200m
③ ILS Y or X	2068' (417') R1200m	2080' (429') R1300m	2109' (458') R1400m	2119' (468') R1500m
ALS out	R1500m	R1500m	R2100m	R2200m
GLS	2051' (400') R1100m	2063' (412') R1200m	2072' (421') R1300m	2083' (432') R1300m
ALS out	R1500m	R1500m	R2000m	R2000m
④ LOC Z with D4.4 IZD/D5.4 ULD	2240' (589') R1500m	2240' (589') R1500m	2240' (589') R2000m	2240' (589') R2000m
ALS out	R1500m	R1500m	R2400m	R2400m
④ LOC Z w/o D4.4 IZD/D5.4 ULD	2610' (959') R1500m	2610' (959') R1500m	2610' (959') R2400m	2610' (959') R2400m
③④ LOC Y or X with D4.4 IZD/D5.4 ULD	2240' (589') R1500m	2240' (589') R1500m	2240' (589') R2000m	2240' (589') R2000m
ALS out	R1500m	R1500m	R2400m	R2400m
③④ LOC Y or X w/o D4.4 IZD/D5.4 ULD	2610' (959') R1500m	2610' (959') R1500m	2610' (959') R2400m	2610' (959') R2400m
RNP ⑤ LNAV/VNAV	1901' (250') R750m	1901' (250') R750m	1911' (260') R750m	1921' (270') R750m
ALS out	R1300m	R1300m	R1300m	R1300m
RNP ⑤ LNAV/VNAV	2051' (400') R1100m	2071' (420') R1200m	2091' (440') R1300m	2121' (470') R1500m
ALS out	R1500m	R1500m	R2000m	R2200m
RNP ③④ LNAV	2270' (619') R1500m	2270' (619') R1500m	2270' (619') R2000m	2270' (619') R2000m
ALS out	R1500m	R1500m	R2400m	R2400m
④⑥ VOR with D4.5	2260' (609') R1500m	2260' (609') R1500m	2260' (609') R2100m	2260' (609') R2100m
ALS out	R1500m	R1500m	R2400m	R2400m
③④ VOR with D4.5	2390' (739') R1500m	2390' (739') R1500m	2390' (739') R2400m	2390' (739') R2400m
③④ VOR w/o D4.5	2690' (1039') R1500m	2690' (1039') R1500m	2690' (1039') R2400m	2690' (1039') R2400m

- ①** Missed apch climb gradient MIN 4.0% (244'/NM).
- ②** R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③** Missed apch climb gradient MIN 2.5% (152'/NM).
- ④** Continuous Descent Final Approach.
- ⑤** Missed apch climb gradient MIN 3.6% (219'/NM).
- ⑥** Missed apch climb gradient MIN 3.1% (189'/NM).

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29 AUG 25 **10-9S2** Eff 4 Sep

EASA AIR OPS

ULAN-UDE, RUSSIA
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STRAIGHT-IN RWY		A	B	C	D
26	①② NDB Z with D4.5 ALS out	2290' (639') R1500m R1500m	2290' (639') R1500m R1500m	2290' (639') R2200m R2400m	2290' (639') R2200m R2400m
	①③ NDB Z with D4.5	2450' (799') R1500m	2450' (799') R1500m	2450' (799') R2400m	2450' (799') R2400m
	①③ NDB Z w/o D4.5	2900' (1249') R1500m	2900' (1249') R1500m	2900' (1249') R2400m	2900' (1249') R2400m
	② NDB Y	3040' (1389') R1500m	3080' (1429') R1500m	3090' (1439') R2400m	3240' (1589') R2400m
	①② NDB X with D5.4	2660' (1009') R1500m	2660' (1009') R1500m	2660' (1009') R2400m	2660' (1009') R2400m
	①③ NDB X with D5.4	2760' (1109') R1500m	2760' (1109') R1500m	2760' (1109') R2400m	2760' (1109') R2400m
	①③ NDB X w/o D5.4	2790' (1139') R1500m	2790' (1139') R1500m	2790' (1139') R2400m	2790' (1139') R2400m

- ① Continuous Descent Final Approach.
- ② Missed apch climb gradient MIN 3.0% (183'/NM).
- ③ Missed apch climb gradient MIN 2.5% (152'/NM).

CIRCLE-TO-LAND	100 KT	135 KT④	180 KT④⑤	205 KT④⑤⑥
	2750' (1050')	3150' (1450')	3750' (2050')	4240' (2540')
After NDB Z 08	2920' (1220')	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
After NDB Y 08	5680' (3980')	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
After NDB Z 26	2950' (1250')	3150' (1450')	3750' (2050')	4240' (2540')
After NDB Y 26	3090' (1390')	3150' (1450')	3750' (2050')	4240' (2540')
After NDB X 26	2840' (1140')	3150' (1450')	3750' (2050')	4240' (2540')
	V1500m	V1600m	V2400m	V3600m

- ④ Not applicable after ILS Y 08, LOC Y 08.
- ⑤ Not applicable after ILS X 08, LOC X 08.
- ⑥ Not applicable after VOR 08.

TAKE-OFF

Low Visibility Procedures required					
Approval for Low Visibility Take-off required		RCLM or RL	RL	Adequate Vis Ref	
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

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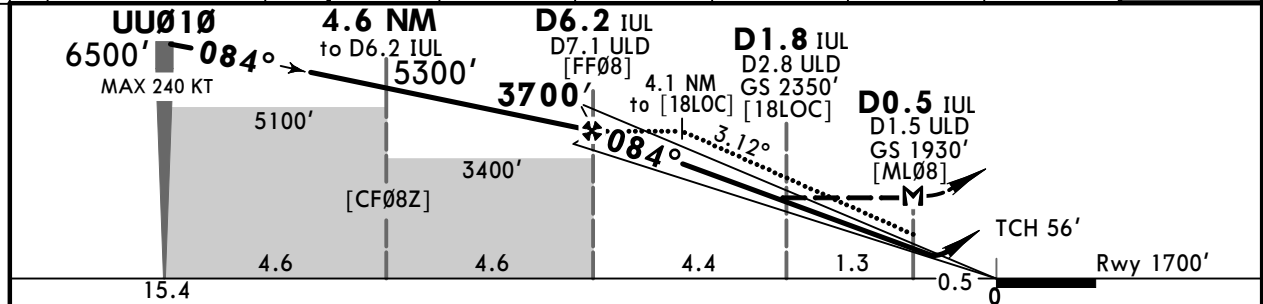
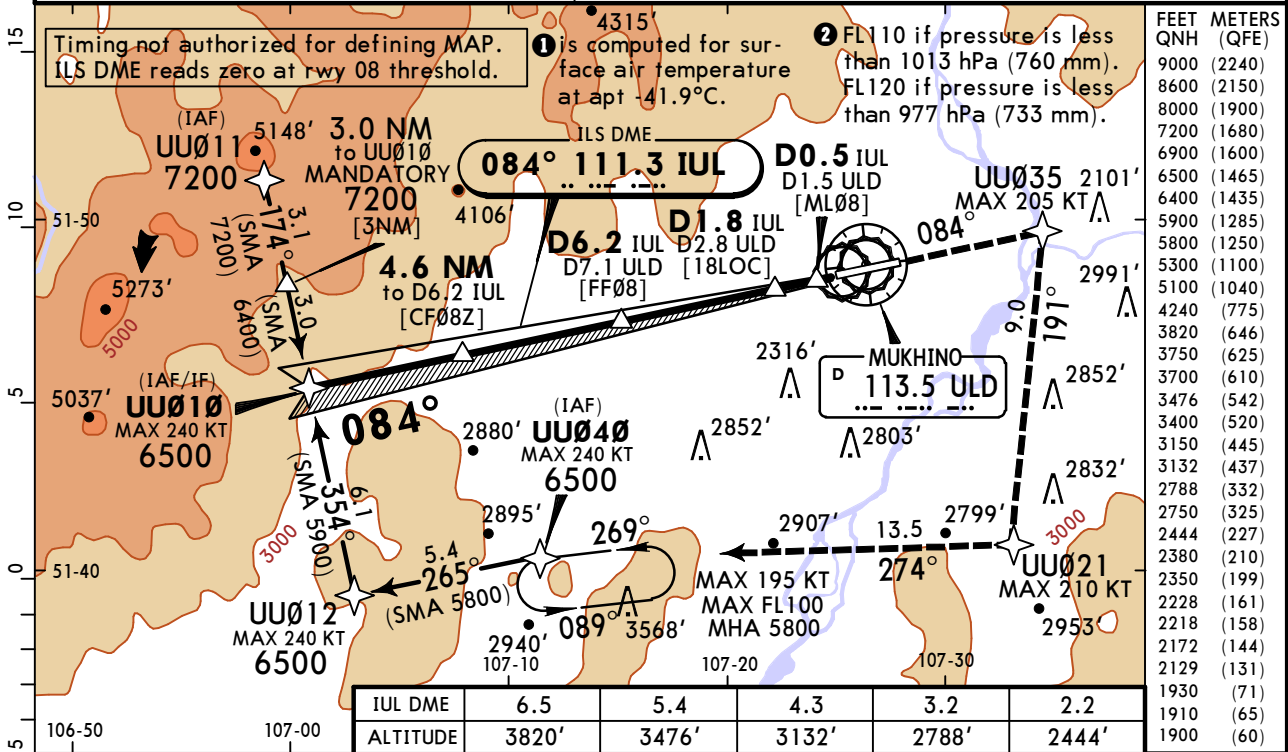
JEPPESSEN

29 AUG 25 **11-1** Eff 4 Sep

ULAN-UDE, RUSSIA

ILS Z or LOC Z Rwy 08

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IUL 111.3	Final Apch Crs 084°	D6.2 IUL 3700' (2000')	ILS DA(H) Refer to Minimums	Apt Elev 1700' Rwy 1700'	<p>MSA ARP ①</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD on track 084° to UU035 (MAX 205 KT), turn RIGHT to UU021 (MAX 210 KT), turn RIGHT to UU040 (MAX 240 KT) climbing to 5900' or above. Refer to minimums for missed apch climb gradients.</p>					
Alt Set: hPa (MM on req)		Rwy Elev: 61 hPa	Trans level: FL100 ②	Trans alt: 9000'	
RNAV 1 for Initial approach and Missed apch. 1. GNSS required. 2. LOC: DME required.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	205 KT MAX	UU035 on 084°
ILS GS	3.00°	372	478	531	637	849			
LOC Descent Angle	3.12°	386	497	552	662	883			
MAP at D0.5 IUL / D1.5 ULD									

Std	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CIRCLE-TO-LAND	
	MACG MIN 5.0% (304'/NM)		MACG MIN 2.5% (152'/NM)		MACG MIN 2.5% (152'/NM)	
	DA(H) ABC: 1900' (200') D: 1910' (210')		DA(H) A: 2129' (429') B: 2172' (472') C: 2218' (518') D: 2228' (528')		DA/MDA(H) CDFA 2380' (680')	
	ALS out		ALS out		ALS out	
A			R1300m	R1500m		100 2750' (1050') V1500m
B	R550m	R1200m	R1500m	R1500m		135 3150' (1450') V1600m
C			R1600m			180 3750' (2050') V2400m
D			R1700m	R2400m		205 4240' (2540') V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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JEPPESEN
29 AUG 25 (11-2) Eff 4 Sep

ULAN-UDE, RUSSIA
CAT A ILS Y Rwy 08

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IUL 111.3	Final Apch Crs 084°	[FF08] 3700' (2000')	DA(H) 1900' (200')	Apt Elev 1700' Rwy 1700'	<p>MSA ARP ①</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD on track 084° to 4000' or above, turn RIGHT to NDB/MKR climbing to 6600' or above.</p>					

Alt Set: hPa (MM on req) Rwy Elev: 61 hPa Trans level: FL100 ② Trans alt: 9000'
 1. DME required. 2. Baseturn restricted to MAX 95 KT. 3. ILS DME reads zero at rwy 08 threshold.

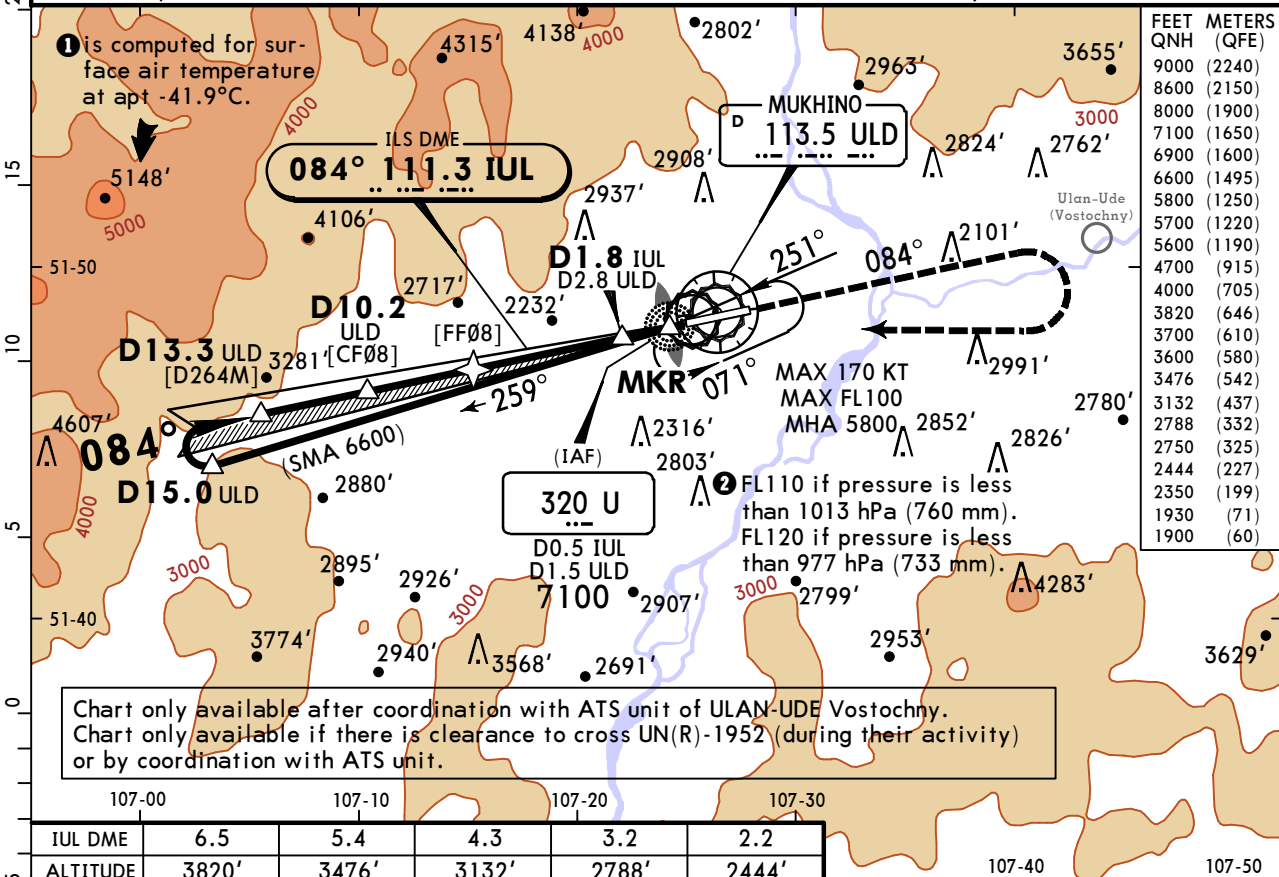
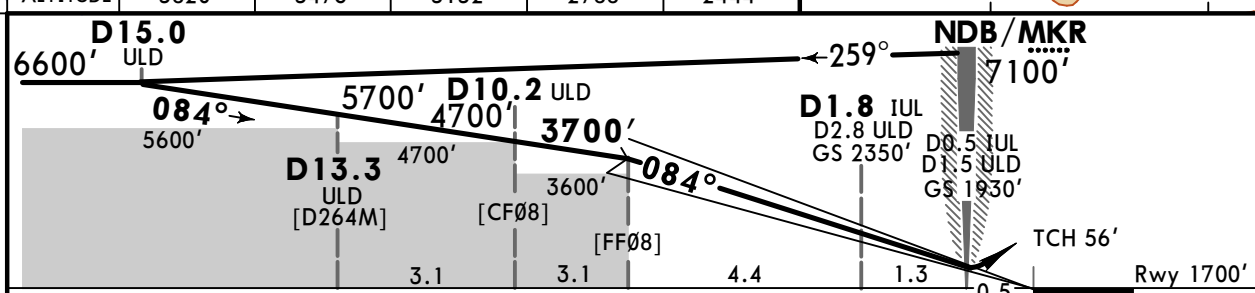


Chart only available after coordination with ATS unit of ULAN-UDE Vostochny.
 Chart only available if there is clearance to cross UN(R)-1952 (during their activity) or by coordination with ATS unit.



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 4000' or above on 084°
GS	3.00°	372	478	531	637	743	

PANS OPS	Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		ILS		MDA(H)	
		DA(H) 1900' (200')		2750' (1050') V1500m	
	A	R550m	R1200m	Max KT 100	
B			B		
C	NOT APPLICABLE		C	NOT APPLICABLE	
D			D		

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MUKHINO

JEPPESEN

ULAN-UDE, RUSSIA
ILS X Rwy 08

3 OCT 25

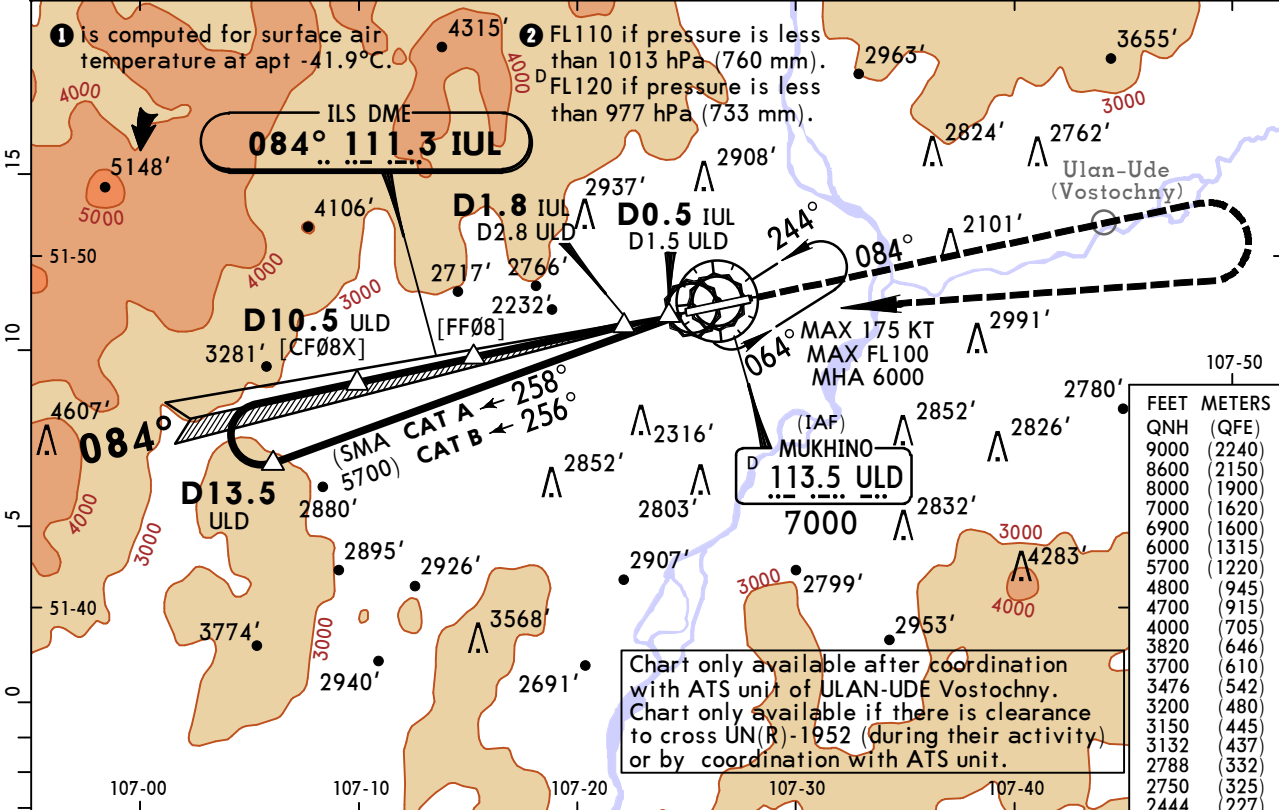
11-3

CAT A & B

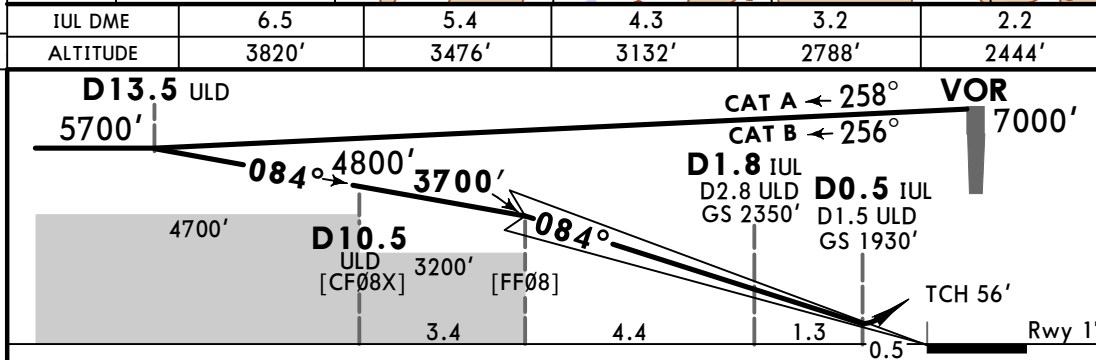
ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IUL 111.3	Final Apch Crs 084°	[FF08] 3700' (2000')	DA(H) 1900' (200')	Apt Elev 1700'	Rwy 1700'
MISSED APCH: Climb STRAIGHT AHEAD on track 084° to 4000' or above, then turn RIGHT to VOR climbing to 6000' or above.					
MSA ARP ①					

Alt Set: hPa (MM on req) Rwy Elev: 61 hPa Trans level: FL100 ② Trans alt: 9000'

1. DME required. 2. ILS DME reads zero at rwy 08 thresh.



FEET	METERS
QNH (QFE)	
9000 (2240)	
8600 (2150)	
8000 (1900)	
7000 (1620)	
6900 (1600)	
6000 (1315)	
5700 (1220)	
4800 (945)	
4700 (915)	
4000 (705)	
3820 (646)	
3700 (610)	
3476 (542)	
3200 (480)	
3150 (445)	
3132 (437)	
2788 (332)	
2750 (325)	
2444 (227)	
2350 (199)	
1930 (71)	
1900 (60)	



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I 4000' or above on 084°
GS	3.00°	372	478	531	637	849	

PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND		
	DA(H) 1900' (200')		Max MDA(H)		
	ALS out		100	2750' (1050') V1500m	
	A	R550m	R1200m	135	3150' (1450') V1600m
C	NOT APPLICABLE			C	NOT APPLICABLE
D	NOT APPLICABLE			D	NOT APPLICABLE

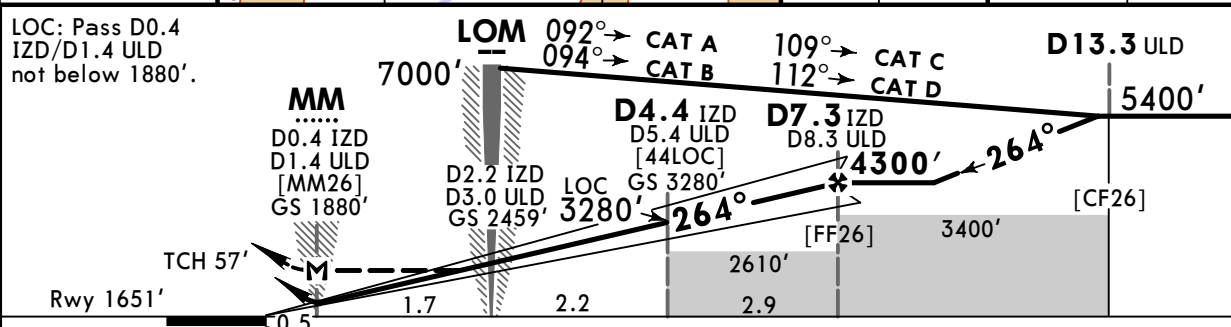
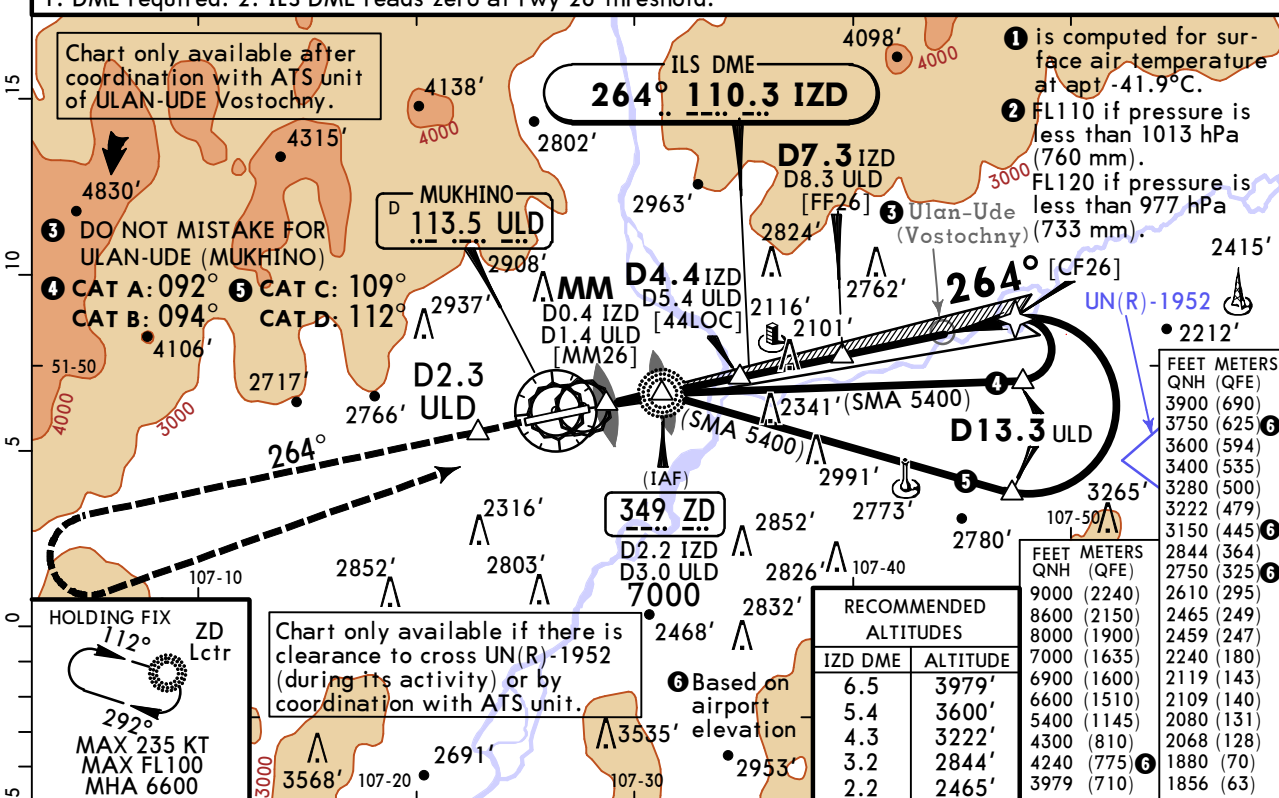
① R750 a when Flight Director or Autopilot or HUD to DA is not used.

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JEPPESEN
29 AUG 25 (11-5) Eff 4 Sep

ULAN-UDE, RUSSIA
ILS Y or LOC Y Rwy 26

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IZD 110.3	Final Apch Crs 264°	D7.3 IZD 4300' (2649')	ILS DA(H) Refer to Minimums	Apt Elev 1700' Rwy 1651'	
MISSED APCH: Climb STRAIGHT AHEAD on track 264° to 3900' or above (MAX 240 KT), turn LEFT to LOM climbing to 6600' or above. Turn before D2.3 ULD is PROHIBITED.					
Alt Set: hPa (MM on req)		Rwy Elev: 59 hPa	Trans level: FL100 ②	Trans alt: 9000'	
1. DME required. 2. ILS DME reads zero at rwy 26 threshold.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I	240 KT MAX 3900' or above on 264°
ILS GS or LOC Descent Angle	3.33°	409	526	584	701	817	PAPI	
MAP at D0.4 IZD/D1.4 ULD								

Timing not authorized for defining the MAP.

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS	ILS	LOC (GS out)	LOC (GS out)	Max KT	MDA(H)
A	MACG MIN 4.0% (244'/NM)	MACG MIN 2.5% (152'/NM)	CDFEA with D4.4 IZD/D5.4 ULD MACG MIN 2.5% (152'/NM)	CDFEA w/o D4.4 IZD/D5.4 ULD MACG MIN 2.5% (152'/NM)	100	2750' (1050') V1500m
B	DA(H) 1856' (205')	A: 2068' (417') DA B: 2080' (429') (H) C: 2109' (458') D: 2119' (468')	2240' (589')	2610' (959')	135	3150' (1450') V1600m
C	ALS out	ALS out	ALS out	ALS out	180	3750' (2050') V2400m
D	ALS out	ALS out	ALS out	ALS out	205	4240' (2540') V3600m

① R750 a when Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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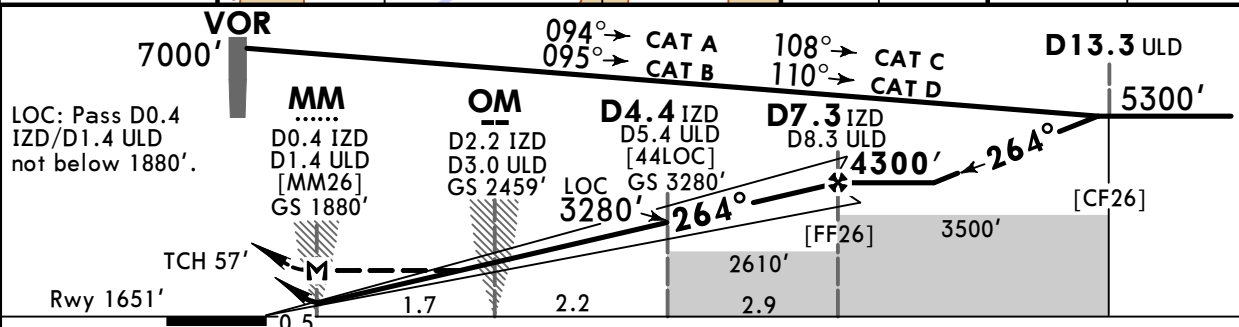
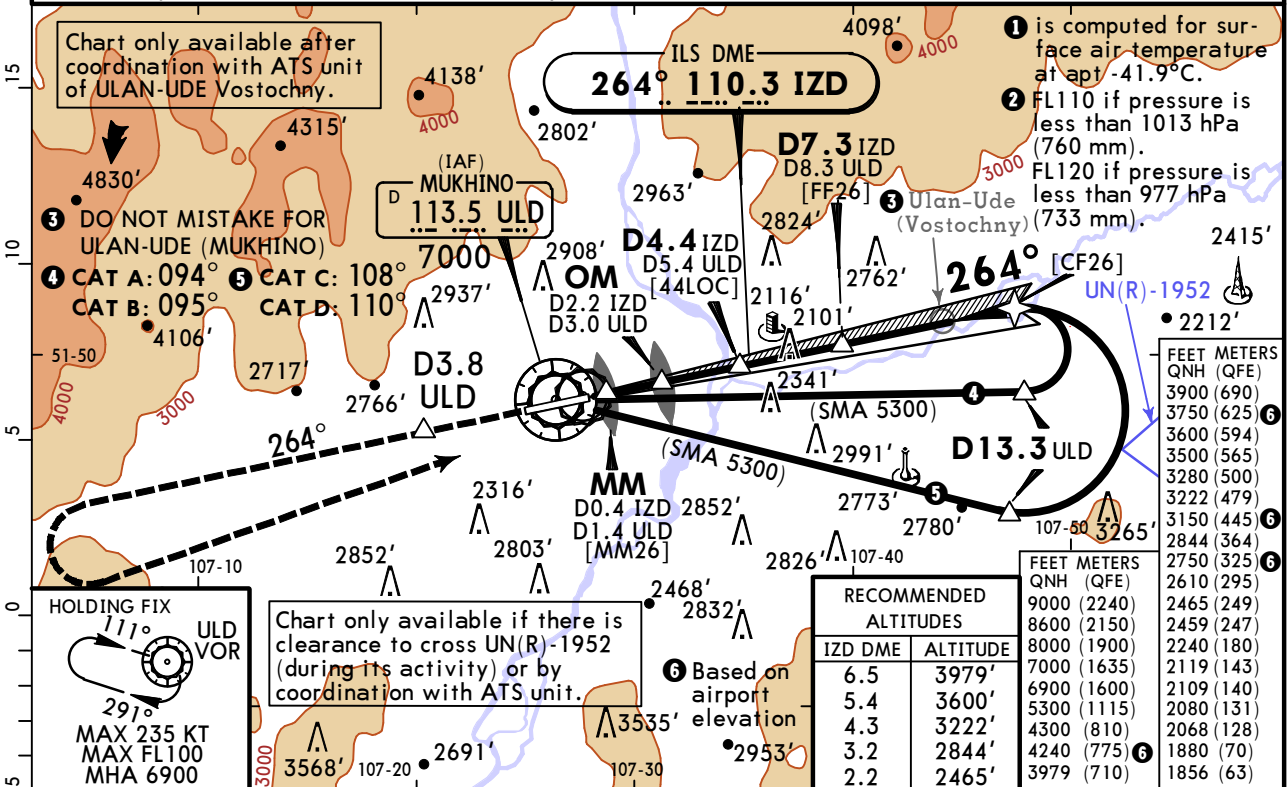
JEPPESEN

ULAN-UDE, RUSSIA

29 AUG 25 (11-6) Eff 4 Sep

ILS X or LOC X Rwy 26

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IZD 110.3	Final Apch Crs 264°	D7.3 IZD 4300' (2649')	ILS DA(H) Refer to Minimums	Apt Elev 1700' Rwy 1651'	
MISSED APCH: Climb STRAIGHT AHEAD on track 264° to 3900' or above (MAX 240 KT), turn LEFT to VOR climbing to 6900' or above. Turn before D3.8 ULD is PROHIBITED.					
Alt Set: hPa (MM on req)		Rwy Elev: 59 hPa	Trans level: FL100 ②	Trans alt: 9000'	
1. DME required. 2. ILS DME reads zero at rwy 26 threshold.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I	240 KT MAX 3900' or above on 264°
ILS GS or LOC Descent Angle	3.33°	409	526	584	701	817	934	
MAP at D0.4 IZD/D1.4 ULD								

Timing not authorized for defining the MAP.

PANS OPS	Std	STRAIGHT-IN LANDING				CIRCLE-TO-LAND
		ILS		LOC (GS out)		
		MACG MIN 4.0% (244'/NM)	MACG MIN 2.5% (152'/NM)	CDFEA with D4.4 IZD/D5.4 ULD MACG MIN 2.5% (152'/NM)	CDFEA w/o D4.4 IZD/D5.4 ULD MACG MIN 2.5% (152'/NM)	
		DA(H) 1856' (205')	A: 2068' (417') DA B: 2080' (429') (H) C: 2109' (458') D: 2119' (468')	DA/MDA(H) 2240' (589')	DA/MDA(H) 2610' (959')	
		ALS out	ALS out	ALS out	ALS out	
A			R1200m	R1500m	R1500m	100 2750' (1050') V1500m
B	R550m	R1200m	R1300m	R1500m	R1500m	135 3150' (1450') V1600m
C			R1400m	R2100m	R2400m	180 3750' (2050') V2400m
D			R1500m	R2200m	R2400m	205 4240' (2540') V3600m

① R750 a when Flight Director or Autopilot or HUD to DA is not used.
 ② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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JEPPESEN
3 OCT 25 (11-7)

ULAN-UDE, RUSSIA
CAT A LOC Y Rwy 08

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IUL 111.3	Final Apch Crs 084°	D6.2 IUL 3700' (2000')	DA/MDA(H) (CONDITIONAL) 2230' (530')	Apt Elev 1700' Rwy 1700'	
MISSED APCH: Climb STRAIGHT AHEAD on track 084° to 4500' or above, turn RIGHT to NDB/MKR climbing to 6600' or above. Turn before MAP is PROHIBITED.					
Alt Set: hPa (MM on req)		Rwy Elev: 61 hPa	Trans level: FL100 ②	Trans alt: 9000'	
1. DME required. 2. Baseturn restricted to MAX 95 KT. 3. LOC DME reads zero at rwy 08 threshold.					

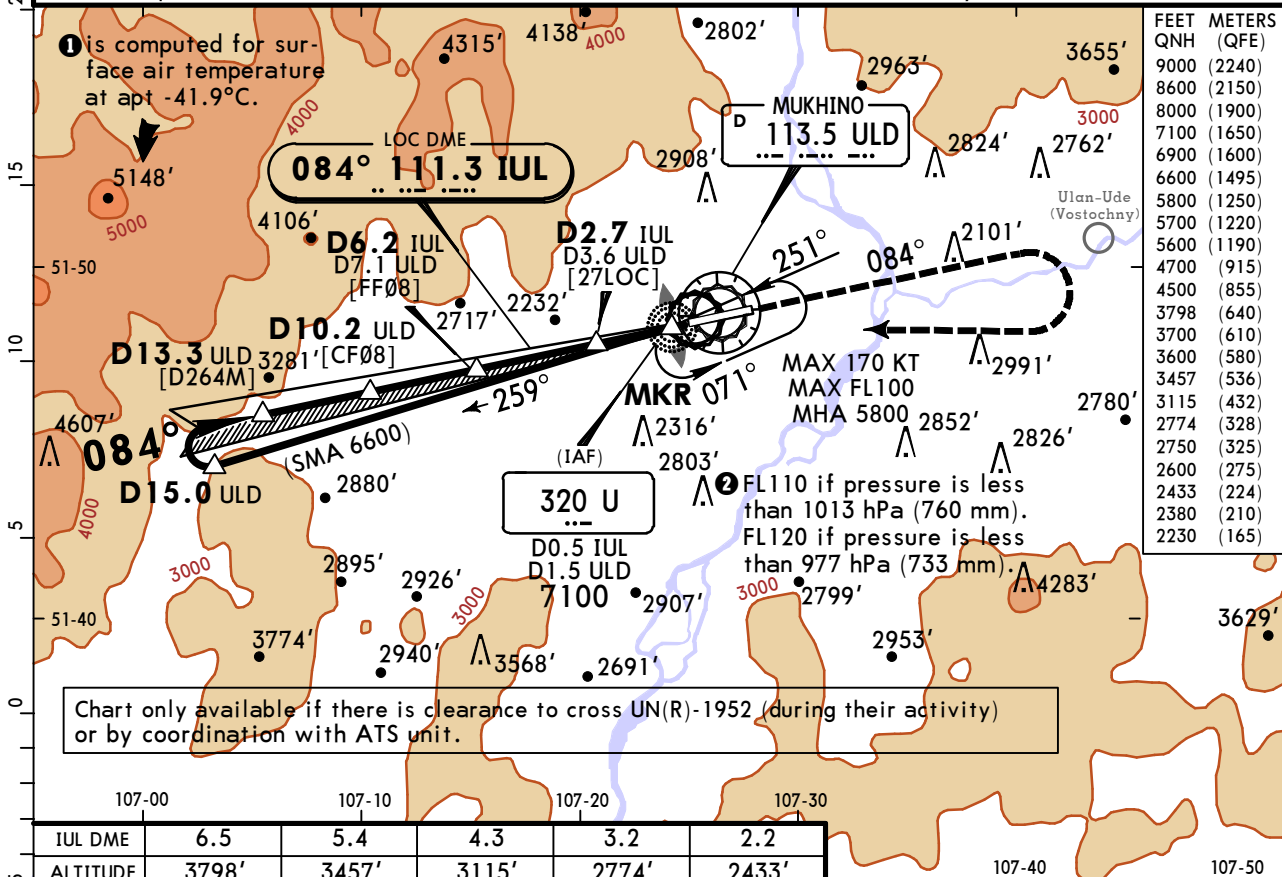
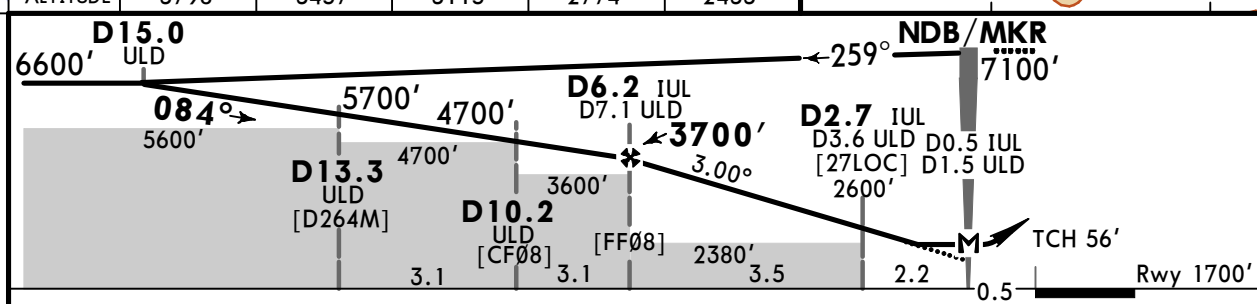


Chart only available if there is clearance to cross UN(R)-1952 (during their activity) or by coordination with ATS unit.



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	4500' or above on 084°	
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at NDB/MKR /D0.5 IUL /D1.5 ULD								Timing not authorized for defining the MAP.	

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	with D2.7 IUL / D3.6 ULD		w/o D2.7 IUL / D3.6 ULD		
	CDFA		CDFA		
	DA/MDA(H) 2230' (530')		DA/MDA(H) 2380' (680')		
ALS out		ALS out		Max KT	
A	R1500m		R1500m		100
B	NOT APPLICABLE		NOT APPLICABLE		B
C	NOT APPLICABLE		NOT APPLICABLE		C
D	NOT APPLICABLE		NOT APPLICABLE		D

UIUU/UUD
MUKHINO

JEPPESSEN
3 OCT 25 (11-8)

ULAN-UDE, RUSSIA
LOC X Rwy 08

CAT A & B

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
LOC IUL 111.3	Final Apch Crs 084°	D6.2 IUL 3700' (2000')	DA/MDA(H) (CONDITIONAL) 2230' (530')	Apt Elev 1700'	Rwy 1700'
MISSED APCH: Climb STRAIGHT AHEAD on track 084° to 4500' or above, turn RIGHT to VOR DME climbing to 6000' or above. Turn before MAP is PROHIBITED.					
Alt Set: hPa (MM on req)			Rwy Elev: 61 hPa	Trans level: FL100 ②	Trans alt: 9000'
1. DME required. 2. LOC DME reads zero at rwy 08 threshold.					

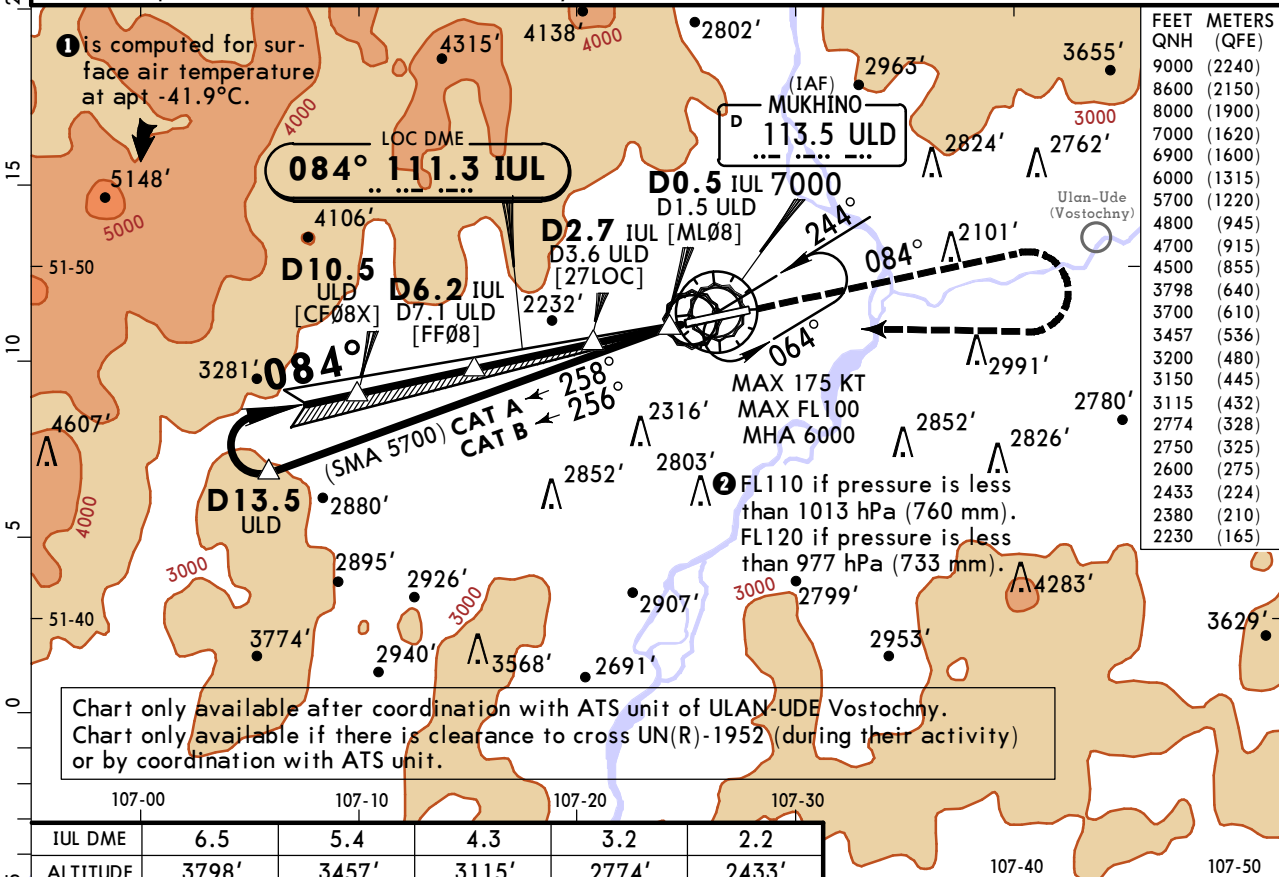
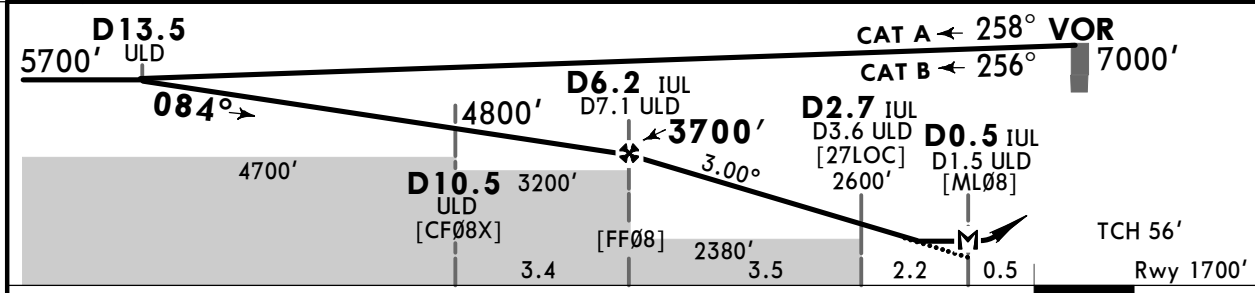


Chart only available after coordination with ATS unit of ULAN-UDE Vostochny.
Chart only available if there is clearance to cross UN(R)-1952 (during their activity) or by coordination with ATS unit.



MAP at D0.5 IUL / D1.5 ULD	Timing not authorized for defining the MAP.	PALS CAT I	4500' or above on 084°
		PAPI	

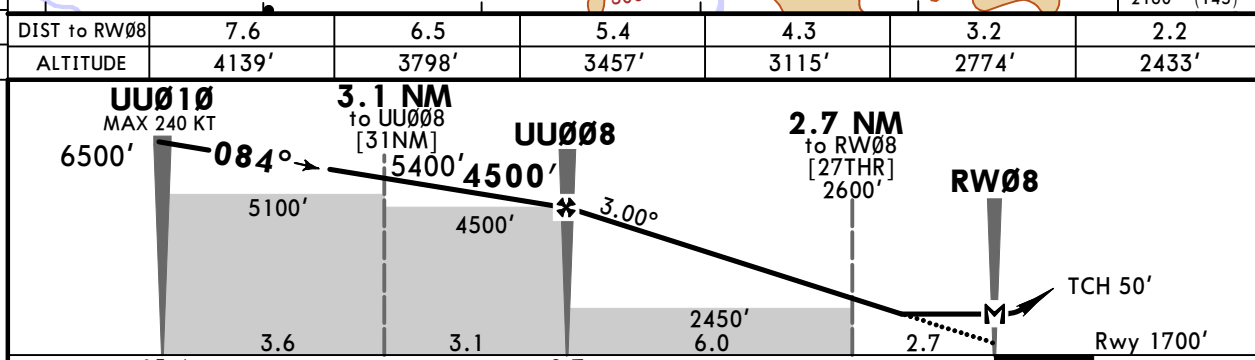
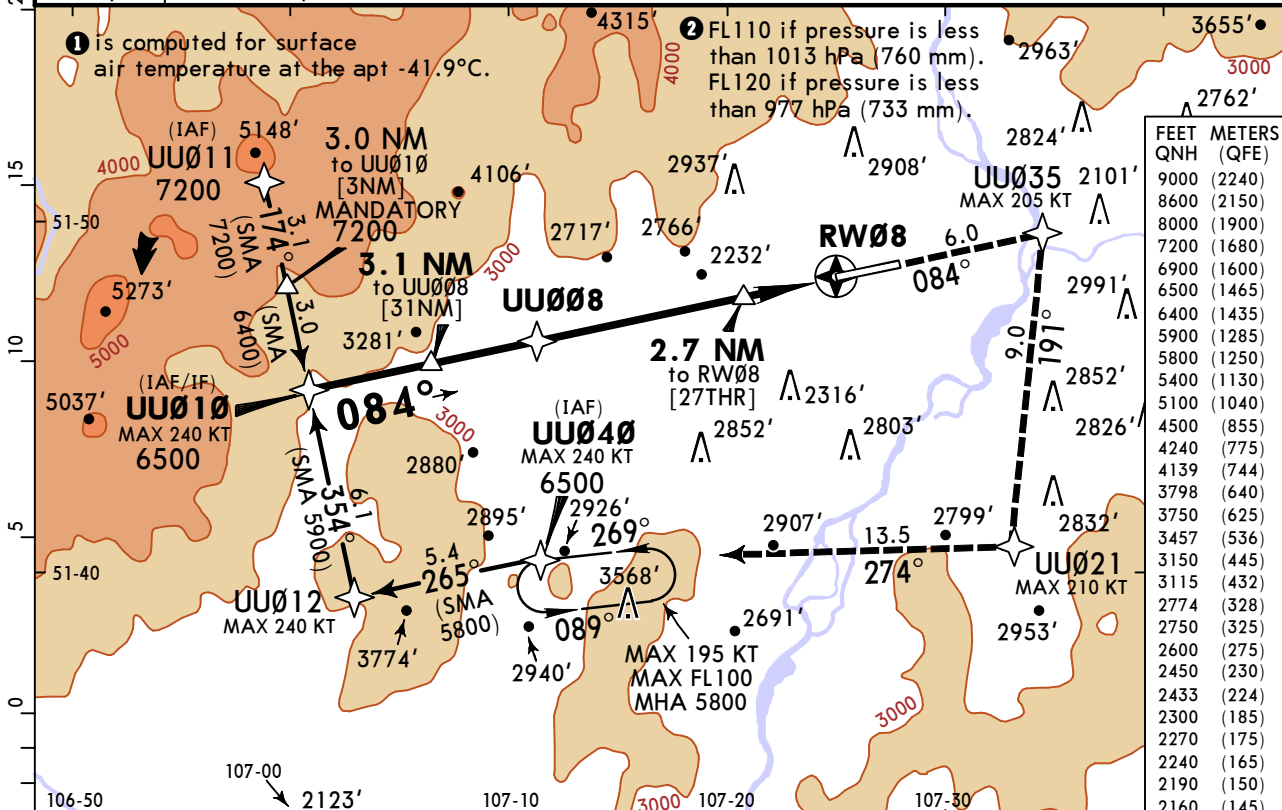
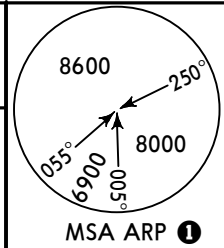
PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D2.7 IUL / D3.6 ULD CDFA	w/o D2.7 IUL / D3.6 ULD CDFA	Max MDA(H)	Max V
A	DA/MDA(H) 2230' (530') ALS out	DA/MDA(H) 2380' (680') ALS out	2750' (1050')	V1500m
B	R1500m	R1500m	3150' (1450')	V1600m
C	NOT APPLICABLE	NOT APPLICABLE		
D				

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MUKHINO

JEPPESEN
29 AUG 25 (12-1) Eff 4 Sep

ULAN-UDE, RUSSIA
RNP Rwy 08

BRIEFING STRIP™	ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1
	RNAV	Final Apch Crs 084°	UU008 4500' (2800')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1700' Rwy 1700'
MISSED APCH: Climb STRAIGHT AHEAD on track 084° to UU035 (MAX 205 KT), turn RIGHT to UU021 (MAX 210 KT), turn RIGHT to UU040 (MAX 240 KT) climbing to 5900' or above. Refer to minimums for missed apch climb gradients.					
Alt Set: MM (hPa on req)		Rwy Elev: 61 hPa	Trans level: FL100 ②	Trans alt: 9000'	
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -34°C.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPRT	205 KT MAX	UU035 on 084°	
Glide Path Angle	3.00°	372	478	531	637	743				849
MAP at RW08										

Timing not authorized for defining the MAP.

PANS OPS	Std LNAV/VNAV MACG				STRAIGHT-IN LANDING CDFA LNAV MACG			CIRCLE-TO-LAND CDFA MACG		
	DA(H) MIN 2.5% (152'/NM)				MIN 3.0% (183'/NM)			MIN 2.5% (152'/NM)		
	A: 2160' (460') C: 2240' (540')				DA/MDA(H) 2300' (600')			DA/MDA(H) 2450' (750')		
	B: 2190' (490') D: 2270' (570')				ALS out			ALS out		
	A	R1400m	R1500m	R1500m	R1500m	R1500m	R1500m	Max KT	MDA(H)	
B	R1500m	R1500m	R1500m	R1500m	R1500m	R1500m	100	2750' (1050')	V1500m	
C	R1700m	R2400m	R2000m	R2400m	R2400m	R2400m	135	3150' (1450')	V1600m	
D	R1900m	R2400m	R2000m	R2400m	R2400m	R2400m	180	3750' (2050')	V2400m	
							205	4240' (2540')	V3600m	

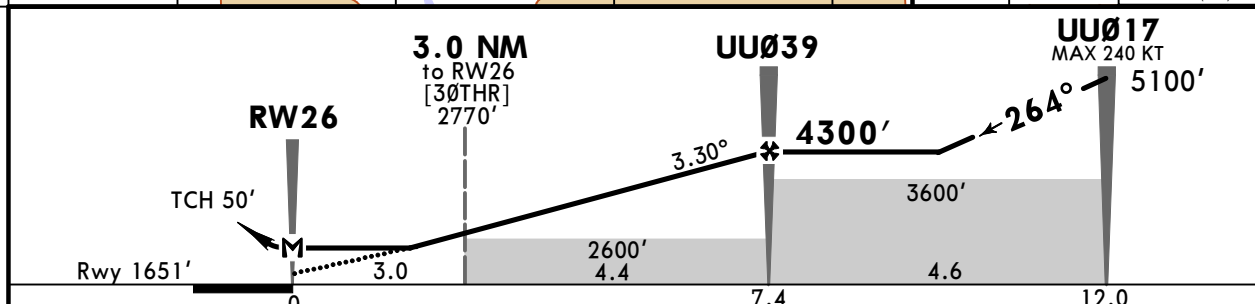
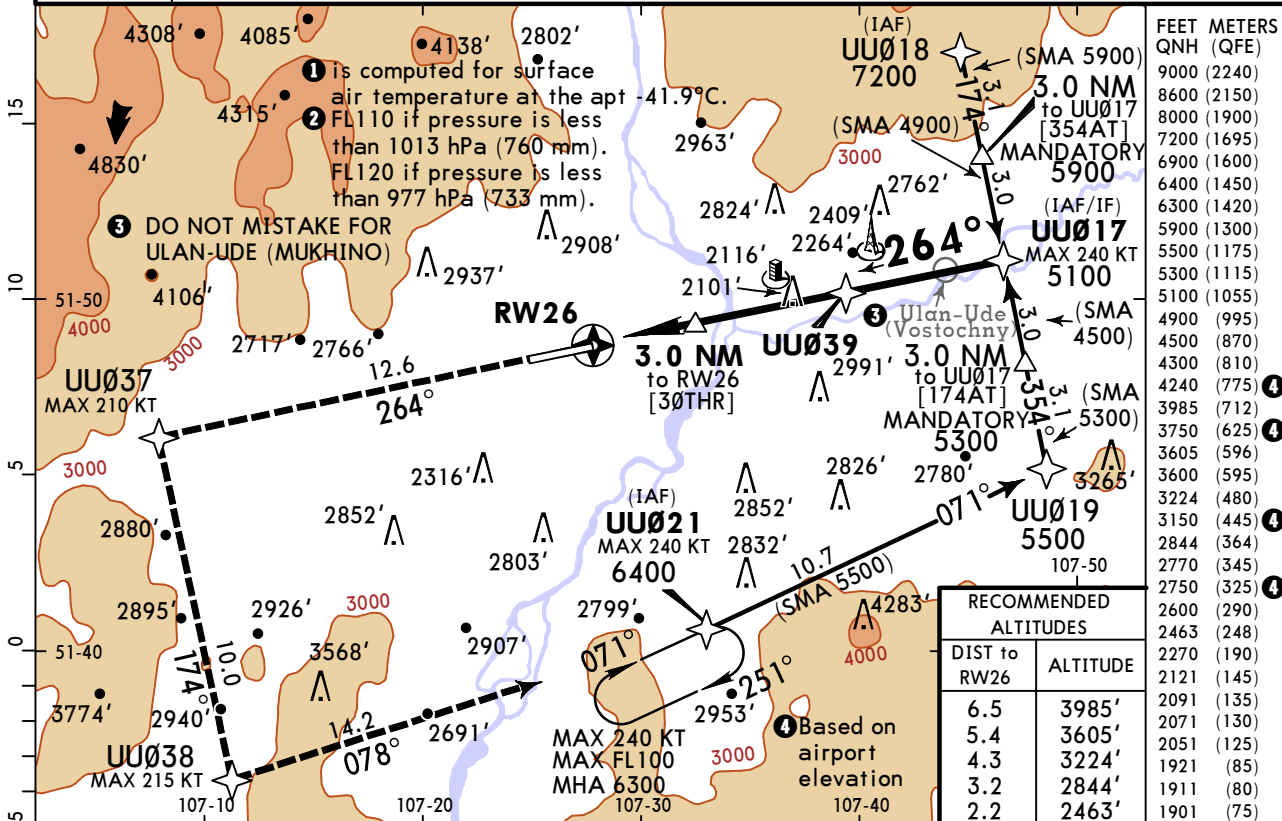
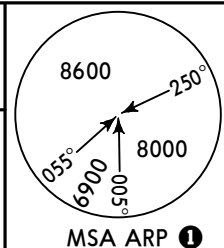
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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JEPPESSEN
29 AUG 25 (12-2) Eff 4 Sep

ULAN-UDE, RUSSIA
RNP Rwy 26

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
RNAV	Final Apch Crs 264°	UU039 4300' (2649')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1700' Rwy 1651'	
MISSED APCH: Climb STRAIGHT AHEAD on track 264° to UU037 (MAX 210 KT), turn LEFT to UU038 (MAX 215 KT), turn LEFT to UU021 (MAX 240 KT) climbing to 6400' or above. Refer to minimums for missed apch climb gradients.					
Alt Set: MM (hPa on req)		Rwy Elev: 59 hPa	Trans level: FL100	Trans alt: 9000'	
RNP Apch. 1. GNSS required. 2. Baro-VNAV not authorized below -34°C.					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	210 KT MAX	UU037 ↑ on 264°	
Glide Path Angle	3.30°	409	526	584	701	817				934
MAP at RW26										

Timing not authorized for defining the MAP.

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV/VNAV		LNAV CDFA	
	MACG MIN 3.6% (219'/NM)		MACG MIN 2.5% (152'/NM)		MACG MIN 2.5% (152'/NM)	
	DA(H) AB: 1901' (250') C: 1911' (260') D: 1921' (270')		DA(H) A: 2051' (400') C: 2091' (440') B: 2071' (420') D: 2121' (470')		DA/MDA(H) 2270' (619')	
A		ALS out	ALS out	ALS out	ALS out	Max 100 KT
B	R750m	R1300m	R1100m	R1500m	R1500m	135
C			R1200m	R2000m	R2100m	180
D			R1300m	R2200m	R2400m	205
						MDA(H)
						2750' (1050') V1500m
						3150' (1450') V1600m
						3750' (2050') V2400m
						4240' (2540') V3600m

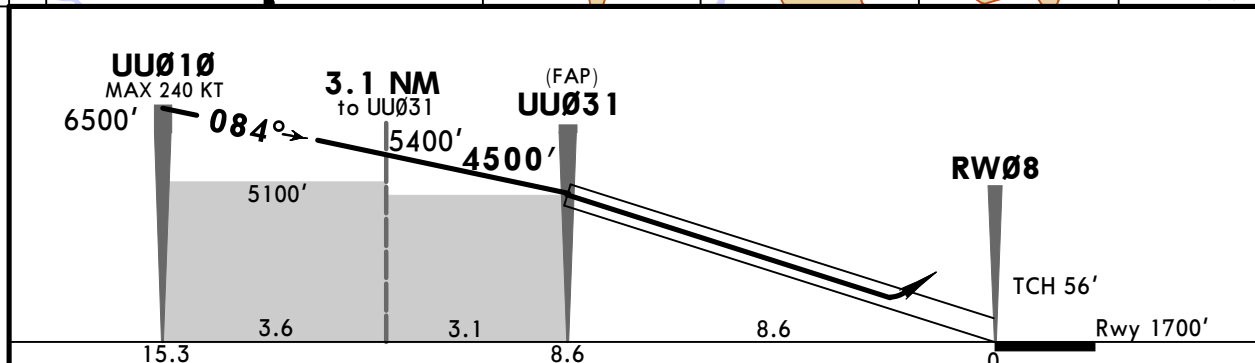
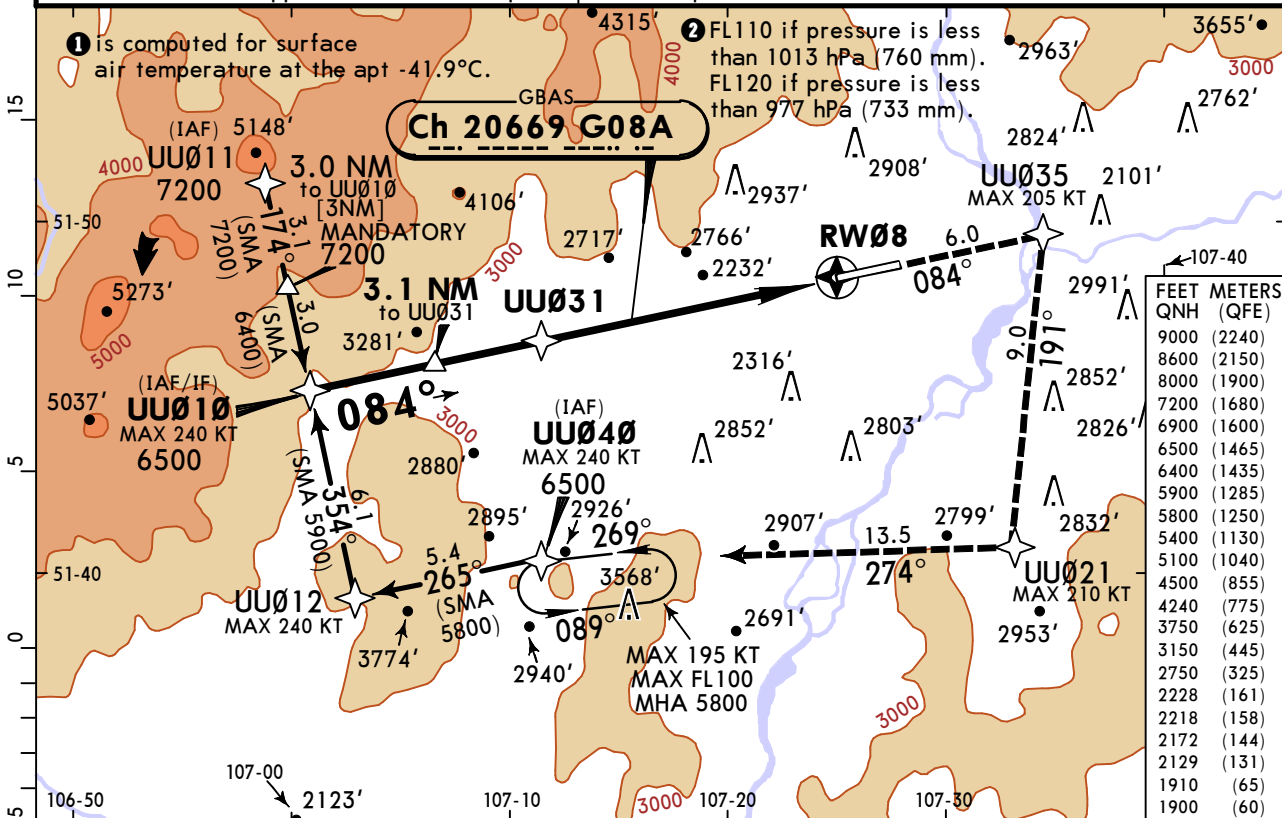
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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JEPPESSEN
29 AUG 25 **12-40** Eff 4 Sep

ULAN-UDE, RUSSIA
GLS Rwy 08

BRIEFING STRIP™	ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
	GBAS Ch 20669 G08A	Final Apch Crs 084°	UUØ31 4500' (2800')	DA(H) Refer to Minimums	Apt Elev 1700' Rwy 1700'	<p>MSA ARP ①</p>
MISSED APCH: Climb STRAIGHT AHEAD on track 084° to UUØ35 (MAX 205 KT), turn RIGHT to UUØ21 (MAX 210 KT), turn RIGHT to UUØ4Ø (MAX 240 KT) climbing to 5900' or above. Refer to minimums for missed apch climb gradients.						
Alt Set: MM (hPa on req)		Rwy Elev: 61 hPa		Trans level: FL100 ②		Trans alt: 9000'
RNAV 1 for initial approach and missed apch.			GNSS required.			



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAP:	205 KT MAX	UUØ35 ↑ 084°
Glide Path Angle 3.00°	372	478	531	637	743	849			

PANS OPS	Std				CIRCLE-TO-LAND	
	MACG		GLS		MACG	
	MIN 5.0% (304'/NM)		DA(H)		MIN 2.5% (152'/NM)	
	ABC: 1900' (200')		A: 2129' (429')		C: 2218' (518')	
	D: 1910' (210')		B: 2172' (472')		D: 2228' (528')	
ALS out		ALS out		Max KT	MDA(H)	
A	R550m	R1200m	R1300m	R1500m	100 2750' (1050') V1500m	
B			R1500m	R1500m	135 3150' (1450') V1600m	
C			R1600m	R2400m	180 3750' (2050') V2400m	
D			R1700m	R2400m	205 4240' (2540') V3600m	

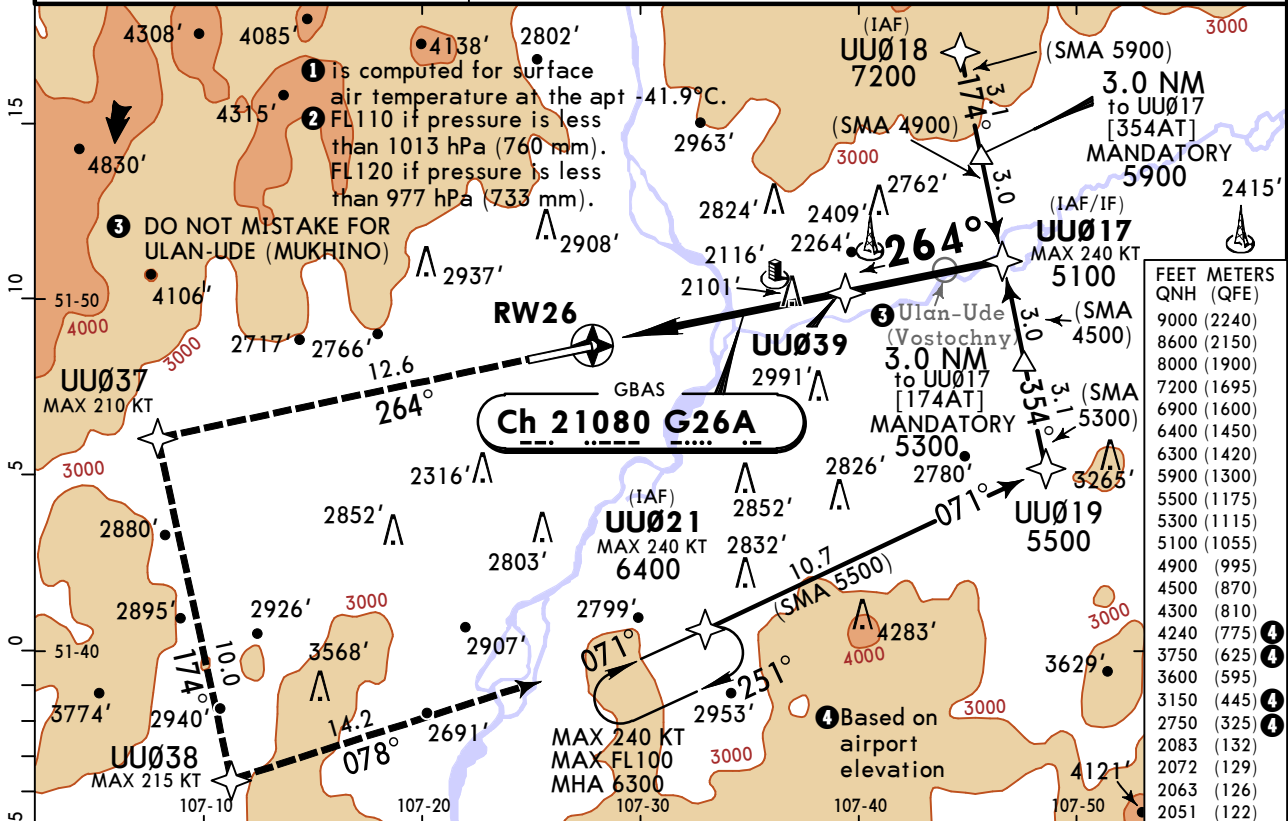
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Apt elevation, MSA, procedure, missed apch, minimums. © JEPPESSEN, 2018, 2025. ALL RIGHTS RESERVED.

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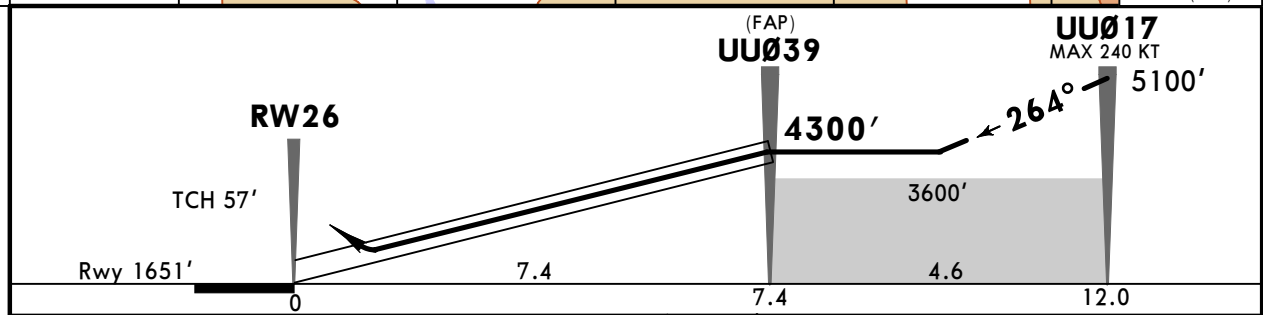
JEPPESSEN
29 AUG 25 **12-41** Eff 4 Sep

ULAN-UDE, RUSSIA
GLS Rwy 26

ATIS 126.6		ULAN-UDE Approach 129.3			ULAN-UDE Tower 118.1
GBAS Ch 21080 G26A	Final Apch Crs 264°	UU039 4300' (2649')	DA(H) Refer to Minimums	Apt Elev 1700'	<p>MSA ARP ①</p>
MISSED APCH: Climb STRAIGHT AHEAD on track 264° to UU037 (MAX 210 KT), turn LEFT to UU038 (MAX 215 KT), turn LEFT to UU021 (MAX 240 KT) climbing to 6400' or above. Refer to minimums for missed apch climb gradients.					
Alt Set: MM (hPa on req)		Rwy Elev: 59 hPa	Trans level: FL100 ②	Trans alt: 9000'	
RNAV 1 for initial and missed apch.		GNSS required.			



FEET	METERS
9000	(2240)
8600	(2150)
8000	(1900)
7200	(1695)
6900	(1600)
6400	(1450)
6300	(1420)
5900	(1300)
5500	(1175)
5300	(1115)
5100	(1055)
4900	(995)
4500	(870)
4300	(810)
4240	(775)
3750	(625)
3600	(595)
3150	(445)
2750	(325)
2083	(132)
2072	(129)
2063	(126)
2051	(122)



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	210 KT MAX	UU037 ↑ on 264°
Glide Path Angle	3.30°	409	526	584	701	817			

PANS OPS	STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H)	ALS out	Max KT	MDA(H)
A	R1100m	R1500m	100	2750' (1050') V1500m
B	R1200m		135	3150' (1450') V1600m
C	R1300m	R2000m	180	3750' (2050') V2400m
D			205	4240' (2540') V3600m

UIUU/UUD
MUKHINO

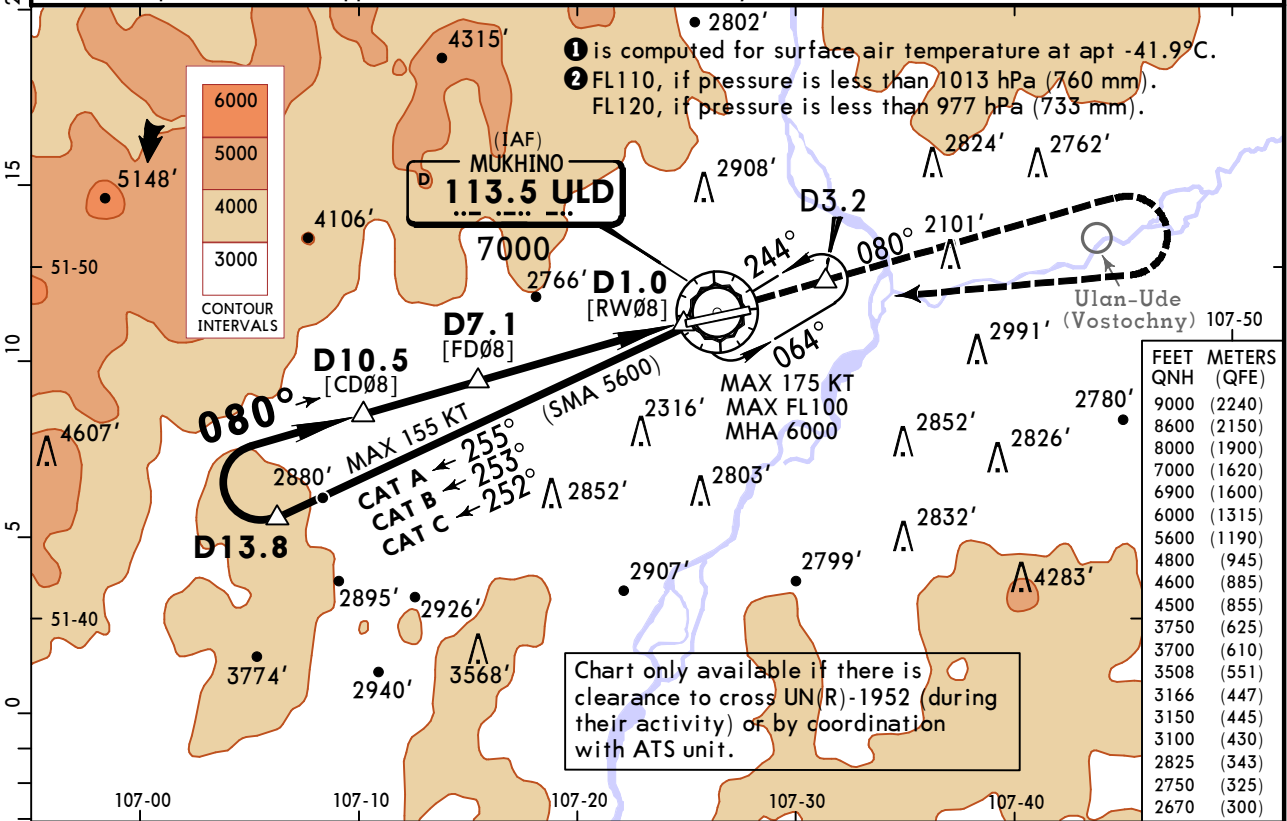
JEPPESEN
29 AUG 25
Eff 4 Sep 13-1

ULAN-UDE, RUSSIA
VOR Rwy 08

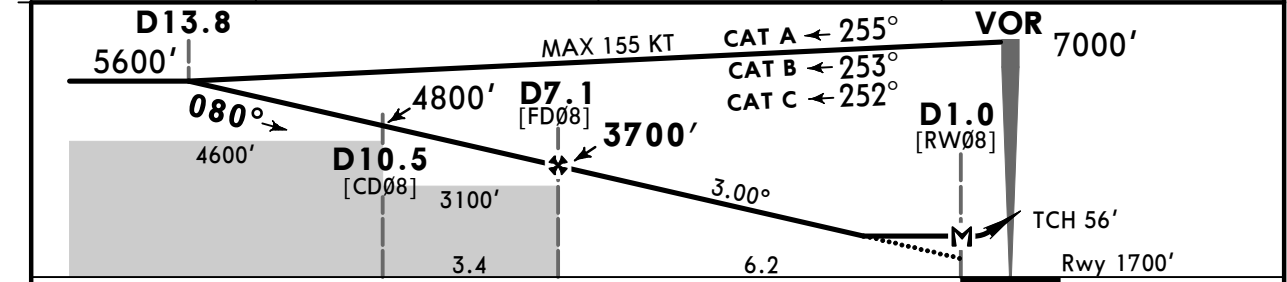
CAT A, B & C

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
VOR ULD 113.5	Final Apch Crs 080°	D7.1 3700' (2000')	DA/MDA(H) 2670' (970')	Apt Elev 1700' Rwy 1700'	<p>MSA ARP ①</p>
<p>MISSED APCH: Climb STRAIGHT AHEAD on R-080 to 4500' or above, then turn RIGHT to VOR climbing to 6000' or above. Turn before passing D3.2 is PROHIBITED.</p>					

Alt Set: hPa (MM on req) Rwy Elev: 61 hPa Trans level: FL100 ② Trans alt: 9000'
1. DME required. 2. Final approach track offset 4° from runway centerline.



ULD DME	6.5	5.4	4.3
ALTITUDE	3508'	3166'	2825'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI 4500' or above on 113.5 R-080
Descent Angle	3.00°	372	478	531	637	849	
MAP at D1.0							

Timing not authorized to define MAP.

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 2670' (970')		ALS out	
			Max KT	MDA(H)
	A	R1500m	100	2750' (1050') V1500m
B		135	3150' (1450') V1600m	
C	R2400m	180	3750' (2050') V2400m	
D	NOT APPLICABLE	D	NOT APPLICABLE	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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MUKHINO

JEPPESSEN
29 AUG 25 (13-2) Eff 4 Sep

ULAN-UDE, RUSSIA
VOR Rwy 26

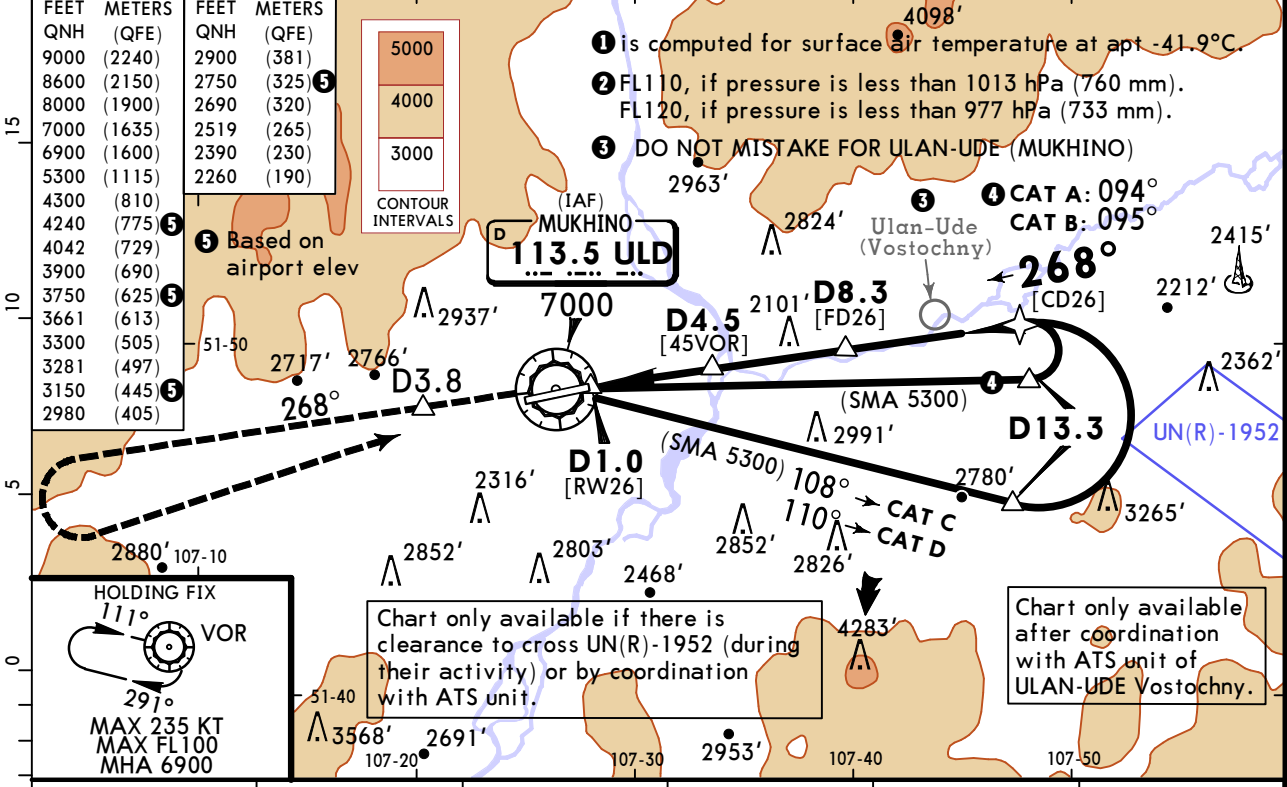
ATIS 126.6	ULAN-UDE Approach 129.3	ULAN-UDE Tower 118.1
VOR ULD 113.5	Final Apch Crs 268°	D8.3 4300' (2649')
		DA/MDA(H) Refer to Minimums
		Apt Elev 1700' Rwy 1651'

MSA ARP ①

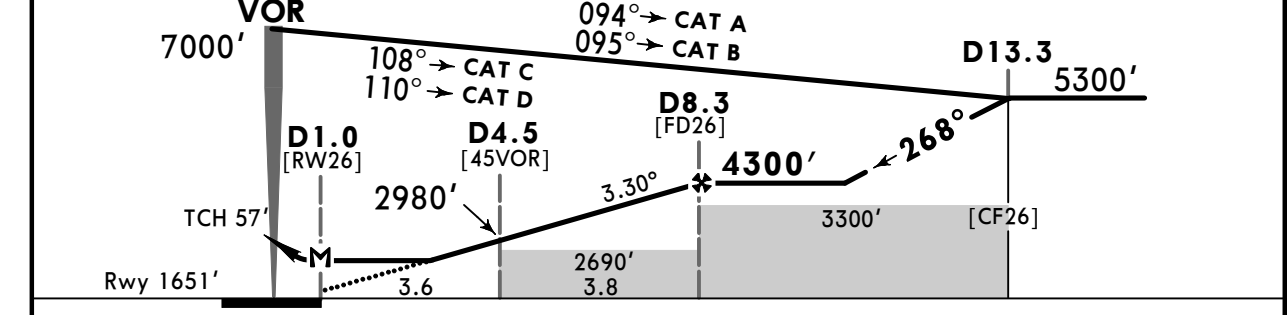
MISSED APCH: Climb STRAIGHT AHEAD on R-268 to 3900' or above, then turn LEFT to VOR climbing to 6900' or above.
Turn before passing D3.8 is PROHIBITED.
Refer to minimums for missed apch climb gradients.

Alt Set: hPa (MM on req) Rwy Elev: 59 hPa Trans level: FL100 ② Trans alt: 9000'

1. DME required. 2. Final approach track offset 4° from runway centerline.



ULD DME	3.2	4.3	5.4	6.5	7.6
ALTITUDE	2519'	2900'	3281'	3661'	4042'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI 3900' or above on 113.5 R-268
Descent Angle	3.30°	409	526	584	701	817	
MAP at D1.0							

Timing not authorized to define MAP.

	STRAIGHT-IN LANDING			CIRCLE-TO-LAND
	with D4.5	w/o D4.5		
	MACG MIN 3.1% (189'/NM) CDFA DA/MDA(H) 2260' (609')	MACG MIN 2.5% (152'/NM) CDFA DA/MDA(H) 2390' (739')	MACG MIN 2.5% (152'/NM) CDFA DA/MDA(H) 2690' (1039')	
	ALS out	ALS out	ALS out	Max KT
A	R1500m	R1500m	R1500m	100
B	R1500m	R1500m	R1500m	135
C	R2100m	R2400m	R2400m	180
D	R2100m	R2400m	R2400m	205
				MDA(H)
				2750' (1050') V1500m
				3150' (1450') V1600m
				3750' (2050') V2400m
				4240' (2540') V3600m

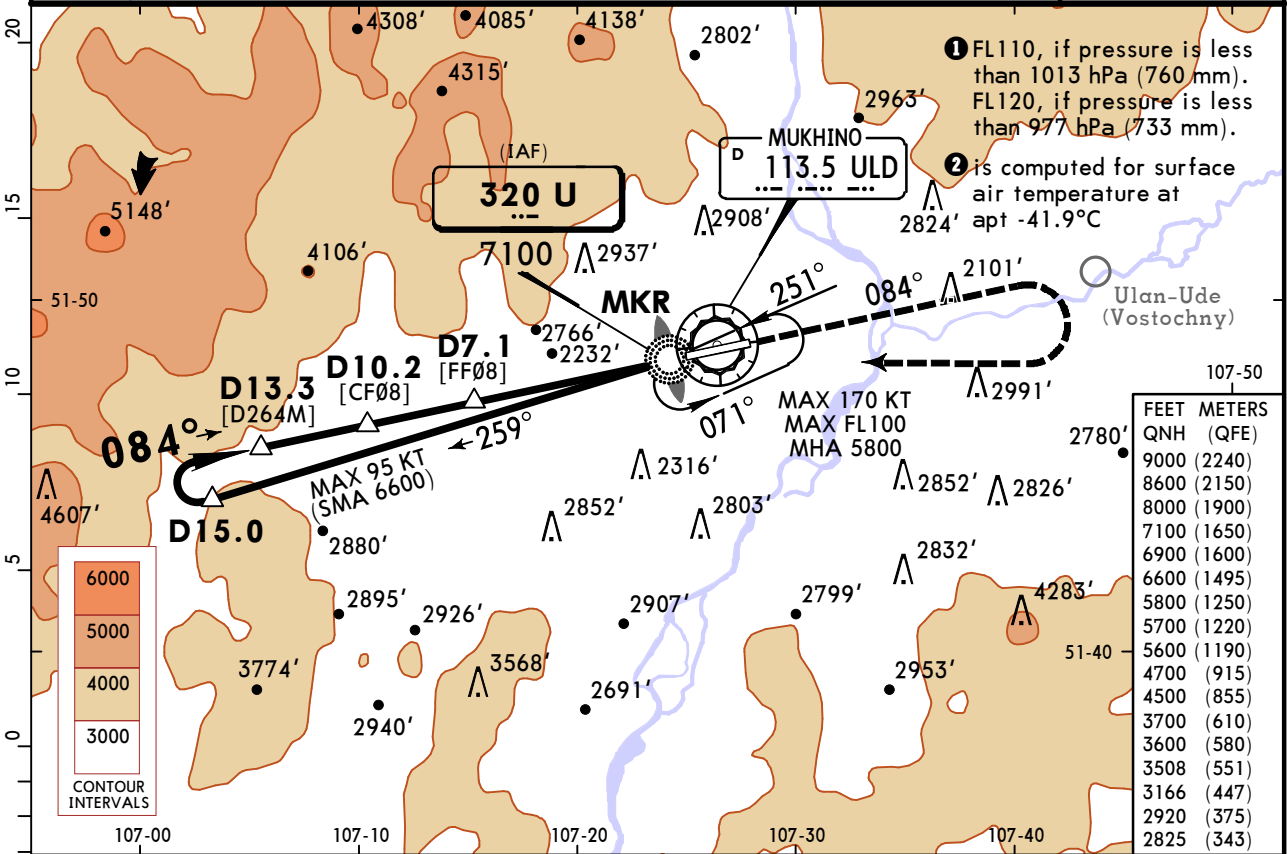
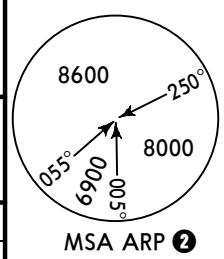
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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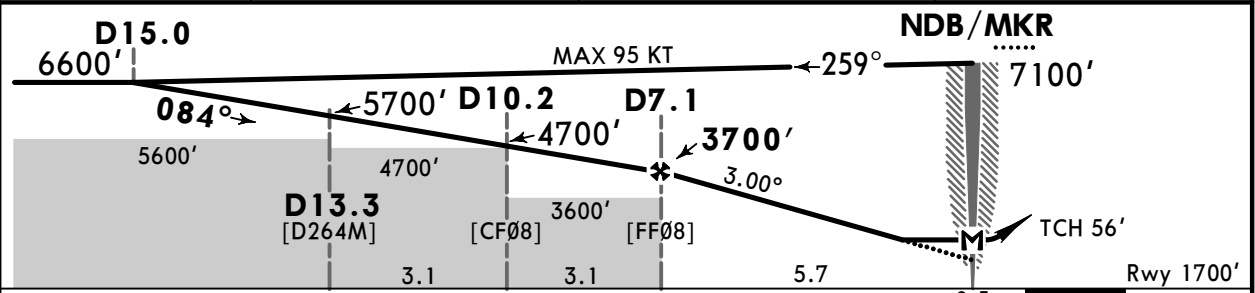
JEPPESEN
29 AUG 25 (16-1) Eff 4 Sep

ULAN-UDE, RUSSIA
CAT A NDB Z Rwy 08

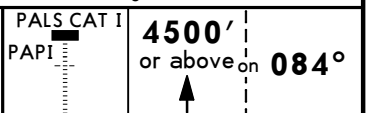
ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
NDB U 320	Final Apch Crs 084°	D7.1 3700' (2000')	DA/MDA(H) 2920' (1220')	Apt Elev 1700' Rwy 1700'	
MISSED APCH: Climb STRAIGHT AHEAD on 084° to 4500' or above, then turn RIGHT to NDB/MKR climbing to 6600' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: 61 hPa	Trans level: FL100 ①	Trans alt: 9000'	
DME required.					MSA ARP ②



ULD DME	6.5	5.4	4.3
ALTITUDE	3508'	3166'	2825'



Gnd speed-KT	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at NDB/MKR						



PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 2920' (1220')		ALS out	
	A	R1500m		Max KT 100
B			MDA(H) 2920' (1220') V1500m	
C	NOT APPLICABLE		NOT APPLICABLE	
D				

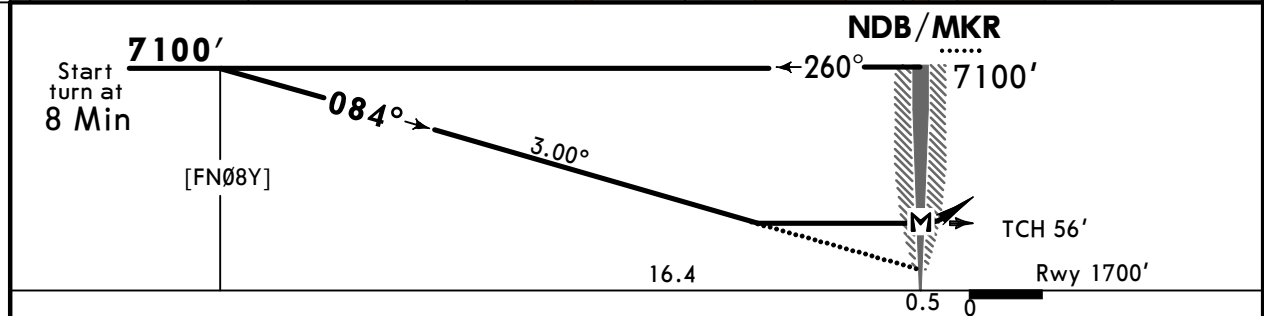
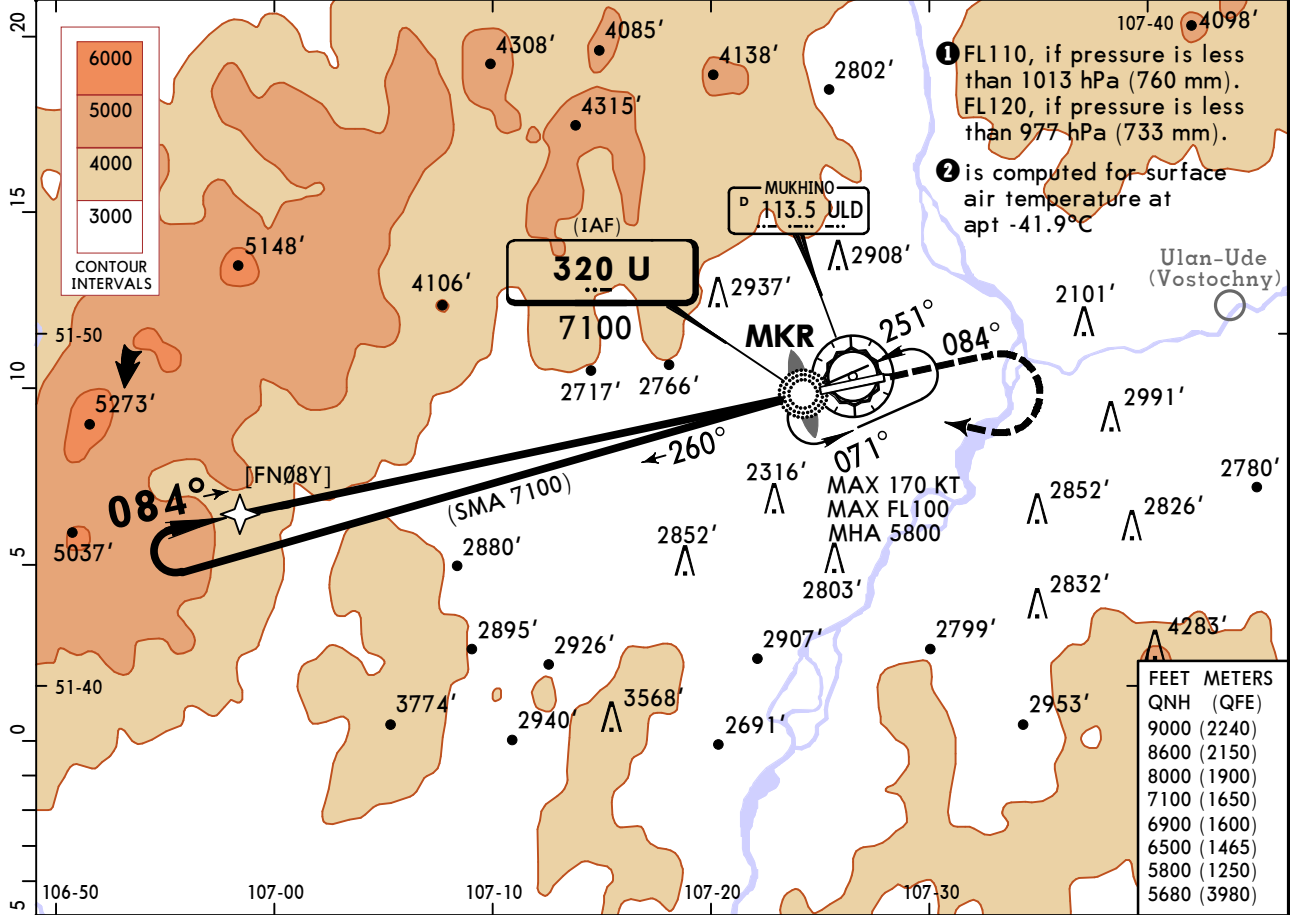
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UIUU/UUD
MUKHINO

JEPPESEN
29 AUG 25 (16-2) Eff 4 Sep

ULAN-UDE, RUSSIA
CAT A NDB Y Rwy 08

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
NDB U 320	Final Apch Crs 084°	[FN08Y] 7100' (5400')	DA/MDA(H) 5680' (3980')	Apt Elev 1700' Rwy 1700'	
MISSED APCH: Climb STRAIGHT AHEAD on 084° to 6500' or above, then turn RIGHT to NDB/MKR climbing to 7100' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: 61 hPa		Trans level: FL100 ①	Trans alt: 9000'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	6500' or above on 084°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at NDB/MKR								
Timing not authorized to define MAP.								

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	CDFA								
	DA/MDA(H) 5680' (3980')				ALS out				
	A	R1500m				Max KT 100	MDA(H) 5680' (3980')		V1500m
	B					B			
C	NOT APPLICABLE				C	NOT APPLICABLE			
D					D				

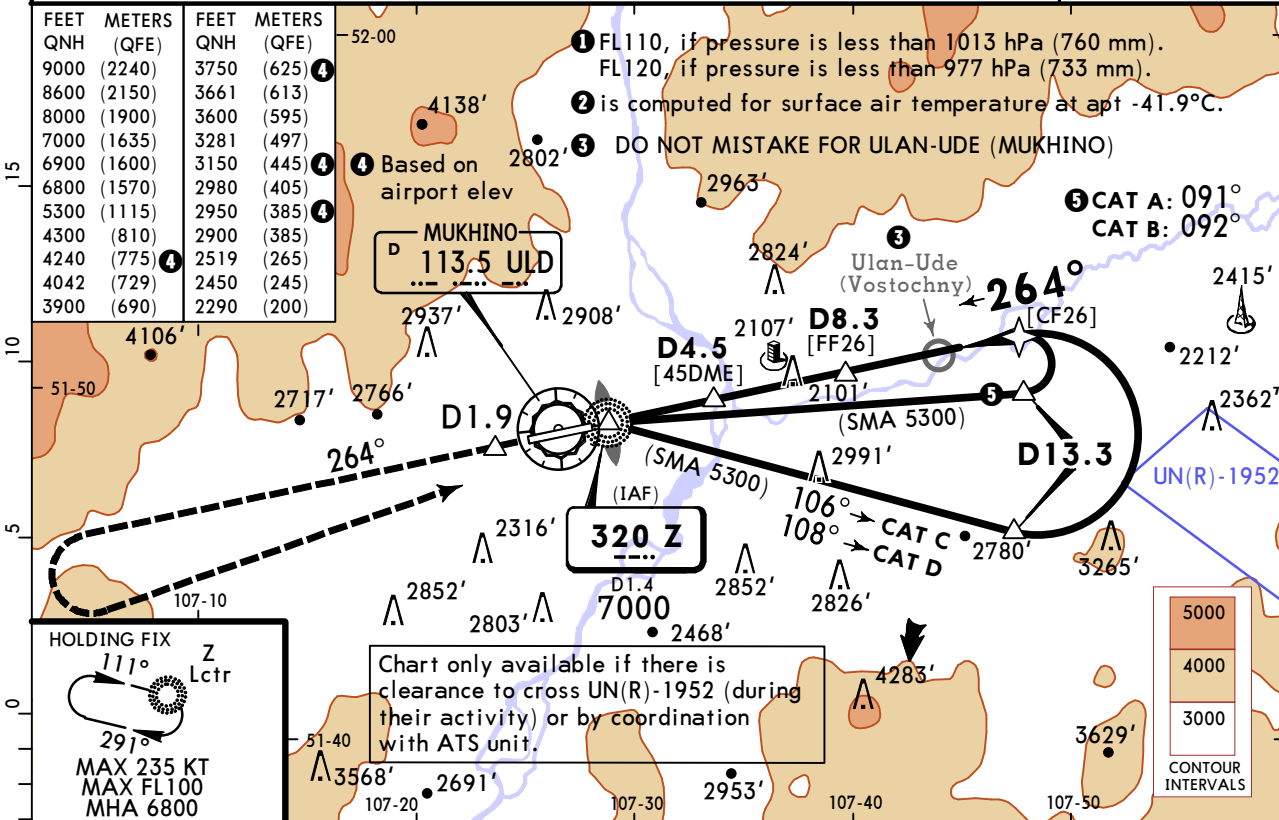
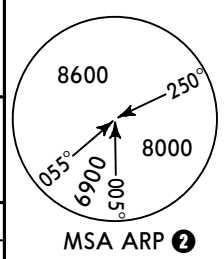
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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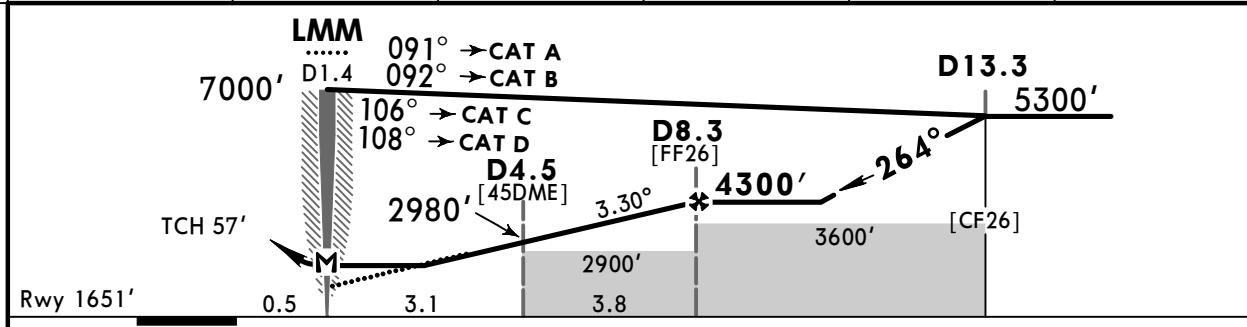
JEPPESEN
29 AUG 25 (16-3) Eff 4 Sep

ULAN-UDE, RUSSIA
NDB Z Rwy 26

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
Lctr Z 320	Final Apch Crs 264°	D8.3 4300' (2600')	DA/MDA(H) Refer to Minimums	Apt Elev 1700' Rwy 1651'	
MISSED APCH: Climb STRAIGHT AHEAD on 264° to 3900' or above, then turn LEFT to LMM climbing to 6800' or above. Turn before passing D1.9 is PROHIBITED. Refer to minimums for missed apch climb gradients.					
Alt Set: hPa (MM on req) Rwy Elev: 59 hPa Trans level: FL100 ① Trans alt: 9000'					
DME required.					



ULD DME	3.2	4.3	5.4	6.5	7.6
ALTITUDE	2519'	2900'	3281'	3661'	4042'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI 3900' or above on 264°	
Descent Angle	3.30°	409	526	584	701	817		934
MAP at LMM/D1.4								

Timing not authorized to define MAP.

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND
	Std	with D4.5	w/o D4.5	
	MACG MIN 3.0% (183'/NM) CDFA ① DA/MDA(H) 2290' (639')	MACG MIN 2.5% (152'/NM) CDFA ① DA/MDA(H) 2450' (799')	MACG MIN 2.5% (152'/NM) CDFA ① DA/MDA(H) 2900' (1249')	
	ALS out	ALS out	ALS out	
A	R1500m	R1500m	R1500m	Max KT 100 MDA(H) 2950' (1250') V1500m
B				135 3150' (1450') V1600m
C	R2200m R2400m	R2400m	R2400m	180 3750' (2050') V2400m
D				205 4240' (2540') V3600m

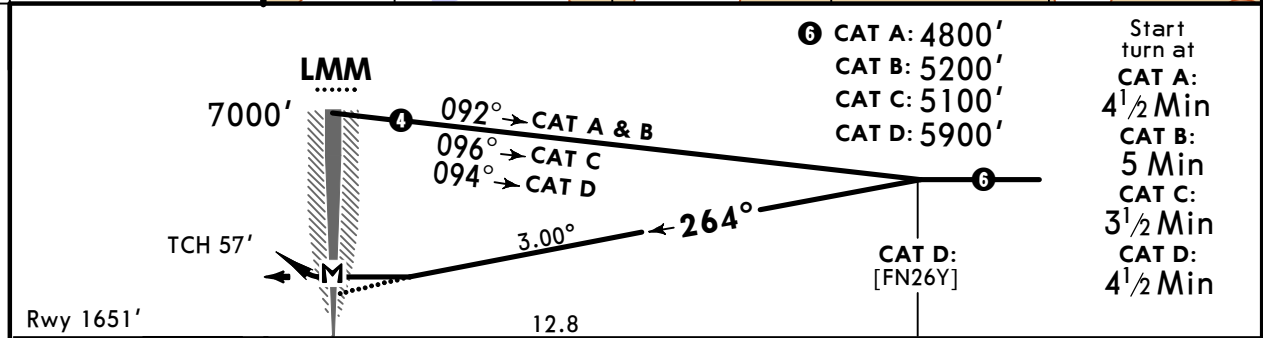
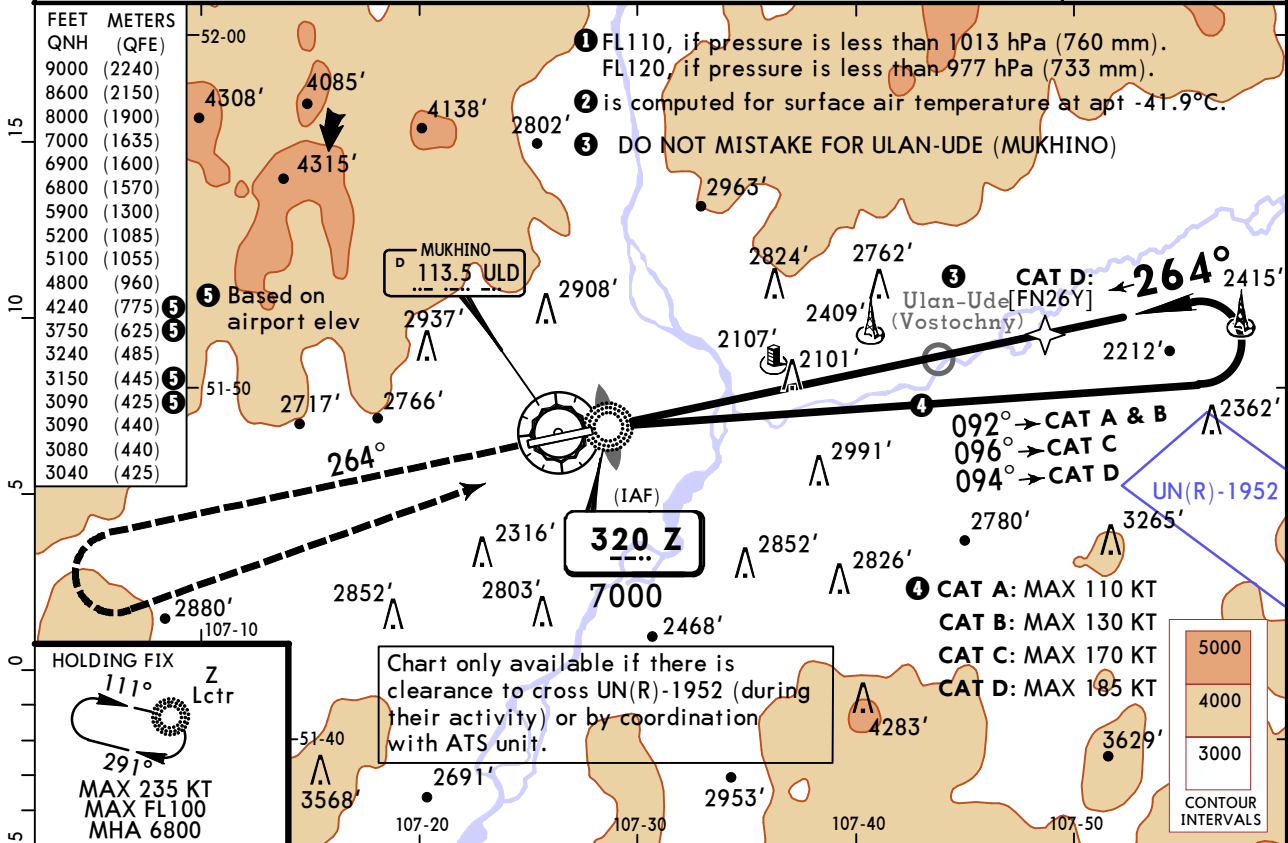
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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JEPPESSEN
29 AUG 25 (16-4) Eff 4 Sep

ULAN-UDE, RUSSIA
NDB Y Rwy 26

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1
Lctr Z 320	Final Apch Crs 264°	CAT D [FN26Y] 5900' (4249')	DA/MDA(H) Refer to Minimums	Apt Elev 1700' Rwy 1651'
MISSED APCH: Climb STRAIGHT AHEAD on 264° to 5100' or above, then turn LEFT to LMM climbing to 6800' or above.				<p>MSA ARP ②</p>
Alt Set: hPa (MM on req)		Rwy Elev: 59 hPa	Trans level: FL100 ①	Trans alt: 9000'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	5100' or above on 264°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

Timing not authorized to define MAP.

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	A: 3040' (1389')	C: 3090' (1439')		
	① DA/MDA(H) B: 3080' (1429') D: 3240' (1589')			
	ALS out		Max KT	MDA(H)
A	R1500m		100	3090' (1390') V1500m
B	R1500m		135	3150' (1450') V1600m
C	R2400m		180	3750' (2050') V2400m
D	R2400m		205	4240' (2540') V3600m

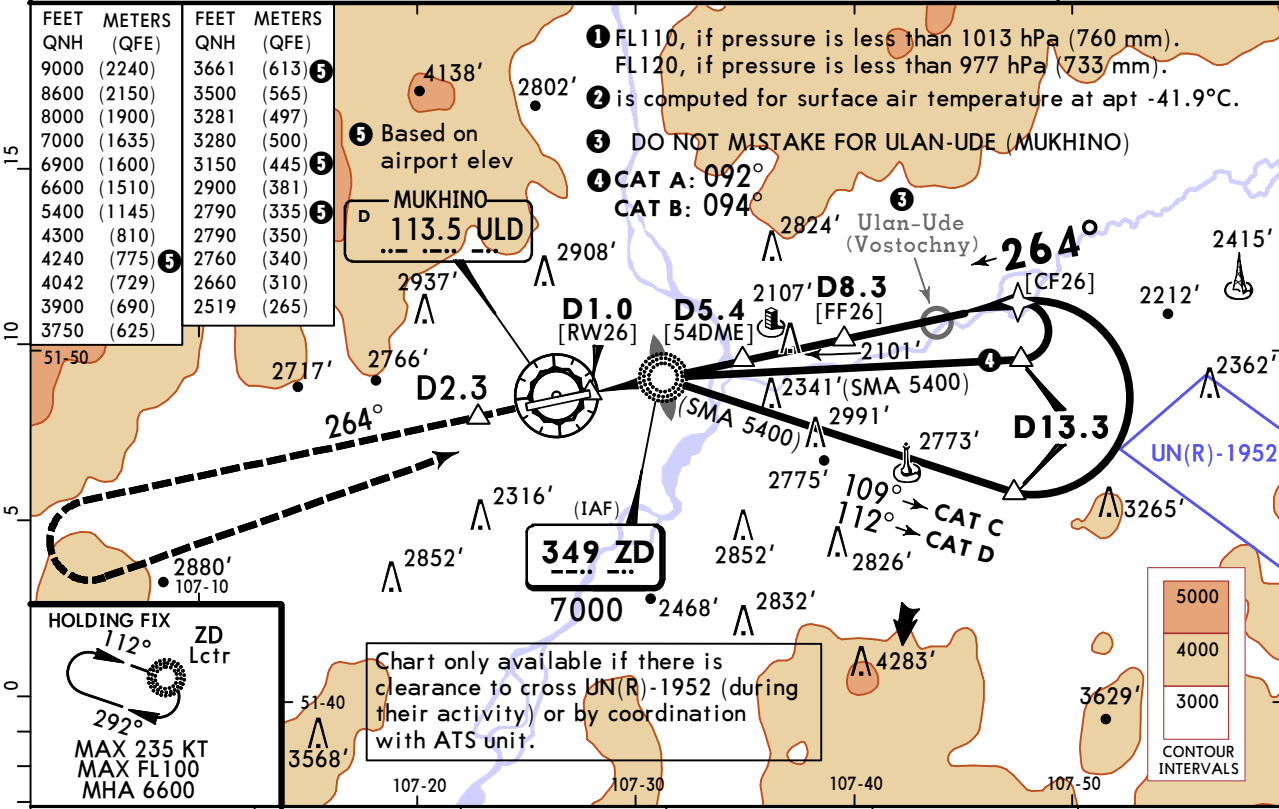
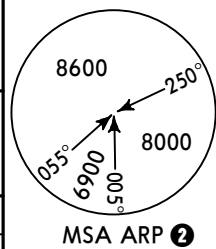
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UIUU/UUD
MUKHINO

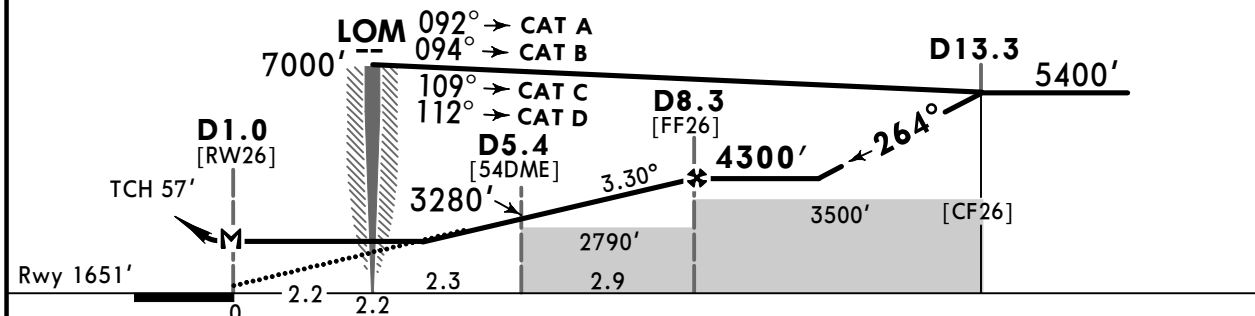
JEPPESSEN
29 AUG 25 (16-5) Eff 4 Sep

ULAN-UDE, RUSSIA
NDB X Rwy 26

ATIS 126.6		ULAN-UDE Approach 129.3		ULAN-UDE Tower 118.1	
Lctr ZD 349	Final Apch Crs 264°	D8.3 4300' (2649')	DA/MDA(H) Refer to Minimums	Apt Elev 1700' Rwy 1651'	
MISSED APCH: Climb STRAIGHT AHEAD on 264° to 3900' or above, then turn LEFT to LOM climbing to 6600' or above. Turn before passing MAP is PROHIBITED.					
Alt Set: hPa (MM on req) Rwy Elev: 59 hPa Trans level: FL100 ① Trans alt: 9000'					
DME required.					



ULD DME	3.2	4.3	5.4	6.5	7.6
ALTITUDE	2519'	2900'	3281'	3661'	4042'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI 3900' or above on 264°
Descent Angle	3.30°	409	526	584	701	817	
MAP at D1.0							

PANS OPS	Std STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	with D5.4			w/o D5.4	
	MACG MIN 3.0% (183'/NM)	MACG MIN 2.5% (152'/NM)	MACG MIN 2.5% (152'/NM)	Max KT	MDA(H)
	CDFA DA/MDA(H) 2660' (1009')	CDFA DA/MDA(H) 2760' (1109')	CDFA DA/MDA(H) 2790' (1139')	100	2840' (1140') V1500m
	ALS out	ALS out	ALS out	135	3150' (1450') V1600m
A	R1500m	R1500m	180	3750' (2050') V2400m	
B	R1500m	R1500m	205	4240' (2540') V3600m	
C	R2400m	R2400m			
D	R2400m	R2400m			

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: MSA, TL, TA, procedure, minimums. © JEPPESSEN, 2018, 2025. ALL RIGHTS RESERVED.

Chart changes since cycle 07-2026

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