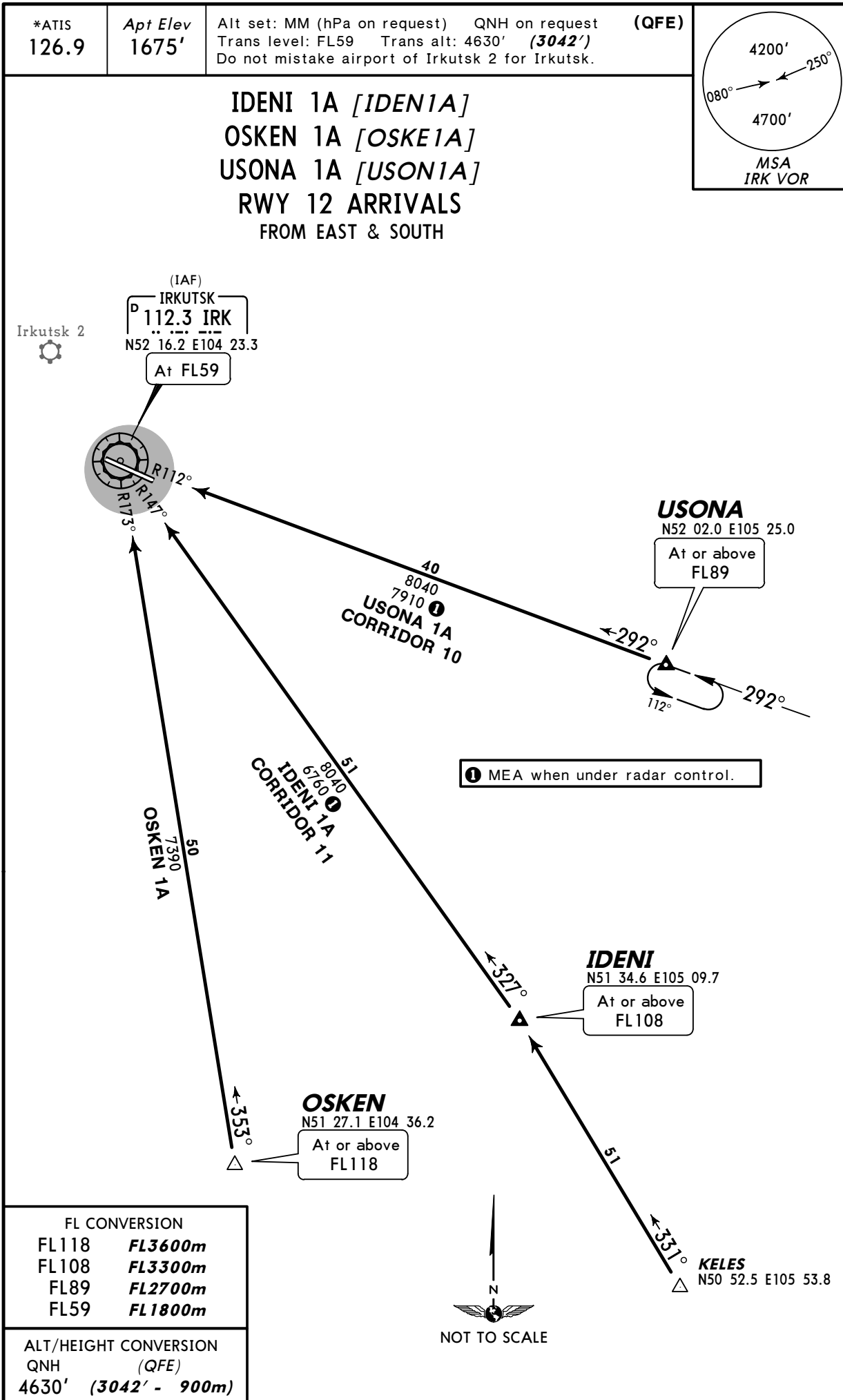


UIII/IKT
 IRKUTSK

JEPPESEN
 15 AUG 08 **10-2** Eff 28 Aug

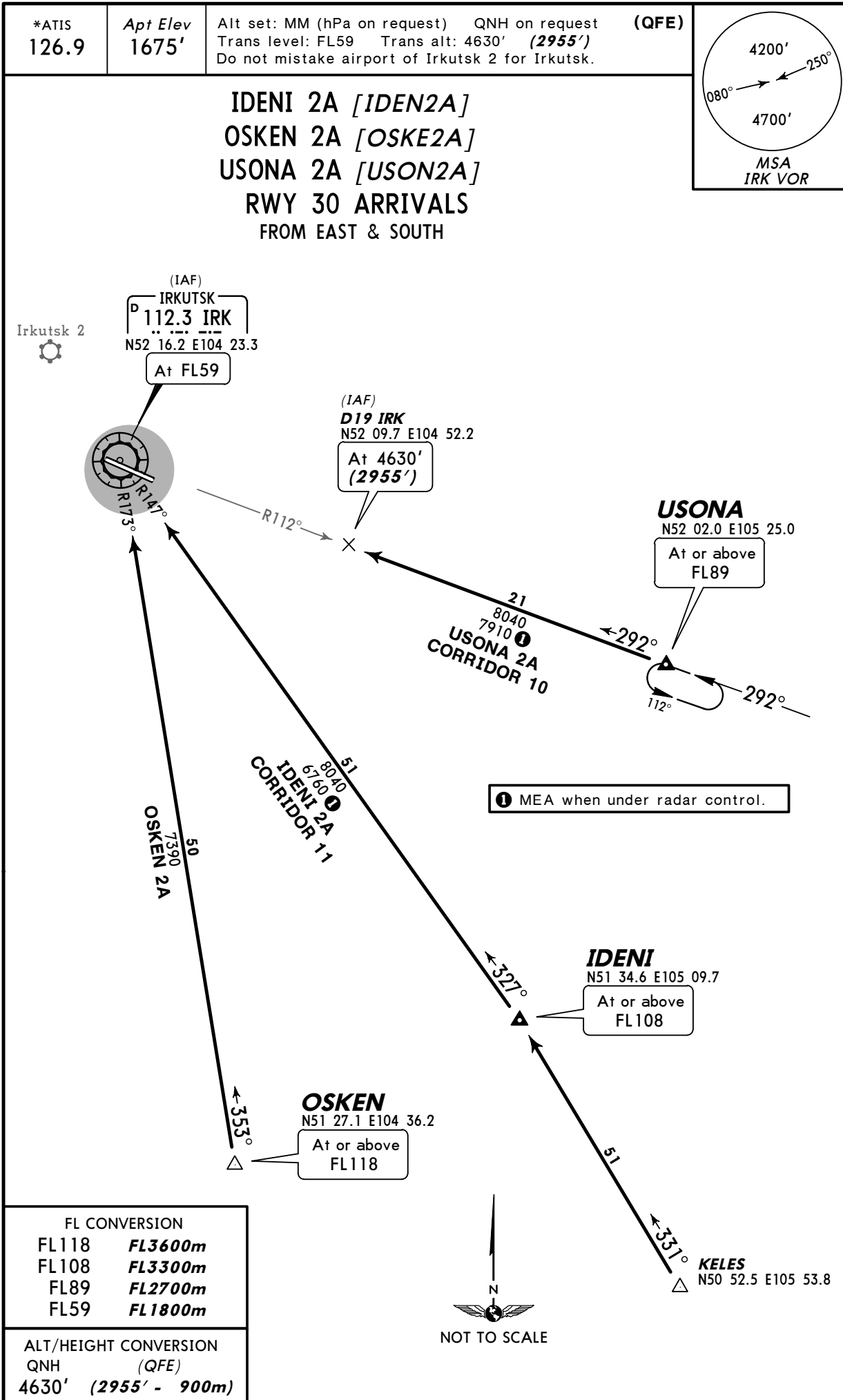
IRKUTSK, RUSSIA
STAR



UIII/IKT
 IRKUTSK

JEPPESEN
 15 AUG 08 (10-2A) Eff 28 Aug

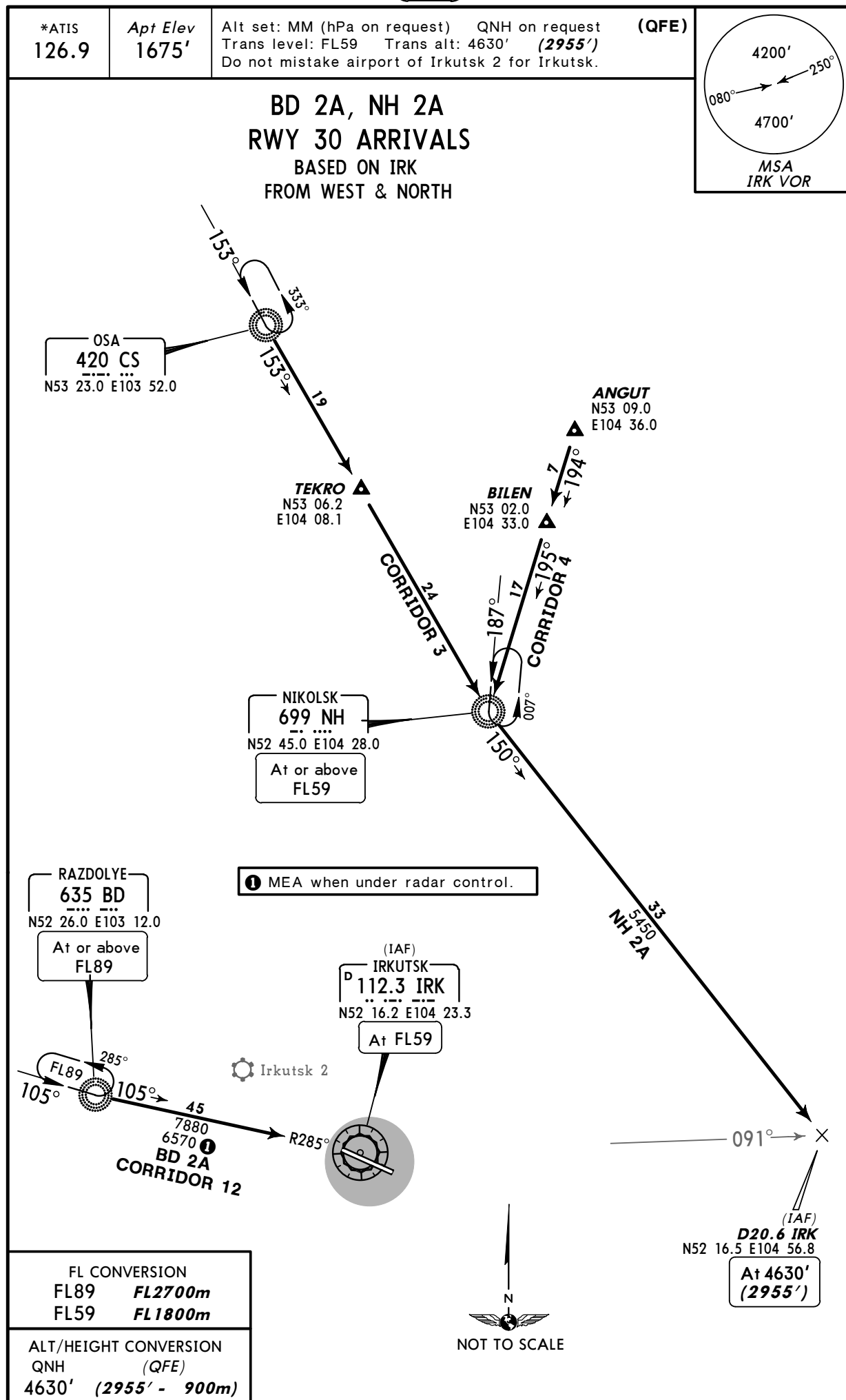
IRKUTSK, RUSSIA
 STAR



UIII/IKT
IRKUTSK

JEPPESEN
15 AUG 08 **(10-2B)** Eff 28 Aug

IRKUTSK, RUSSIA
STAR



UIII/IKT
IRKUTSK

15 AUG 08 **10-2C** Eff 28 Aug

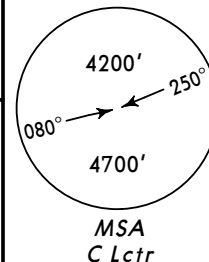
IRKUTSK, RUSSIA
STAR

*ATIS
126.9

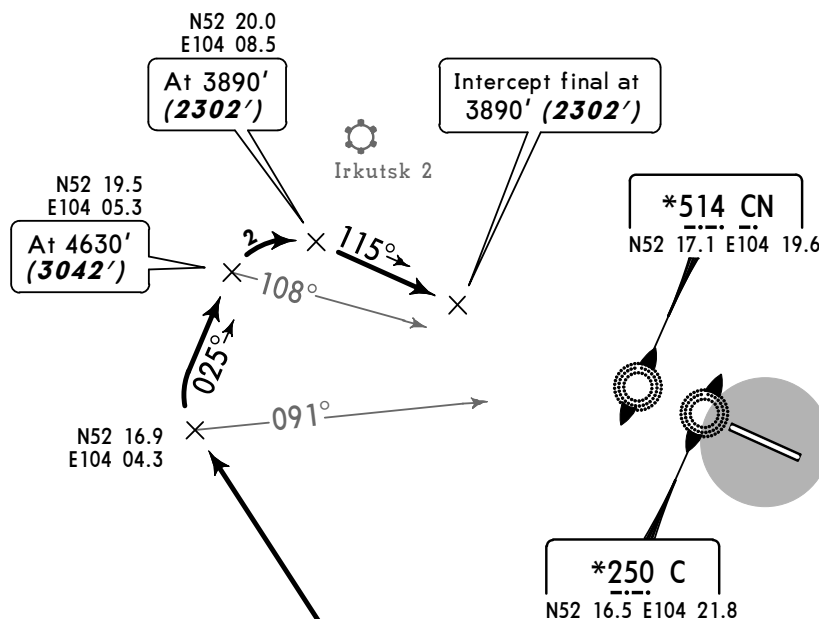
Apt Elev
1675'

Alt set: MM (hPa on request) QNH on request
Trans level: FL59 Trans alt: 4630' **(3042')**
Do not mistake airport of Irkutsk 2 for Irkutsk.

(QFE)



OSKEN 1B [OSKE1B]
RWY 12 ARRIVAL
BY ATC



FL CONVERSION
FL59 **FL1800m**

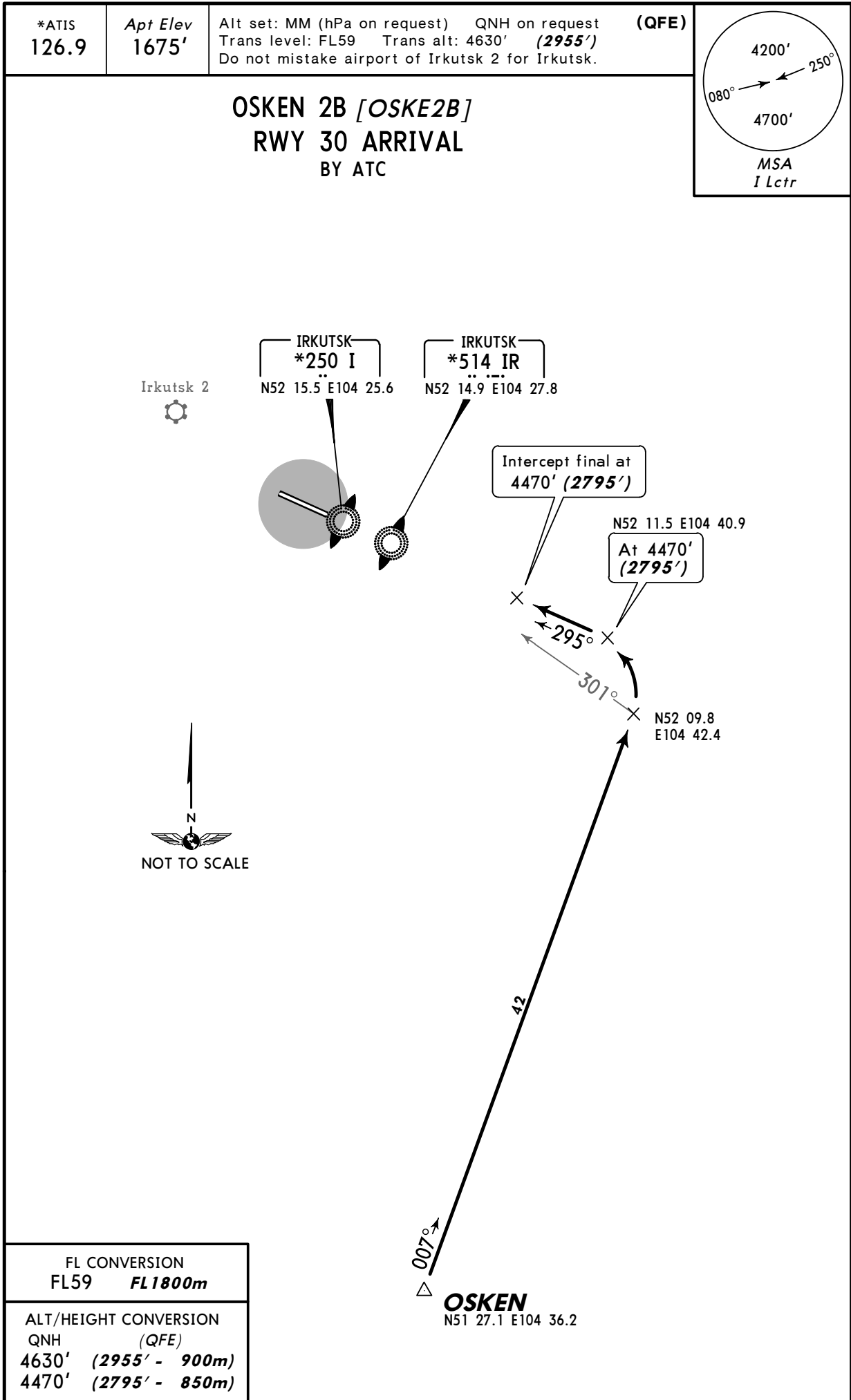
ALT/HEIGHT CONVERSION
QNH (QFE)
4630' (3042' - 900m)
3890' (2302' - 700m)

OSKEN
N51 27.1 E104 36.2

UIII/IKT
 IRKUTSK

18 JUL 08 **10-2C1**

IRKUTSK, RUSSIA
STAR



CHANGES: New procedure at this airport.

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UIII/IKT
 IRKUTSK

JEPPESEN

4 JAN 08

10-2D

Eff 17 Jan

IRKUTSK, RUSSIA

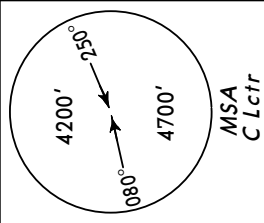
STAR

*ATIS
 126.9

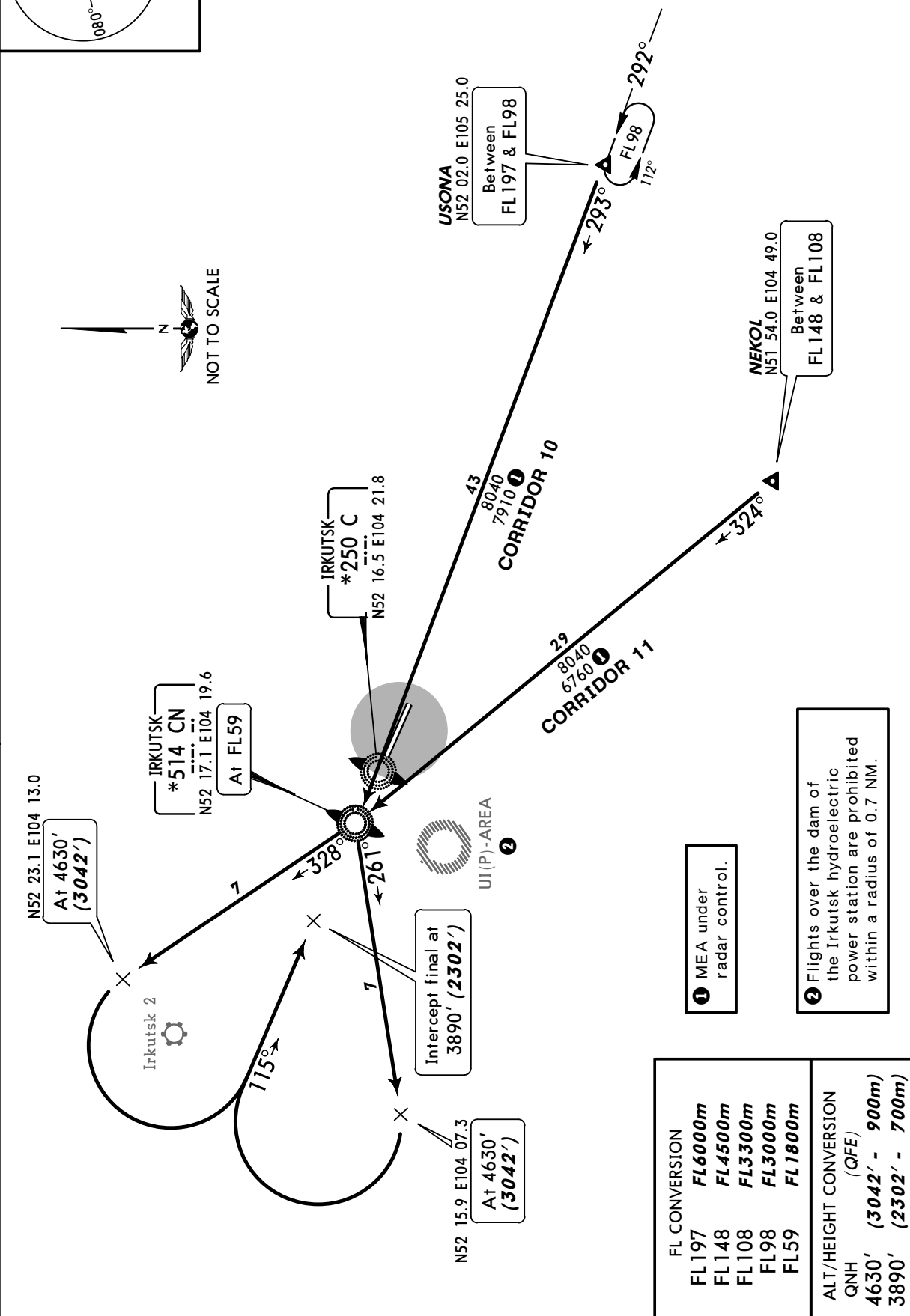
Apt Elev
 1675'

Alt set: MM (hPa on request) QNH on request
 Trans level: FL59 Trans alt: 4630' (3042')
 Do not mistake airport of Irkutsk 2 for Irkutsk.

(QFE)



RWY 12 ARRIVALS BASED ON CN FROM EAST & SOUTH



UIII/IKT
 IRKUTSK

JEPPESEN

4 JAN 08

10-2E

Eff 17 Jan

IRKUTSK, RUSSIA

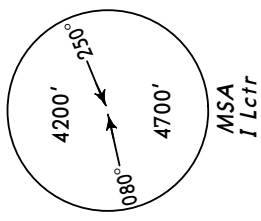
STAR

*ATIS
 126.9

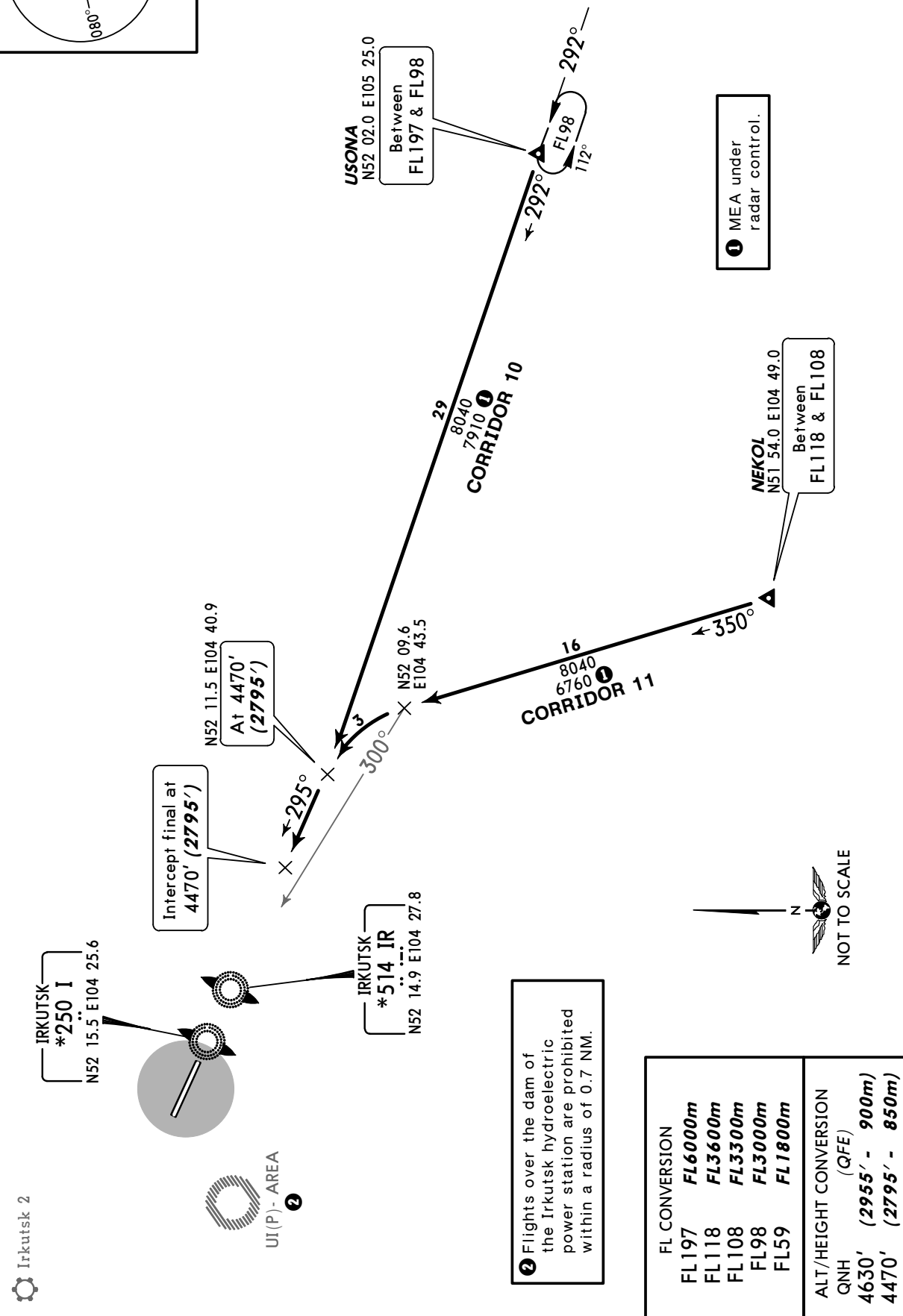
Apt Elev
 1675'

Alt set: MM (hPa on request) QNH on request
 Trans level: FL59 Trans alt: 4630' (2955')
 Do not mistake airport of Irkutsk 2 for Irkutsk.

(QFE)



RWY 30 ARRIVALS
 BASED ON IR
 FROM EAST & SOUTH



UIII/IKT
IRKUTSK

JEPPESEN

4 JAN 08

10-2F

Eff 17 Jan

IRKUTSK, RUSSIA

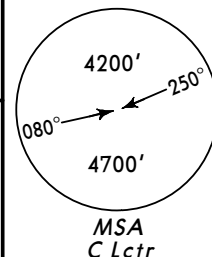
STAR

*ATIS
126.9

Apt Elev
1675'

Alt set: MM (hPa on request) QNH on request
Trans level: FL59 Trans alt: 4630' (3042')
Do not mistake airport of Irkutsk 2 for Irkutsk.

(QFE)



RWY 12 ARRIVALS BASED ON CN FROM WEST & NORTH

OSA
420 CS
N53 23.0 E103 52.0

TEKRO
N53 06.2
E104 08.1

ANGUT
N53 09.0
E104 36.0

BILEN
N53 02.0
E104 33.0

② Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

FL CONVERSION

FL167 FL5100m
FL128 FL3900m
FL89 FL2700m
FL79 FL2400m
FL59 FL1800m

ALT/HEIGHT CONVERSION

QNH (QFE)
4630' (3042' - 900m)
3890' (2302' - 700m)

NIKOLSK
699 NH
N52 45.0 E104 28.0
Between
FL128 & FL79

RAZDOLYE
635 BD
N52 26.0 E103 12.0
Between
FL167 & FL89

N52 23.3 E104 07.4
At 4630' (3042')

102°

35
7880
6570
CORRIDOR 12

N52 20.0 E104 08.5
At 3890' (2302')

132° Irkutsk 2

Intercept final at 3890' (2302')

IRKUTSK
*514 CN
N52 17.1 E104 19.6

IRKUTSK
*250 C
N52 16.5 E104 21.8

HOLDING OVER BD

105° FL89 285°

UI(P)-AREA
②

NOT TO SCALE

① MEA under radar control.

UIII/IKT
 IRKUTSK

JEPPESEN

4 JAN 08

10-2G

Eff 17 Jan

IRKUTSK, RUSSIA

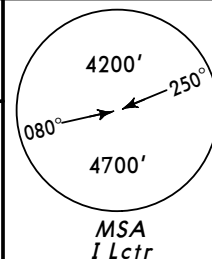
STAR

*ATIS
 126.9

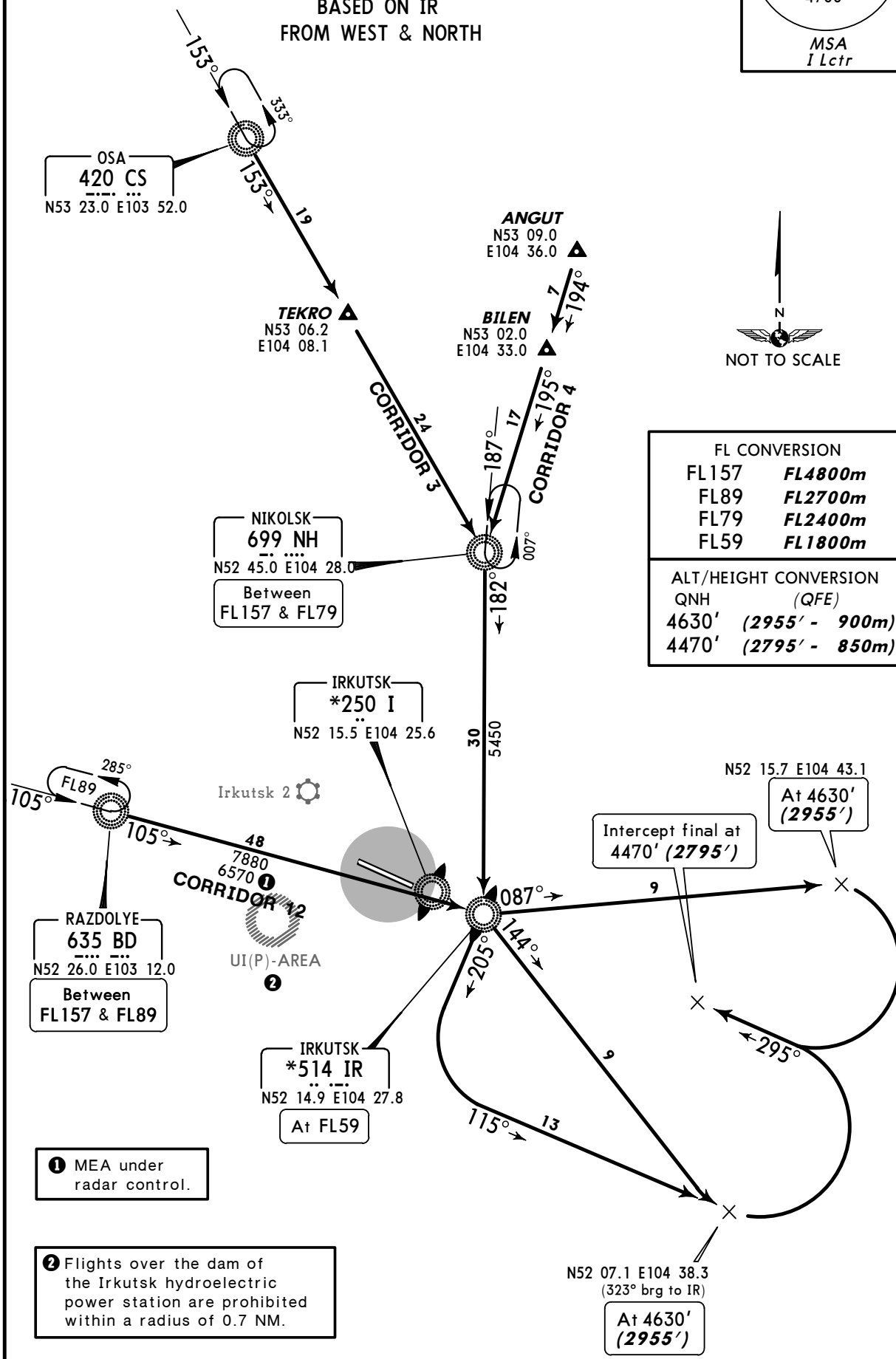
Apt Elev
 1675'

Alt set: MM (hPa on request) QNH on request
 Trans level: FL59 Trans alt: 4630' (2955')
 Do not mistake airport of Irkutsk 2 for Irkutsk.

(QFE)



RWY 30 ARRIVALS BASED ON IR FROM WEST & NORTH



UIII/IKT
IRKUTSK



4 JAN 08

(10-2H)

Eff 17 Jan

IRKUTSK, RUSSIA

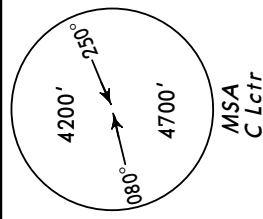
STAR

*ATIS
126.9

Apt Elev
1675'

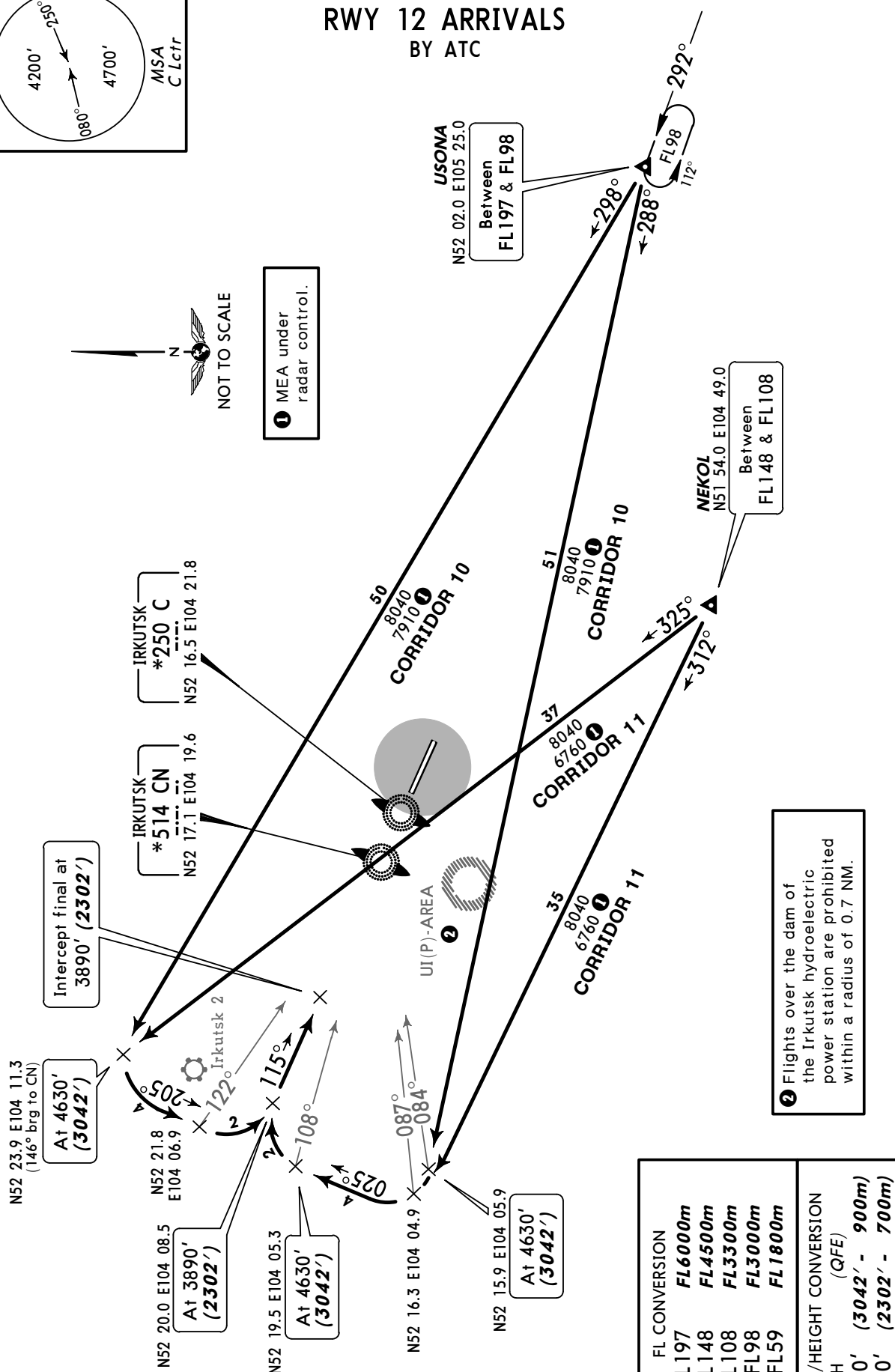
Alt set: MM (hPa on request) QNH on request
Trans level: FL59 Trans alt: 4630' **(3042')**
Do not mistake airport of Irkutsk 2 for Irkutsk.

(QFE)



RWY 12 ARRIVALS

BY ATC



FL CONVERSION

FL197	FL6000m
FL148	FL4500m
FL108	FL3300m
FL98	FL3000m
FL59	FL1800m

ALT/HEIGHT CONVERSION
QNH (QFE)

(3042' - 900m)
(2302' - 700m)

UIII/IKT
IRKUTSK

JEPPESEN

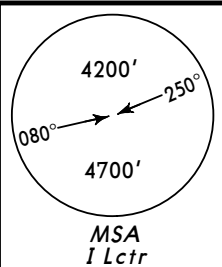
4 JAN 08

10-2J

Eff 17 Jan

IRKUTSK, RUSSIA

STAR



*ATIS
126.9

Apt Elev
1675'

Alt set: MM (hPa on request) QNH on request
Trans level: FL59 Trans alt: 4630' (2955')
Do not mistake airport of Irkutsk 2 for Irkutsk.

(QFE)

RWY 30 ARRIVALS BY ATC



NOT TO SCALE

FL CONVERSION

FL157 **FL4800m**
FL89 **FL2700m**
FL79 **FL2400m**
FL59 **FL1800m**

ALT/HEIGHT CONVERSION

QNH (QFE)
4630' (2955' - 900m)
4470' (2795' - 850m)

OSA
420 CS
N53 23.0 E103 52.0

TEKRO
N53 06.2
E104 08.1

ANGUT
N53 09.0
E104 36.0

BILEN
N53 02.0
E104 33.0

NIKOLSK
699 NH
N52 45.0 E104 28.0
Between
FL157 & FL79

RAZDOLYE
635 BD
N52 26.0 E103 12.0
Between
FL157 & FL89

IRKUTSK
*250 I
N52 15.5 E104 25.6

IRKUTSK
*514 IR
N52 14.9 E104 27.8

N52 15.5 E104 43.7
At 4630' (2955')

N52 15.2 E104 44.2

N52 12.7 E104 42.8

N52 11.5 E104 40.9
At 4470' (2795')

N52 10.0 E104 41.0

N52 07.1 E104 38.3
At 4630' (2955')

① MEA under radar control.

② Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

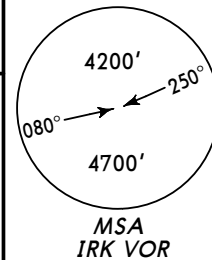
UIII/IKT
IRKUTSK

18 JUL 08 10-3

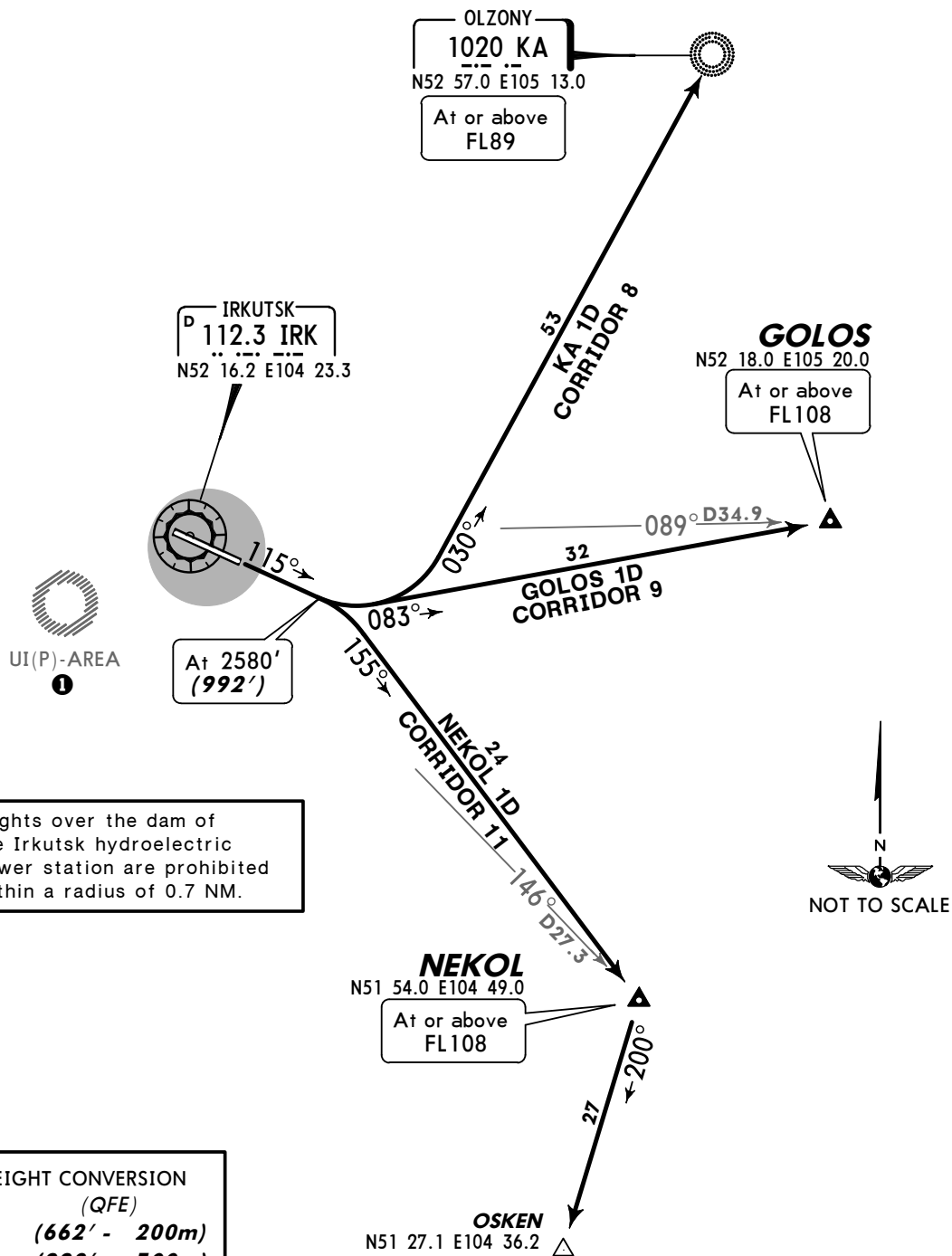
IRKUTSK, RUSSIA
SID

Apt Elev
1675'

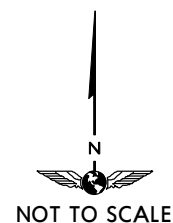
QNH on request (QFE)
Trans level: FL59 Trans alt: 4630' (3042')



GOLOS 1D [GOLO1D], KA 1D
NEKOL 1D [NEKO1D]
RWY 12 DEPARTURES
TO NORTHEAST & EAST



① Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2250'	(662' - 200m)
2580'	(992' - 300m)
4630'	(3042' - 900m)

FL CONVERSION	
FL59	FL1800m
FL89	FL2700m
FL108	FL3300m

These SIDs require a minimum climb gradient of 213' per NM (3.5%) up to 2250' (662').

Gnd speed-KT	75	100	150	200	250	300
213' per NM	266	354	532	709	886	1063

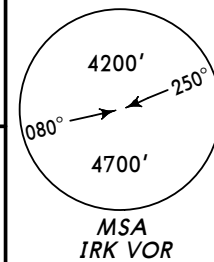
SID	ROUTING
GOLOS 1D	Climb to 2580' (992'), turn LEFT, 083° track to GOLOS.
KA 1D	Climb to 2580' (992'), turn LEFT, intercept 030° bearing to KA.
NEKOL 1D	Climb to 2580' (992'), turn RIGHT, 155° track to NEKOL.

UIII/IKT
IRKUTSK18 JUL 08 **10-3A**

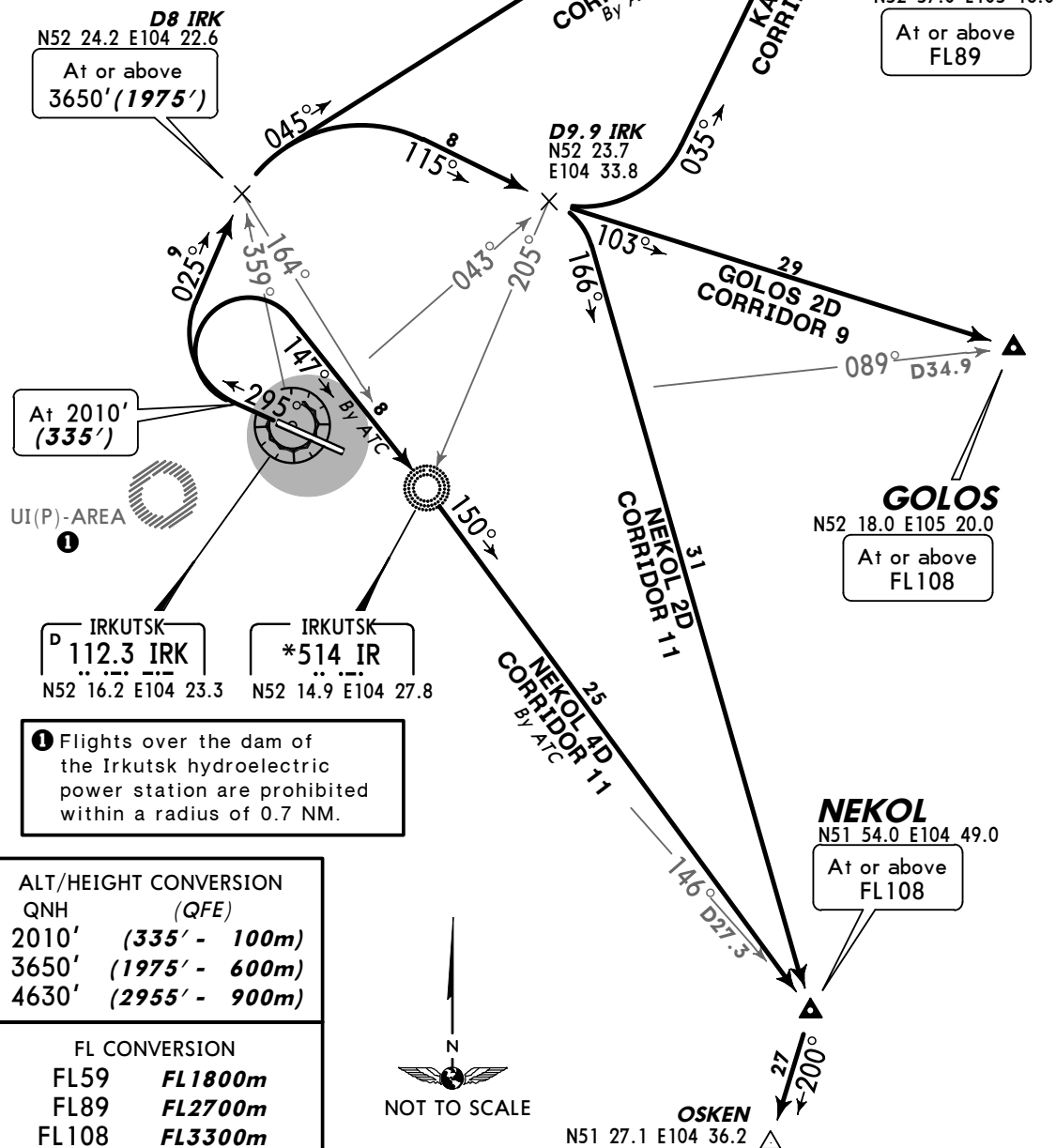
IRKUTSK, RUSSIA

SIDApt Elev
1675'QNH on request (**QFE**)Trans level: FL59 Trans alt: 4630' (**2955'**)

Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway.



GOLOS 2D [GOLO2D], KA 2D, KA 4D
NEKOL 2D [NEKO2D], NEKOL 4D [NEKO4D]
RWY 30 DEPARTURES
TO NORTHEAST & EAST



SID	ROUTING
GOLOS 2D	Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, 115° track to D9.9 IRK (205° bearing to IR), turn LEFT, 103° track to GOLOS.
KA 2D	Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, 115° track to D9.9 IRK (205° bearing to IR), turn LEFT, intercept 035° bearing to KA.
KA 4D By ATC	Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, intercept 045° bearing to KA.
NEKOL 2D	Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, 115° track to D9.9 IRK (205° bearing to IR), turn RIGHT, 166° track to NEKOL.
NEKOL 4D By ATC	Climb to 2010' (335'), turn RIGHT, intercept 147° bearing to IR, turn RIGHT, 150° bearing to NEKOL.

UIII/IKT
IRKUTSK

JEPPESEN

17 AUG 07

10-3B

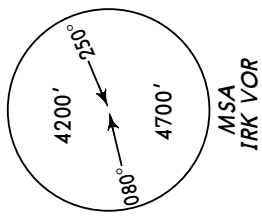
Eff 30 Aug

IRKUTSK, RUSSIA

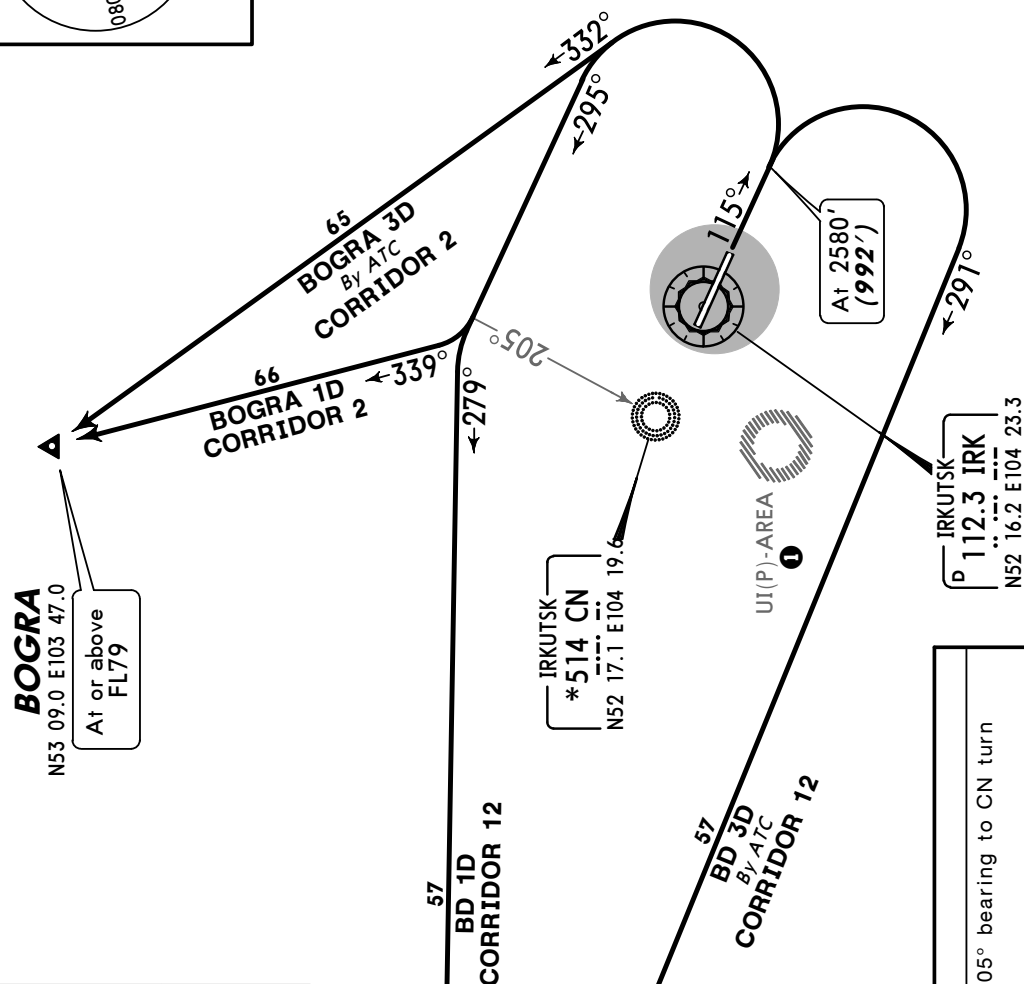
SID

Apt Elev
1675'

QNH on request **(QFE)**
Trans level: FL59 Trans alt: 4630' **(3042')**



**BD 1D, BD 3D, BOGRA 1D, BOGRA 3D
RWY 12 DEPARTURES
TO WEST & NORTHWEST**



1 Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

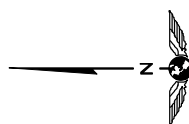
ALT/HEIGHT CONVERSION
(QFE)

QNH	
2250'	(662' - 200m)
22580'	(992' - 300m)
4630'	(3042' - 900m)

FL CONVERSION

FL59	FL1800m
FL79	FL2400m
FL89	FL2700m

— RAZDOLYE —
635 BD
—... —...
N52 26.0 E103 12.0

At or above
FL89

NOT TO SCALE

These SIDs require a minimum climb gradient of 213' per NM (3.5%) up to 2250' (**662'**).

	75	100	150	200	250	300
Gnd speed-KT						
213' per NM	266	354	532	709	886	1063

ROUTING

SID	ROUTING
BD 1D	Climb to 2580' (992'), turn LEFT, 295° track, at 205° bearing to CN turn LEFT, intercept 279° bearing to BD.
BD 3D By ATC	Climb to 2580' (992'), turn RIGHT, intercept 291° bearing to BD.
BOGRA 1D	Climb to 2580' (992'), turn LEFT, 295° track, at 205° bearing to CN turn RIGHT, 339° track to BOGRA.
BOGRA 3D By ATC	Climb to 2580' (992'), turn LEFT, 332° track to BOGRA.

UIII/IKT
IRKUTSK

JEPPESEN

17 AUG 07

10-3C

Eff 30 Aug

IRKUTSK, RUSSIA

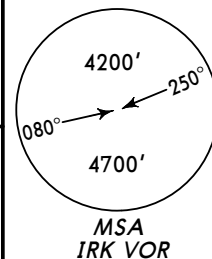
SID

Apt Elev
1675'

QNH on request (QFE)

Trans level: FL59 Trans alt: 4630' (2955')

Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway.



BD 2D, BOGRA 2D
RWY 30 DEPARTURES
TO WEST & NORTHWEST

BOGRA

N53 09.0 E103 47.0

At or above
FL79



RAZDOLYE
635 BD
N52 26.0 E103 12.0

At or above
FL89

① Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

45
BD 2D
CORRIDOR 12

D8 IRK
N52 24.2 E104 22.6

At or above
3650' (1975')

IRKUTSK
112.3 IRK
N52 16.2 E104 23.3

At 2010'
(335')



IRKUTSK
*514 IR
N52 14.9 E104 27.8

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2010'	(335' - 100m)
3650'	(1975' - 600m)
4630'	(2955' - 900m)

FL CONVERSION	
FL59	FL1800m
FL79	FL2400m
FL89	FL2700m

SID	ROUTING
BD 2D	Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn LEFT, intercept 271° bearing to BD.
BOGRA 2D	Climb to 2010' (335'), turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn LEFT, 336° track to BOGRA.

CHANGES: SID BQ 2D renamed BOGRA 2D.

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UIII/IKT
IRKUTSKJEPPESEN
4 MAR 05 10-4IRKUTSK, RUSSIA
NOISE

NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.

ARRIVALS**APPROACH PHASE**

Runway 30 is the preferential runway and shall be used to the maximum possible extent.

If special meteorological conditions, such as considerable wind, cumulo nimbus clouds etc are present in arrival and approach sectors, ATC units may, if it is considered necessary for safety reasons, at its own discretion or by a pilot-in-command's request deviate from the provisions stated below:

Restrictions

The required noise abatement procedures shall not be observed over the overflowed areas in following cases:

- if there is ice, slush, water, mud, rubber, oil etc on the runway and friction coefficient is 0.4 or less
- when ceiling is less than 150m or visibility is less than 1800m
- when crosswind component (including gusts) over runway exceeds 7m/sec
- when tailwind component on runway exceeds 2.5m/sec
- when wind shear is forecasted or reported or it is expected that unfavourable weather conditions may influence aircraft approach and landing.

During instrument as well as visual approach it is not allowed to fly below the ILS glide path angle.

No noise abatement procedures shall envisage the increase of IAS during descent.

A displacement of THR shall not be used as a noise abatement measure.

Not to distract the crew's attention during the execution of these measures, AIR-Ground communication shall be kept to a minimum.

Landing with tailwind component up to 5m/sec is allowed under following conditions:

- runway is dry or damp
- friction coefficient is 0.6 or more
- crosswind component is not more than 5m/sec.

DEPARTURES**TAKE-OFF AND CLIMBING PHASE****Restrictions runway 12**

Take-off with a tailwind component up to 5m/sec is allowed under conditions indicated in Aircraft Flight Manual.

Restrictions runway 30

Cargo aircraft are allowed to take-off under following conditions:

- the absence of commercial load
 - headwind component is 5m/sec or more
 - for IL-76 aircraft take-off mass is 160 tons or less
- During take-off the pilot-in-command shall report the absence of commercial load to ATC.

cont'd

UIII/IKT
IRKUTSKJEPPESEN
4 MAR 05 (10-4A)IRKUTSK, RUSSIA
NOISE

NOISE ABATEMENT

DEPARTURES (cont'd)

Restrictions both runways

The minimum IAS during established climb shall not be less than $V_2 + 10$ KT or less than prescribed in the Aircraft Flight Manual if higher.

Maintaining the minimum IAS of climb is not required if it leads to the exceeding of the minimum permissible angle of attack.

The reduction of power shall not be applied until:

- reaching 2660' (987' - 300m)
- the established standard power mode enables with maximum certified take-off mass to maintain the minimum climb gradient of 243' per NM (4%) at the above specified speed
- take-off flight path provides overflying of all obstacles located under the flight path with sufficient clearance when all engines are operating normal and also taking into account possible one engine failure and time period necessary for the rest engines to develop full power.

REVERSE THRUST

Reverse thrust power with the exception of reverse idle thrust shall be used for safety reasons only.

UIII/IKT

Apt Elev **1675'**
N52 16.0 E104 23.7

JEPPESEN

10 DEC 04

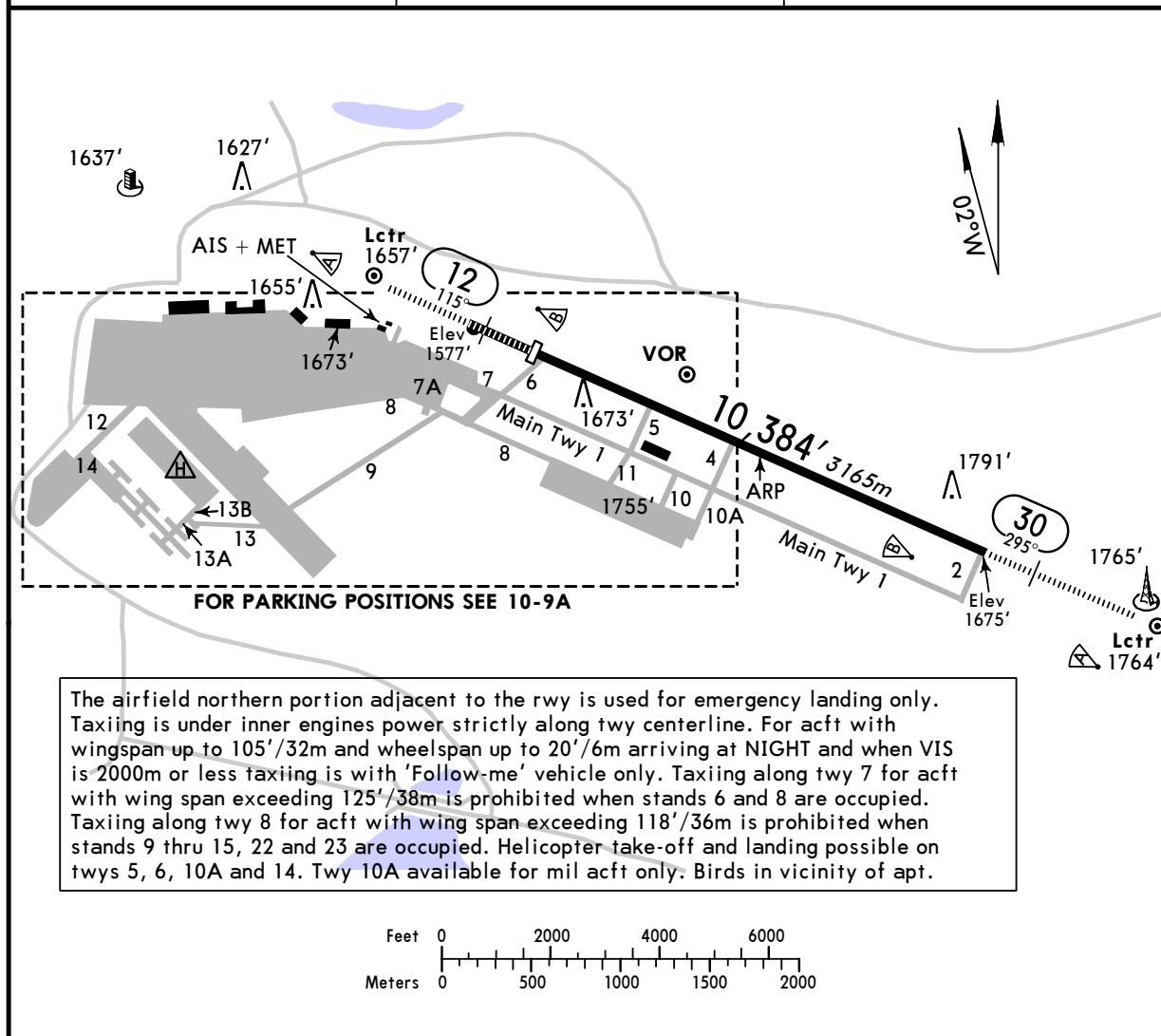
(10-9)

Eff 23 Dec

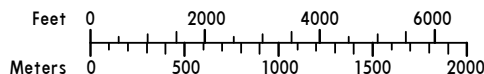
IRKUTSK, RUSSIA

IRKUTSK

ATIS Departure	IRKUTSK Ground	Tower
124.85	121.7	118.1



The airfield northern portion adjacent to the rwy is used for emergency landing only. Taxiing is under inner engines power strictly along twy centerline. For acft with wingspan up to 105'/32m and wheelspan up to 20'/6m arriving at NIGHT and when VIS is 2000m or less taxiing is with 'Follow-me' vehicle only. Taxiing along twy 7 for acft with wing span exceeding 125'/38m is prohibited when stands 6 and 8 are occupied. Taxiing along twy 8 for acft with wing span exceeding 118'/36m is prohibited when stands 9 thru 15, 22 and 23 are occupied. Helicopter take-off and landing possible on twys 5, 6, 10A and 14. Twy 10A available for mil acft only. Birds in vicinity of apt.



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS		WIDTH		
					LANDING BEYOND				
RWY					Threshold	Glide Slope	TAKE-OFF		
12	30	HIRL (60m)	HIALS	PAPI-L (angle 3.33°)	RVR	9072' 2765m	8547' 2605m	①	148' 45m
							8022' 2445m	9072' 2765m	

① TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 10384' (3165m)

displ thresh 9072' (2765m)

② Last 1312'/400m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

LVP must be in force

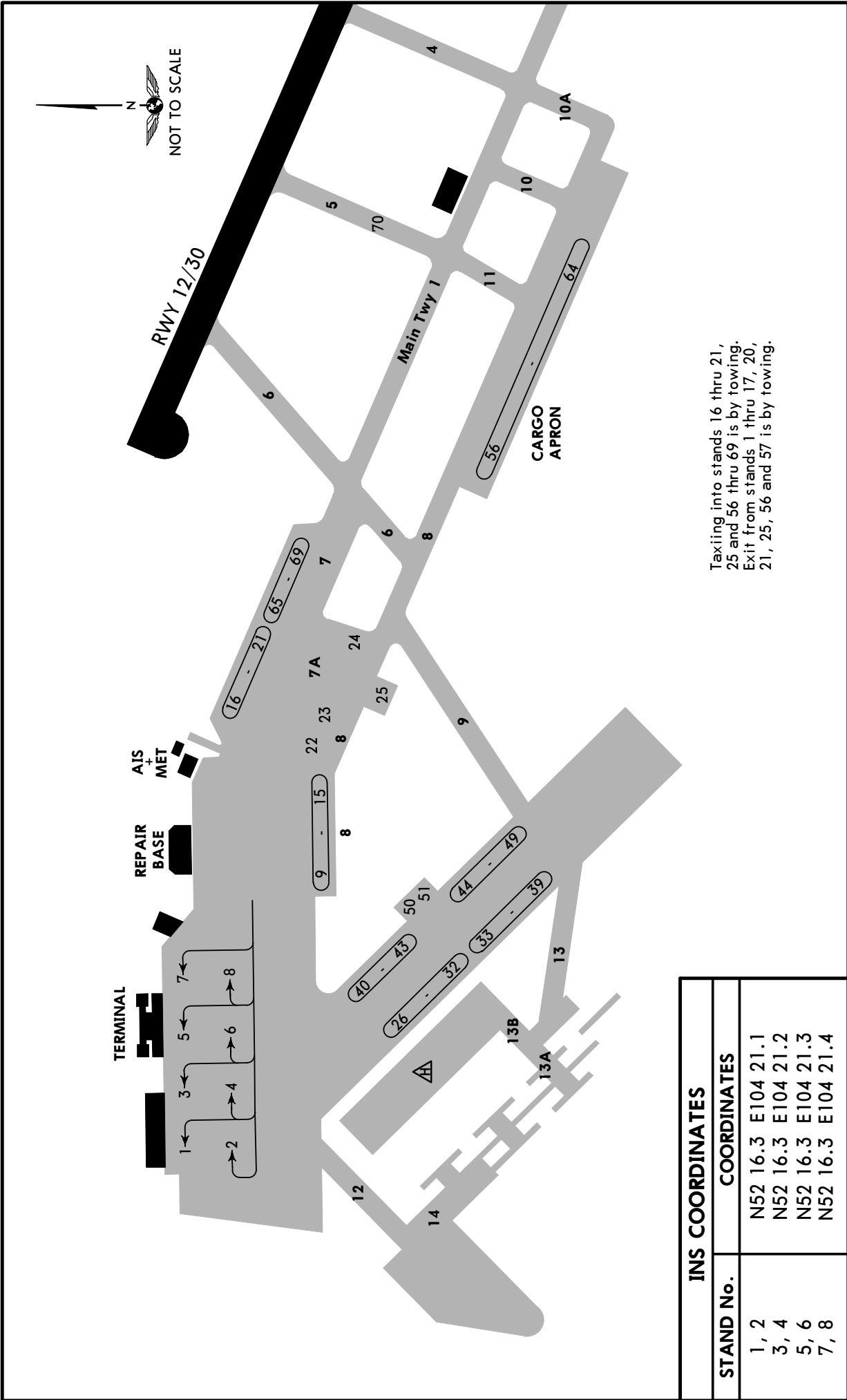
RCLM (DAY only)
or RLRCLM (DAY only)
or RL

A	250m	400m
B		
C		
D	300m	

UIII/IKT

JEPPESEN
10 DEC 04 10-9A Eff 23 Dec

IRKUTSK, RUSSIA
IRKUTSK



UIII/IKT

15 AUG 08

 JEPPESEN

10-9X

Eff 28 Aug

JAA MINIMUMS

IRKUTSK, RUSSIA
IRKUTSK

STRAIGHT-IN RWY		A	B	C	D
12	ILS	1788'(200')	1788'(200')	1788'(200')	1788'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	2000'(412')	2000'(412')	2000'(412')	2000'(412')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	2250'(662')	2250'(662')	2250'(662')	2250'(662')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
30	2 NDB with DME	2010'(422')	2010'(422')	2010'(422')	2010'(422')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB w/o DME	2430'(842')	2430'(842')	2430'(842')	2430'(842')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	ILS	1875'(200')	1875'(200')	1875'(200')	1875'(200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	2020'(345')	2020'(345')	2020'(345')	2390'(715')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	2900'(1225')	2900'(1225')	2900'(1225')	2900'(1225')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB with DME	2020'(345')	2020'(345')	2020'(345')	2020'(345')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB w/o DME	3010'(1335')	3010'(1335')	3010'(1335')	3010'(1335')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 12, 30

LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A		
B	250m	
C		400m
D	300m	
		NIL (DAY only)
		500m

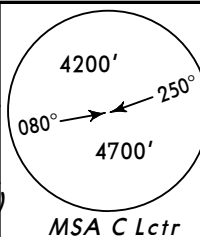
UIII/IKT
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10 DEC 04 (11-1) Eff 23 Dec

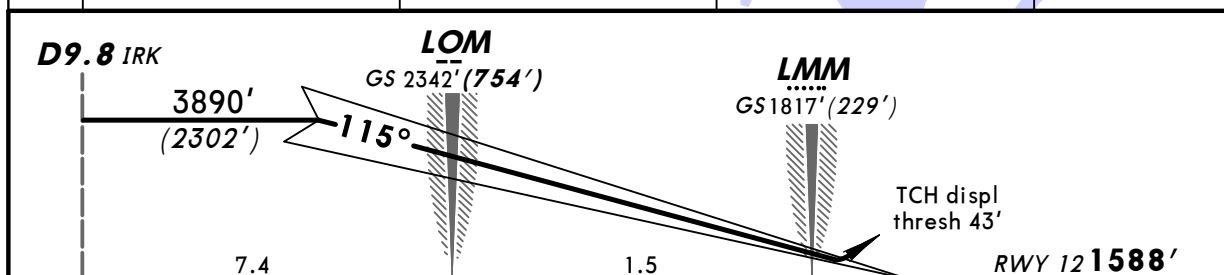
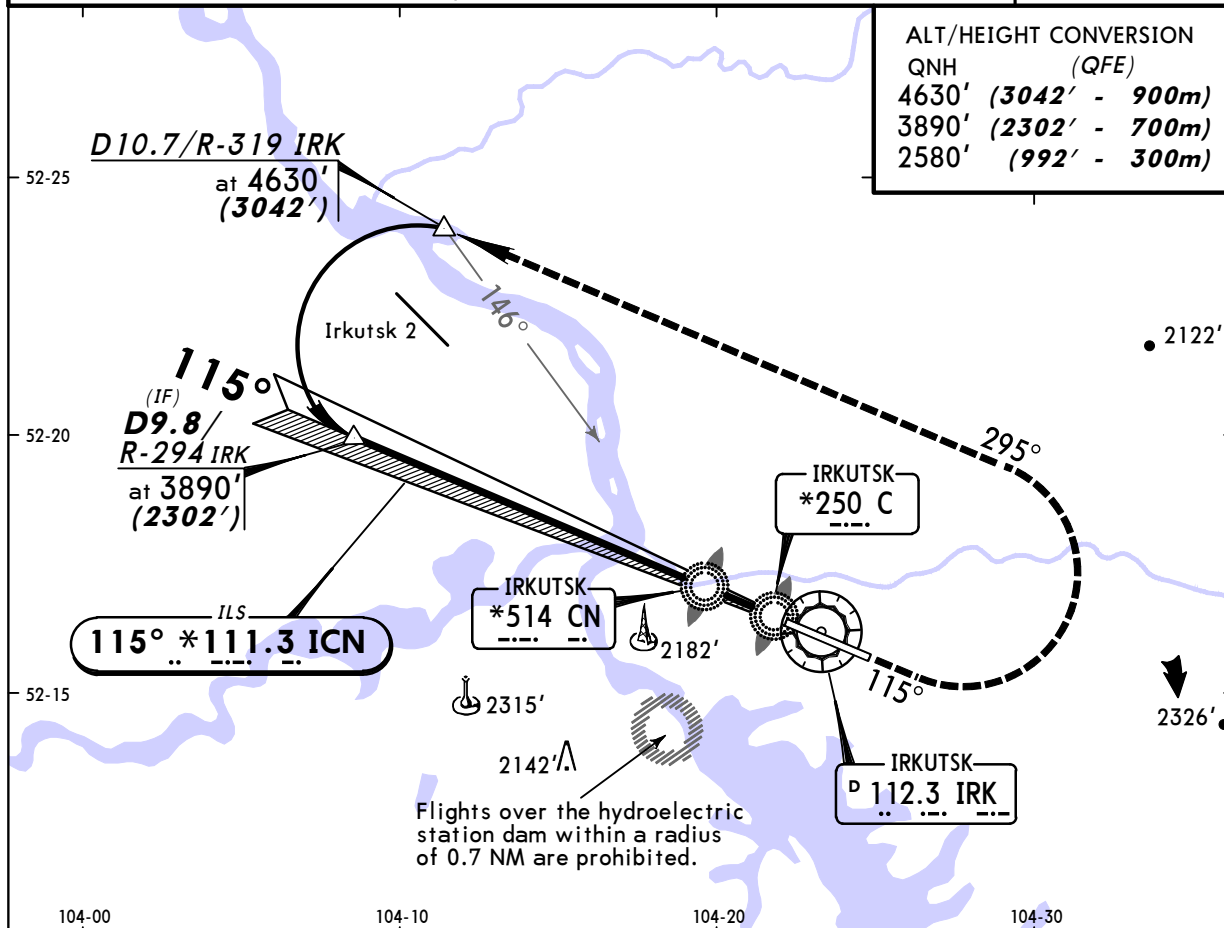
IRKUTSK, RUSSIA
ILS Rwy 12

BRIEFING STRIP

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
LOC ICN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1675' RWY 1588'
*111.3	115°	2342' (754')	1788' (200')	
MISSED APCH: Climb on 115° to 2580' (992'), then turn LEFT onto 295° climbing to 4630' (3042'), then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630' (3042') WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.				



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4630'	(3042' - 900m)
3890'	(2302' - 700m)
2580'	(992' - 300m)



TO DISPL THRESH						
Gnd speed-Kts	70	90	100	120	140	160
GS	3.33°	418	538	598	717	837

STRAIGHT-IN LANDING RWY 12			LOC (GS out)	
ILS				
DA(H) 1788' (200')				
FULL				
ALS out				
A				
B				
C				
D				

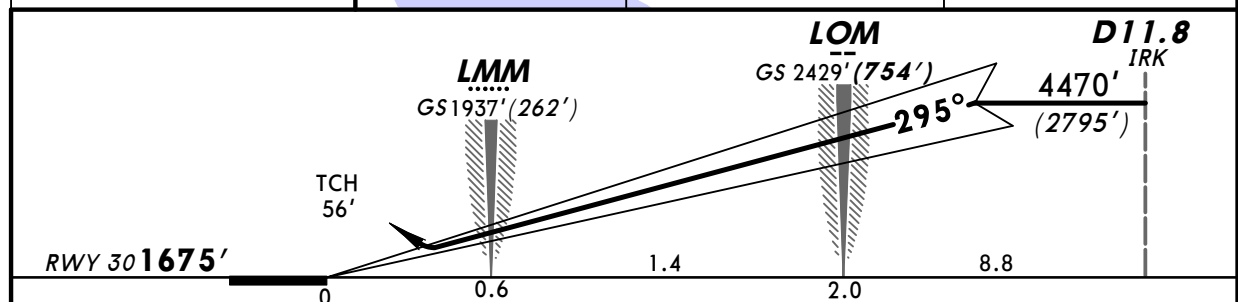
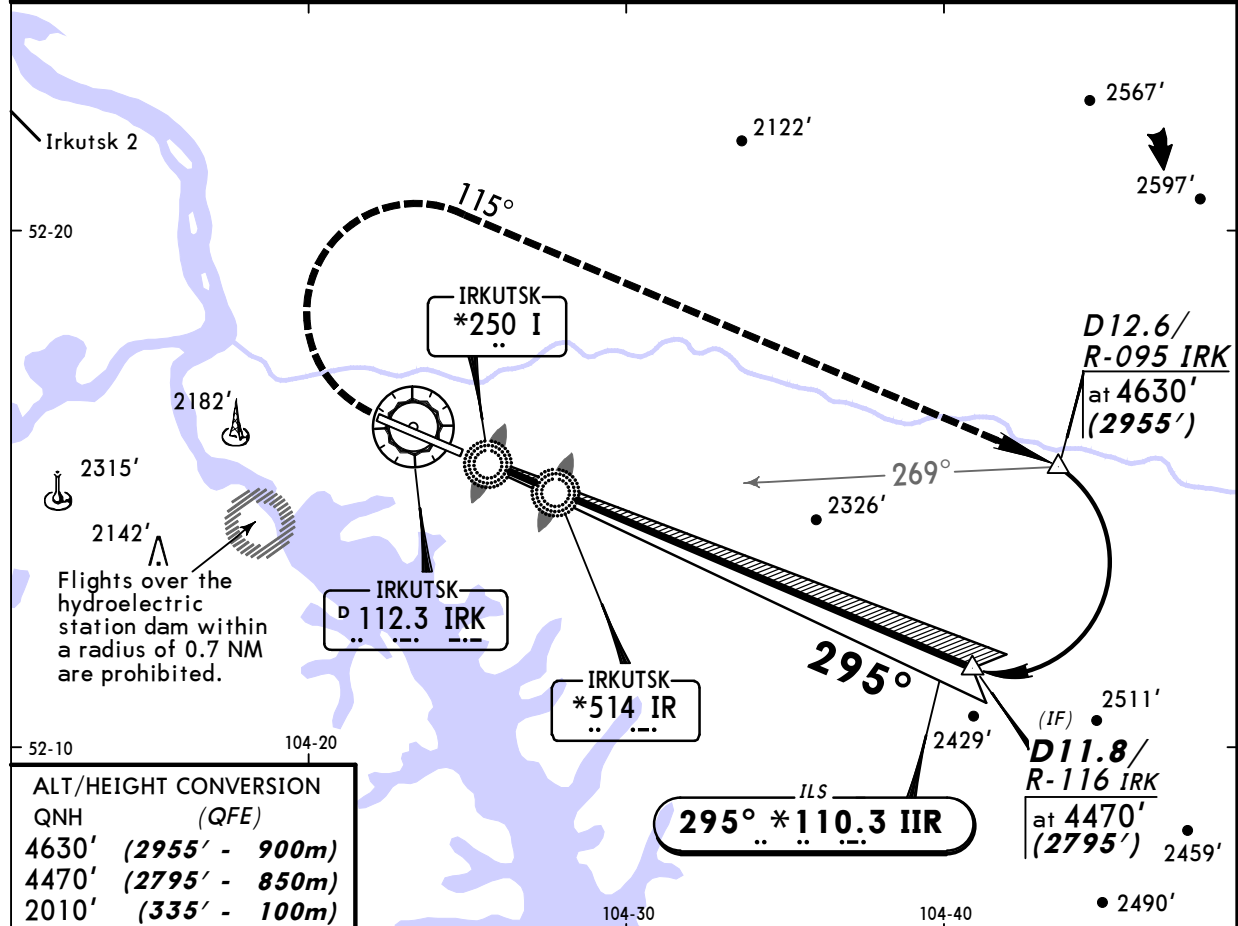
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10 DEC 04 **(11-2)** **Eff 23 Dec**

IRKUTSK, RUSSIA
ILS Rwy 30

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
LOC IIR *110.3	Final Apch Crs 295°	GS LOM 2429'(754')	ILS DA(H) 1875'(200')	Apt Elev 1675' RWY 1675'
MISSED APCH: Climb on 295° to 2010'(335'), then turn RIGHT onto 115° climbing to 4630'(2955'), then according to chart.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630'(2955') WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.				



Gnd speed-Kts	70	90	100	120	140	160		2010' (335') on	295°	115° RT	4630' (2955')
GS 3.33°	418	538	598	717	837	956					

STRAIGHT-IN LANDING RWY30				
ILS		LOC (GS out)		
DA(H) 1875' (200')				
FULL		ALS out		
A	RVR 720m VIS 800m	1200m	NOT AUTH	
B				
C				
D				

CHANGES: Apt & rwy elev. MSA. Note. Procedure. Minimums.

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5 SEP 08

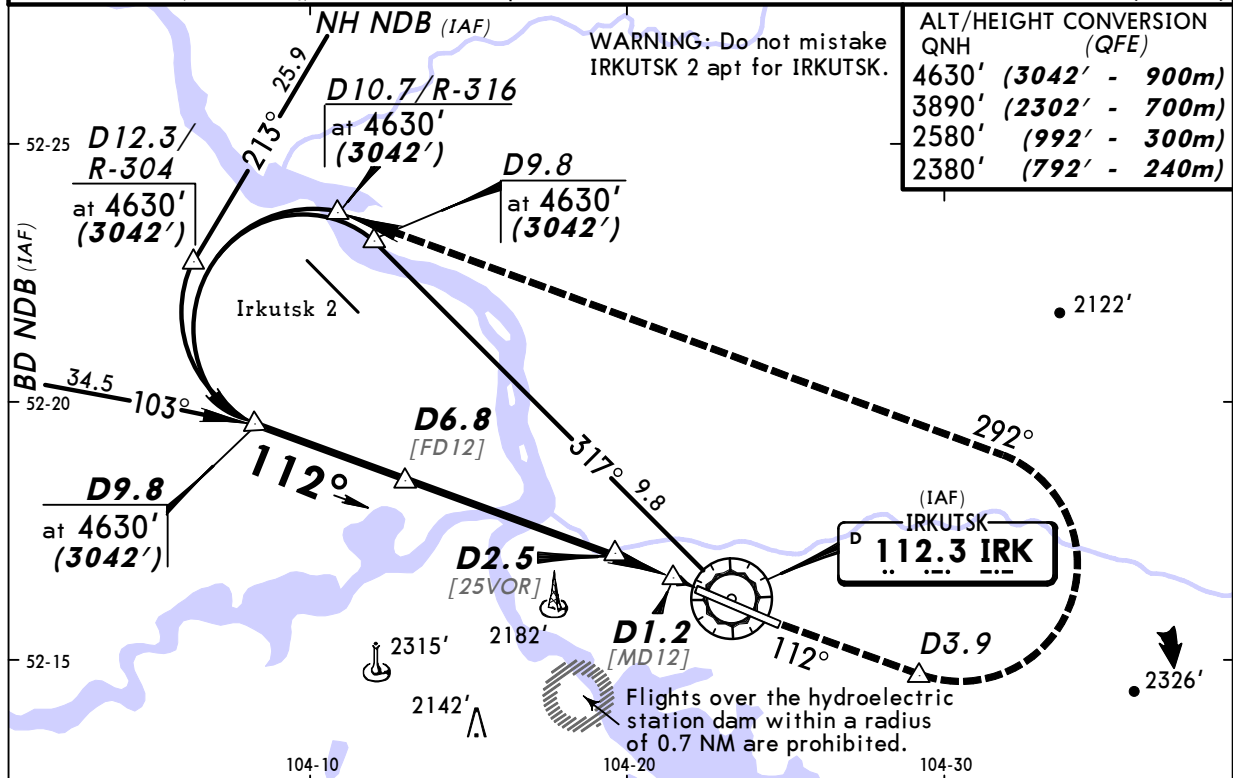
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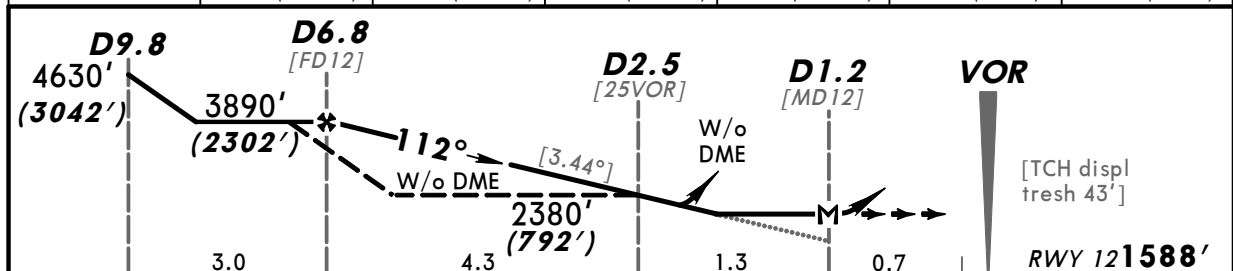
IRKUTSK, RUSSIA
VOR DME Rwy 12

BRIEFING STRIP

ATIS Arrival 126.9	IRKUTSK Approach (APP/R/SRE) 125.2	*IRKUTSK Radar (Radar/SRE) 119.3	IRKUTSK Tower (SRE/TWR) 118.1	Ground 121.7
VOR IRK 112.3	Final Aptch Crs 112°	With DME Minimum Alt D6.8 3890' (2302') W/o DME Minimum Alt No FAF	With DME MDA(H) 2000' (412') W/o DME MDA(H) 2250' (662')	Apt Elev 1675' RWY 1588'
MISSED APCH: Climb STRAIGHT AHEAD to 2580' (992') or above to D3.9, then turn LEFT onto 292° climbing to 4630' (3042') and proceed to D10.7/R-316, then according to chart.				MSA IRK VOR
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 59
				Trans alt: 4630' (3042')



IRK DME	6.5	5.4	4.3	3.2	2.2	1.6
ALTITUDE	3770' (2182')	3580' (1992')	3000' (1412')	2620' (1032')	2240' (652')	2050' (462')



TO DISPL THRESH	0
Gnd speed-Kts	70 90 100 120 140 160
Descent gradient 6.01% or Descent angle [3.44°]	426 548 609 730 852 974
With DME: MAP at D1.2	

STRAIGHT-IN LANDING RWY12			
With DME		W/o DME	
MDA(H) 2000' (412')		MDA(H) 2250' (662')	
ALS out		ALS out	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
B			
C	1200m	RVR 1800m VIS 2000m	3000m
D	RVR 1500m VIS 1600m		

PANS OPS

CHANGES: None.

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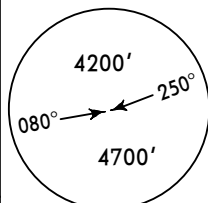
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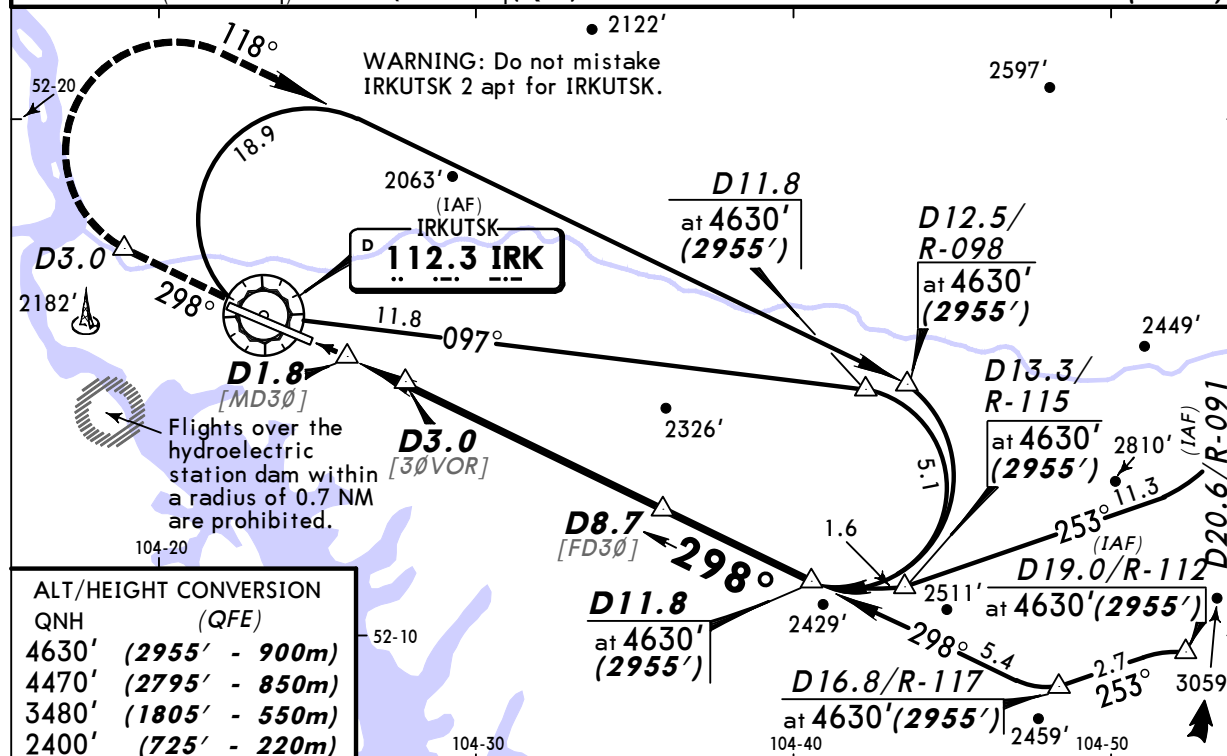
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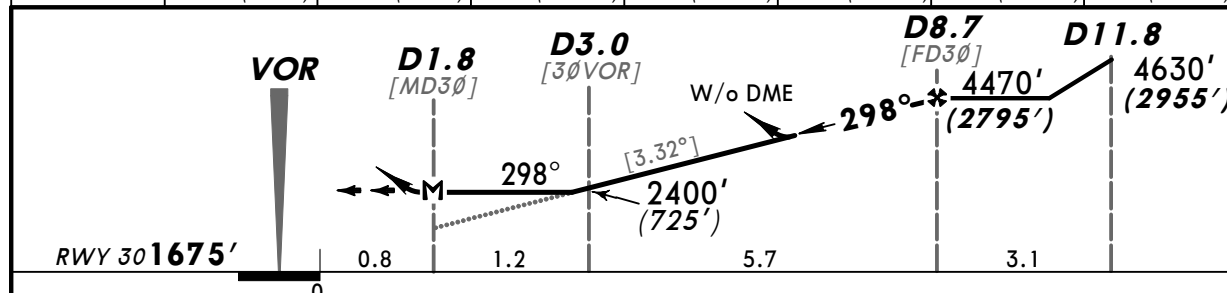
IRKUTSK, RUSSIA
VOR DME Rwy 30

BRIEFING STRIP

ATIS Arrival 126.9	IRKUTSK Approach (APP/R/SRE) 125.2	*IRKUTSK Radar (Radar/SRE) 119.3	IRKUTSK Tower (SRE/TWR) 118.1	Ground 121.7
VOR IRK 112.3	Final Apch Crs 298°	With DME Minimum Alt D8.7 4470' (2795') W/o DME Minimum Alt No FAF 2900' (1225')	With DME MDA(H) 2020' (345') W/o DME MDA(H) 2900' (1225')	Apch Elev 1675' RWY 1675'
MISSED APCH: Climb STRAIGHT AHEAD to 3480' (1805') or above to D3.0, then turn RIGHT onto 118° climbing to 4630' (2955') and proceed to D12.5/R-098, then according to chart.				 MSA IRK VOR
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 59
				Trans alt: 4630' (2955')



IRK DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6
ALTITUDE	2140' (465')	2510' (835')	2900' (1225')	3280' (1605')	3660' (1985')	4050' (2375')	4430' (2755')



With DME	70	90	100	120	140	160	HIALS	Refer to Missed Apch above
Descent gradient	411	529	587	705	822	940	PAPI	
Descent angle								

STRAIGHT-IN LANDING RWY30					
With DME		W/o DME			
MDA(H) 2020' (345')		MDA(H) 2900' (1225')			
ALS out		ALS out			
A					
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	3200m	3200m	
C					
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4000m	4800m	

PANS OPS

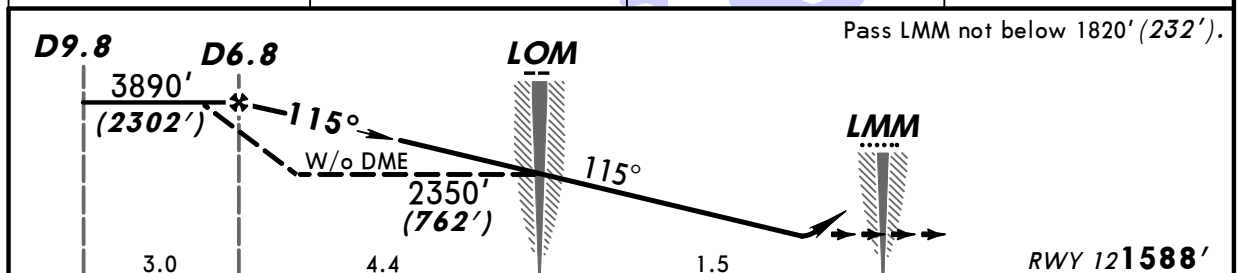
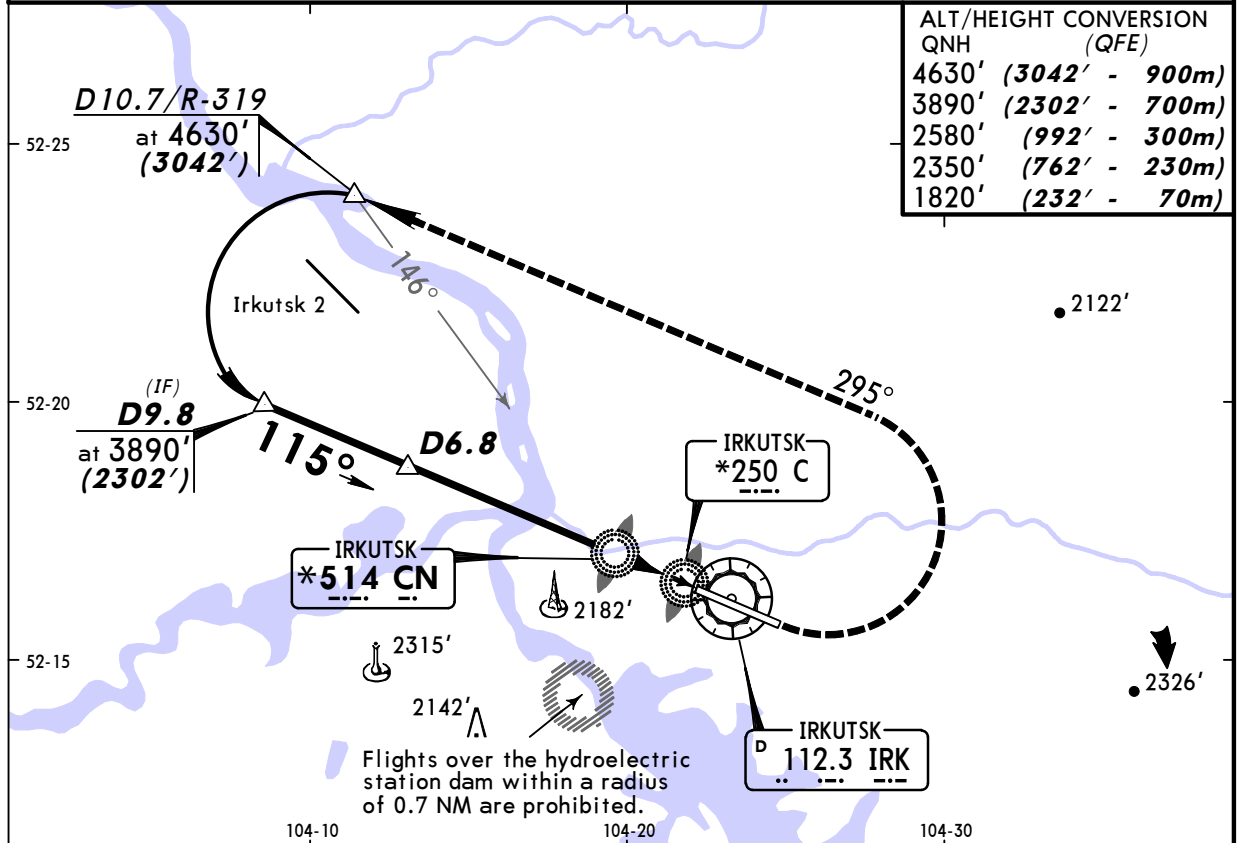
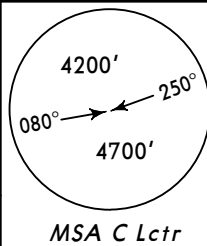
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10 DEC 04 (16-1) Eff 23 Dec

IRKUTSK, RUSSIA
2 NDB Rwy 12

BRIEFING STRIP

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
NDB CN *514	Final Apch Crs 115°	With DME Minimum Alt D6.8 3890' (2302')	With DME MDA(H) 2010' (422')	Apt Elev 1675'
		W/o DME Minimum Alt LOM 2350' (762')	W/o DME MDA(H) 2430' (842')	RWY 1588'
MISSED APCH: Climb on 115° to 2580' (992'), then turn LEFT onto 295° climbing to 4630' (3042'), then according to chart. Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630' (3042') WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.				



TO DISPL THRESH	70	90	100	120	140	160	HIALS	2580' (992')	115°	295°	4630' (3042')
Gnd speed-Kts	411	529	587	705	822	940	PAPI				
Descent Gradient 5.8%											

STRAIGHT-IN LANDING RWY12							
With DME		W/o DME					
MDA(H) 2010' (422')		MDA(H) 2430' (842')					
ALS out		ALS out					
A							
B	1200m	1900m	3200m	3200m			
C				4000m			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4000m	4400m			

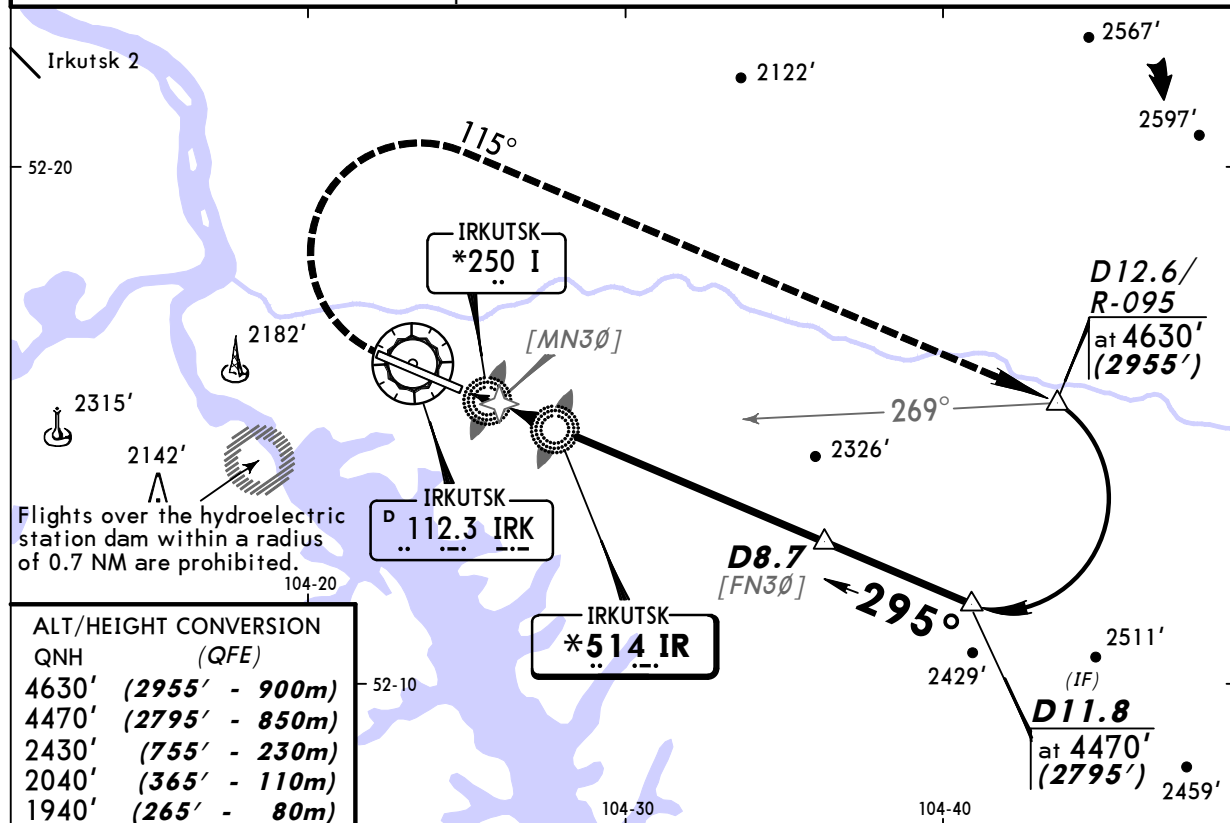
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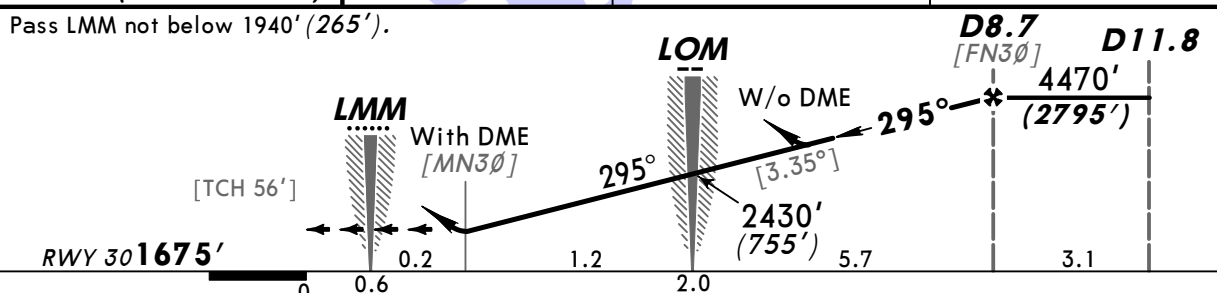
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10 DEC 04 **16-2** **Eff 23 Dec**

IRKUTSK, RUSSIA
2 NDB Rwy 30

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7
NDB IR *514	Final Apch Crs 295°	With DME Minimum Alt D8.7 4470'(2795')	With DME MDA(H) 2020'(345')	
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 3010'(1335')	
MISSED APCH: Climb on 295° to 2040'(365'), then turn RIGHT onto 115° climbing to 4630'(2955'), then according to chart.				MSA I Lctr
Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: FL 59 Trans alt: 4630'(2955')				
WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.				



Pass LMM not below 1940' (265').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160			
<i>Desc gradient</i> 5.84% or <i>Descent angle</i> [3.35°]	415	534	593	711	830	948			



HIALS
PAPI

2040'
(365') on 295°

115°
RT

4630'
(2955')

STRAIGHT-IN LANDING RWY 30

With DME MDA(H) 2020'(345')		W/o DME MDA(H) 3010'(1335')			
ALS out		ALS out			
A	1200m	RVR 1500m VIS 1600m	3200m		
B					
C			4000m	4800m	
D			4400m		