Page 1
Changed chart(s) since Disc 09-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UIII

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Taxiing of Class 4, 5 and 6 acft at NIGHT and by day when VIS is 400m or less only with Follow-me vehicle.

General Info

Irkutsk, RUS
N 52° 16.0' E104° 23.7' Mag Var: 2.1°W
Elevation: 1688'

Public, IFR, Control Tower, Customs
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+8:00 uses DST

Runway Info

Runway 12-30 11696' x 148' concrete

Runway 12 (117.0°M) TDZE 1588'
  Lights: Edge, ALS
  Displaced Threshold Distance 1312'
Runway 30 (297.0°M) TDZE 1675'
  Lights: Edge, ALS
  Displaced Threshold Distance 1312'

Communications Info

ATIS **126.9**
ATIS **124.85** Non-English
Irkutsk Tower **124.0** Secondary
Irkutsk Tower **118.1** MF
Irkutsk Ground Control **121.7**
Irkutsk Approach Control **125.2** MF
Irkutsk Approach Control **124.0** Secondary
Irkutsk Radar **125.2** Secondary
Irkutsk Radar **124.0** Secondary
Irkutsk Radar **119.3**

Notebook Info

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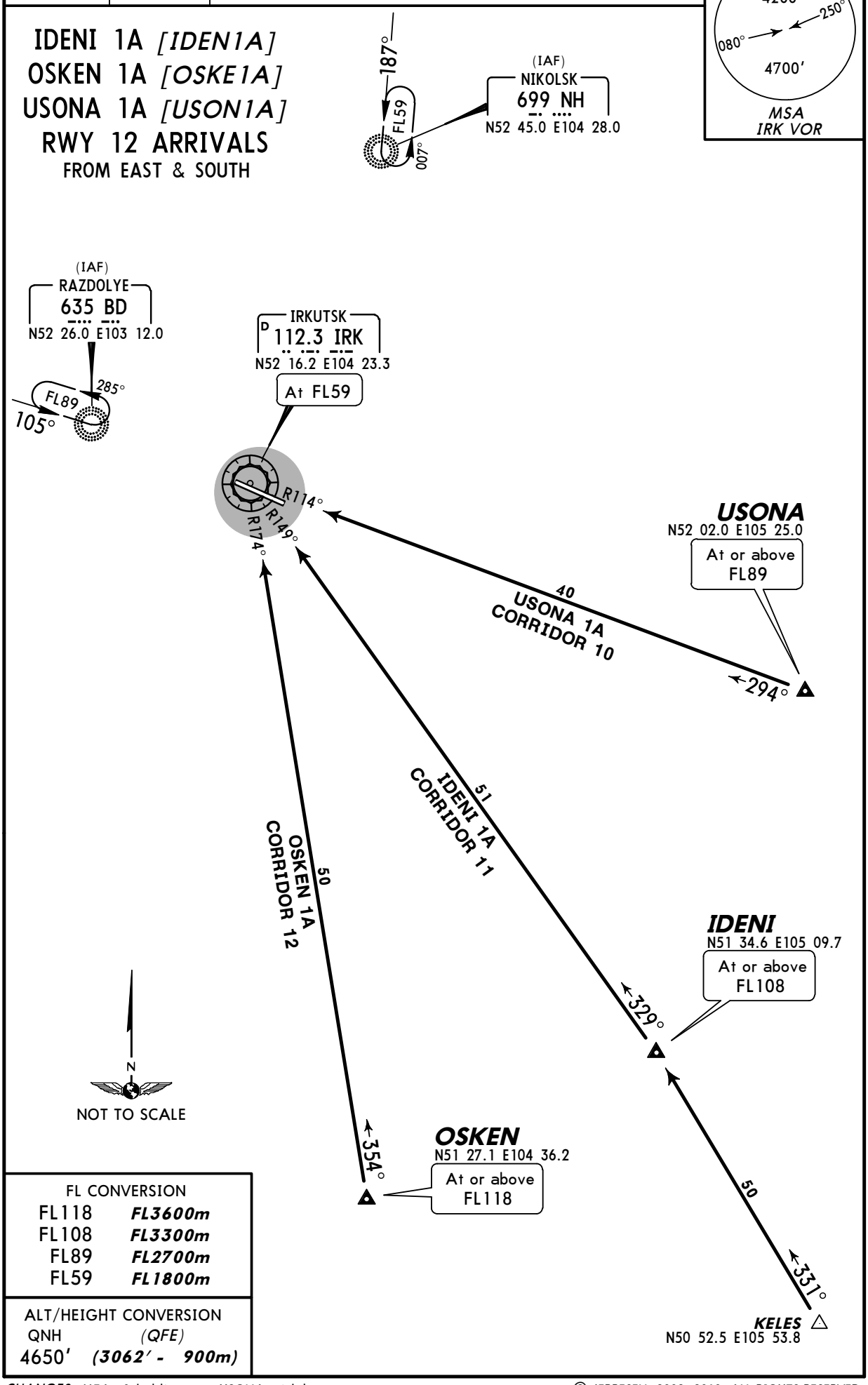
UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10 (10-2) Eff 29 Jul

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	Alt set: MM (hPa on request) QNH on request (QFE)
126.9	1688′	Trans level: FL59 Trans alt: 4650′ *(3062′)*

IDENI 1A *[IDEN1A]*
OSKEN 1A *[OSKE1A]*
USONA 1A *[USON1A]*
RWY 12 ARRIVALS
FROM EAST & SOUTH



FL CONVERSION	
FL118	*FL3600m*
FL108	*FL3300m*
FL89	*FL2700m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4650′	*(3062′ - 900m)*

CHANGES: MEAs & holding over USONA withdrawn.

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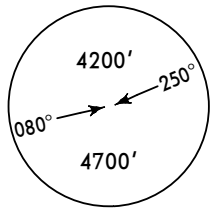
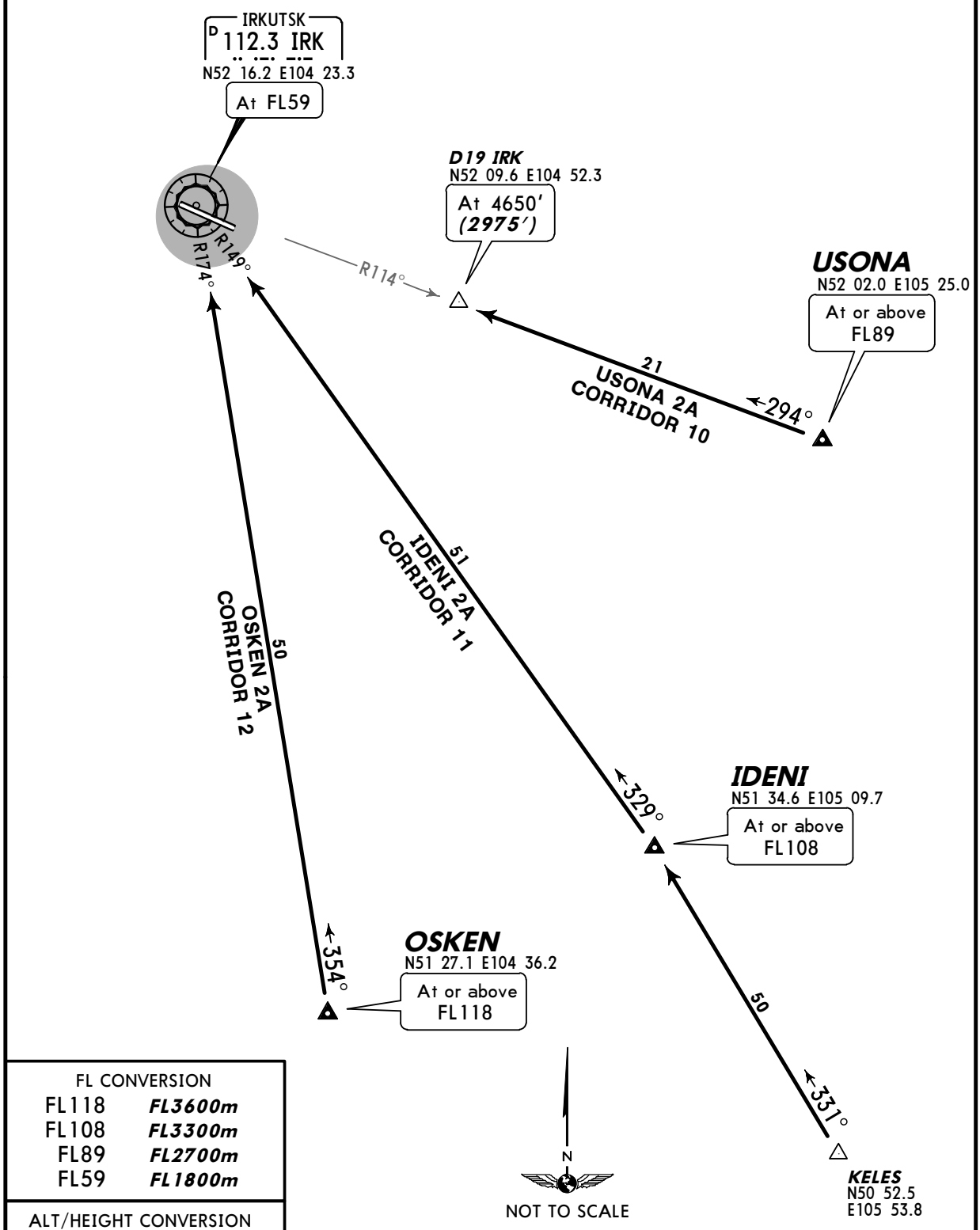
JeppView 3.7.4.0

*ATIS	Apt Elev	
126.9	1688′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4650′ *(2975′)*



MSA
IRK VOR

IDENI 2A *[IDEN2A]*
OSKEN 2A *[OSKE2A]*
USONA 2A *[USON2A]*
RWY 30 ARRIVALS
FROM EAST & SOUTH



FL CONVERSION	
FL118	*FL3600m*
FL108	*FL3300m*
FL89	*FL2700m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
4650′	*(2975′*	*- 900m)*

CHANGES: MEAs & holding over USONA withdrawn.

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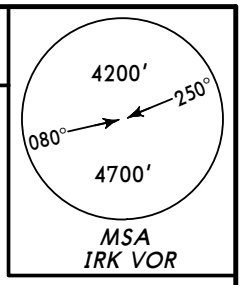
UIII/IKT
IRKUTSK

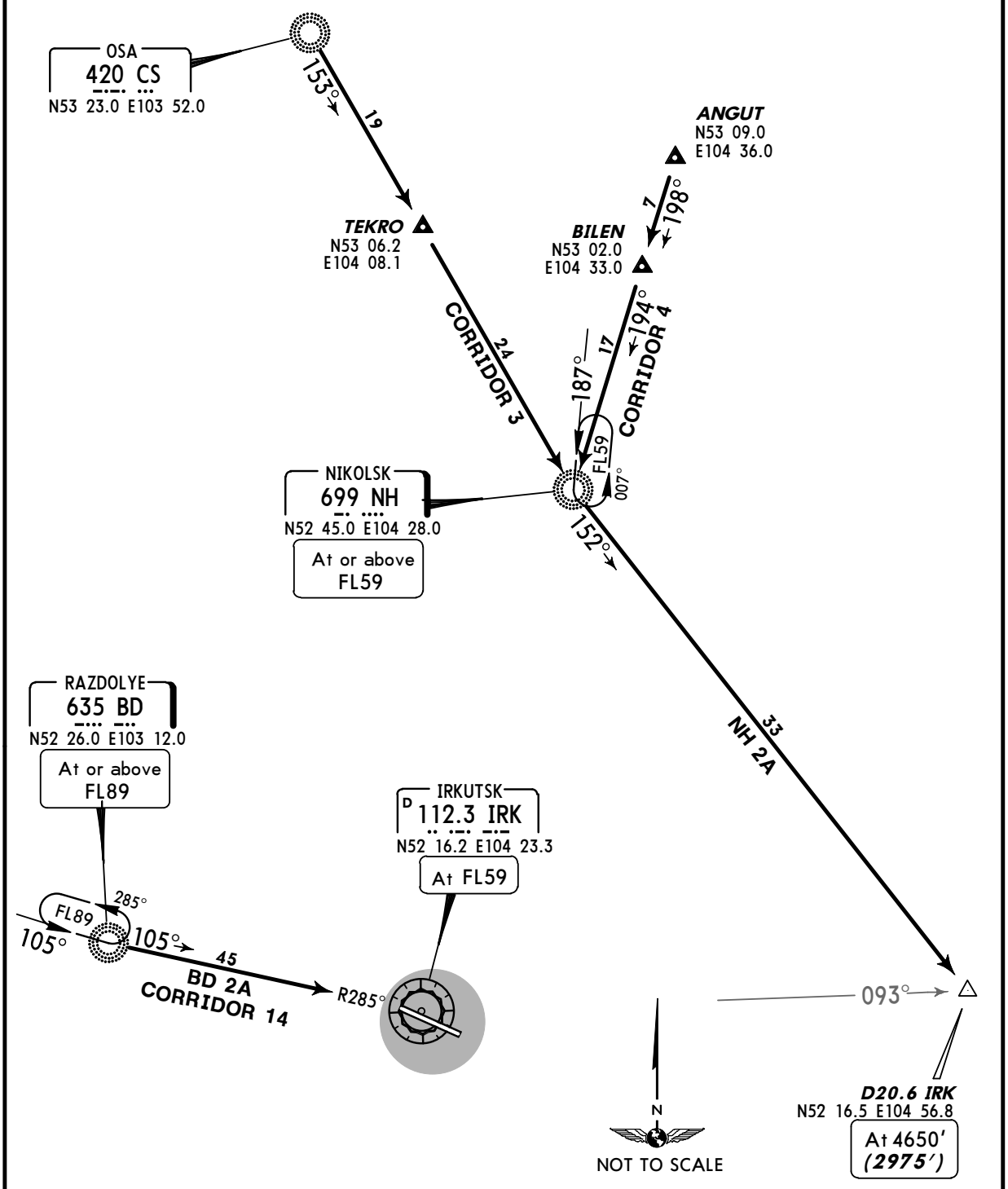
JEPPESEN
16 JUL 10 (10-2B) Eff 29 Jul

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	Alt set: MM (hPa on request) QNH on request (QFE)
126.9	1688′	Trans level: FL59 Trans alt: 4650′ *(2975′)*



BD 2A, NH 2A
RWY 30 ARRIVALS
FROM WEST & NORTH



FL CONVERSION	
FL89	*FL2700m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4650′	*(2975′ - 900m)*

CHANGES: MEAs withdrawn.

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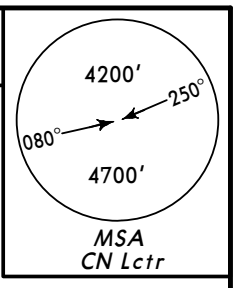
UIII/IKT
IRKUTSK

JEPPESEN
13 AUG 10 (10-2D) Eff 26 Aug

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	
126.9	1688′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4650′ *(3062′)*



CORR 3, CORR 4, CORR 14
RWY 12 ARRIVALS
BASED ON CN

OSA
420 CS
N53 23.0 E103 52.0

153° 19

ANGUT
N53 09.0
E104 36.0

TEKRO
N53 06.2
E104 08.1

BILEN
N53 02.0
E104 33.0

7 198°

24 CORR 3 CORRIDOR 3

187° 17 194° CORR 4 CORRIDOR 4

FL59 007°

❶ MEA under radar control.

NIKOLSK
699 NH
N52 45.0 E104 28.0
At or above FL59

214°

HOLDING OVER BD

105° FL89 285°

25 5450 CORR 3, 4

RAZDOLYE
635 BD
N52 26.0 E103 12.0
At or above FL89

N52 23.3 E104 07.4
At 4650′ *(3062′)*

N
NOT TO SCALE

132°

102° 35 7880 6570 ❶ CORR 14 CORRIDOR 14

117° 3

*514 CN
N52 17.1 E104 19.6

N52 20.0 E104 08.5
At 3890′ *(2302′)*

N52 18.8 E104 13.0
Intercept final at 3890′ *(2302′)*

FL CONVERSION	
FL89	*FL2700m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4650′	*(3062′ - 900m)*
3890′	*(2302′ - 700m)*

CHANGES: None.

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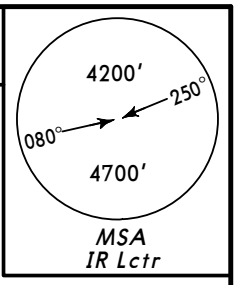
UIII/IKT
IRKUTSK

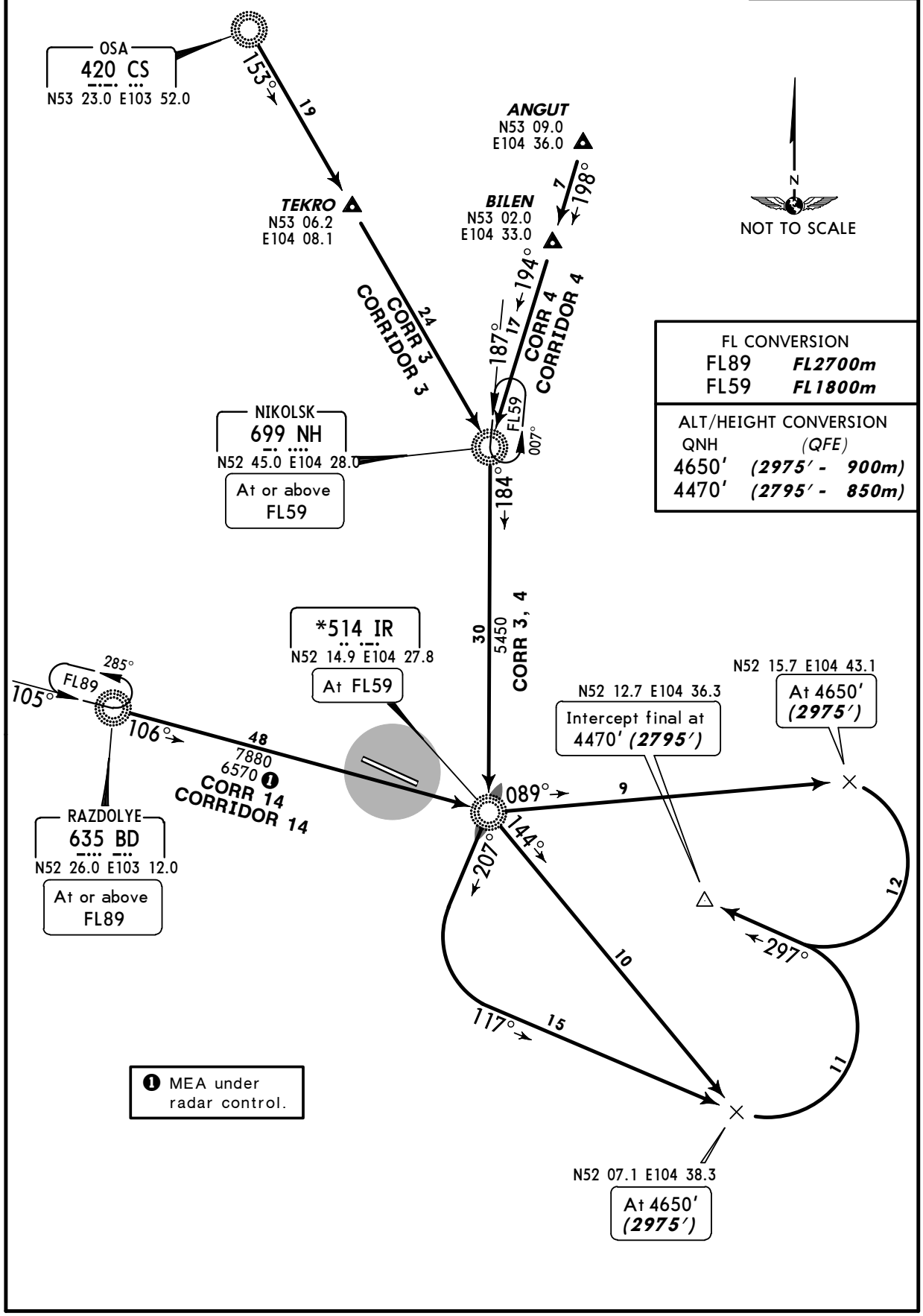
JEPPESEN
13 AUG 10 (10-2E) Eff 26 Aug

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	
126.9	1688′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4650′ *(2975′)*



CORR 3, CORR 4, CORR 14
RWY 30 ARRIVALS
BASED ON IR



FL CONVERSION	
FL89	*FL2700m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4650′	*(2975′ - 900m)*
4470′	*(2795′ - 850m)*

CHANGES: Crossing at IR established.

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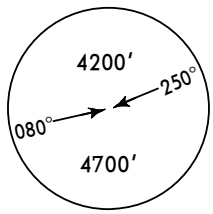
UIII/IKT
IRKUTSK

JEPPESEN
13 AUG 10 (10-2F) Eff 26 Aug

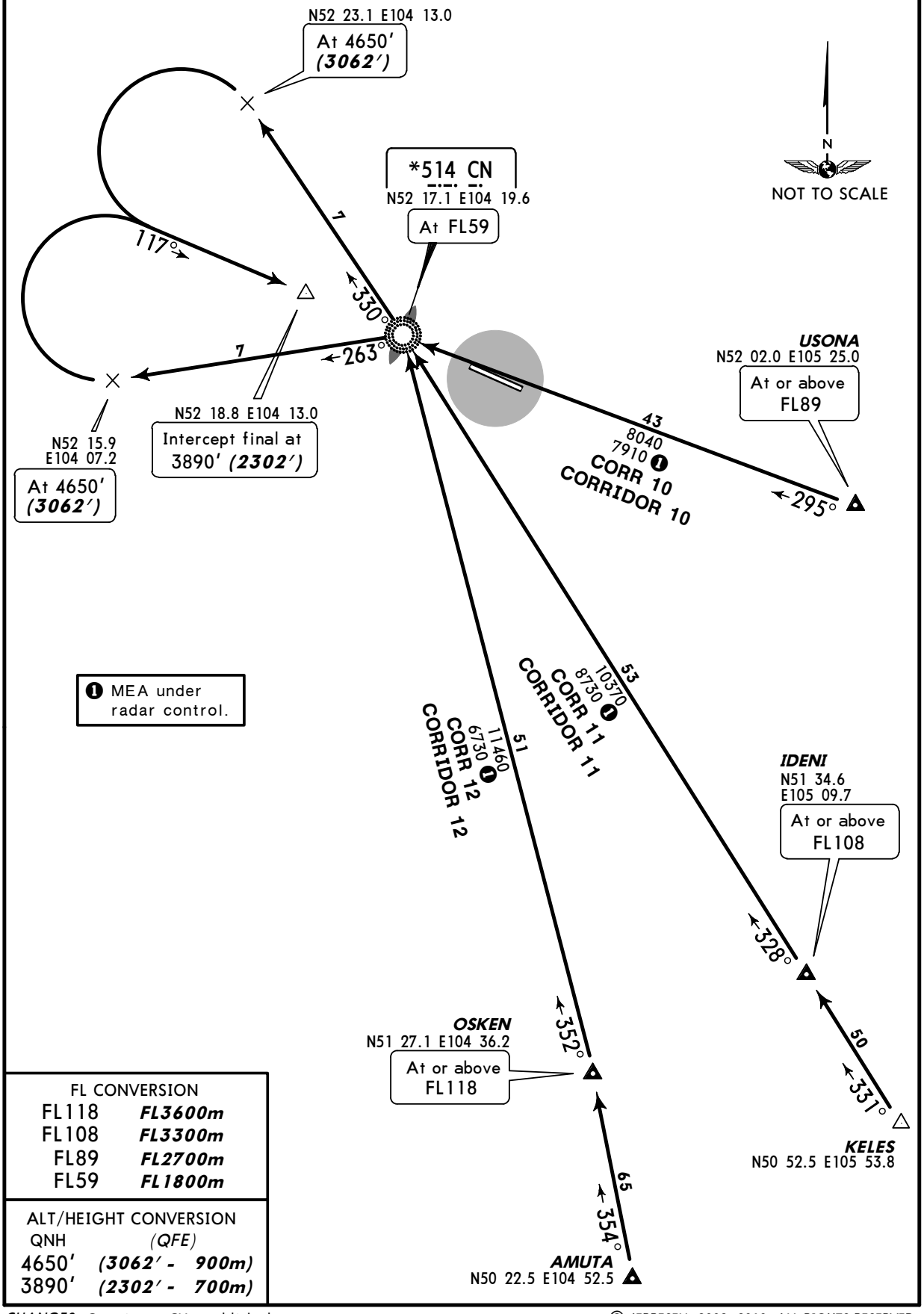
IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	
126.9	1688′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4650′ *(3062′)*

CORR 10, CORR 11, CORR 12
RWY 12 ARRIVALS
BASED ON CN



MSA
CN Lctr



FL CONVERSION	
FL118	*FL3600m*
FL108	*FL3300m*
FL89	*FL2700m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4650′	*(3062′ - 900m)*
3890′	*(2302′ - 700m)*

CHANGES: Crossing at CN established.

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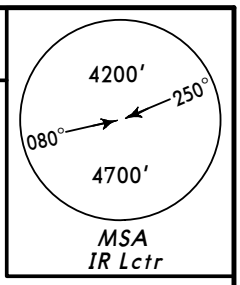
UIII/IKT
IRKUTSK

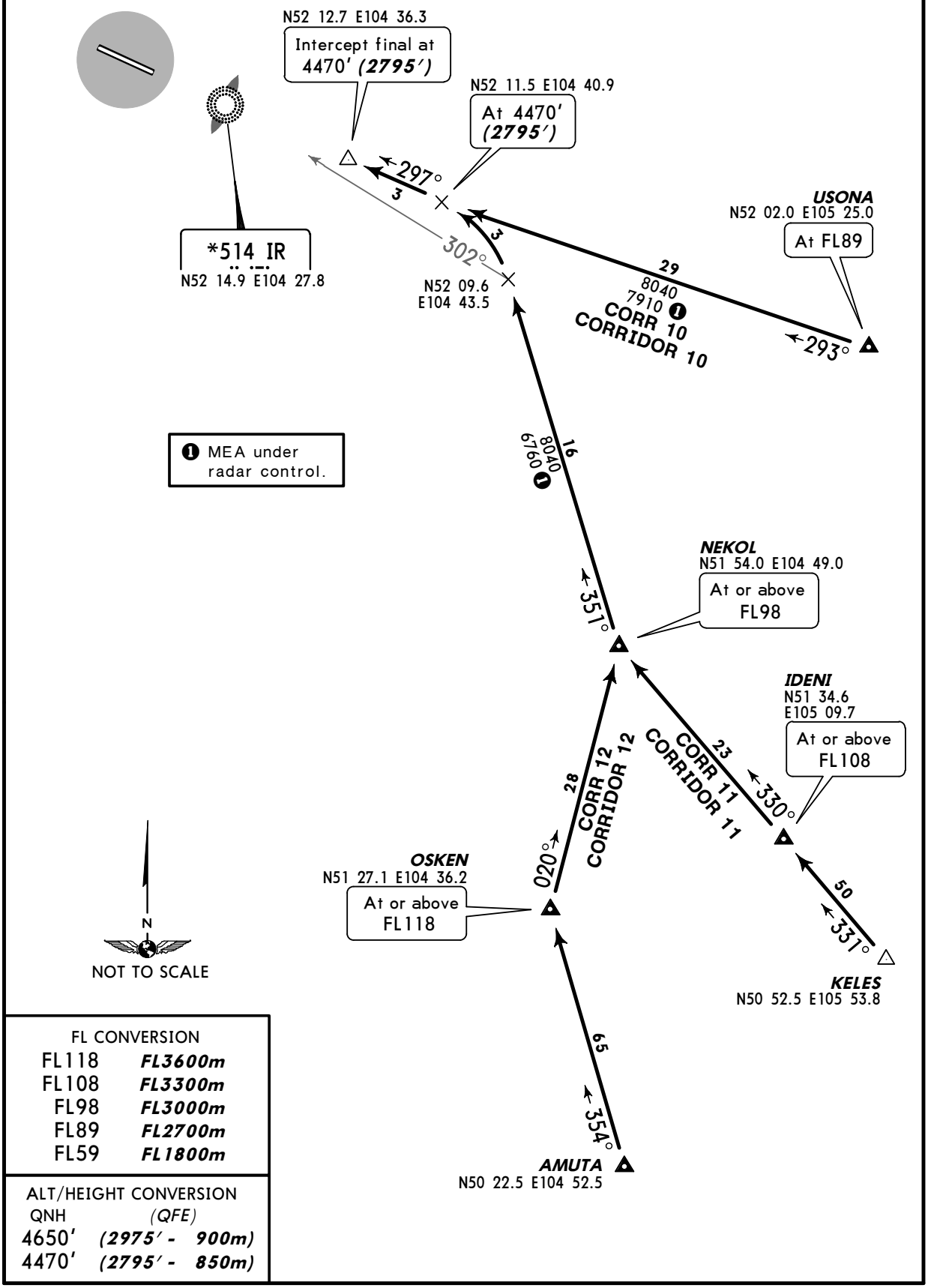
JEPPESEN
13 AUG 10 (10-2G) Eff 26 Aug

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	Alt set: MM (hPa on request) QNH on request (QFE)
126.9	1688′	Trans level: FL59 Trans alt: 4650′ *(2975′)*



CORR 10, CORR 11, CORR 12
RWY 30 ARRIVALS
BASED ON IR



FL CONVERSION	
FL118	*FL3600m*
FL108	*FL3300m*
FL98	*FL3000m*
FL89	*FL2700m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4650′	*(2975′ - 900m)*
4470′	*(2795′ - 850m)*

CHANGES: None.

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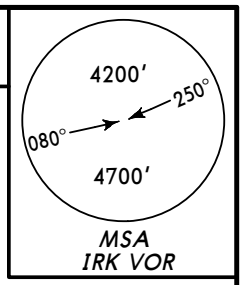
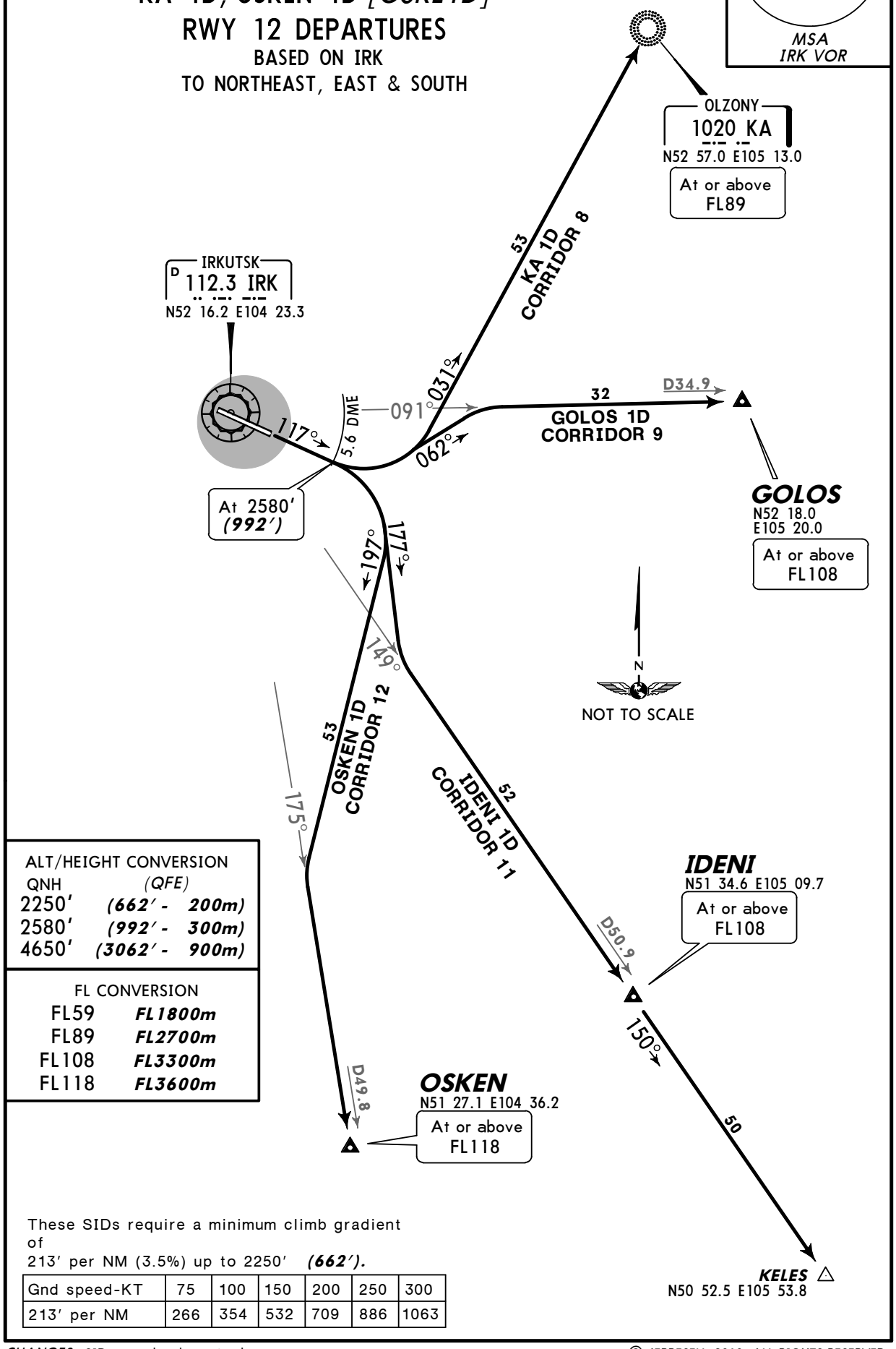
Apt Elev	QNH on request **(QFE)**
1688′	Trans level: FL59 Trans alt: 4650′ ***(3062′)***

GOLOS 1D *[GOLO1D]*, IDENI 1D *[IDEN1D]* KA 1D, OSKEN 1D *[OSKE1D]*

RWY 12 DEPARTURES

BASED ON IRK
TO NORTHEAST, EAST & SOUTH





ALT/HEIGHT CONVERSION

QNH	(QFE)
2250′	***(662′ - 200m)***
2580′	***(992′ - 300m)***
4650′	***(3062′ - 900m)***

FL CONVERSION

FL59	***FL1800m***
FL89	***FL2700m***
FL108	***FL3300m***
FL118	***FL3600m***

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

CHANGES: SIDs completely revised.

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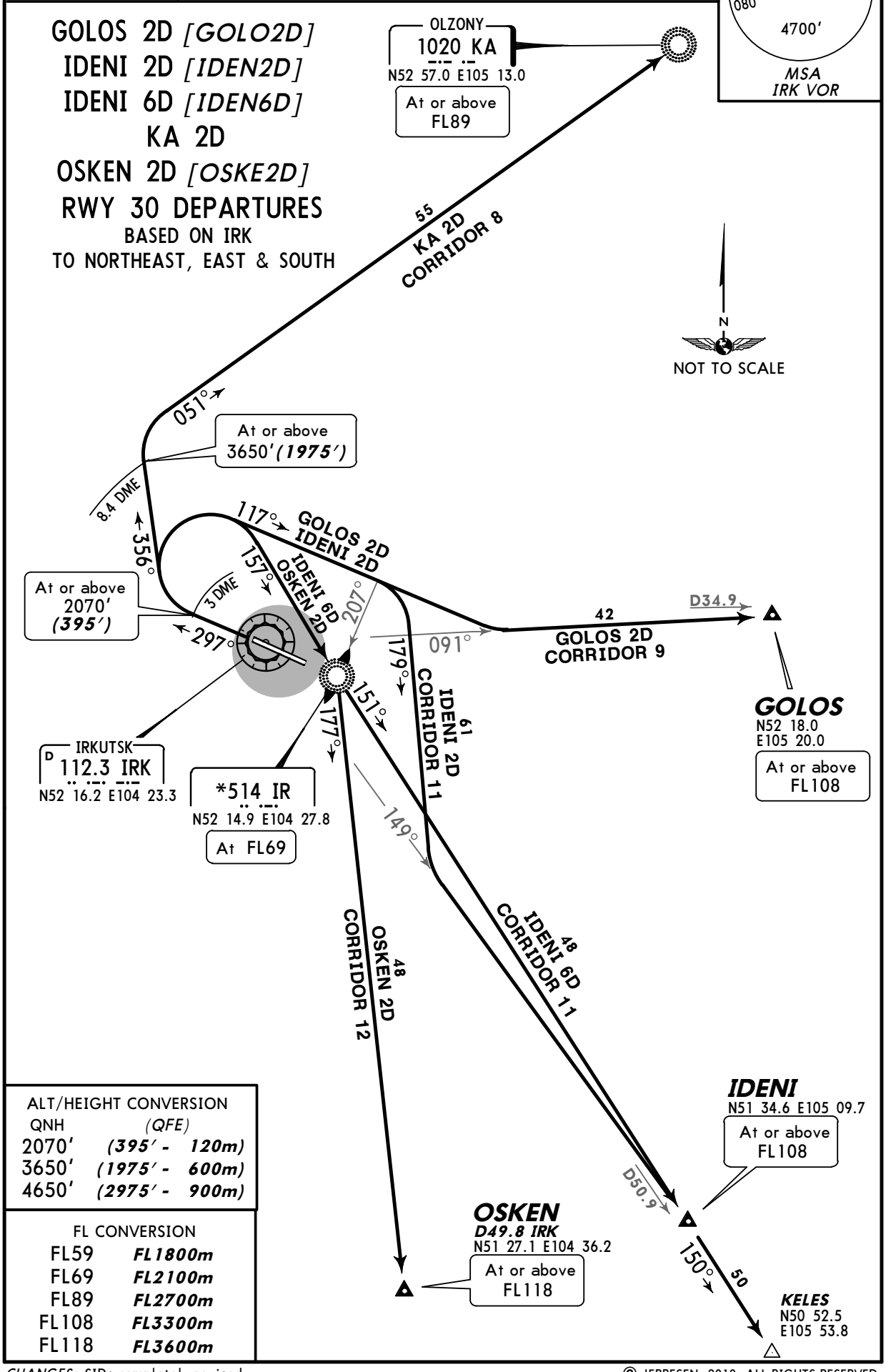
UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10 (10-3A) Eff 29 Jul

IRKUTSK, RUSSIA
SID

Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4650′ ***(2975′)*** Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway.



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2070′	***(395′ -***	***120m)***
3650′	***(1975′ -***	***600m)***
4650′	***(2975′ -***	***900m)***

FL CONVERSION

FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***
FL108	***FL3300m***
FL118	***FL3600m***

CHANGES: SIDs completely revised.

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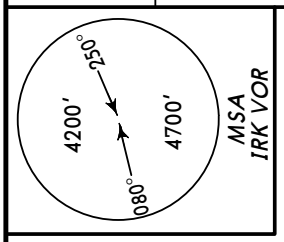
Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4650′ ***(3062′)***

BD 1D, BD 3D❶, BOGRA 1D *[BOGR1D]*
RWY 12 DEPARTURES
BASED ON IRK
TO WEST & NORTHWEST



❶ By ATC.

297°
5.6 DME
117°
At 2580′
(992′)
294°
At or above
FL59
207°
342°
281°
D57.4
45
BOGRA 1D
CORRIDOR 2
D12.4 IRK
At or above
FL69
BOGRA
N53 09.0 E103 47.0
At or above
FL79
*514 CN
N52 17.1 E104 19.6
IRKUTSK
112.3 IRK
N52 16.2 E104 23.3
57
BD 1D
CORRIDOR 14
57
BD 3D❶
CORRIDOR 14
N
NOT TO SCALE
RAZDOLYE
635 BD
N52 26.0 E103 12.0
At or above
FL89

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

ALT/HEIGHT CONVERSION
(QFE)

QNH	
2250′	***(662′ - 200m)***
2580′	***(992′ - 300m)***
4650′	***(3062′ - 900m)***

FL CONVERSION

FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL89	***FL2700m***

CHANGES: SIDs BQ 1D & 3D renamed BOGRA 1D & 3D.

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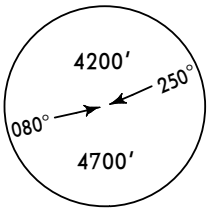
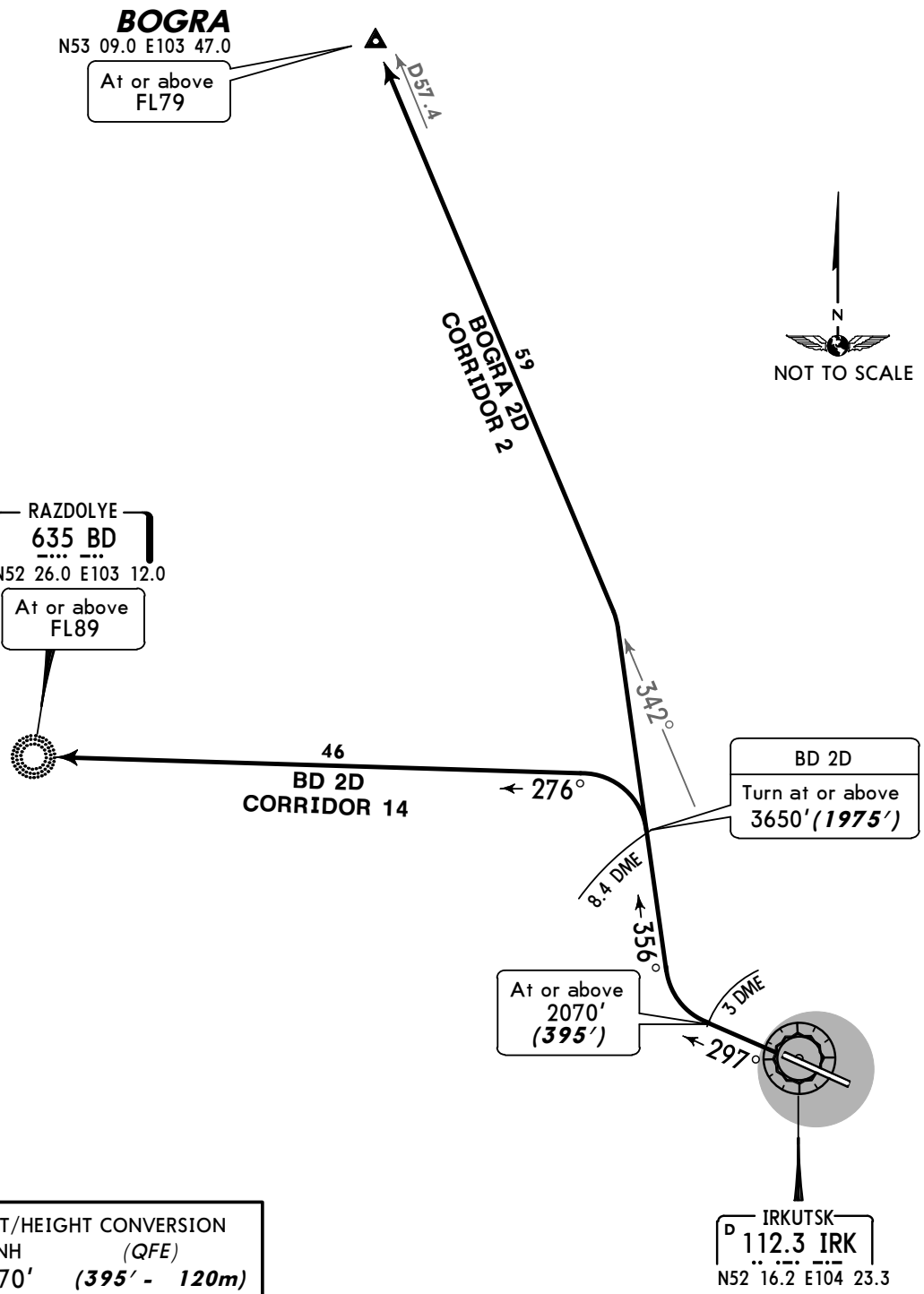
Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4650′ ***(2975′)*** Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway.



MSA
IRK VOR

BD 2D, BOGRA 2D *[BOGR2D]*
RWY 30 DEPARTURES
BASED ON IRK
TO WEST & NORTHWEST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2070′	***(395′ - 120m)***
3650′	***(1975′ - 600m)***
4650′	***(2975′ - 900m)***

FL CONVERSION	
FL59	***FL1800m***
FL79	***FL2400m***
FL89	***FL2700m***

CHANGES: SIDs completely revised.

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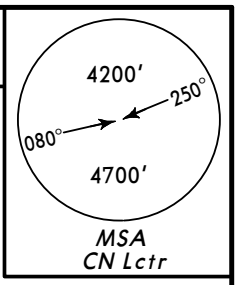
UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10 (10-3D) Eff 29 Jul

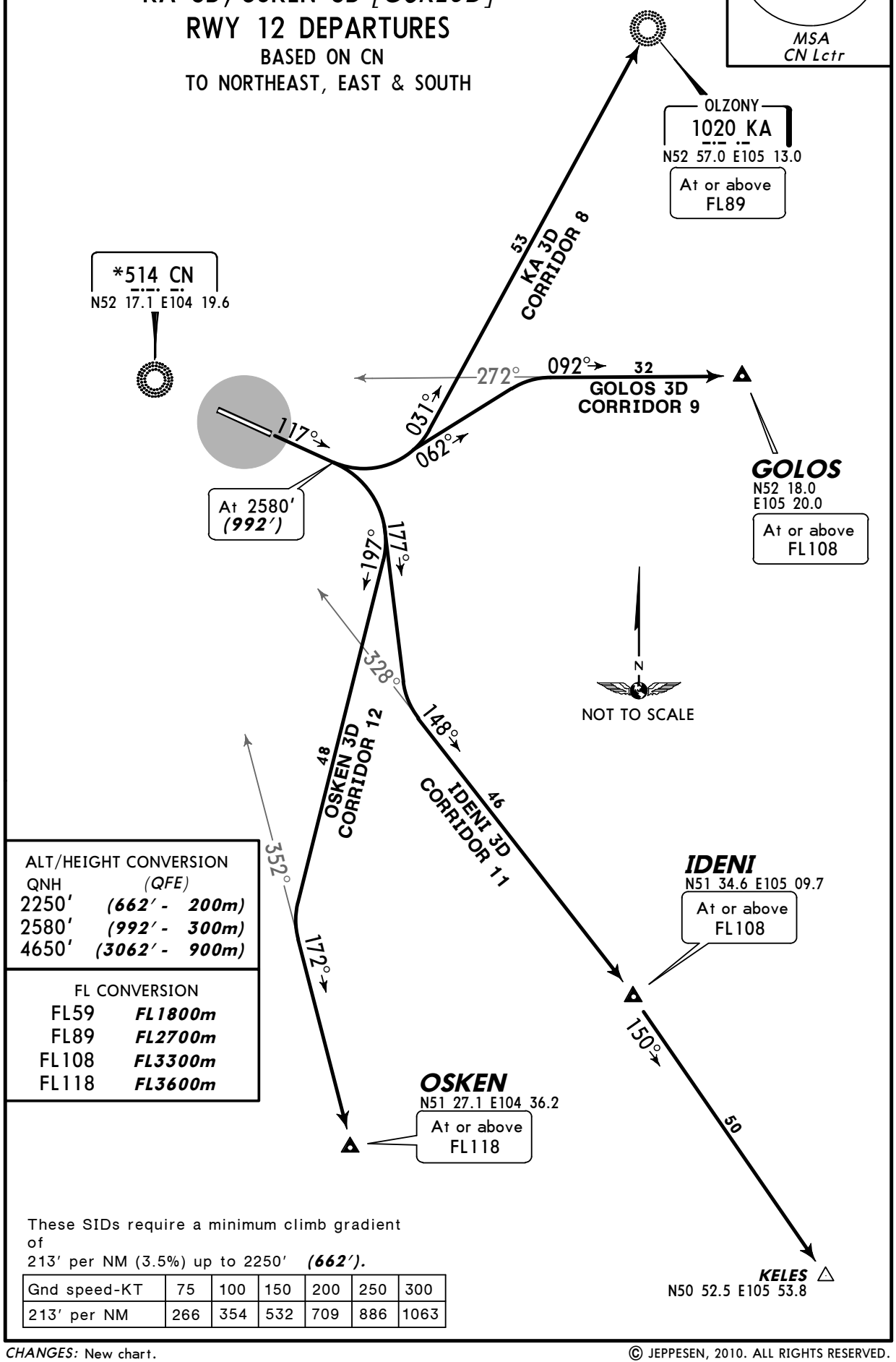
IRKUTSK, RUSSIA
SID

Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4650′ ***(3062′)***



GOLOS 3D *[GOLO3D]*, IDENI 3D *[IDEN3D]* KA 3D, OSKEN 3D *[OSKE3D]* RWY 12 DEPARTURES

BASED ON CN
TO NORTHEAST, EAST & SOUTH



ALT/HEIGHT CONVERSION

QNH	(QFE)
2250′	***(662′ - 200m)***
2580′	***(992′ - 300m)***
4650′	***(3062′ - 900m)***

FL CONVERSION

FL59	***FL1800m***
FL89	***FL2700m***
FL108	***FL3300m***
FL118	***FL3600m***

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

CHANGES: New chart.

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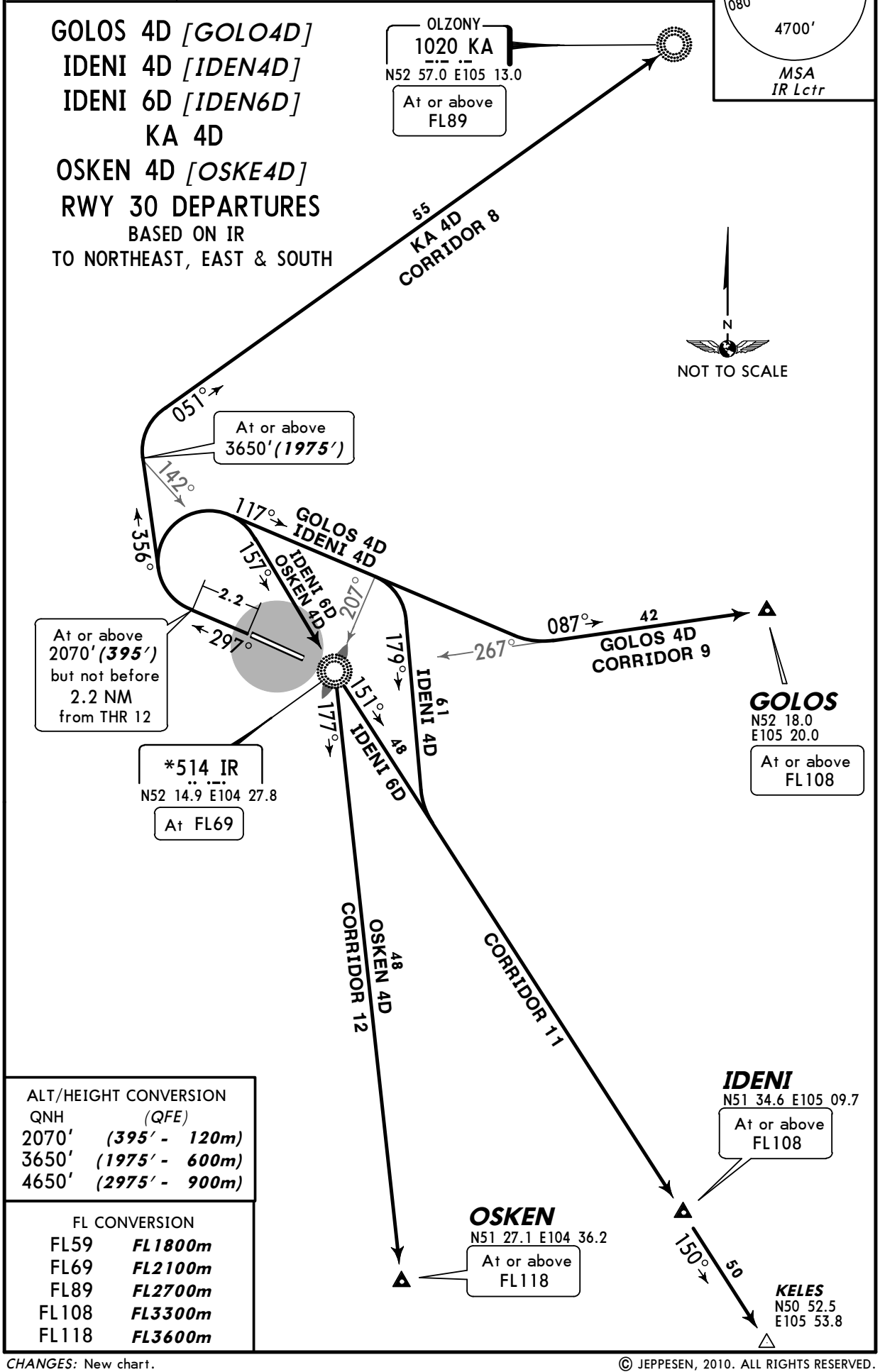
UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10 (10-3E) Eff 29 Jul

IRKUTSK, RUSSIA
SID

Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4650′ ***(2975′)*** Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway.



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2070′	***(395′ -***	***120m)***
3650′	***(1975′ -***	***600m)***
4650′	***(2975′ -***	***900m)***

FL CONVERSION

FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***
FL108	***FL3300m***
FL118	***FL3600m***

CHANGES: New chart.

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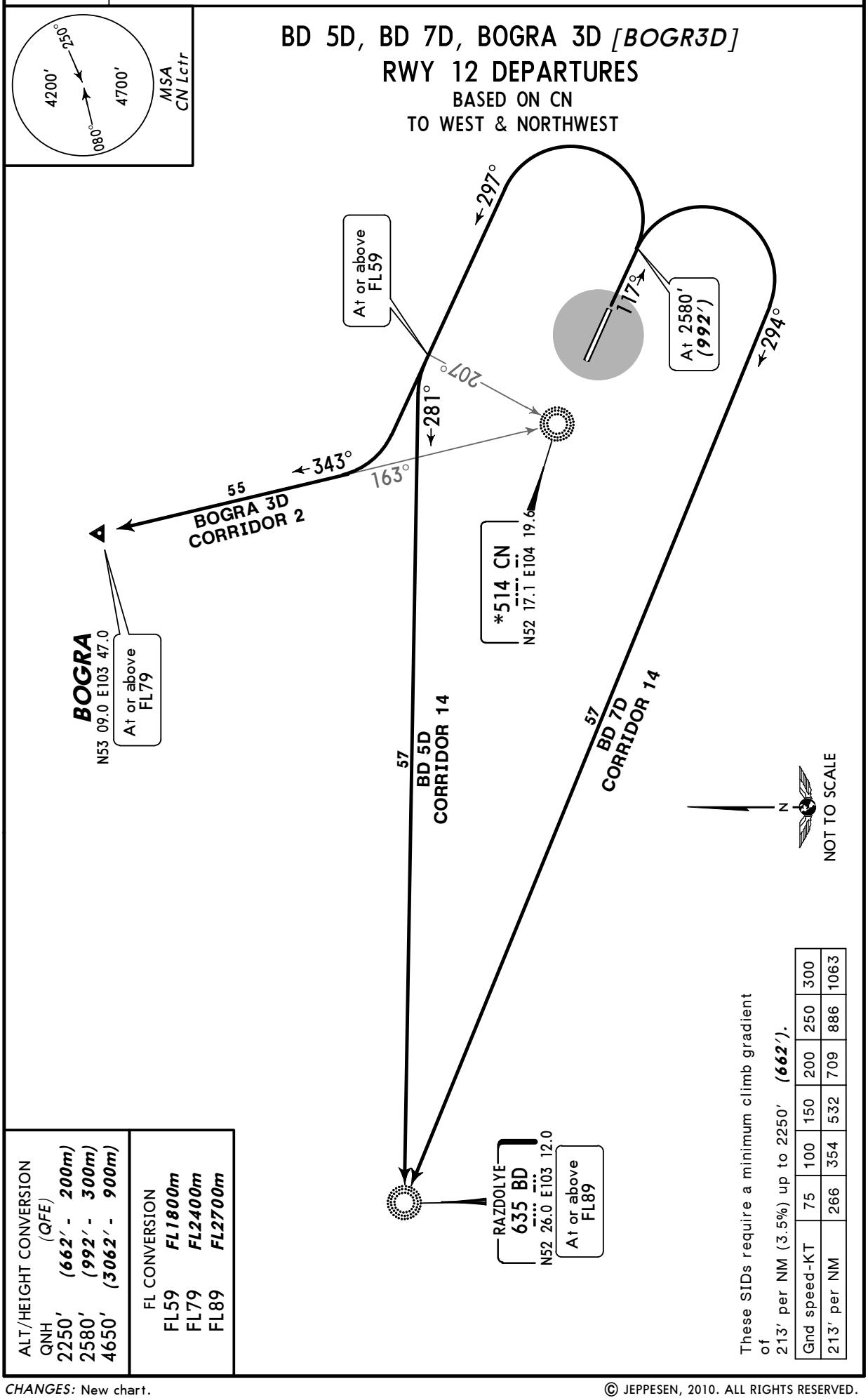
UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10 10-3F Eff 29 Jul

IRKUTSK, RUSSIA
SID

Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4650′ ***(3062′)***



ALT/HEIGHT CONVERSION
(QFE)

QNH		
2250′	(662′ -	200m)
2580′	(992′ -	300m)
4650′	(3062′ -	900m)

FL CONVERSION

FL59	FL1800m
FL79	FL2400m
FL89	FL2700m

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

CHANGES: New chart.

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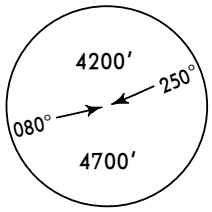
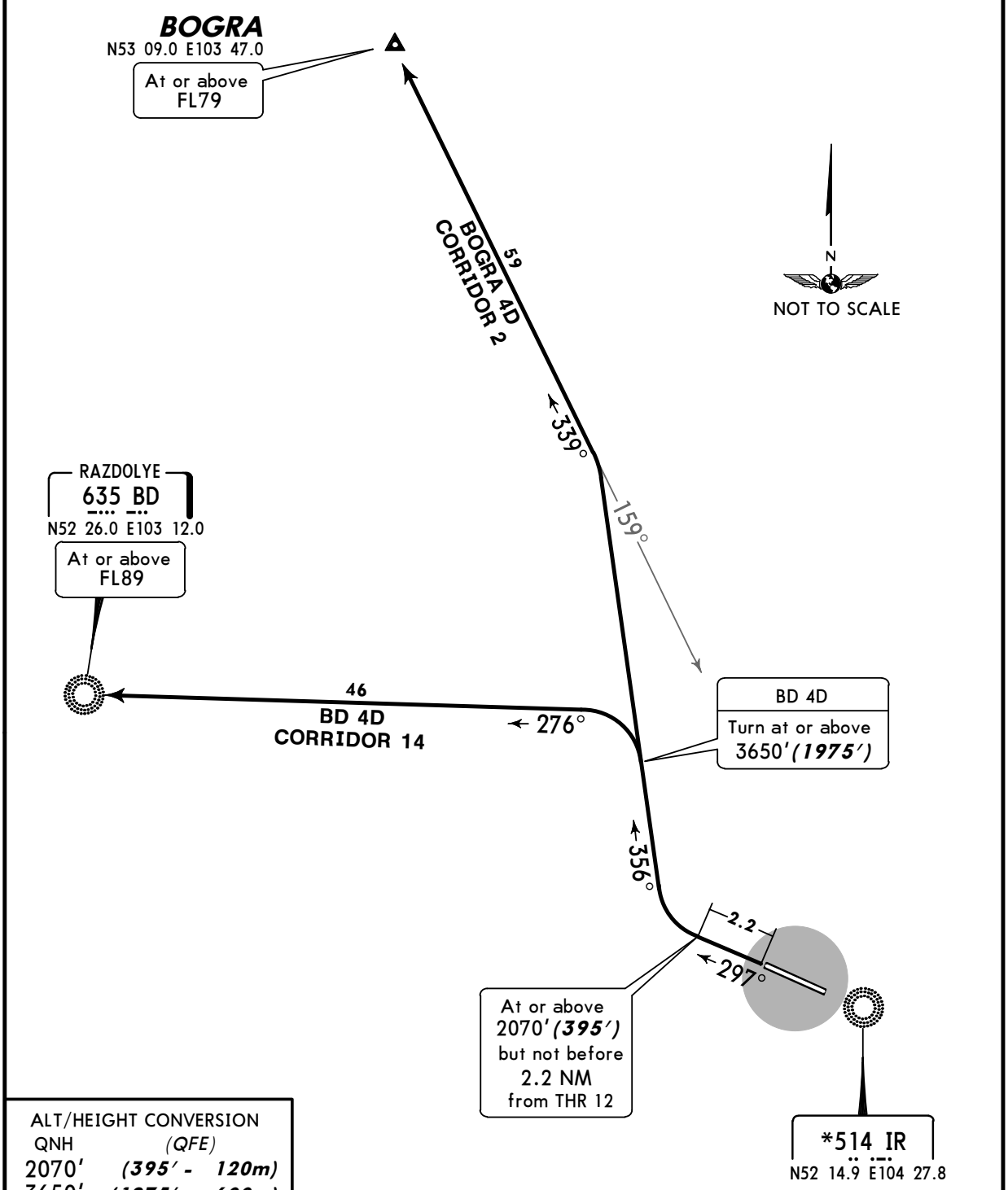
Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4650′ ***(2975′)*** Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway.



MSA
IR Lctr

BD 4D, BOGRA 4D *[BOGR4D]*
RWY 30 DEPARTURES
BASED ON IR
TO WEST & NORTHWEST



ALT/HEIGHT CONVERSION

QNH	(QFE)
2070′	***(395′ - 120m)***
3650′	***(1975′ - 600m)***
4650′	***(2975′ - 900m)***

FL CONVERSION

FL59	***FL1800m***
FL79	***FL2400m***
FL89	***FL2700m***

CHANGES: New chart.

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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, cumolo 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 overflown 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

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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.

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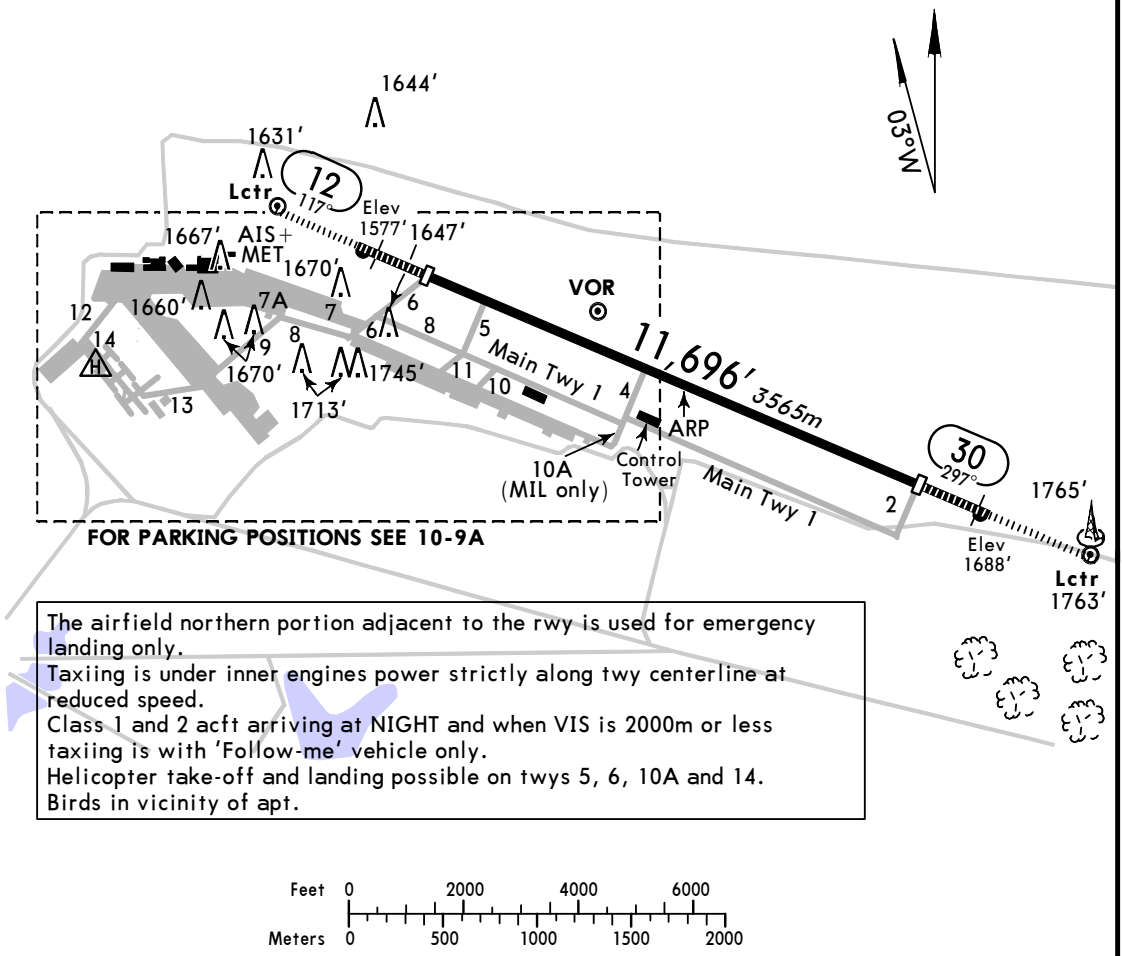
UIII/IKT

Apt Elev **1688′**
N52 16.0 E104 23.7

JEPPESEN
21 JAN 11 (10-9)

IRKUTSK, RUSSIA
IRKUTSK

ATIS	IRKUTSK Ground	Tower
126.9 (Russian 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 at reduced speed.
Class 1 and 2 acft arriving at NIGHT and when VIS is 2000m or less taxiing is with 'Follow-me' vehicle only.
Helicopter take-off and landing possible on twys 5, 6, 10A and 14.
Birds in vicinity of apt.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12 30	HIRL *(60m)* HIALS PAPI-L (angle 3.33°)	10,384′ *3165m*	9655′ *2943m* 9594′ *2924m*	❶❷	148′ *45m*

❶ TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head	10,384′ (3165m)
displ thresh	9072′ (2765m)
twy 5 int	7759′ (2365m)
twy 4 int	4806′ (1465m)

RWY 30:

From rwy head	10,384′ (3165m)
displ thresh	9072′ (2765m)
twy 4 int	4265′ (1300m)
twy 5 int	1312′ (400m)

❷ Last 1312′/400m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

CHANGES: ATIS.

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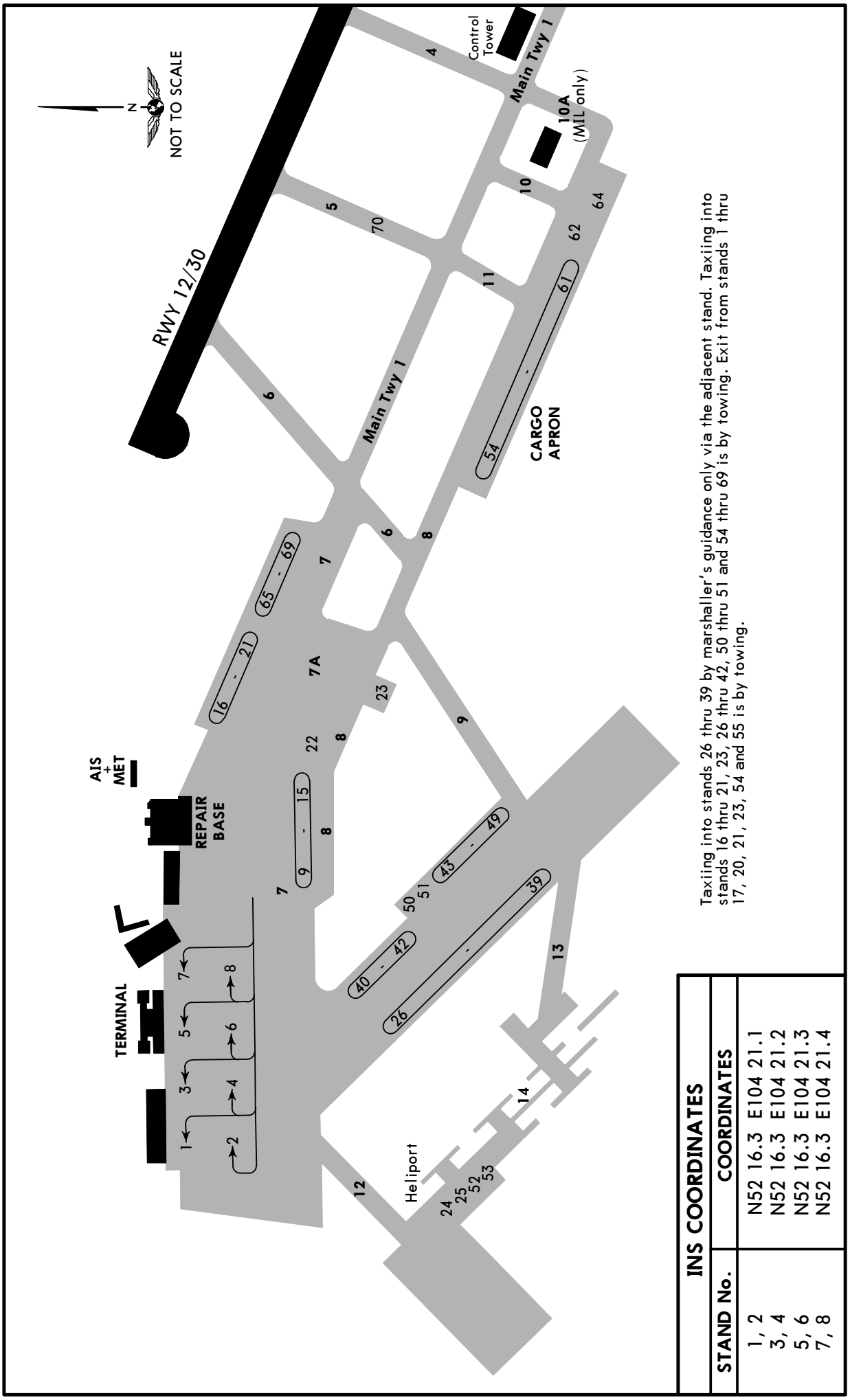

Taxiing into stands 26 thru 39 by marshaller's guidance only via the adjacent stand. Taxiing into stands 16 thru 21, 23, 26 thru 42, 50 thru 51 and 54 thru 69 is by towing. Exit from stands 1 thru 17, 20, 21, 23, 54 and 55 is by towing.

INS COORDINATES

STAND No.	COORDINATES
1, 2	N52 16.3 E104 21.1
3, 4	N52 16.3 E104 21.2
5, 6	N52 16.3 E104 21.3
7, 8	N52 16.3 E104 21.4

CHANGES: Apron.

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STRAIGHT-IN RWY		A	B	C	D
12	ILS	**1788**′(200′)	**1788**′(200′)	**1788**′(200′)	**1788**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR DME ❶	**2000**′(412′)	**2000**′(412′)	**2000**′(412′)	**2000**′(412′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	VOR	**2250**′(662′)	**2250**′(662′)	**2250**′(662′)	**2250**′(662′)
		C2600m	**C2600m**	**C2800m**	**C2800m**
	ALS out	C3300m	C3300m	C3500m	C3500m
	2 NDB ❶	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)
	with FAF	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB ❶	**1990**′(402′)	**1990**′(402′)	**2010**′(402′)	**1990**′(402′)
	with FAF	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB or NDB	**2340**′(842′)	**2340**′(842′)	**2340**′(842′)	**2340**′(842′)
	w/o FAF	**C3300m**	**C3300m**	**C3500m**	**C3500m**
	ALS out	C4000m	C4000m	C4200m	C4200m
30	ILS	**1875**′(200′)	**1875**′(200′)	**1875**′(200′)	**1875**′(200′) ❷
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR DME ❶	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR	**2900**′(1225′)	**2900**′(1225′)	**2900**′(1225′)	**2900**′(1225′)
		C5000m	**C5000m**	**C5000m**	**C5000m**
	2 NDB or NDB ❶	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB or NDB	**3010**′(1335′)	**3010**′(1335′)	**3010**′(1335′)	**3010**′(1335′)
	w/o FAF	**C5000m**	**C5000m**	**C5000m**	**C5000m**

❶ Continuous Descent Final Approach.
❷ AN-124: DA(H) **1888**′(213′).

TAKE-OFF RWY 12, 30

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

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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	NOT AUTHORIZED	NOT AUTHORIZED	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
	2 NDB	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)
	with FAF	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1990**′(402′)	**1990**′(402′)	**1990**′(402′)	**1990**′(402′)
	with FAF	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB or NDB	**2430**′(842′)	**2430**′(842′)	**2430**′(842′)	**2430**′(842′)
	w/o FAF	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
30	ILS	**1875**′(200′)	**1875**′(200′)	**1875**′(200′)	**1875**′(200′)❶
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	VOR DME	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)
		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 or NDB	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)
	with FAF	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB or NDB	**3010**′(1335′)	**3010**′(1335′)	**3010**′(1335′)	**3010**′(1335′)
	w/o FAF	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ AN-124: DA(H) **1888**′(213′).

TAKE-OFF RWY 12, 30

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

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UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10 (11-1) Eff 29 Jul

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 1688'
111.3	117°	2342' (754')	1788' (200')	RWY 1588'

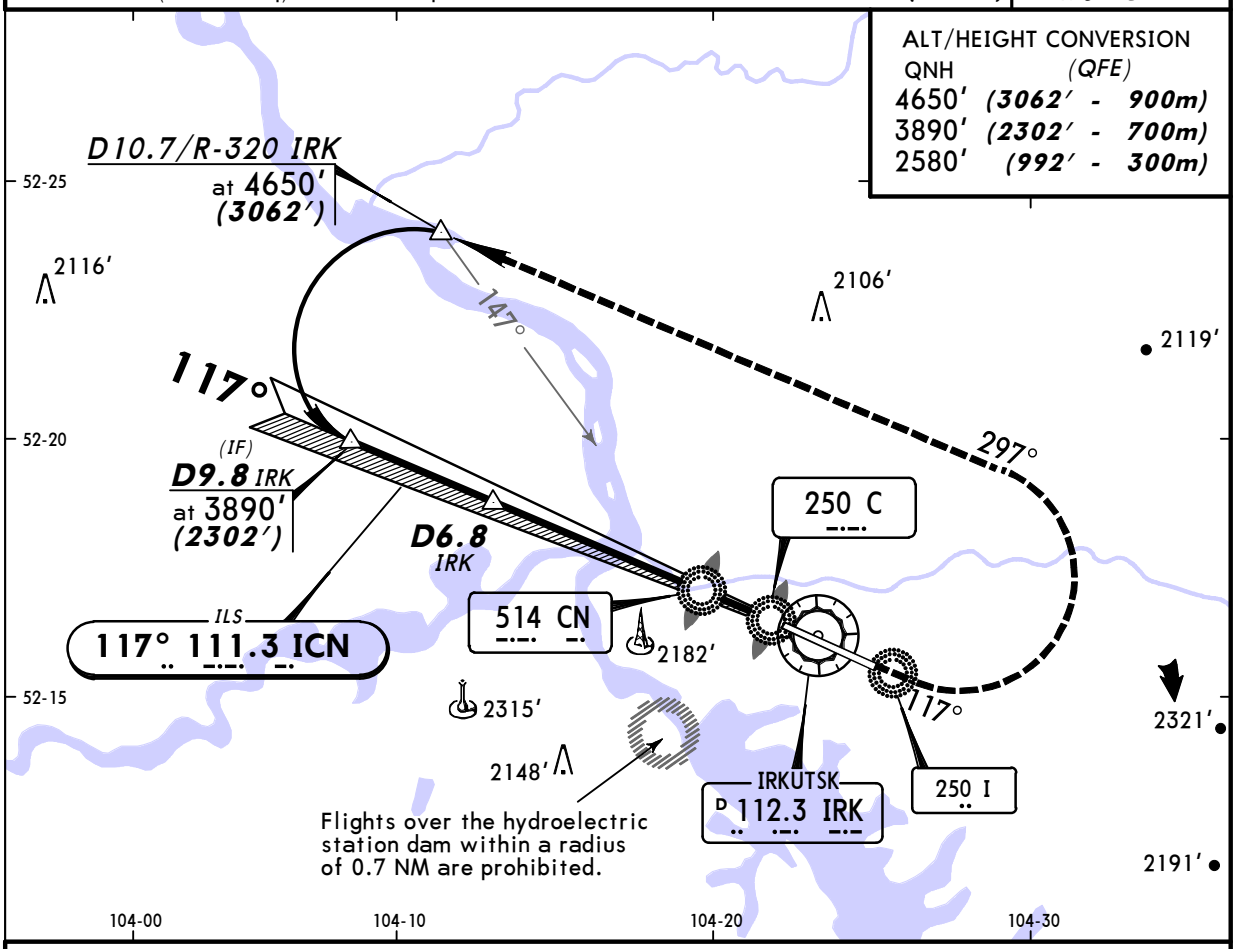
MISSED APCH: Climb on 117° to 2580' (992'), then turn LEFT onto 297° climbing to 4650' (3062'), then according to chart.

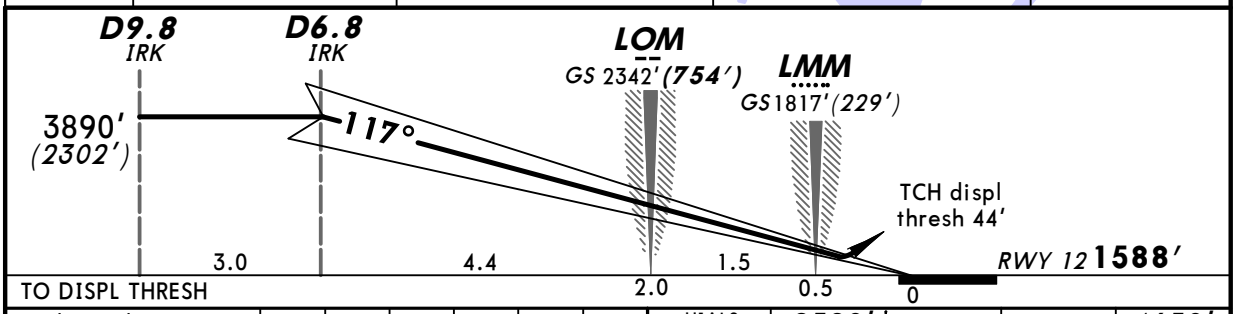
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4650' (3062')

4200' 250° 080° 4700'
MSA C Lctr

ALT/HEIGHT CONVERSION

QNH	(QFE)
4650'	(3062' - 900m)
3890'	(2302' - 700m)
2580'	(992' - 300m)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.33°	418	538	598	717	837	956

HIALS
PAPI

2580' (992') on 117°

297° LT

4650' (3062')

STRAIGHT-IN LANDING RWY 12

ILS DA(H) 1788' (200')		LOC (GS out)
FULL	ALS out	
800m	1200m	NOT AUTH

PANS OPS
A
B
C
D

CHANGES: Apt elev. Trans alt. Bearings. FAP established.

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UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10 (11-2) Eff 29 Jul

IRKUTSK, RUSSIA
ILS Rwy 30

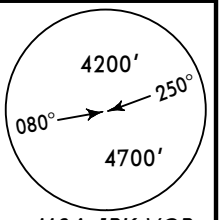
BRIEFING STRIP TM

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

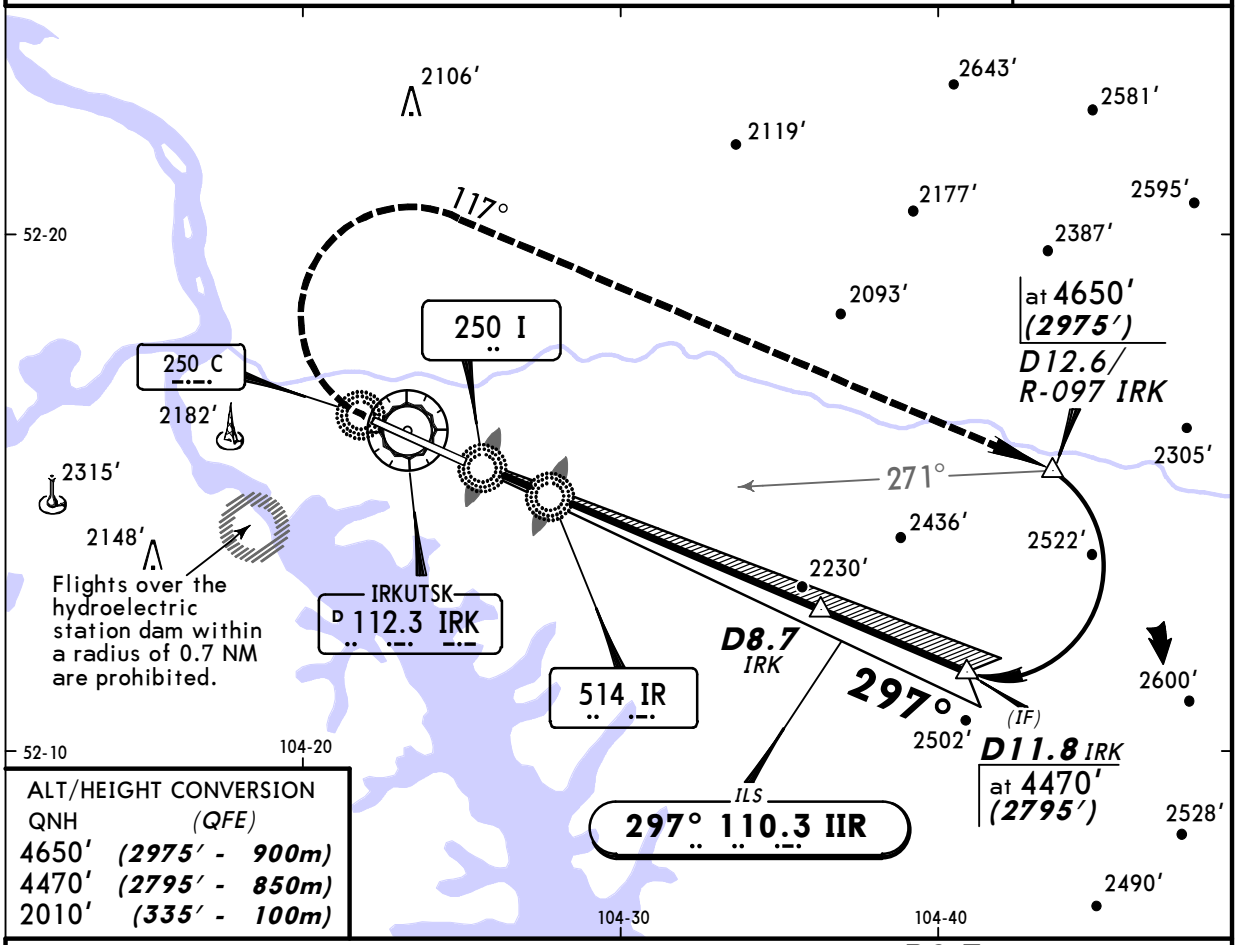
LOC IIR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1688'
110.3	297°	2429'(754')	1875'(200')	RWY 1675'

MISSED APCH: Climb on 297° to 2010'(335'), then turn RIGHT onto 117° climbing to 4650'(2975'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4650'(2975')

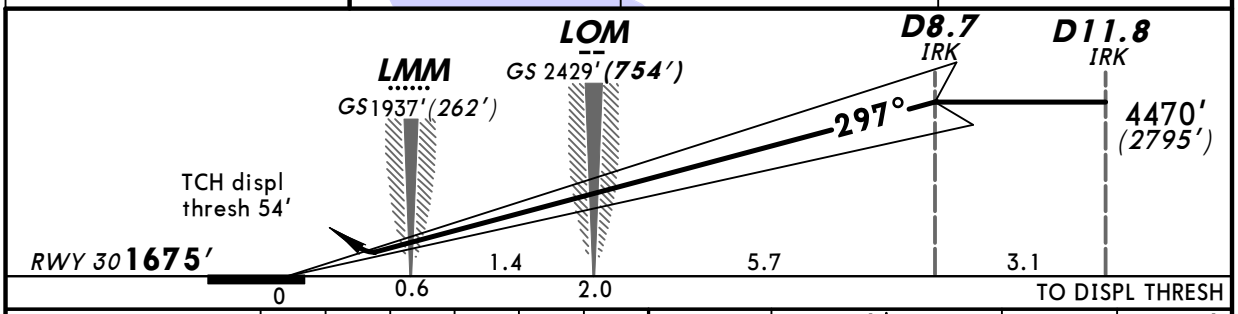


MSA IRK VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
4650'	(2975' - 900m)
4470'	(2795' - 850m)
2010'	(335' - 100m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.33°	418	538	598	717	837	956

HIALS
PAPI

2010' (335') on 297°

117° RT

4650' (2975')

STRAIGHT-IN LANDING RWY30

	ILS 1		LOC (GS out)
	DA(H) 1875'(200')		
	FULL	ALS out	
A	800m	1200m	NOT AUTH
B			
C			
D			

PANS OPS

1 AN-124: DA(H) 1888'(213').

CHANGES: Apt elev. Trans alt. Bearings. FAP established. TCH.

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UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10 (13-1) Eff 29 Jul

IRKUTSK, RUSSIA
VOR DME Rwy 12

BRIEFING STRIP

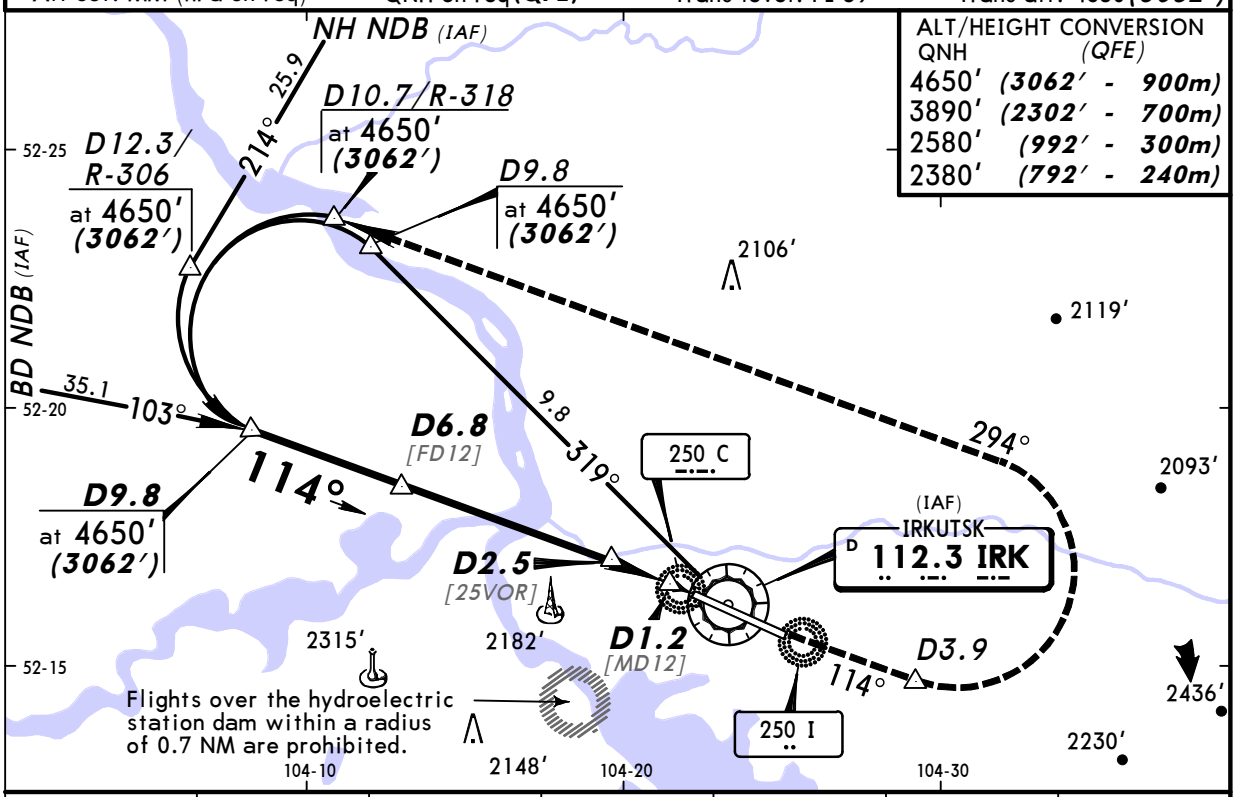
ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7

VOR	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)	Apt Elev 1688'
IRK 112.3	114°	D6.8 3890'(2302')	2000'(412')	RWY 1588'
		W/o DME Minimum Alt: No FAF	W/o DME MDA(H) 2250'(662')	

MISSED APCH: Climb STRAIGHT AHEAD to 2580'(992') or above to D3.9, then turn LEFT onto 294° climbing to 4650'(3062') and proceed to D10.7/R-318, then according to chart.

MSA IRK VOR: 4200' (080°–250°), 4700'

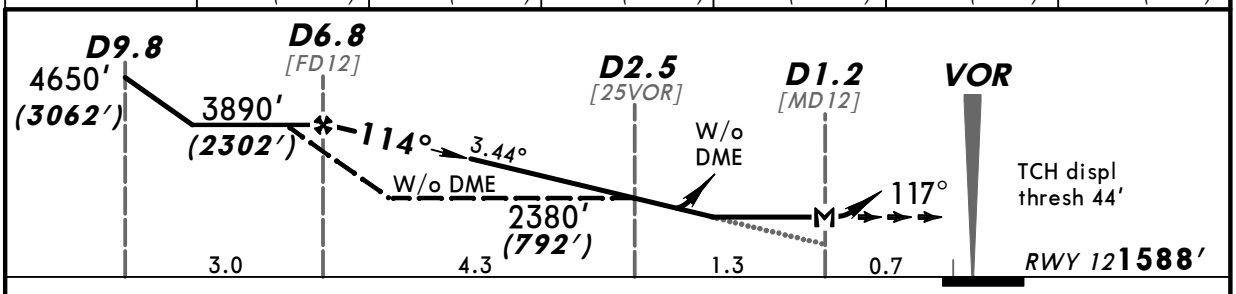
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4650'(3062')



ALT/HEIGHT CONVERSION

QNH	(QFE)	
4650'	(3062')	900m
3890'	(2302')	700m
2580'	(992')	300m
2380'	(792')	240m

IRK DME	6.5	5.4	4.3	3.2	2.2	1.6
ALTITUDE	3770'(2182')	3570'(1982')	3000'(1412')	2620'(1032')	2240'(652')	2050'(462')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.44°	426	548	609	730	852	974
With DME: MAP at D1.2						

HIALS PAPI 2580'(992') or above D3.9

STRAIGHT-IN LANDING RWY12

	With DME MDA(H) 2000'(412')		W/o DME MDA(H) 2250'(662')	
		ALS out		ALS out
A	800m	1600m	3000m	
B				
C	1200m	2000m		
D	1600m			

PANS OPS

CHANGES: Apt elev. Trans alt. Bearings.

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UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10 (13-2) Eff 29 Jul

IRKUTSK, RUSSIA
VOR DME Rwy 30

BRIEFING STRIP ™

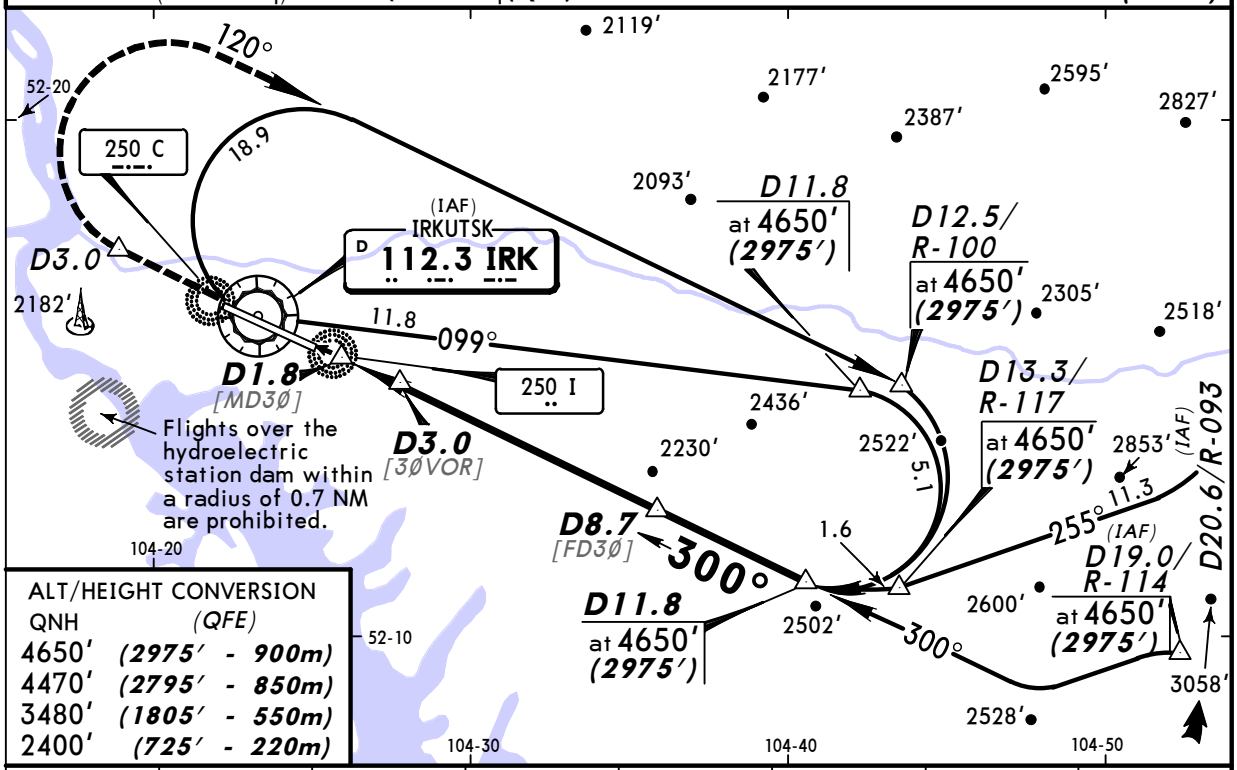
ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7

VOR	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)	Apt Elev 1688'
IRK 112.3	300°	D8.7 4470'(2795')	2020'(345')	RWY 1675'
		W/o DME Minimum Alt: No FAF	W/o DME MDA(H) 2900'(1225')	

4200' 250° 080° 4700'
MSA IRK VOR

MISSED APCH: Climb STRAIGHT AHEAD to 3480' (1805') or above to D3.0, then turn RIGHT onto 120° climbing to 4650' (2975') and proceed to D12.5/R-100, then according to chart.

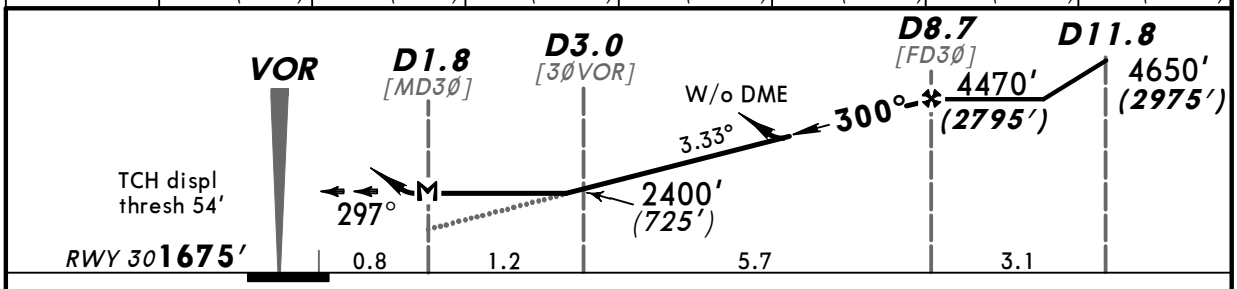
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4650'(2975')



ALT/HEIGHT CONVERSION

QNH	(QFE)
4650'	(2975' - 900m)
4470'	(2795' - 850m)
3480'	(1805' - 550m)
2400'	(725' - 220m)

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')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.33°	412	530	589	707	825	943
With DME: MAP at D1.8						

HIALS
PAPI

3480' (1805') or above

D3.0

PANS OPS

STRAIGHT-IN LANDING RWY30

	With DME MDA(H) 2020'(345')		W/o DME MDA(H) 2900'(1225')	
		ALS out		ALS out
A	800m	1600m	3200m	3200m
B				
C			4000m	4800m
D	1600m	2000m		

CHANGES: Apt elev. Trans alt. Bearings.

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UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10
Eff 29 Jul
(16-1)

IRKUTSK, RUSSIA
2 NDB or 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	Final Apch Crs	With FAF Minimum Alt	MDA(H)	Apt Elev / RWY
514	117°	D6.8 3890′(2302′)	Refer to Minimums	Apt Elev 1688′ RWY 1588′

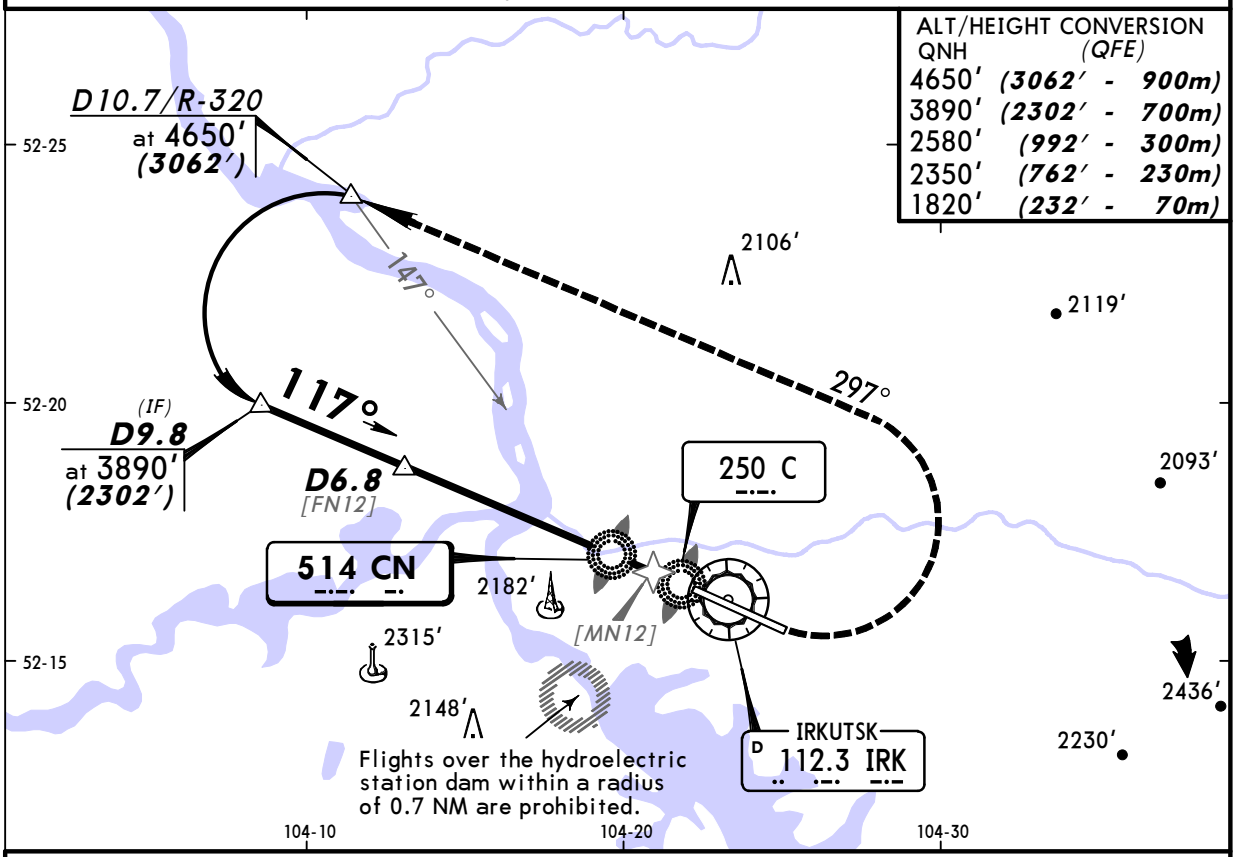
4200′ 250° 080° 4700′
MSA C Lctr

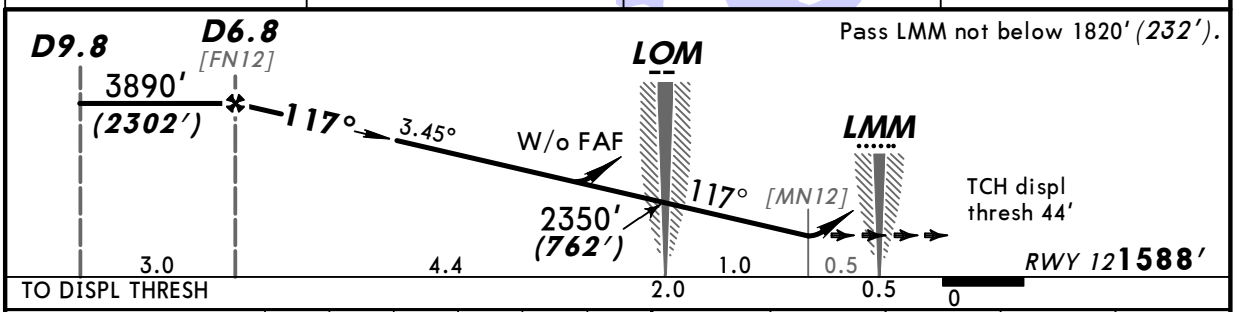
MISSED APCH: Climb on 117° to 2580′(992′), then turn LEFT onto 297° climbing to 4650′(3062′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4650′(3062′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4650′	(3062′ - 900m)
3890′	(2302′ - 700m)
2580′	(992′ - 300m)
2350′	(762′ - 230m)
1820′	(232′ - 70m)





Pass LMM not below 1820′(232′).

Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.45°	427	549	611	733	855	977

HIALS PAPI 2580′ (992′) on 117° 297° LT 4650′ (3062′)

STRAIGHT-IN LANDING RWY12

2 NDB With FAF	2 NDB W/o FAF	NDB (LOM) With FAF	NDB (LOM) W/o FAF
MDA(H) 2010′(422′)	MDA(H) 2430′(842′)	MDA(H) 1990′(402′)	MDA(H) 2430′(842′)

PANS OPS

		ALS out		ALS out		ALS out		ALS out
A	1200m	1600m	3200m	3200m	1200m	1600m	3200m	3200m
B								
C		2000m		4000m		2000m		4000m
D	1600m		4000m	4400m	1600m		4000m	4400m

CHANGES: Proc designation. Trans alt. Bearings. Descent angle. Minimums.

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UIII/IKT
IRKUTSK

JEPPESEN
16 JUL 10
Eff 29 Jul
(16-2)

IRKUTSK, RUSSIA
2 NDB or NDB Rwy 30

BRIEFING STRIP

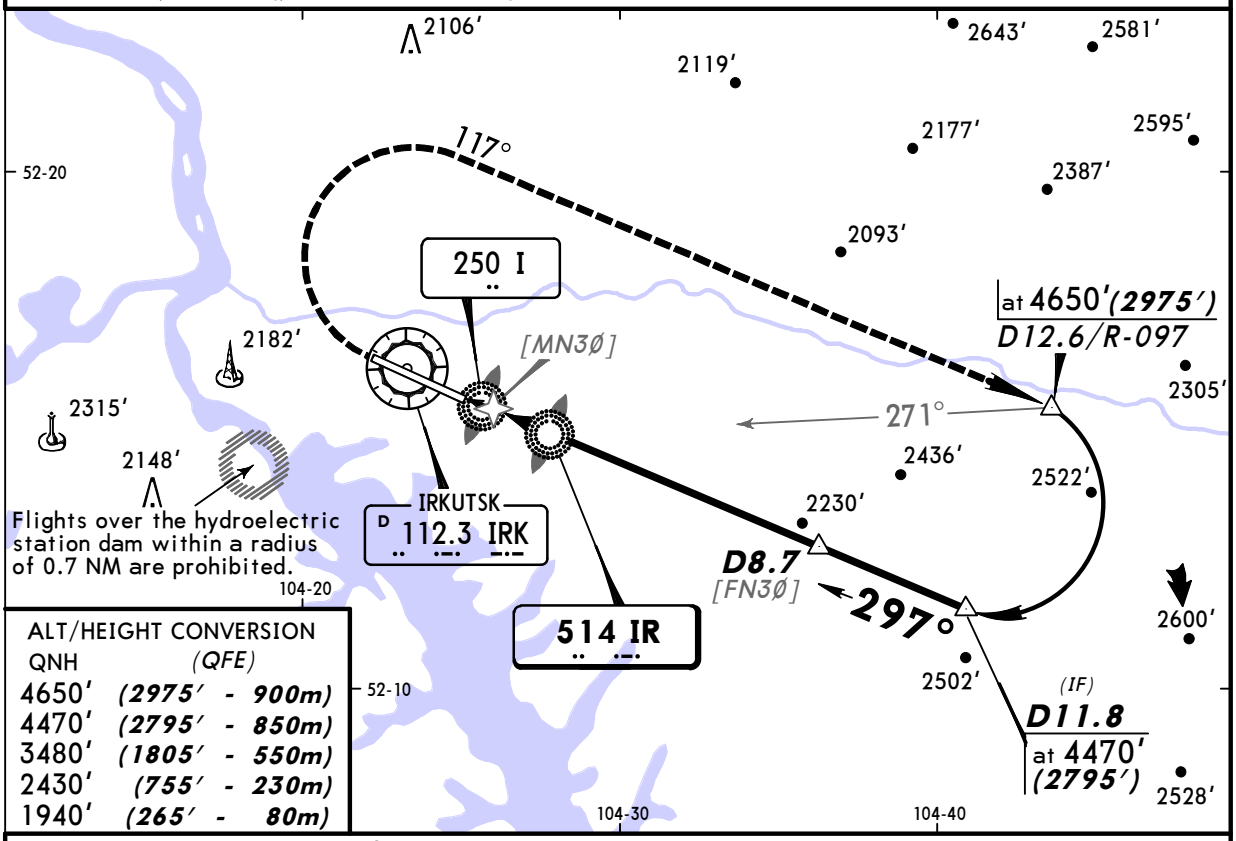
ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7

NDB IR 514	Final Apch Crs 297°	With FAF Minimum Alt D8.7 4470′(2795′)	MDA(H) Refer to Minimums	Apt Elev 1688′ RWY 1675′

MSA IRK VOR: 4200′ (080°–250°), 4700′

MISSED APCH: Climb on 297° to 3480′(1805′), then turn RIGHT onto 117° climbing to 4650′(2975′), then according to chart.

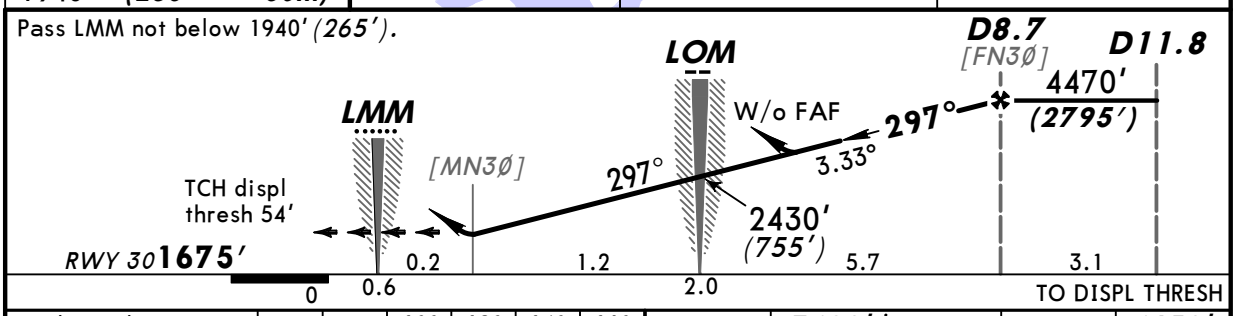
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 59 | Trans alt: 4650′(2975′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4650′	(2975′ - 900m)
4470′	(2795′ - 850m)
3480′	(1805′ - 550m)
2430′	(755′ - 230m)
1940′	(265′ - 80m)

Pass LMM not below 1940′(265′).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.33°	412	530	589	707	825	943

HIALS PAPI | 3480′ (1805′) on 297° | 117° RT | 4650′ (2975′)

STRAIGHT-IN LANDING RWY30

	2 NDB With FAF MDA(H) 2020′(345′)	2 NDB W/o FAF MDA(H) 3010′(1335′)	NDB (LOM) With FAF MDA(H) 2020′(345′)	NDB (LOM) W/o FAF MDA(H) 3010′(1335′)
	ALS out	ALS out	ALS out	ALS out
A	1200m	3200m	1200m	3200m
B				
C		4000m		4000m
D	1600m	4400m	1600m	4400m
	1600m	4800m	1600m	4800m
	2000m		2000m	

PANS OPS

CHANGES: Procedure designation. Trans alt. Bearings. Minimums.

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