

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UIII

Terminal Charts For UIII

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Irkutsk Rus
IATA Code: IKT
Lat/Long: N52° 16.0' E104° 23.7'
Elevation: 1688 ft

Airport Use: Public
Magnetic Variation: 3.4 °W

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

Sunrise: 2156 Z
Sunset: 1207 Z,

Runway Information

Runway: 12
Length x Width: 11696 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1588 ft
Lighting: Edge, ALS
Displaced Threshold: 1312 ft

Runway: 30
Length x Width: 11696 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1675 ft
Lighting: Edge, ALS
Displaced Threshold: 1312 ft

Communication Information

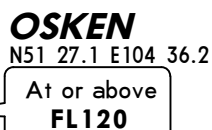
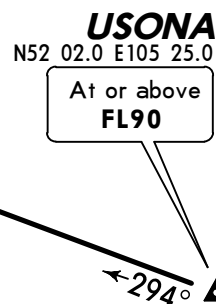
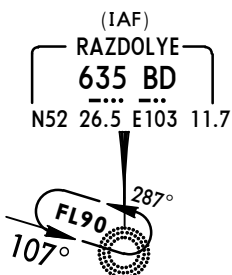
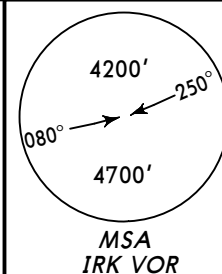
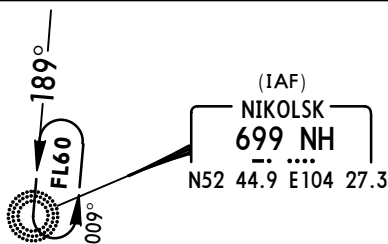
ATIS 126.9
ATIS 124.85 Non-English
Irkutsk Tower 124.0 Secondary
Irkutsk Tower 118.1 MF
Irkutsk Ground Control 121.7
Irkutsk Approach Control 125.2 MF
Irkutsk Approach Control 124.0 Secondary
Irkutsk Radar 125.2 Secondary
Irkutsk Radar 119.3
Irkutsk Radar 124.0 Secondary

ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4650' (3062')

IDENI 1A [IDEN1A]
OSKEN 1A [OSKE1A]
USONA 1A [USON1A]
RWY 12 ARRIVALS



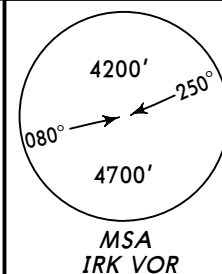
ALT/HEIGHT CONVERSION
QNH (QFE)
4650' (3062' - 900m)

ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60 Trans alt: 4650' (2975')

IDENI 2A [IDEN2A]
OSKEN 2A [OSKE2A]
USONA 2A [USON2A]
RWY 30 ARRIVALS



(IAF)
IRKUTSK
D 112.3 IRK
(H) N52 16.0 E104 23.7
At FL60

(IAF)
D19.0 IRK
N52 09.4 E104 52.0
At 4650'
(2975')

USONA
N52 02.0 E105 25.0
At or above
FL90



R114°

21
USONA 2A
CORRIDOR 10
←294°

51
IDENI 2A
CORRIDOR 11
←329°

50
OSKEN 2A
CORRIDOR 12
←355°

IDENI
N51 34.6 E105 09.7
At or above
FL110

OSKEN
N51 27.1 E104 36.2
At or above
FL120

51
←330°

KELES
N50 52.5
E105 53.8



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

AMUTA
N50 22.5 E104 52.5

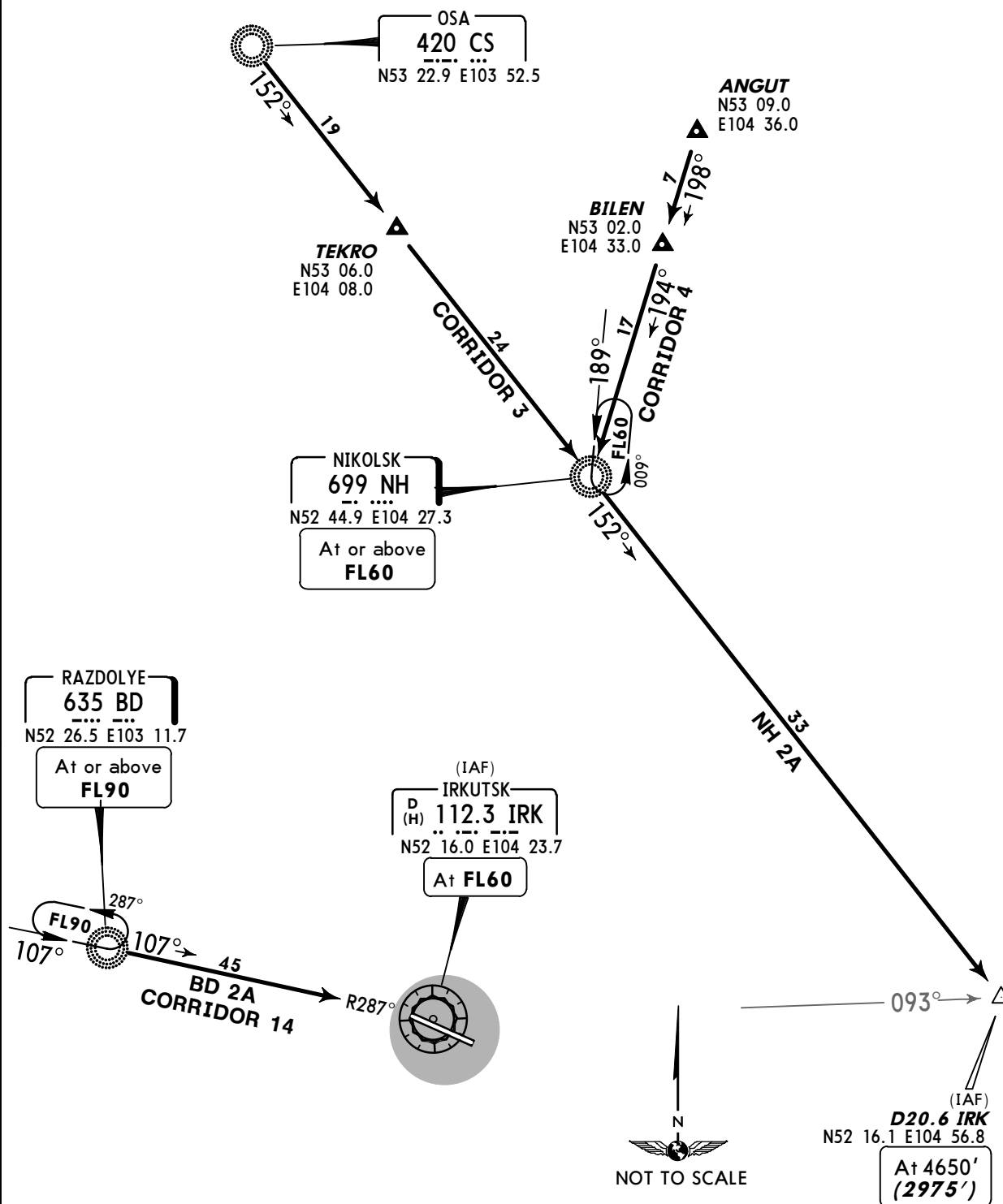
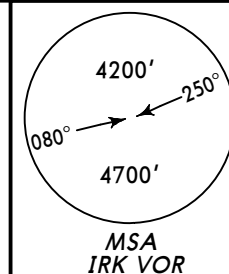
ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

Alt set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4650' (2975')

(QFE)

BD 2A, NH 2A
RWY 30 ARRIVALS



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

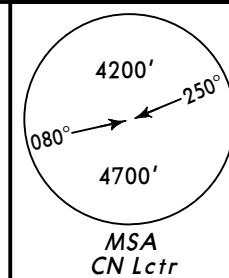
ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

Alt set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4650' (3062')

(QFE)

CORR 3 [NH1B]
CORR 4 [NH1B]
CORR 14 [BD1B]
RWY 12 ARRIVALS



OSA
420 CS
N53 22.9 E103 52.5

① MEA under
radar control.

HOLDING OVER
BD



TEKRO
N53 06.0
E104 08.0

ANGUT
N53 09.0
E104 36.0

BILEN
N53 02.0
E104 33.0

NIKOLSK
699 NH
N52 44.9 E104 27.3
At or above
FL60

RAZDOLYE
635 BD
N52 26.5 E103 11.7
At or above
FL90

N52 23.3 E104 07.4
At 4650'
(3062')

7880
6570 ①
CORR 14
CORRIDOR 14

N52 20.1 E104 08.7
At 3890'
(2302')

(FAF)
N52 18.9 E104 13.1
At 3890'
(2302')

514 CN
N52 17.1 E104 19.6

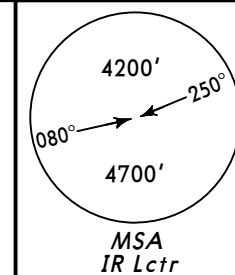


ALT/HEIGHT CONVERSION
QNH (QFE)
4650' (3062' - 900m)
3890' (2302' - 700m)

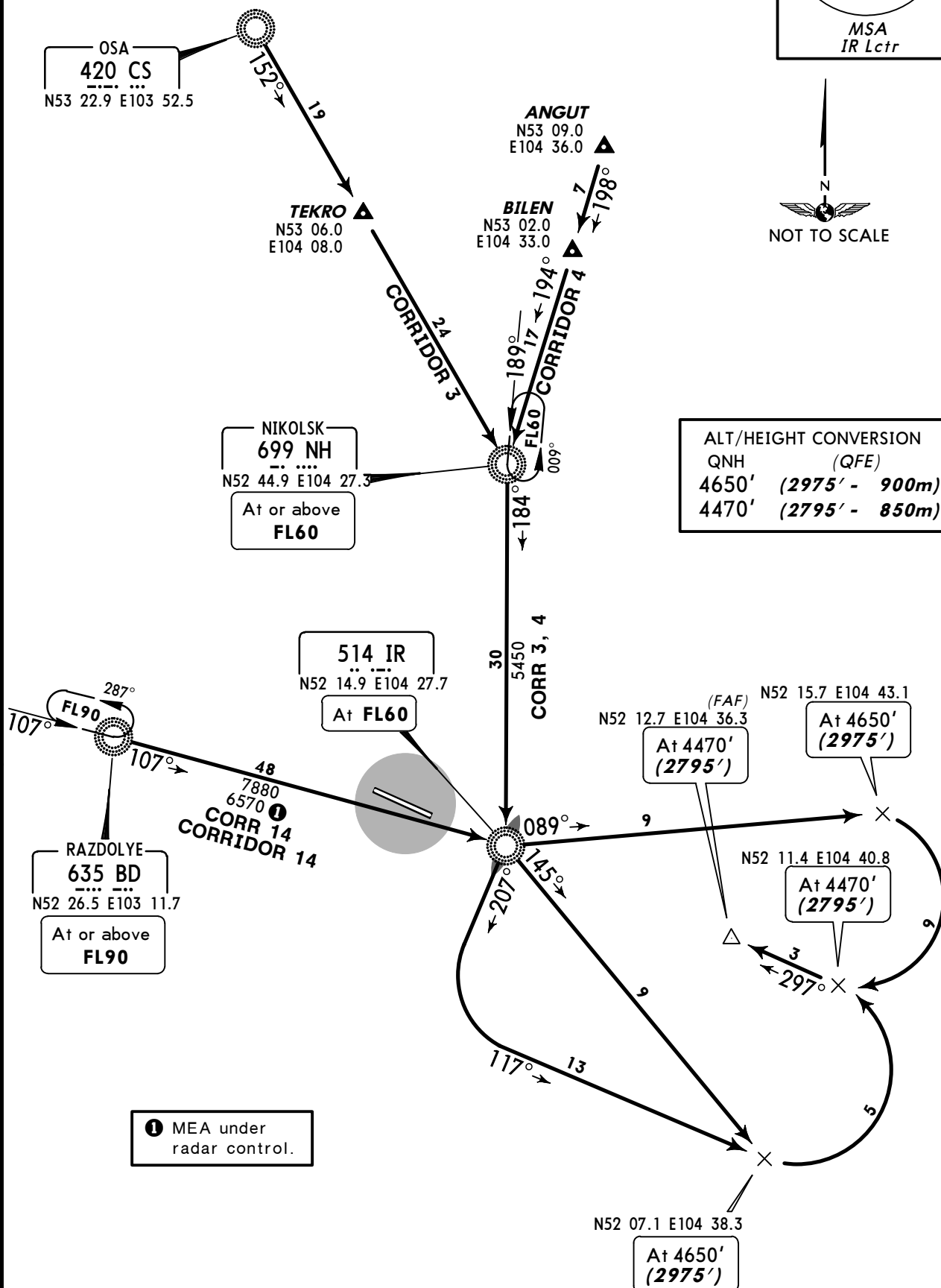
ATIS
126.9 (Russian 124.85)

 Apt Elev
1688'

 Alt set: MM (hPa on request) QNH on request
 Trans level: FL60 Trans alt: 4650' (**2975'**)

(QFE)
CORR 3, CORR 4
CORR 14
RWY 30 ARRIVALS


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



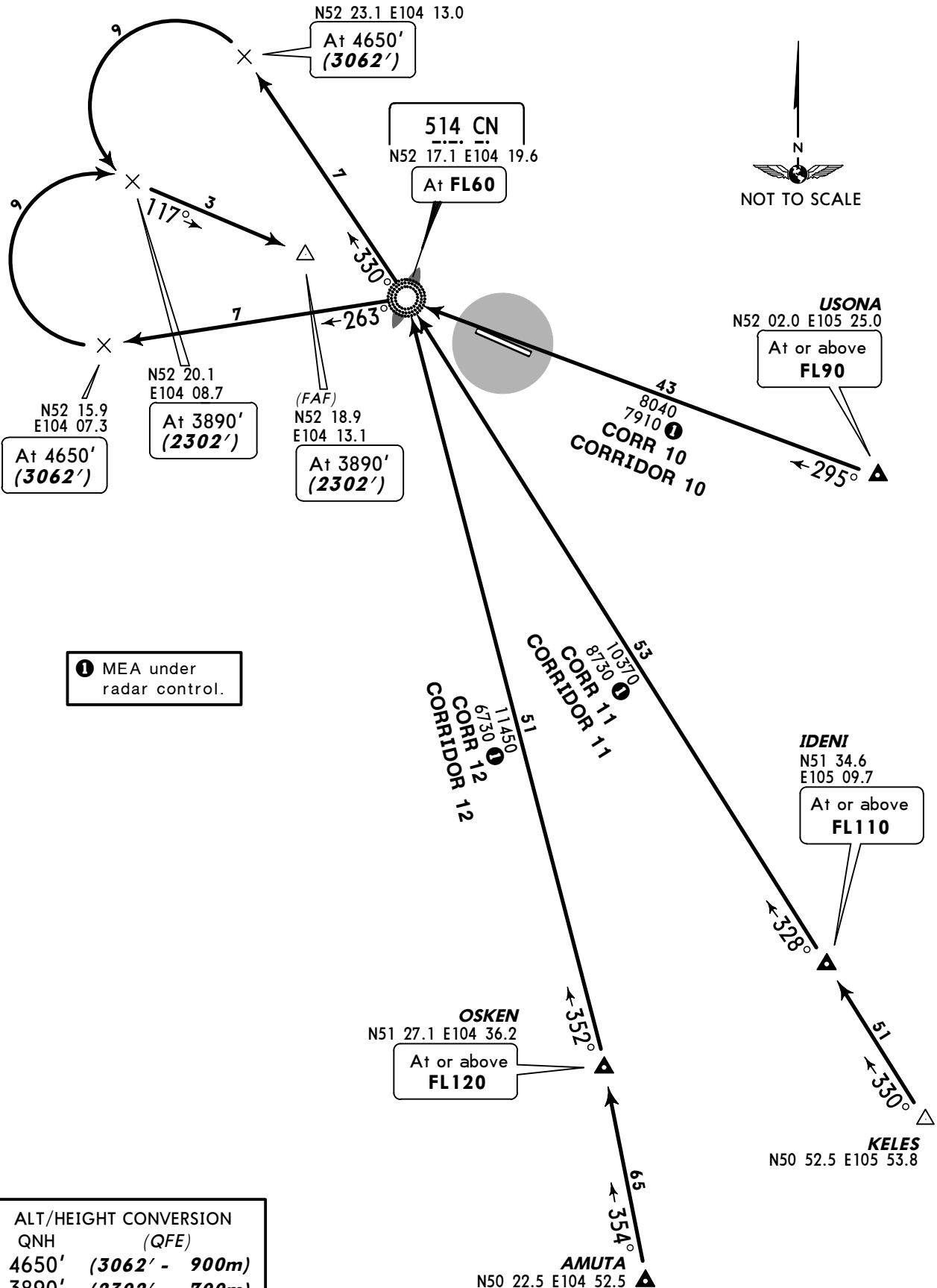
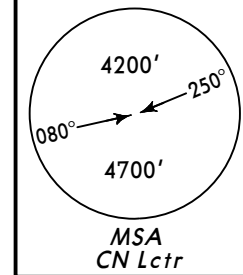
ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

Alt set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4650' (3062')

(QFE)

CORR 10, CORR 11
CORR 12
RWY 12 ARRIVALS



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

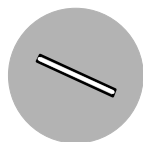
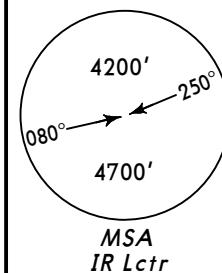
ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

Alt set: MM (hPa on request) QNH on request
Trans level: FL60 Trans alt: 4650' (2975')

(QFE)

CORR 10 [USON2B]
CORR 11 [IDEN2B]
CORR 12 [OSKE2B]
RWY 30 ARRIVALS



514 IR
N52 14.9 E104 27.7

(FAF)
N52 12.7 E104 36.3
At 4470' (2795')

N52 11.4 E104 40.8
At 4470' (2795')

USONA
N52 02.0 E105 25.0
At or above
FL90

① MEA under
radar control.

8040
7910
CORR 10
CORRIDOR 10

NEKOL
N51 54.0 E104 49.0
At or above
FL100

IDENI
N51 34.6
E105 09.7
At or above
FL110

OSKEN
N51 27.1 E104 36.2
At or above
FL120

KELES
N50 52.5 E105 53.8

AMUTA
N50 22.5 E104 52.5



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

OLZONY
1020 KA
N52 57.6 E105 12.8
At or above
FL90

At 2580'
(992')

32 D34.9
GOLOS 1D
CORRIDOR 9

GOLOS
N52 18.0
E105 20.0

At or above
FL110

Diagram illustrating a road intersection. A road labeled "OSKEN 1D CORRIDOR 12" is shown. The intersection angle is marked as 197°. A secondary angle is marked as 149°.

52
IDENI 1D
CORRIDOR 1+

IDENI
N51 34.6 E105 09.7
At or above
FL110

OSKEN
N51 27.1 E104 36.2
At or above
FL120

KELES
N50 52.5 E105 53.8

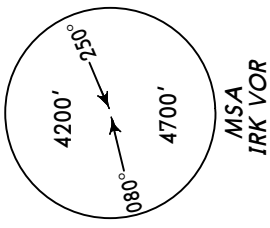
AMUTA
N50 22.5 E104 52.5

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

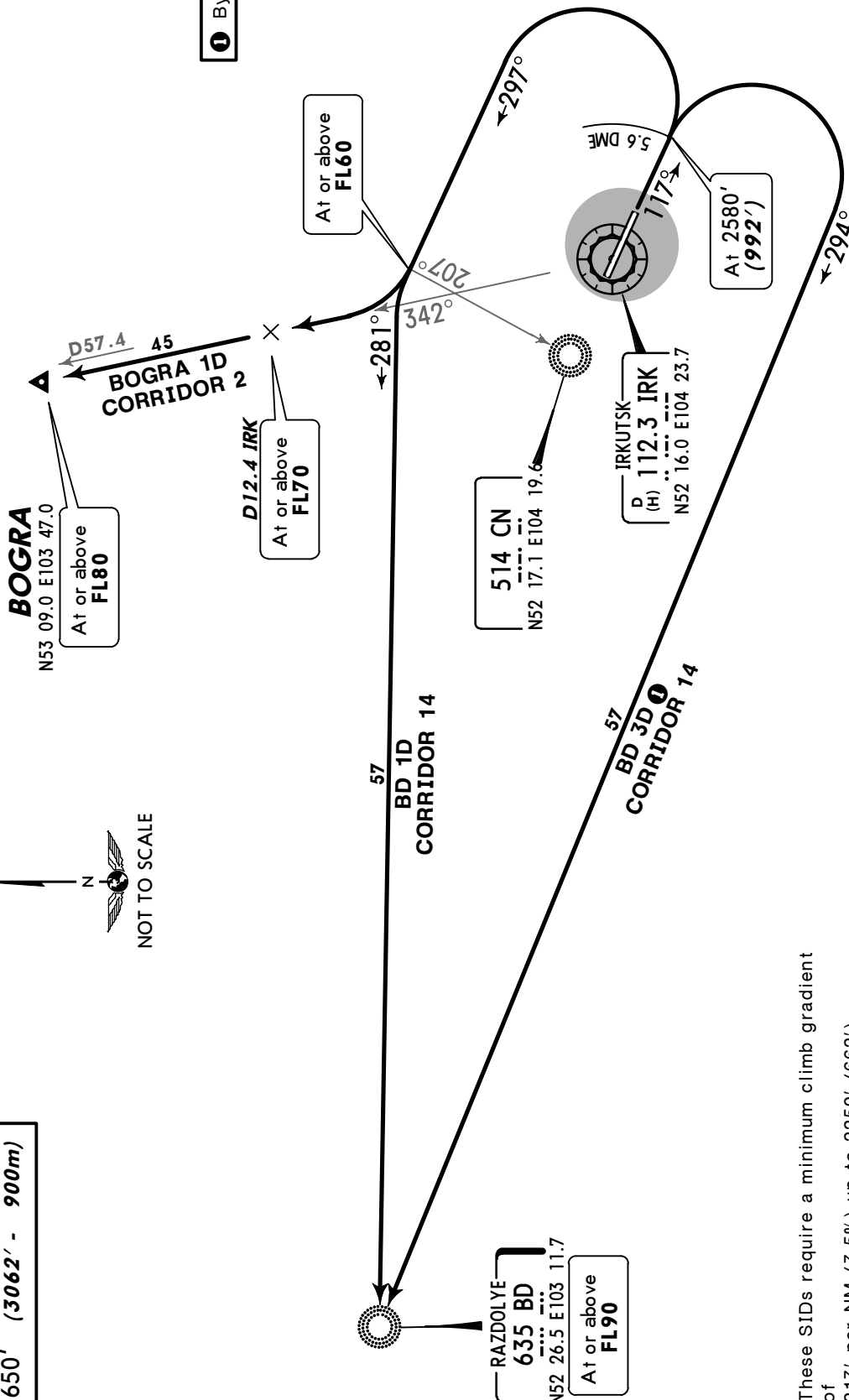
Apt Elev
1688'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4650' (3062')



BD 1D, BD 3D 1, BOGRA 1D [BOGR1D] RWY 12 DEPARTURES

1 By ATC.



ALT/HEIGHT CONVERSION

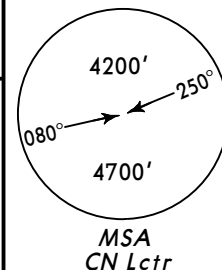
QNH	(QFE)
2250'	(662' - 200m)
2580'	(992' - 300m)
4650'	(3062' - 900m)

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

Apt Elev
1688'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4650' (3062')



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

514 CN
N52 17.1 E104 19.6

At 2580'
(992')

OLZONY
1020 KA
N52 57.6 E105 12.8
At or above
FL90

GOLOS 3D
CORRIDOR 9

GOLOS
N52 18.0
E105 20.0
At or above
FL110



IDENI
N51 34.6 E105 09.7
At or above
FL110

OSKEN
N51 27.1 E104 36.2
At or above
FL120

KELES
N50 52.5 E105 53.8

AMUTA
N50 22.5 E104 52.5

ALT/HEIGHT CONVERSION
QNH (QFE)
2250' (662' - 200m)
2580' (992' - 300m)
4650' (3062' - 900m)

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

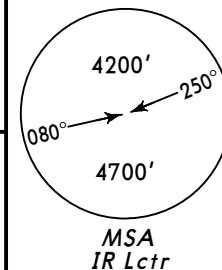
Gnd speed-KT	75	100	150	200	250	300
213' per NM	266	354	532	709	886	1063

Apt Elev
1688'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4650' (2975')

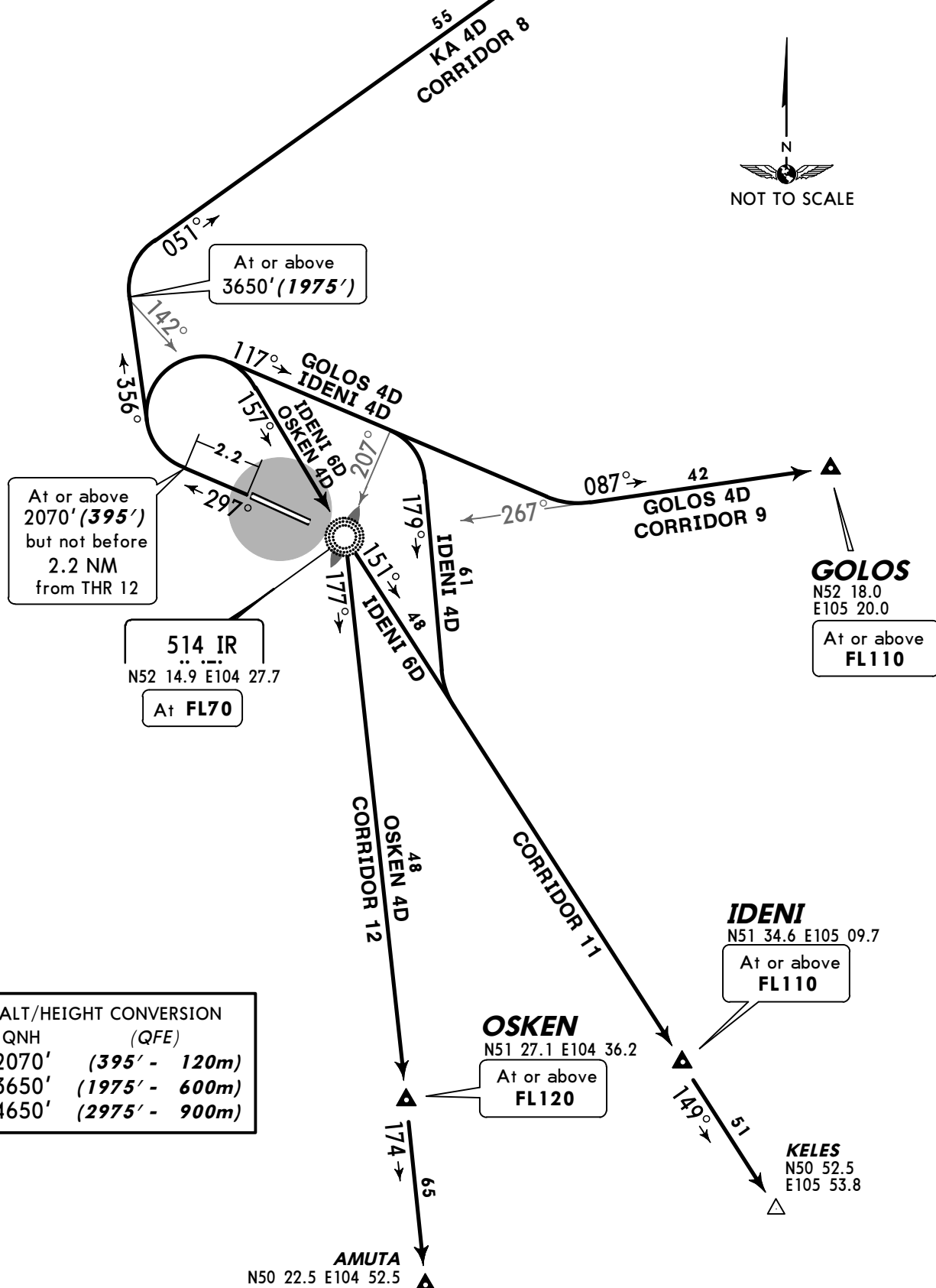
Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway.



GOLOS 4D [GOLO4D]
IDENI 4D [IDEN4D]
IDENI 6D, KA 4D
OSKEN 4D [OSKE4D]
RWY 30 DEPARTURES

OLZONY
1020 KA
N52 57.6 E105 12.8

At or above
FL90



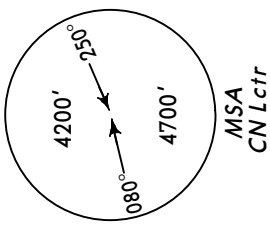
ALT/HEIGHT CONVERSION

QNH (QFE)

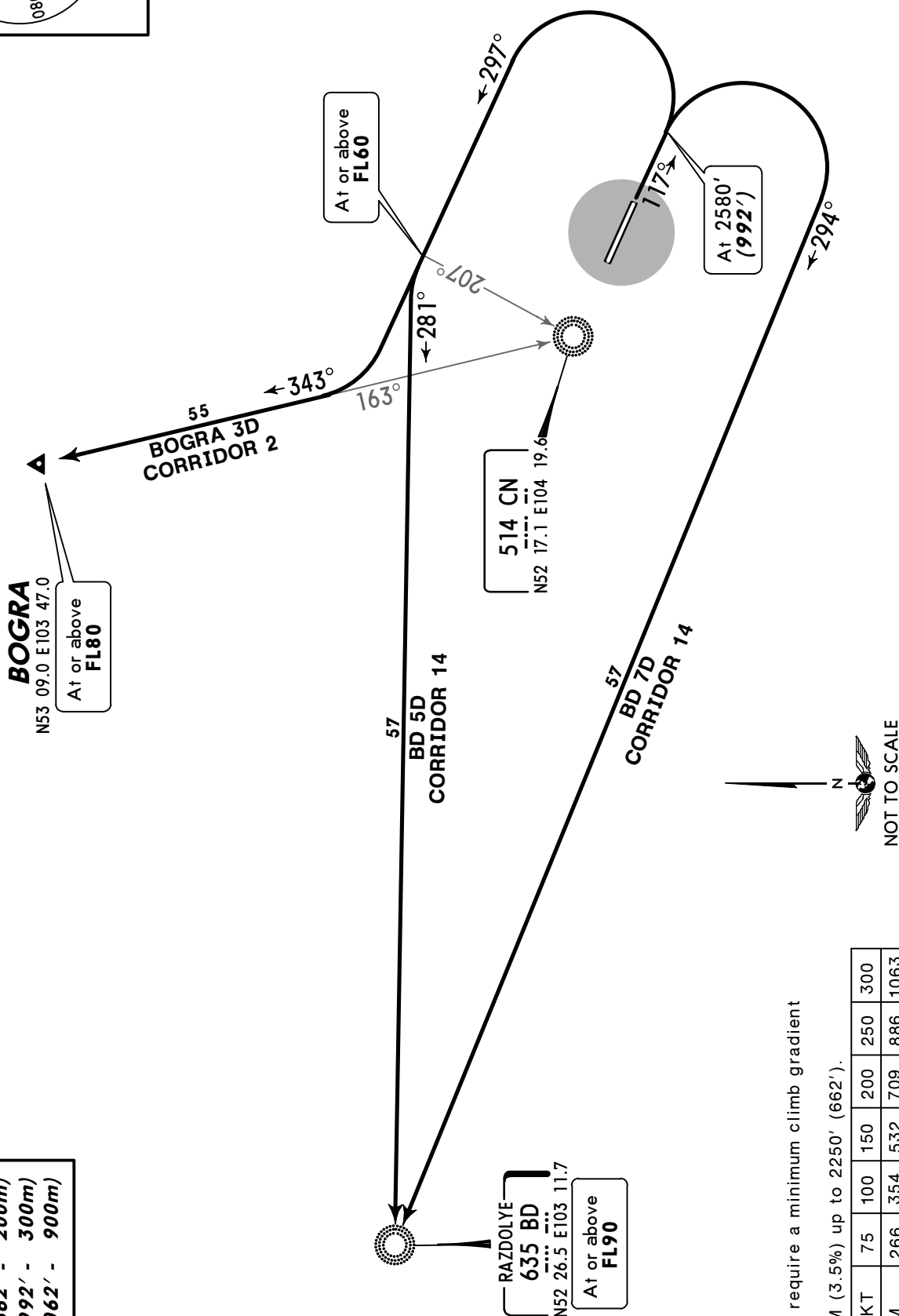
2070'	(395' - 120m)
3650'	(1975' - 600m)
4650'	(2975' - 900m)

Apt Elev
1688'

QNH on request (QFE)
Trans level: FL60 Trans alt: 4650' (3062')



BD 5D, BD 7D, BOGRA 3D [BOGR3D]
RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION

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

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

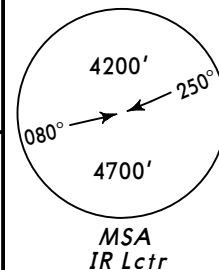
Gnd speed-KT	75	100	150	200	250	300
213' per NM	266	354	532	709	886	1063

Apt Elev
1688'

QNH on request (QFE)

Trans level: FL60 Trans alt: 4650' (2975')

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



BD 4D, BOGRA 4D [BOGR4D] RWY 30 DEPARTURES

BOGRA
N53 09.0 E103 47.0

At or above
FL80

BOGRA 4D
CORRIDOR 2



RAZDOLYE
635 BD
N52 26.5 E103 11.7

At or above
FL90

BD 4D
CORRIDOR 14

BD 4D
Turn at or above
3650' (1975')

At or above
2070' (395')
but not before
2.2 NM
from THR 12

514 IR
N52 14.9 E104 27.7

ALT/HEIGHT CONVERSION

QNH (QFE)

2070' (395' - 120m)

3650' (1975' - 600m)

4650' (2975' - 900m)

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 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

NOISE ABATEMENT

DEPARTURES (cont'd)

Restrictions both runways

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

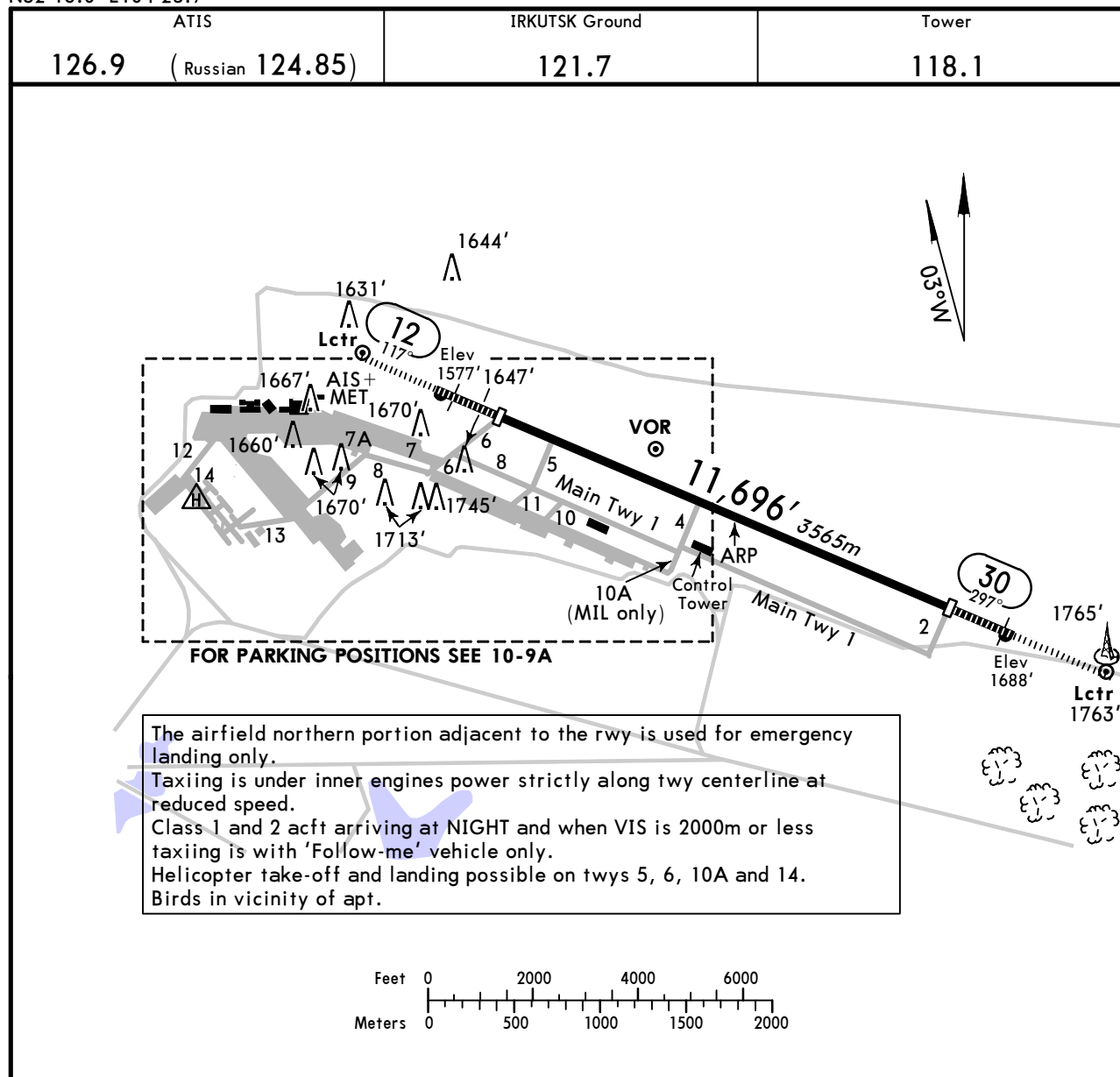
Maintaining the minimum IAS of climb is not required if it leads to the exceeding of the minimum permissible angle of attack.

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.



ADDITIONAL RUNWAY INFORMATION							
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
12 30	HIRL (60m)	HIALS	PAPI-L (angle 3.33°)	10,384' 3165m	9655' 2943m	1 2	148' 45m
					9594' 2924m		

1 TAKE-OFF RUN AVAILABLE

RWY 12:

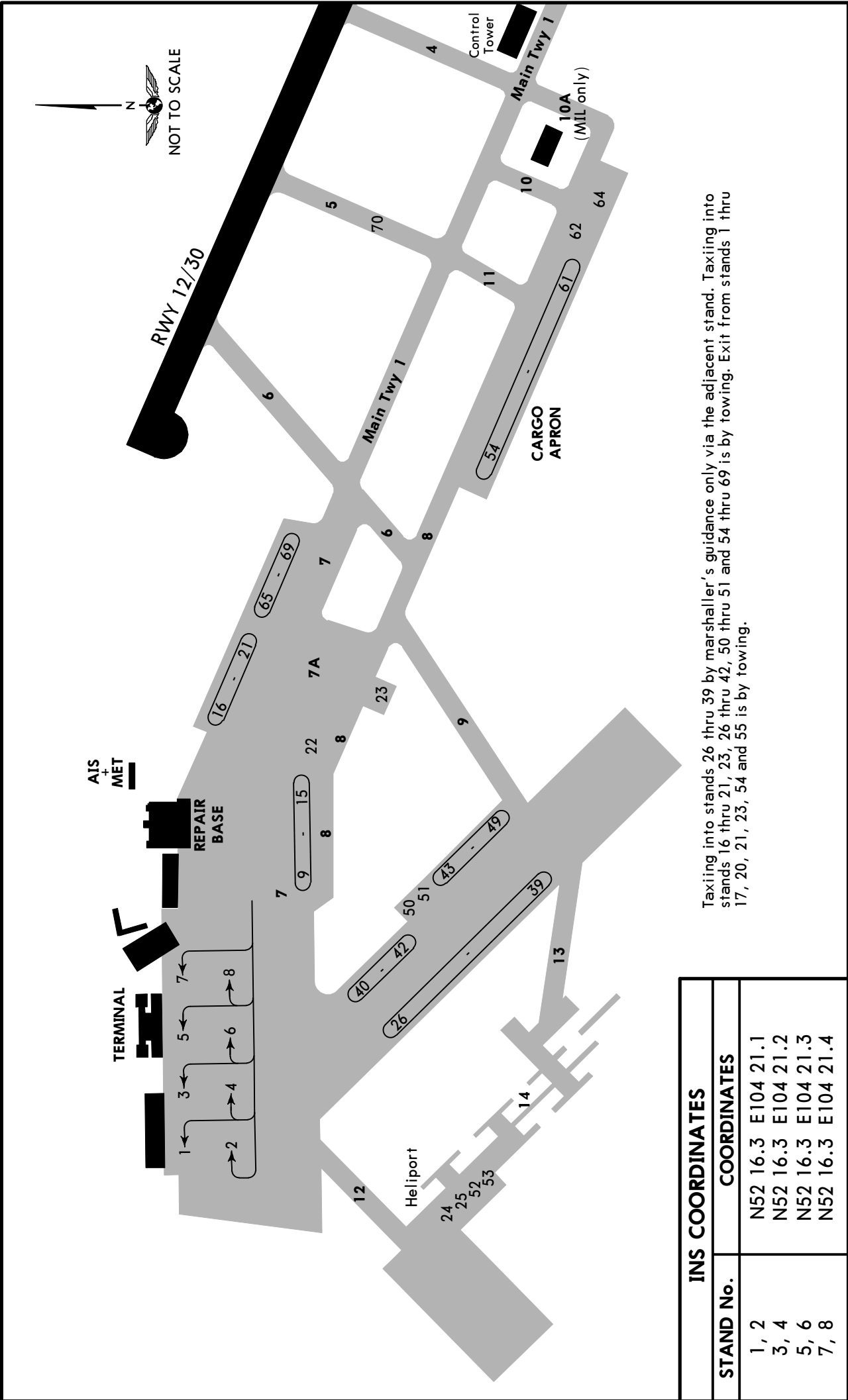
From rwy head 10,384' (3165m)
 displ thresh 9072' (2765m)
 twy 5 int 7759' (2365m)
 twy 4 int 4806' (1465m)

RWY 30:

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

2 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		
B	250m	400m
C		
D	300m	



STRAIGHT-IN RWY	A	B	C	D
12				
ILS	1788' (200')	1788' (200')	1788' (200')	1788' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	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
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
VOR	2250' (662')	2250' (662')	2250' (662')	2250' (662')
	C2600m	C2600m	C2800m	C2800m
<i>ALS out</i>	C3300m	C3300m	C3500m	C3500m
2 NDB ❶	2010' (422')	2010' (422')	2010' (422')	2010' (422')
with FAF	R1300m	R1300m	R1300m	R1300m
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
NDB ❶	1990' (402')	1990' (402')	2010' (402')	1990' (402')
with FAF	R1300m	R1300m	R1300m	R1300m
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
2 NDB or NDB w/o FAF	2340' (842')	2340' (842')	2340' (842')	2340' (842')
<i>ALS out</i>	C3300m	C3300m	C3500m	C3500m
	C4000m	C4000m	C4200m	C4200m
30				
ILS	1875' (200')	1875' (200')	1875' (200')	1875' (200') ❷
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	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
<i>ALS out</i>	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
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
2 NDB or NDB w/o FAF	3010' (1335')	3010' (1335')	3010' (1335')	3010' (1335')
	C5000m	C5000m	C5000m	C5000m

❶ Continuous Descent Final Approach.

❷ AN-124: DA(H) **1888'**(213').

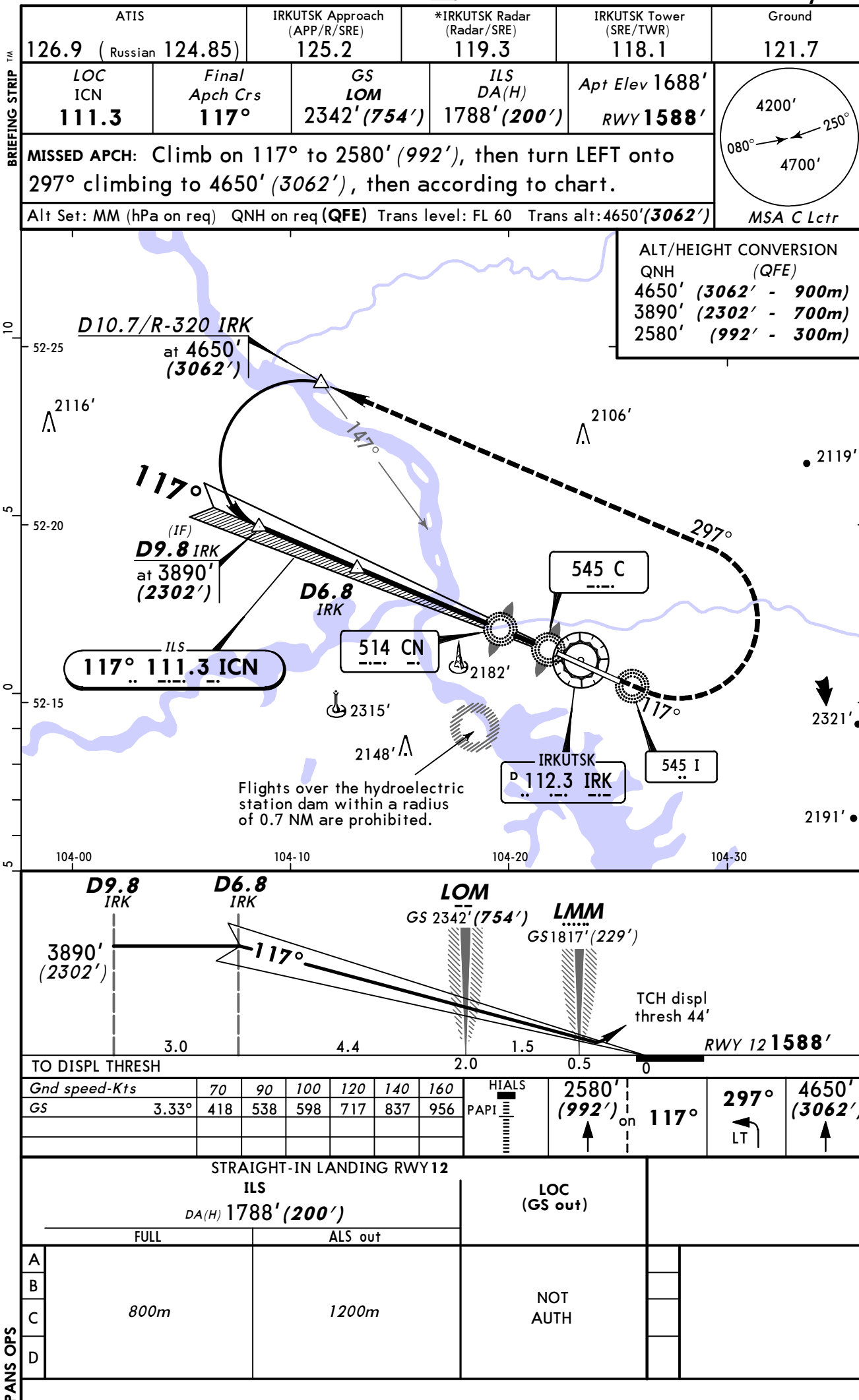
TAKE-OFF RWY 12, 30			
LVP must be in force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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 w/o FAF	2430'(842')	2430'(842')	2430'(842')	2430'(842')
	ALS out	R1200m	R1400m	R1400m	R1800m
		R1500m	R1500m	R2000m	R2000m
30	ILS	1875'(200')	1875'(200')	1875'(200')	1875'(200')①
		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 with FAF	2020'(345')	2020'(345')	2020'(345')	2020'(345')
	ALS out	R900m	R1000m	R1000m	R1400m
		R1500m	R1500m	R1800m	R2000m
	2 NDB or NDB w/o FAF	3010'(1335')	3010'(1335')	3010'(1335')	3010'(1335')
	ALS out	R1200m	R1400m	R1400m	R1800m
		R1500m	R1500m	R2000m	R2000m

① 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	250m	400m	500m
B			
C	300m		
D			



IIII/IKT IRKUTSK

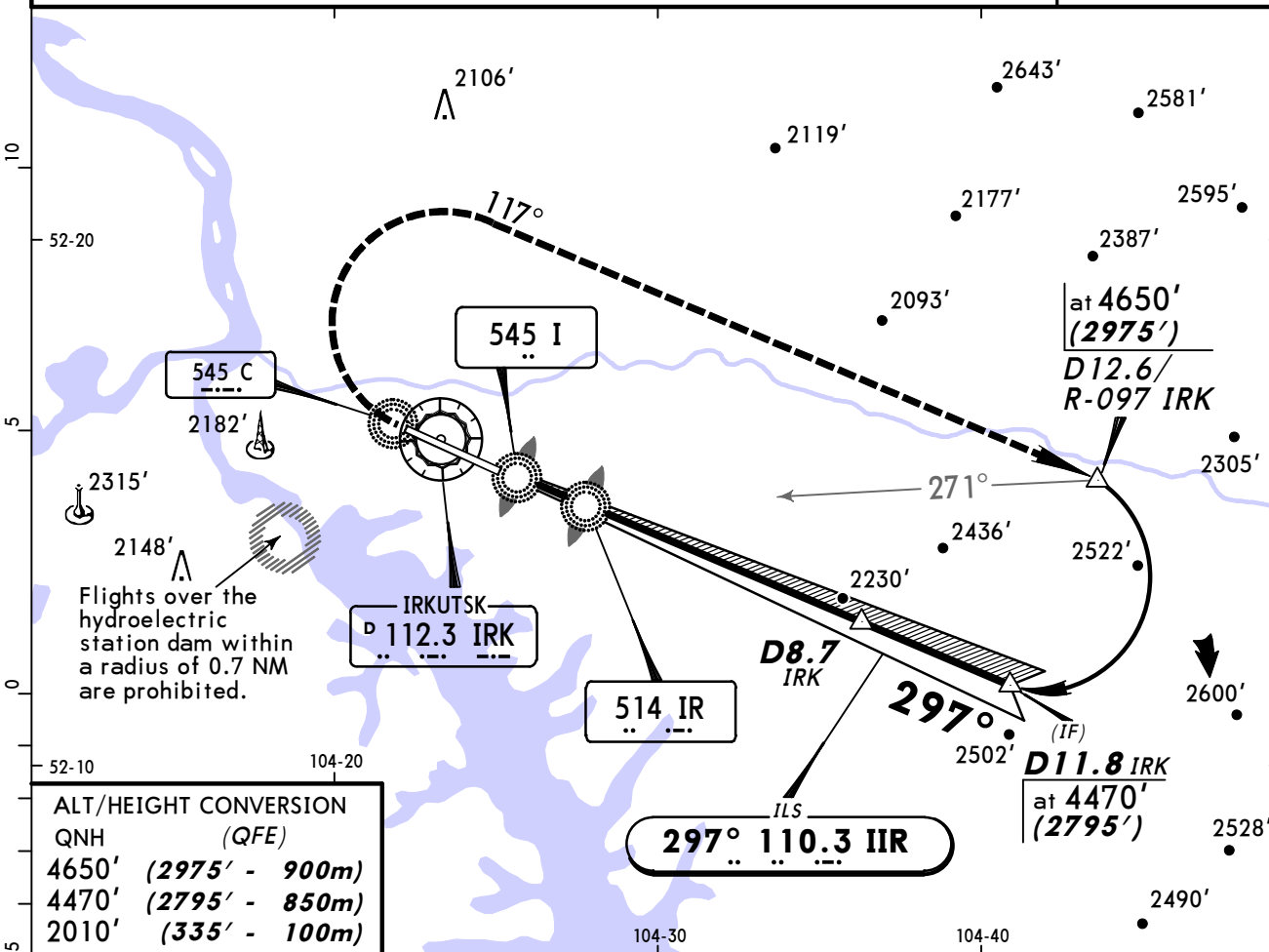
16 DEC 11 **11-2**

IRKUTSK, RUSSIA ILS Rwy 30

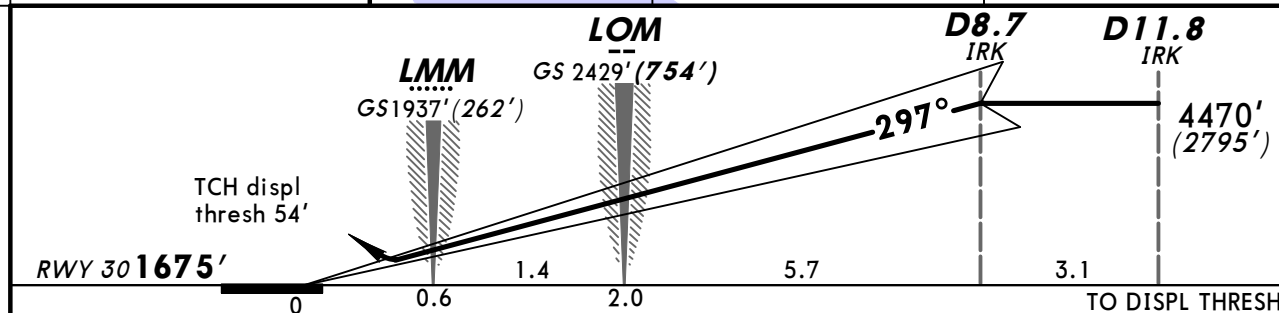
BRIEFING STRIP

ATIS 126.9 (Russian 124.85)		IRKUTSK Approach (APP/R/SRE) 125.2		*IRKUTSK Radar (Radar/SRE) 119.3		IRKUTSK Tower (SRE/TWR) 118.1		Ground 121.7	
LOC IIR 110.3		Final Apch Crs 297°		GS LOM 2429'(754')		ILS DA(H) 1875'(200')		Apt Elev 1688' RWY 1675'	
MISSED APCH: Climb on 297° to 2010'(335'), then turn RIGHT onto 117° climbing to 4650'(2975'), then according to chart.									A circular diagram with a horizontal line. An arrow points right from the center, labeled 080°. Another arrow points up and to the right, labeled 250°. A third arrow points down and to the right, labeled 4700'. A fourth arrow points up and to the left, labeled 4200'.
Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: FL 60 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	TO DISPL THRESH			
GS	3.33°	418	538	598	717	837	956	2010' (335')	117°	4650' (2975')

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

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

CHANGES: Lctr C and I frequency.

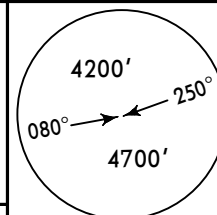
© JEPPESEN, 2000, 2011. ALL RIGHTS RESERVED.

UIII/IKT
IRKUTSK

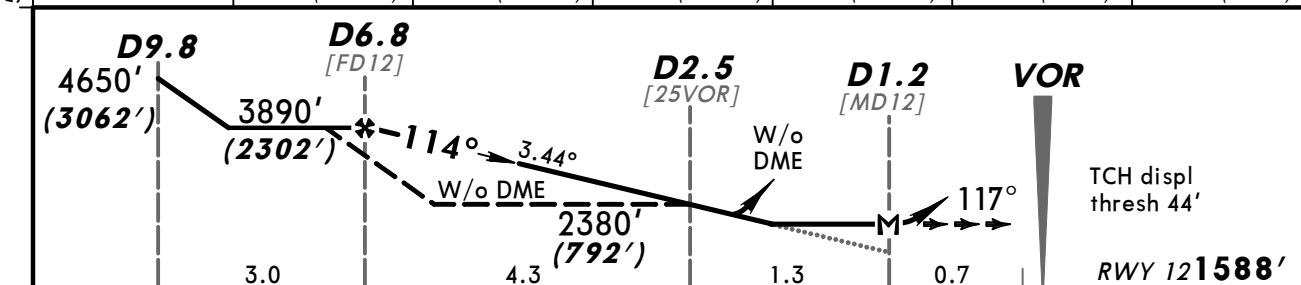
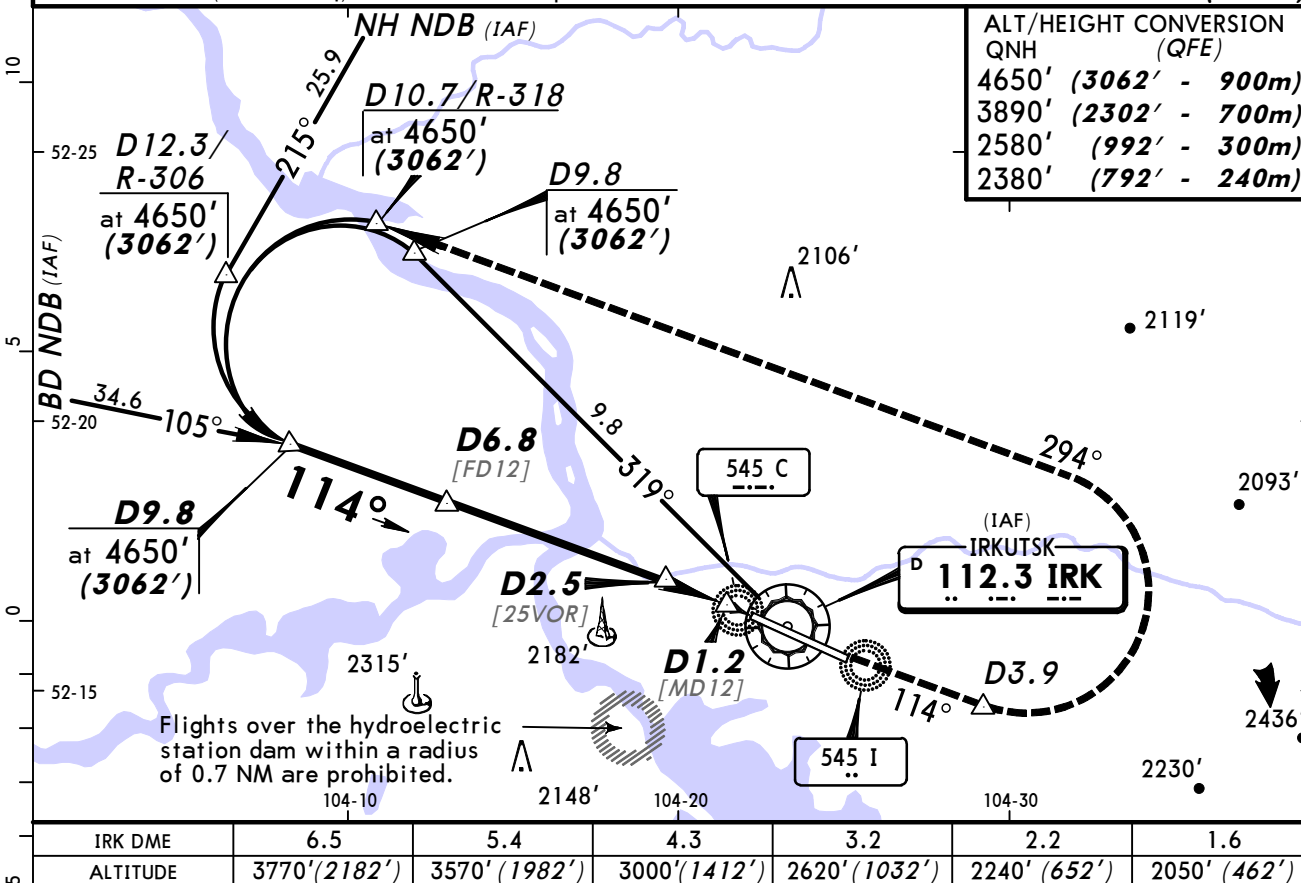
JEPPESSEN
16 DEC 11 (13-1)

IRKUTSK, RUSSIA
VOR DME Rwy 12

ATIS 126.9 (Russian 124.85)	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 114°	With DME Minimum Alt D6.8 3890' (2302')	With DME MDA(H) 2000' (412')	Apt Elev 1688'
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 2250' (662')	RWY 1588'
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.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4650' (3062')				



MSA
IRK VOR

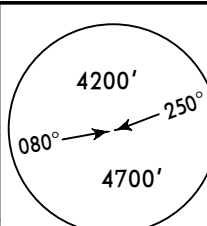


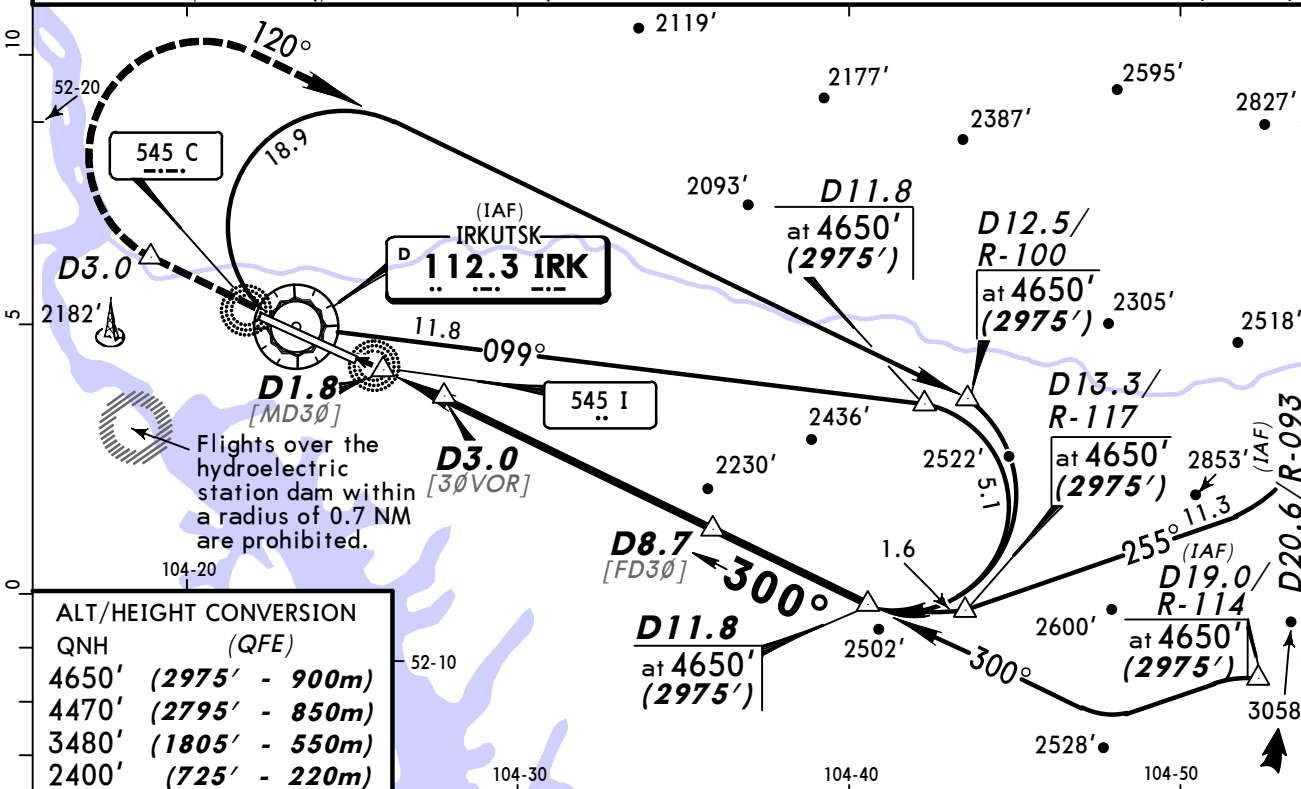
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.44°	426	548	609	730	852	974
With DME: MAP at D1.2						

STRAIGHT-IN LANDING RWY12				HIALS PAPI		2580' (992') or above	D3.9
With DME		W/o DME					
MDA(H) 2000' (412')		MDA(H) 2250' (662')					
ALS out		ALS out					
A	800m	1600m					
B							
C	1200m						
D	1600m	2000m					

CHANGES: Lctr C and I frequency.

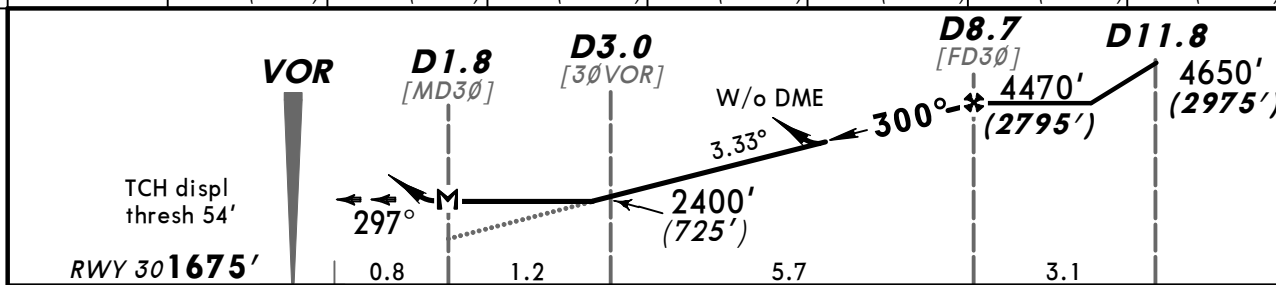
© JEPPESSEN, 2000, 2011. ALL RIGHTS RESERVED.

ATIS 126.9 (Russian 124.85)	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 300°	With DME Minimum Alt D8.7 4470' (2795') W/o DME Minimum Alt No FAF	With DME MDA(H) 2020' (345') W/o DME MDA(H) 2900' (1225')	Apt Elev 1688' RWY 1675'
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.				 MSA IRK VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 Trans alt: 4650' (2975')				



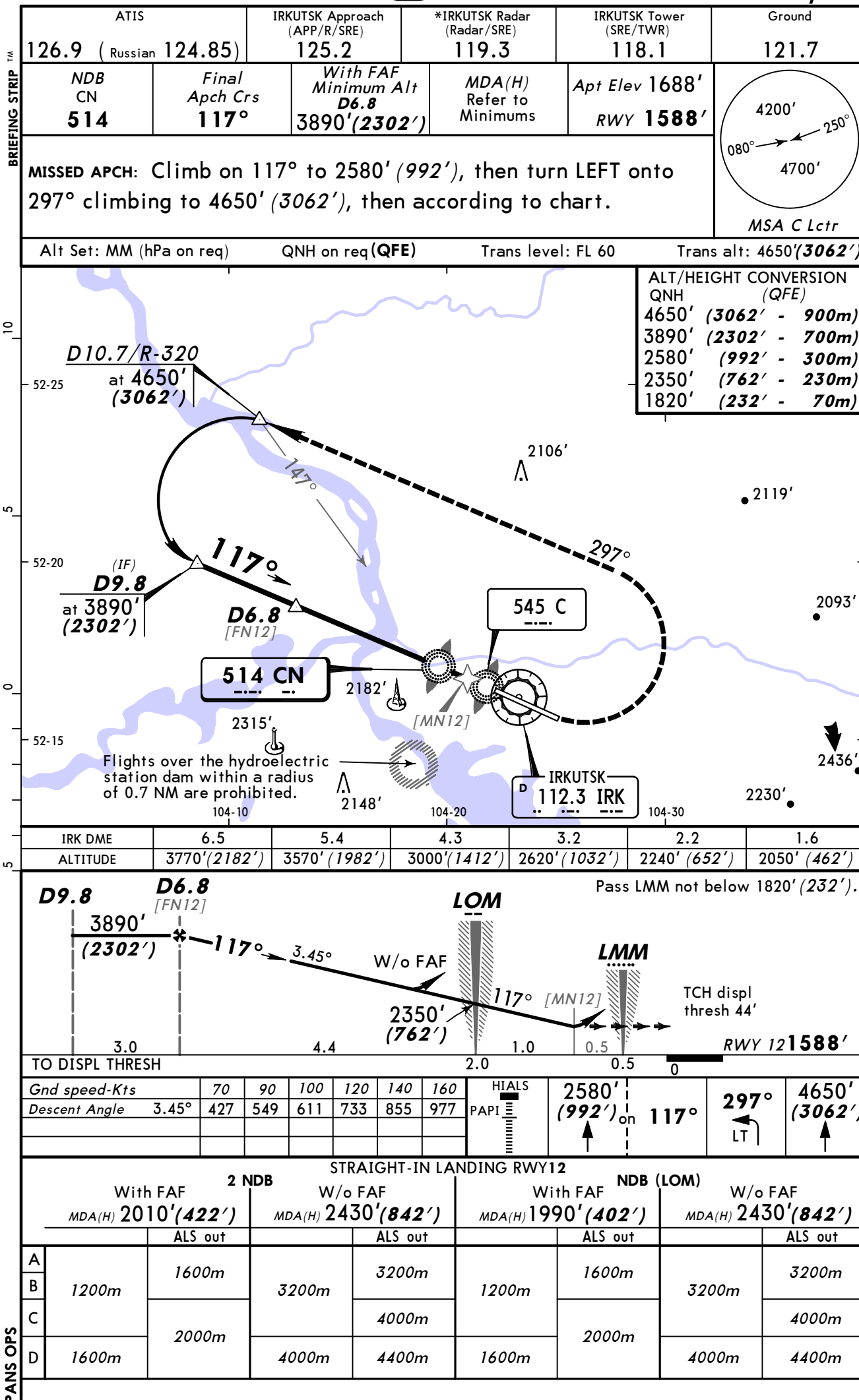
ALT/HEIGHT CONVERSION	
QNH	(QFE)
4650' (2975' - 900m)	
4470' (2795' - 850m)	
3480' (1805' - 550m)	
2400' (725' - 220m)	

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								

STRAIGHT-IN LANDING RWY30				HIALS PAPI		3480' (1805') or above	D3.0
With DME MDA(H) 2020' (345')		W/o DME MDA(H) 2900' (1225')					
ALS out		ALS out					
A							
B	800m	1600m	3200m	3200m			
C			4000m	4800m			
D	1600m	2000m					



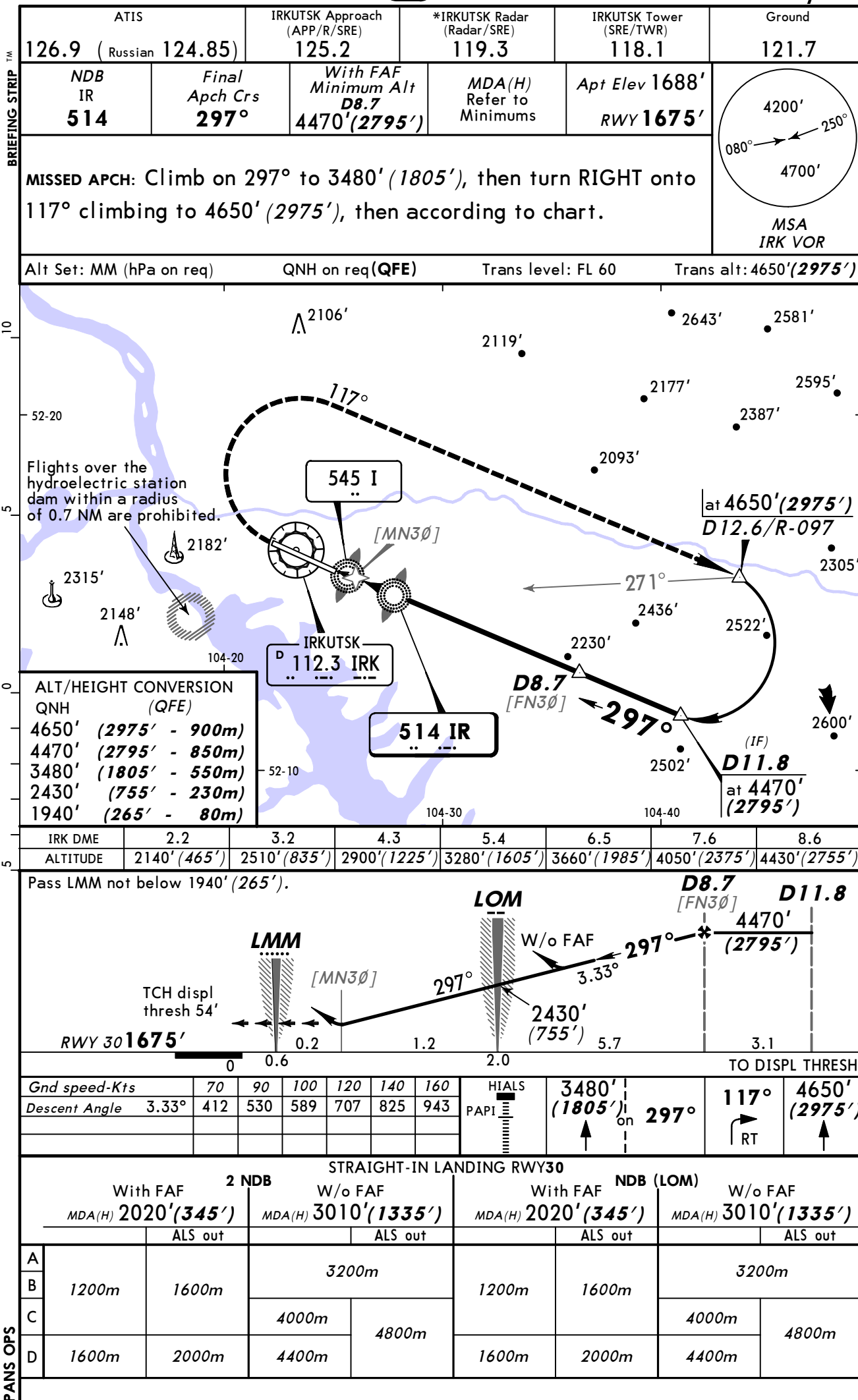


Chart changes since cycle 07-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
IRKUTSK, (IRKUTSK - UIII)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices 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.

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.