

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UIII

Terminal Charts For UIII

Revision Letter For Cycle 08-2013

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: 3.5°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: 2207 Z
Sunset: 1159 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

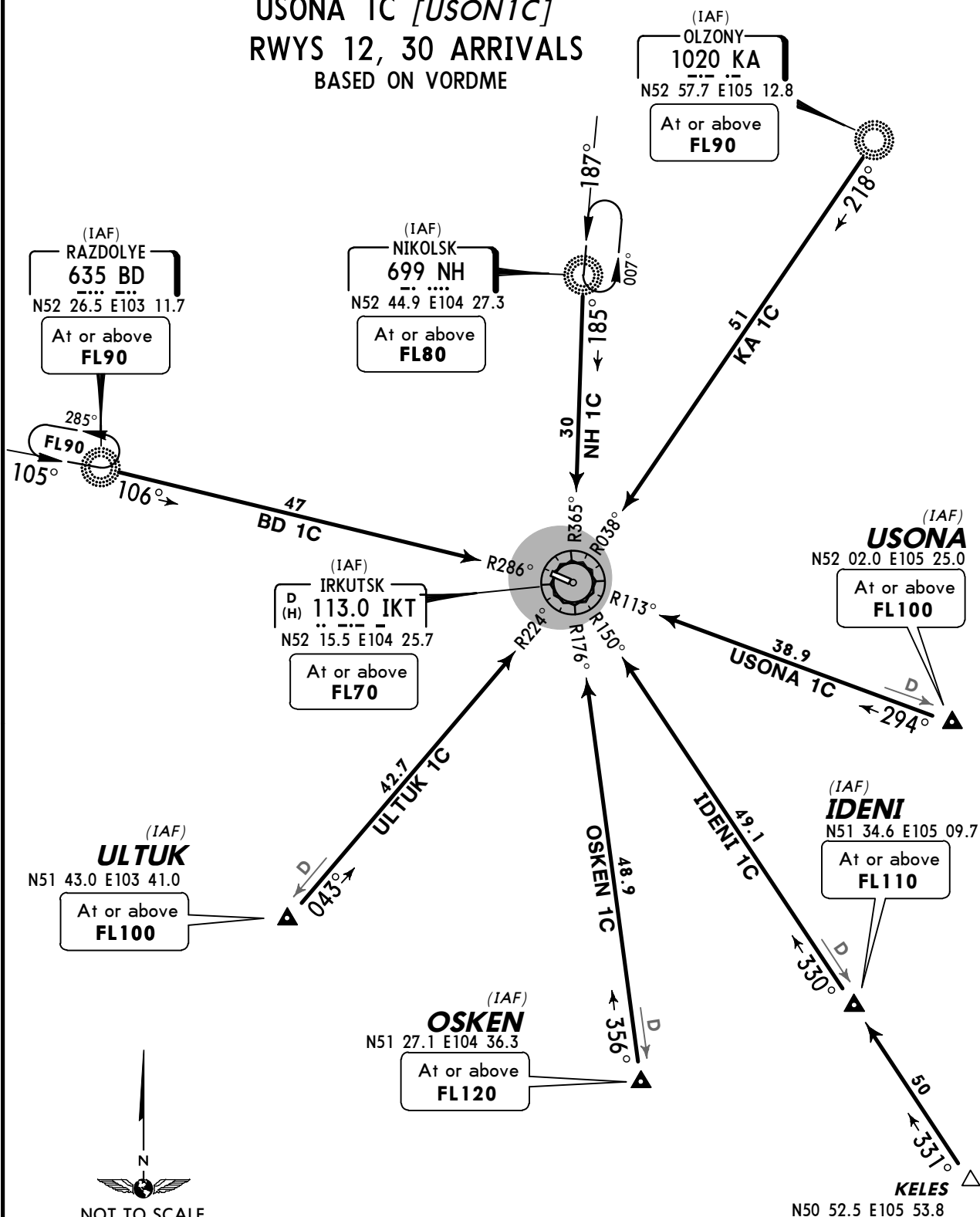
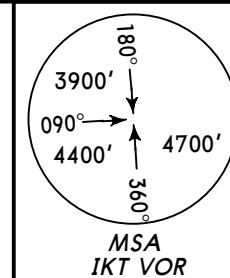
ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

Alt set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5300' (3612')

(QFE)

BD 1C
IDENI 1C [IDEN1C]
NH 1C, KA 1C
OSKEN 1C [OSKE1C]
ULTUK 1C [ULTU1C]
USONA 1C [USON1C]
RWYS 12, 30 ARRIVALS
BASED ON VORDME



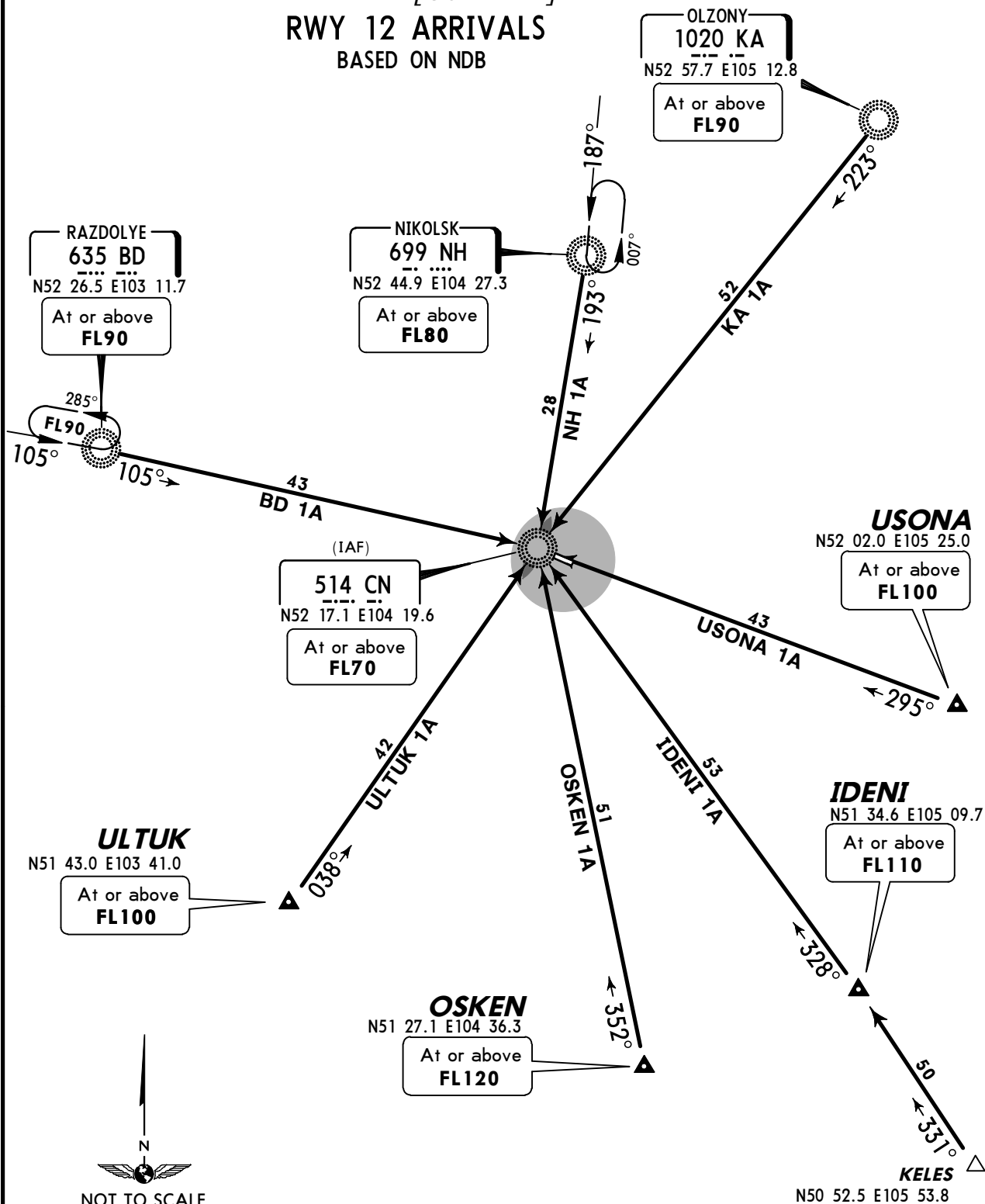
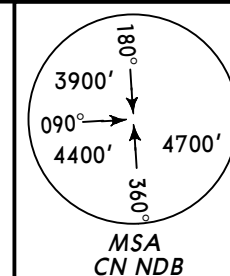
ALT/HEIGHT CONVERSION
QNH (QFE)
5300' (3612' - 1100m)

ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3712')

BD 1A
IDENI 1A [IDEN1A]
NH 1A, KA 1A
OSKEN 1A [OSKE1A]
ULTUK 1A [ULTU1A]
USONA 1A [USON1A]
RWY 12 ARRIVALS
BASED ON NDB



ALT/HEIGHT CONVERSION
QNH (QFE)
5300' (3712' - 1100m)

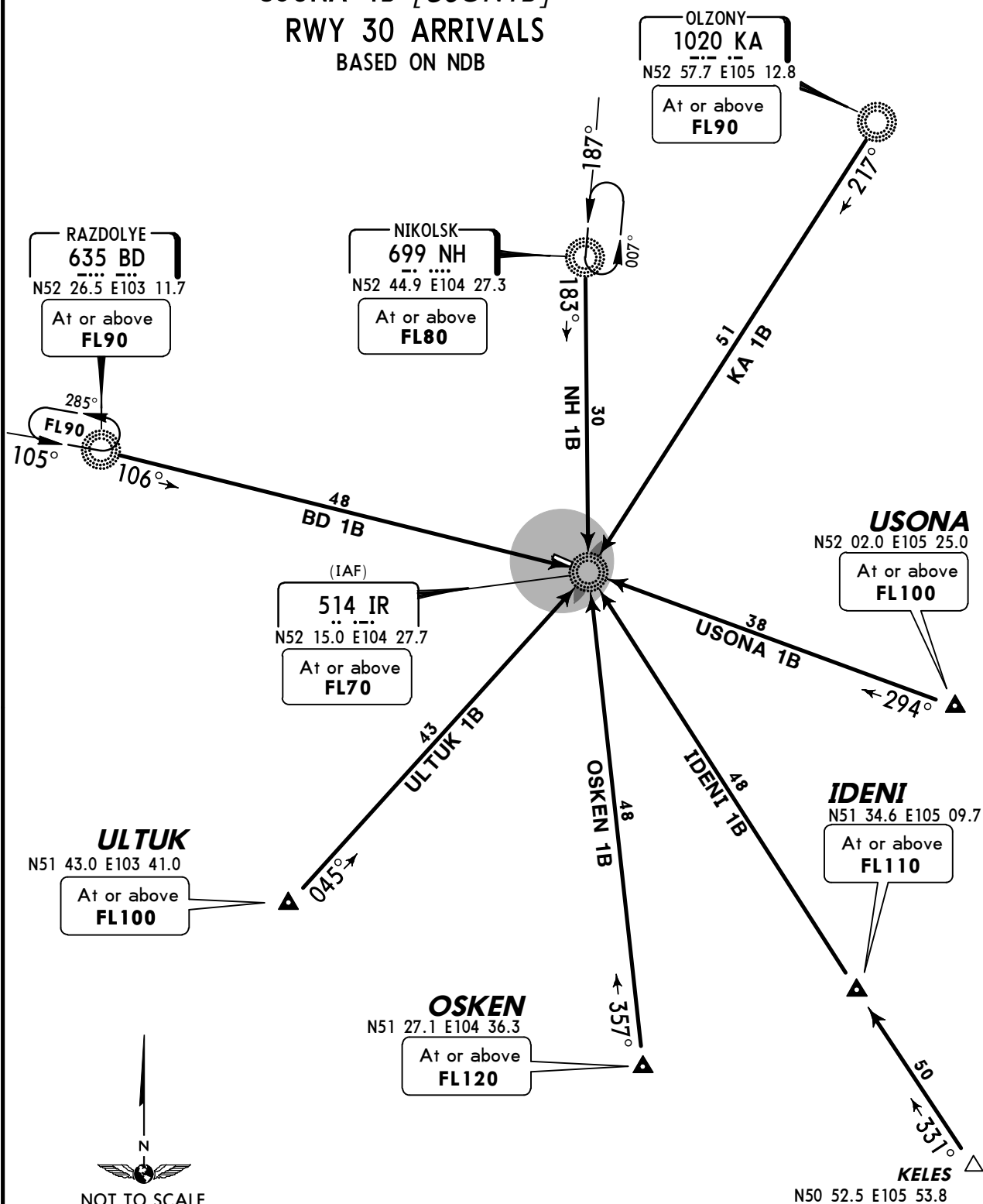
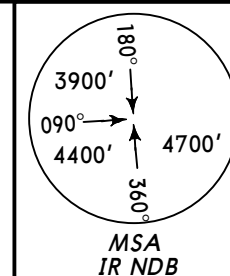
ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

Alt set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5300' (**3625'**)

(QFE)

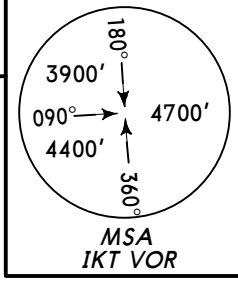
BD 1B
IDENI 1B [IDEN1B]
NH 1B, KA 1B
OSKEN 1B [OSKE1B]
ULTUK 1B [ULTU1B]
USONA 1B [USON1B]
RWY 30 ARRIVALS
BASED ON NDB



ALT/HEIGHT CONVERSION
QNH (QFE)
5300' (**3625' - 1100m**)

Apt Elev
1688'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3712')



**GOLOS 1E [GOLO1E], IDENI 1E [IDEN1E]
KA 1E, OSKEN 1E [OSKE1E]
RWY 12 DEPARTURES
BASED ON VORDME**

IRKUTSK
D (H) 113.0 IKT
N52 15.5 E104 25.7

OLZONY
1020 KA
N52 57.7 E105 12.8
At or above
FL90

GOLOS
N52 18.0
E105 20.0
At or above
FL100

IDENI
N51 34.6 E105 09.7
At or above
FL110

OSKEN
N51 27.1 E104 36.3
At or above
FL120

KELES
N50 52.5 E105 53.8



ALT/HEIGHT CONVERSION

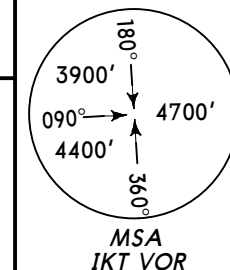
QNH	(QFE)
2250'	(662' - 200m)
5300'	(3712' - 1100m)

These SIDs require a minimum climb gradient of 3.4% up to 2250' (662').

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V(fpm)	258	344	516	689	861	1033

Apt Elev
1688'

QNH on request **(QFE)**
Trans level: FL70 Trans alt: 5300' **(3625')**



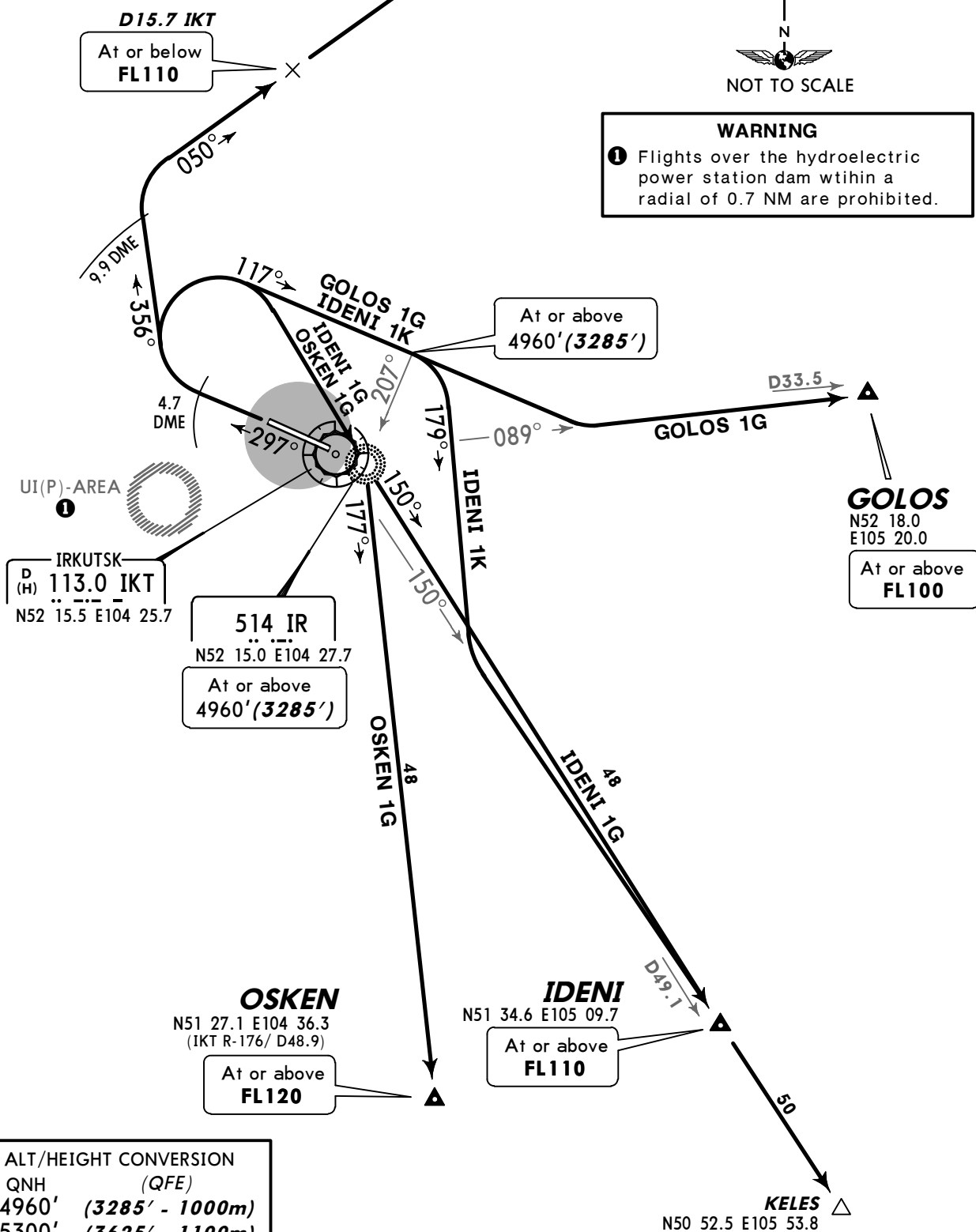
GOLOS 1G [GOLO1G]
IDENI 1G [IDEN1G]
IDENI 1K [IDEN1K]
KA 1G

OSKEN 1G [OSKE1G]
RWY 30 DEPARTURES
BASED ON VORDME

OLZONY
1020 KA
N52 57.7 E105 12.8
At or above
FL90

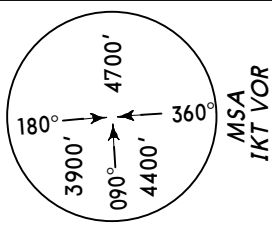


WARNING
① Flights over the hydroelectric power station dam within a radial of 0.7 NM are prohibited.

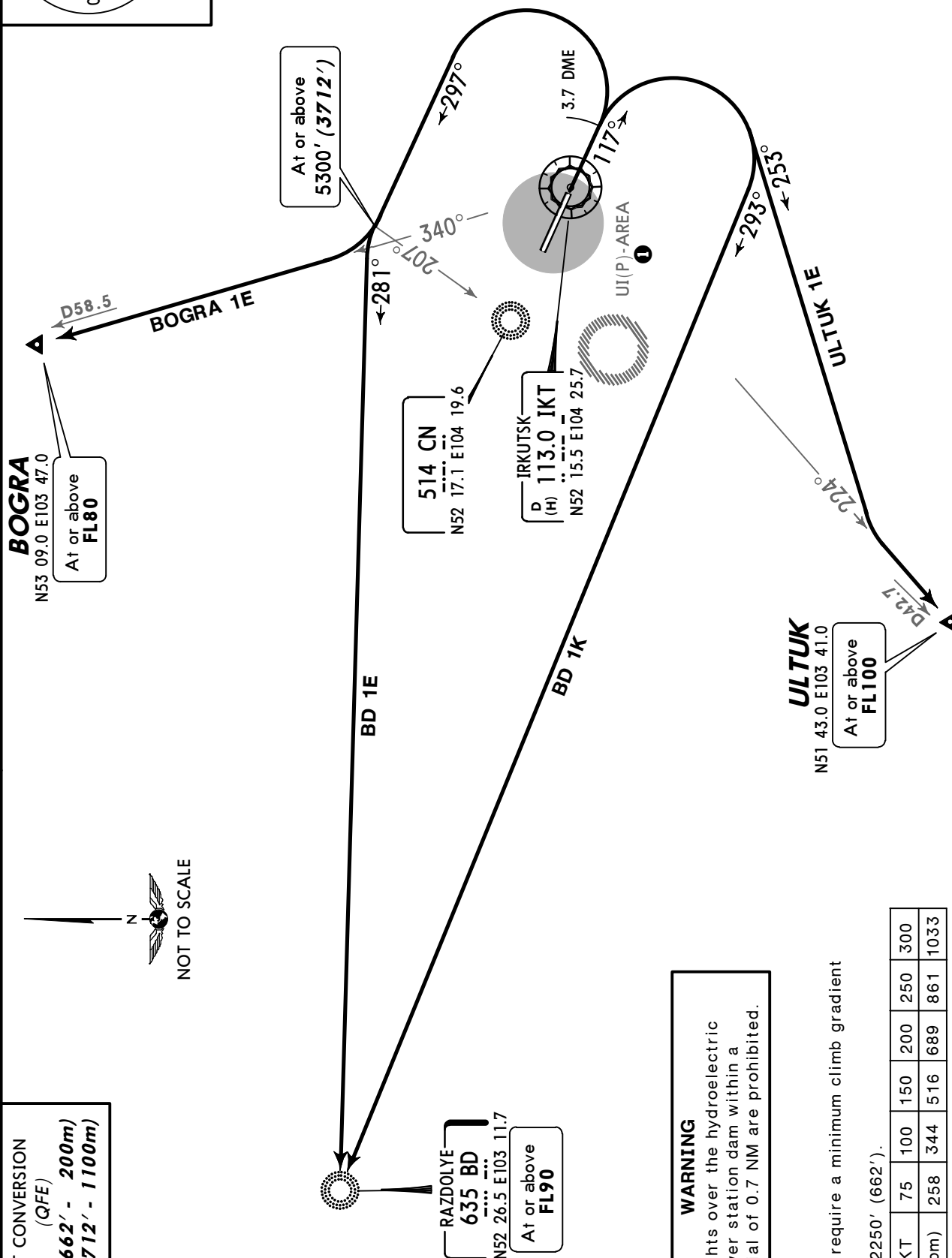


Apt Elev
1688'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3712')



BD 1E, BD 1K, BOGRA 1E [BOGR1E]
ULTUK 1E [ULTU1E]
RWY 12 DEPARTURES
BASED ON VORDME



ALT/HEIGHT CONVERSION
(QFE)

2250'	(662' - 200m)
5300'	(3712' - 1100m)

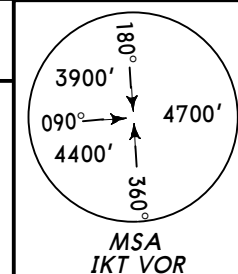
WARNING
① Flights over the hydroelectric power station dam within a radial of 0.7 NM are prohibited.

These SIDs require a minimum climb gradient of 3.4% up to 2250' (662').

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V(fpm)	258	344	516	689	861	1033

Apt Elev
1688'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3625')



**BD 1G, BOGRA 1G [BOGR1G]
ULTUK 1G [ULTU1G]
RWY 30 DEPARTURES
BASED ON VORDME**

BOGRA
N53 09.0 E103 47.0
At or above
FL80

RAZDOLYE
635 BD
N52 26.5 E103 11.7
At or above
FL90

D15.7 IKT
At or below
FL110

At or below
FL110

33
BD 1G

9.9 DME

276°

15.7 DME

340°

BOGRA 1G

D58.5



IRKUTSK
D (H) **113.0 IKT**
N52 15.5 E104 25.7



514 IR
N52 15.0 E104 27.7
At or above
4960' (3285')

UI(P)-AREA
1



356°

4.7 DME

297°

226°

43
ULTUK 1G

ULTUK
N51 43.0 E103 41.0
(IKT R-224/ D42.7)
At or above
FL100

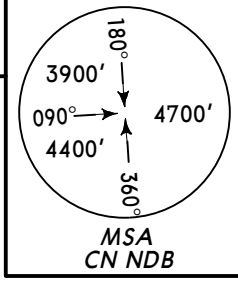
WARNING

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

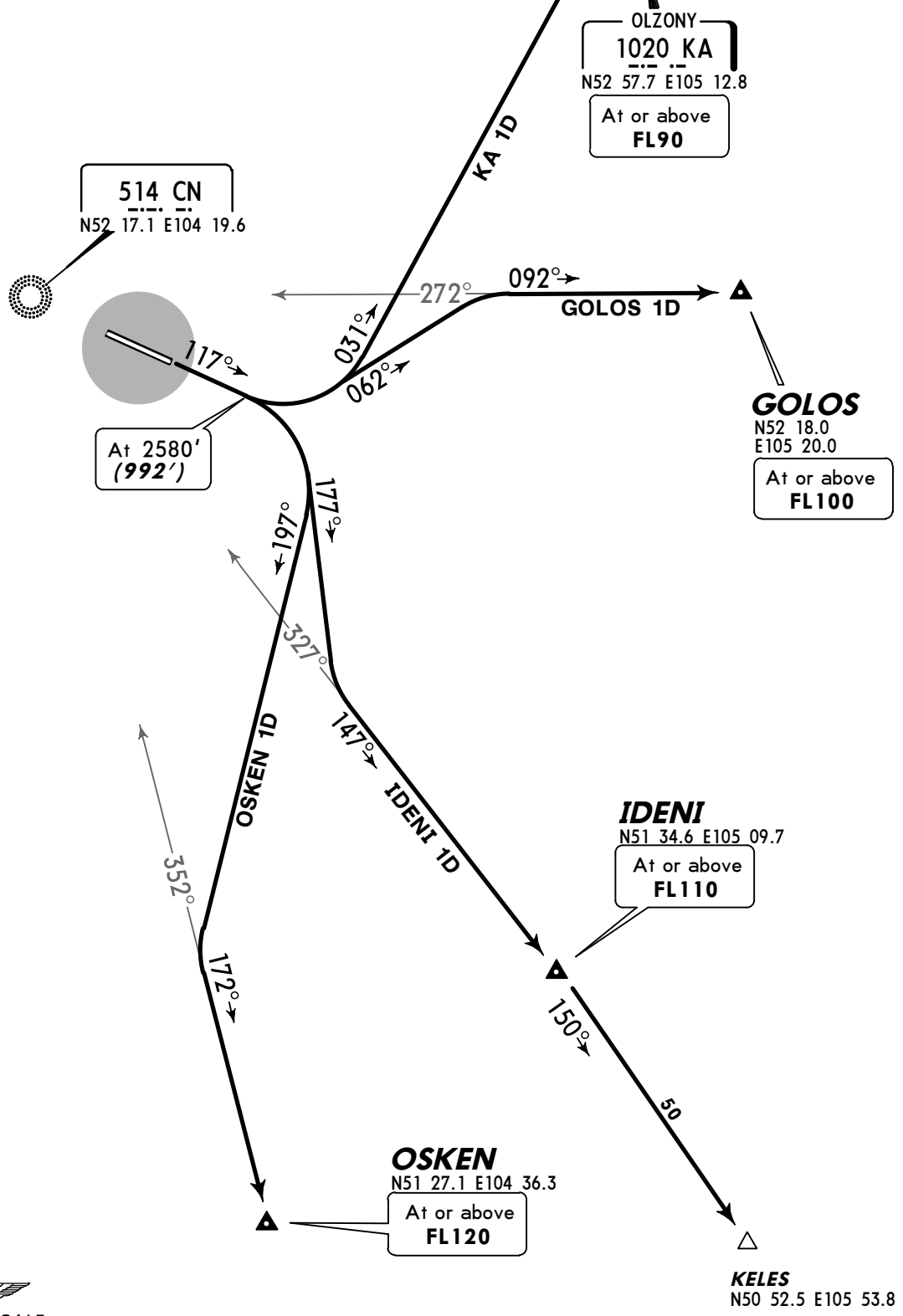
ALT/HEIGHT CONVERSION
QNH (QFE)
4960' (3285' - 1000m)
5300' (3625' - 1100m)

Apt Elev
1688'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3712')



GOLOS 1D [GOLO1D], IDENI 1D [IDEN1D]
KA 1D, OSKEN 1D [OSKE1D]
RWY 12 DEPARTURES
BASED ON NDB



ALT/HEIGHT CONVERSION

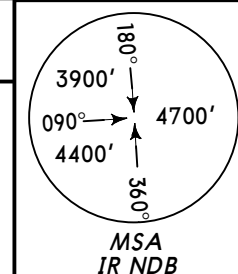
QNH	(QFE)
2250'	(662' - 200m)
2580'	(992' - 300m)
5300'	(3712' - 1100m)

These SIDs require a minimum climb gradient of 3.4% up to 2250' (662').

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V(fpm)	258	344	516	689	861	1033

Apt Elev
1688'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3625')



GOLOS 1F [GOLO1F]
IDENI 1F [IDEN1F]
IDENI 1J [IDEN1J]
KA 1F
OSKEN 1F [OSKE1F]
RWY 30 DEPARTURES
BASED ON NDB

OLZONY
1020 KA
N52 57.7 E105 12.8

At or above
FL90

14.6 NM from
N52 15.7 E104 23.7

At or below
FL110



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

At
2110' (435')
but not before
DER of THR 12

UI(P)-AREA
①

514 IR
N52 15.0 E104 27.7

At or above
4960' (3285')

At or above
4960' (3285')

GOLOS
N52 18.0
E105 20.0

At or above
FL100

OSKEN
N51 27.1 E104 36.3

At or above
FL120

IDENI
N51 34.6 E105 09.7

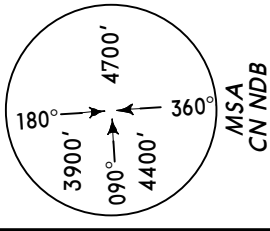
At or above
FL110

KELES
N50 52.5 E105 53.8

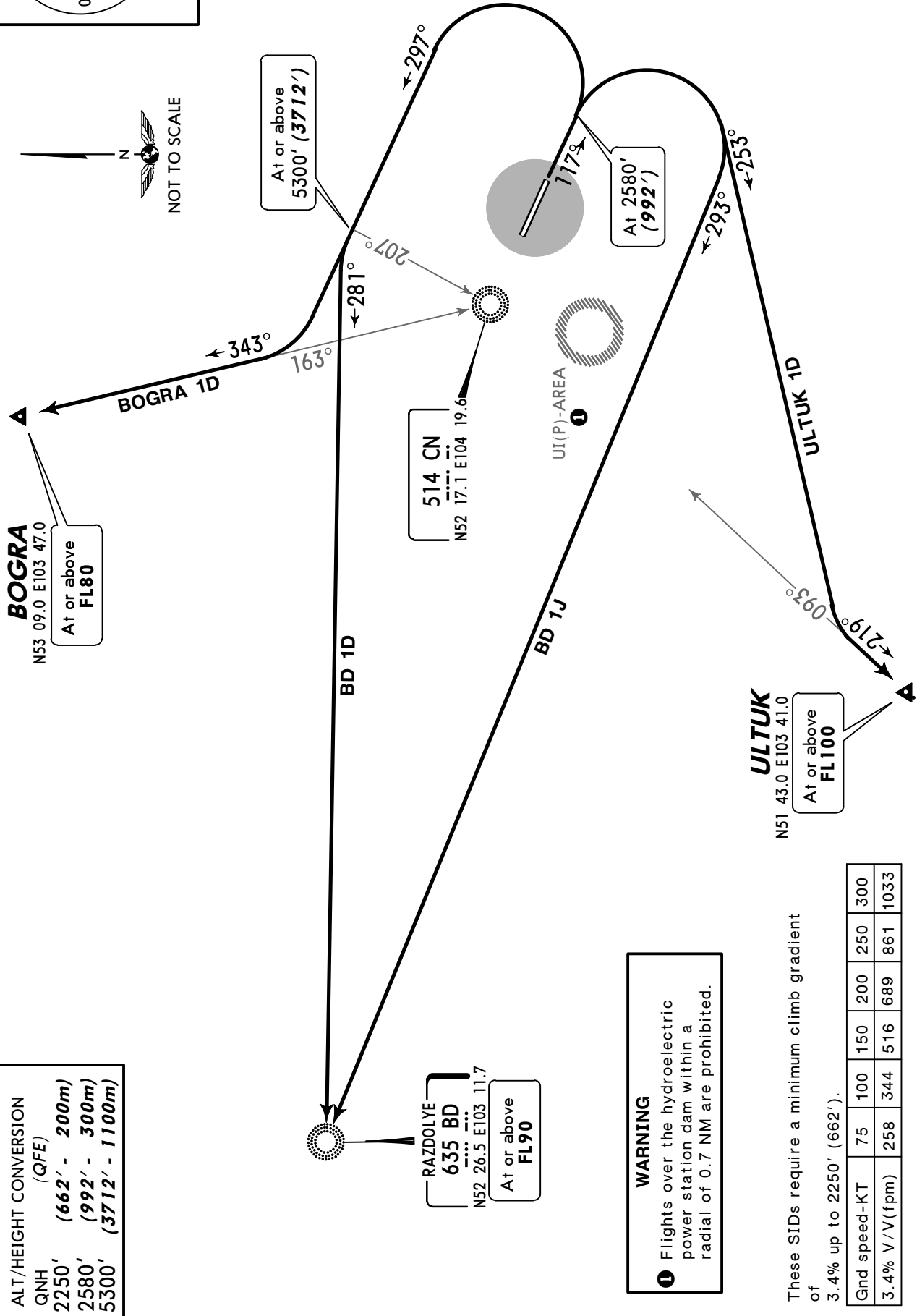
ALT/HEIGHT CONVERSION
QNH (QFE)
2110' (435' - 130m)
4960' (3285' - 1000m)
5300' (3625' - 1100m)

Apt Elev
1688'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3712')

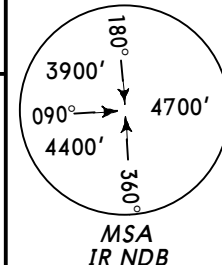


BD 1D, BD 1J, BOGRA 1D [BOGR1D]
ULTUK 1D [ULTU1D]
RWY 12 DEPARTURES
BASED ON NDB



Apt Elev
1688'

QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3625')



BD 1F, BOGRA 1F [BOGR1F]
ULTUK 1F [ULTU1F]
RWY 30 DEPARTURES
BASED ON NDB

BOGRA
N53 09.0 E103 47.0

At or above
FL80



RAZDOLYE
635 BD
N52 26.5 E103 11.7

At or above
FL90

13.5 NM from
N52 15.7 E104 23.7

At or below
FL110

13.5 NM from
N52 15.7 E104 23.7

At or below
FL110

34
BD 1F

WARNING

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

At
2110' (435')
but not before
DER of THR 12

UI(P)-AREA

ULTUK
N51 43.0 E103 41.0

At or above
FL100

514 IR
N52 15.0 E104 27.7

At or above
4960' (3285')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2110'	(435' - 130m)
4960'	(3285' - 1000m)
5300'	(3625' - 1100m)

NOISE ABATEMENT

SUMMER: LT minus 10 HOURS = UTC(Z)
WINTER: LT minus 9 HOURS = UTC(Z)

GENERAL

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

Between 2300-0600LT noise restriction shall be imposed for take-off and landing of the following ACFT types:

TU-134A, 134B, 154B, 154M with engines D-30KU-154 without sound-absorbing construction; IL-62M with engines NK-8-4 or D-30KU (except D-30KU II series with sound-absorbing construction), IL-86, 76 with engines D-30KP, YAK-42 with engines D-36 without sound-absorbing construction. This restriction does not apply for VIP flights, medical, search and rescue flights, flights with slots confirmed earlier.

ARRIVALS

APPROACH PHASE

Runway 30 is the preferential RWY 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.

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

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

cont'd

NOISE ABATEMENT

DEPARTURES (cont'd)

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.

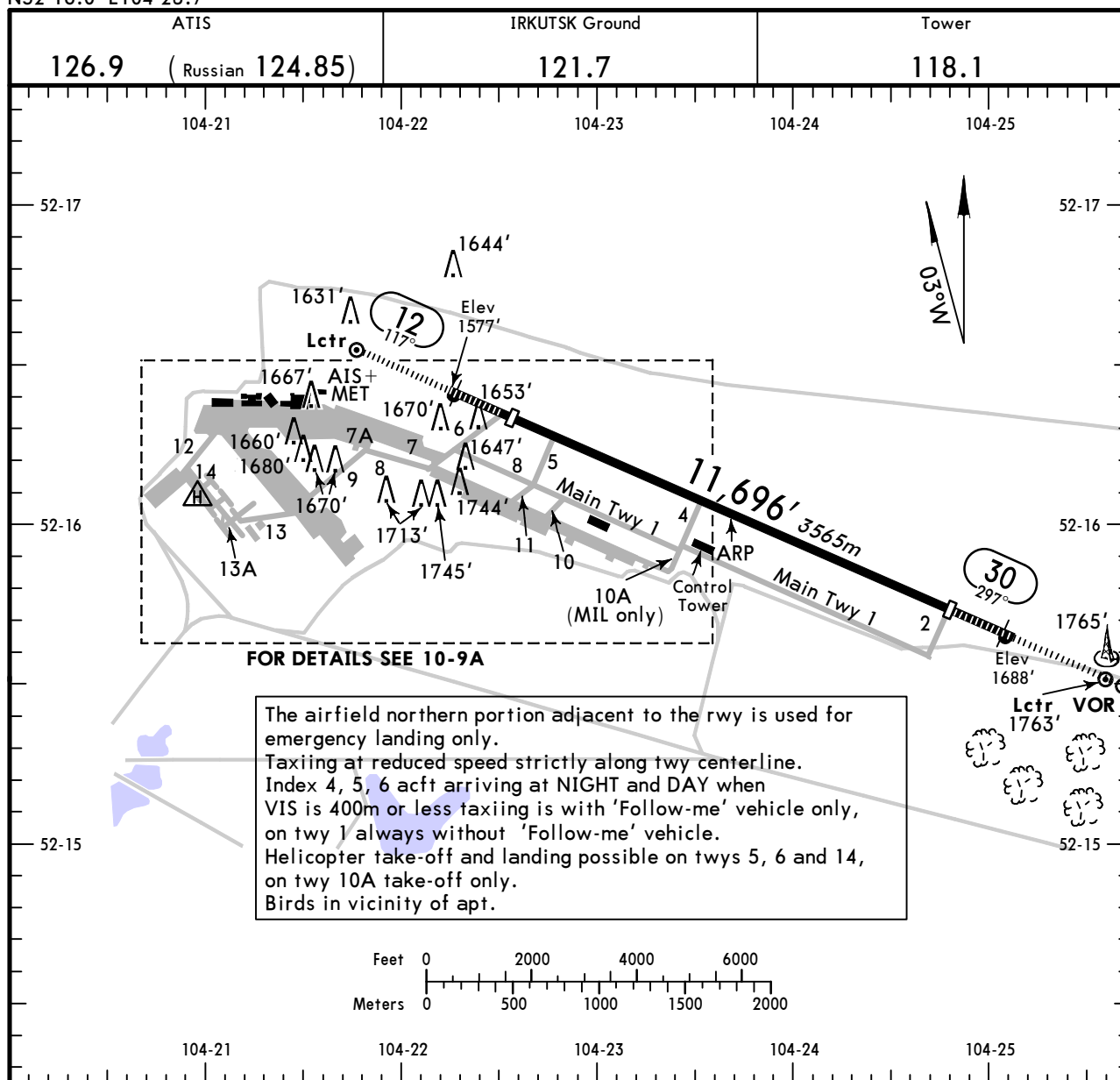
Maintaining the minimum IAS of climb is not required if it leads to the exceeding of the minimum permissible angle of attack.

The reduction of power shall not be applied until:

- reaching 2680' (992' - 300m)
- the established standard power mode enables with maximum certified take-off mass to maintain the minimum climb gradient of 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
				LANDING	BEYOND		
				Threshold	Glide Slope		
12	30	HIRL (60m)	HIALS PAPI-L (angle 3.33°)	10,384' 3165m	9637' 2937m 9287' 2831m	1 2	148' 45m

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)

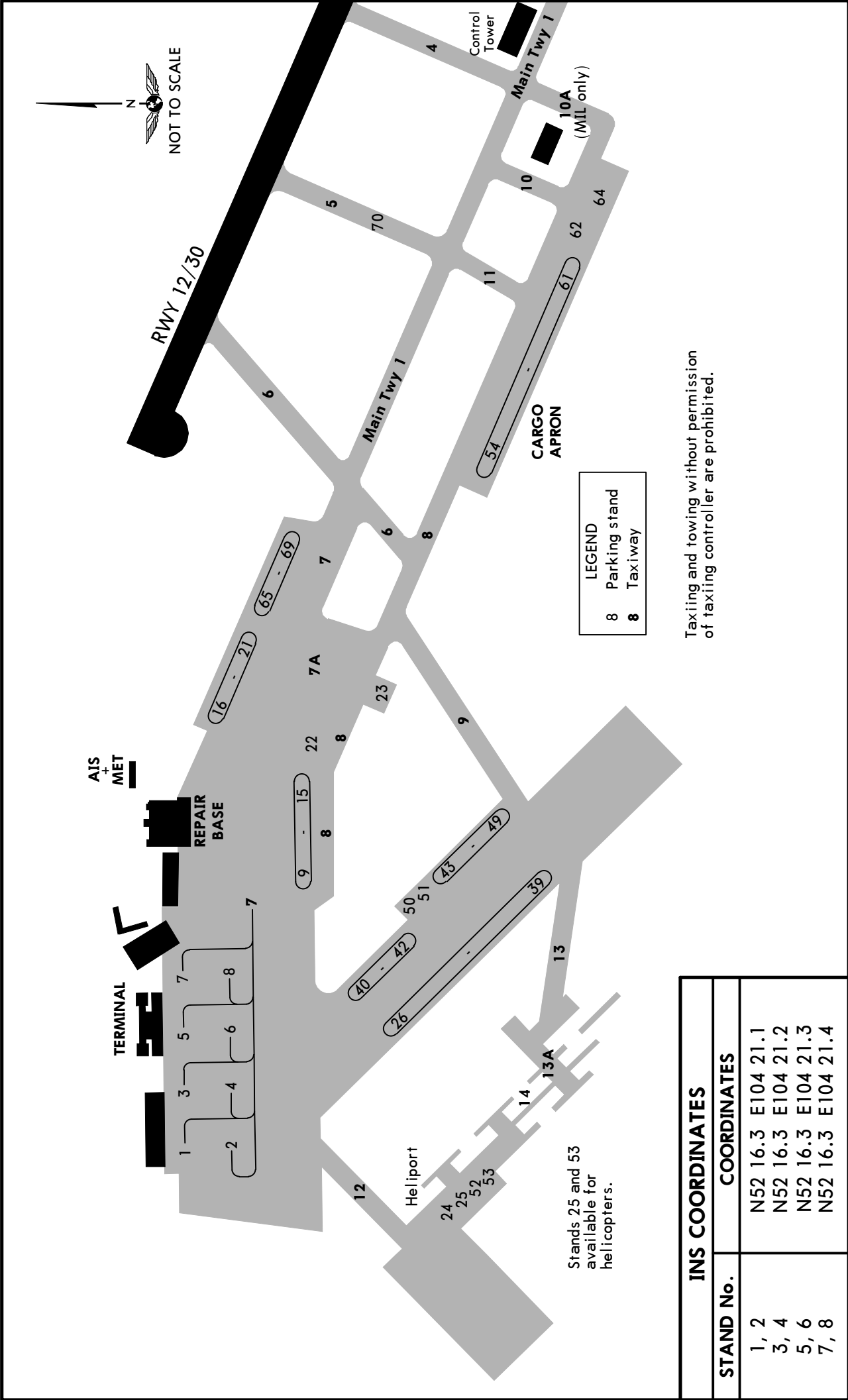
② Last 1312'/400m unusable for take-off.

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	
C		400m
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 ❶	2000' (412')	2000' (412')	2000' (412')	2000' (412')
with D4.7 IKT	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
VOR ❶	2180' (592')	2180' (592')	2180' (592')	2180' (592')
w/o D4.7 IKT	R1500m	R1500m	R2000m	R2000m
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
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	2020' (432')	2020' (432')	2020' (432')	2020' (432')
with FAF	R1300m	R1300m	R1300m	R1300m
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
2 NDB or NDB ❶❷	2430' (842')	2430' (842')	2430' (842')	2430' (842')
w/o FAF	R1500m	R1500m	C2400m	C2400m
2 NDB or NDB ❸	2430' (842')	2430' (842')	2430' (842')	2430' (842')
w/o FAF	C3300m	C3300m	C3500m	C3500m
<i>ALS out</i>	C4000m	C4000m	C4200m	C4200m
30				
ILS	1875' (200')	1875' (200')	1875' (200')	1879' (203')
<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 ❶	2010' (335')	2010' (335')	2010' (335')	2010' (335')
with D1.3 IKT	R800m	R800m	R800m	R800m
<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
VOR ❶	2330' (655')	2330' (655')	2330' (655')	2330' (655')
w/o D1.3 IKT	R1500m	R1500m	C2300m	C2300m
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
2 NDB or NDB ❶	2030' (355')	2030' (355')	2030' (355')	2030' (355')
with FAF	R900m	R900m	R900m	R900m
<i>ALS out</i>	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 with FMS.

❸ w/o FMS.

CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
Apch to Rwy 12 ❷	2120'(532')	2340'(752')	2520'(932')	2540'(952') ❸
Apch to Rwy 30 ❹	2210'(535')	2430'(755')	2610'(935')	2630'(955') ❸
	V1500m ❺	V1600m ❺	V2400m ❺	V3600m ❺

❶ Prohibited South of apt.

❷ Circling heights based on rwy 12 displ threshold elev of 1588'.

❸ Widebodied acft: 2810'(1222').

❹ Circling heights based on rwy 30 displ threshold elev of 1675'.

❺ Widebodied acft: 2900'(1225').

❻ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 12, 30

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

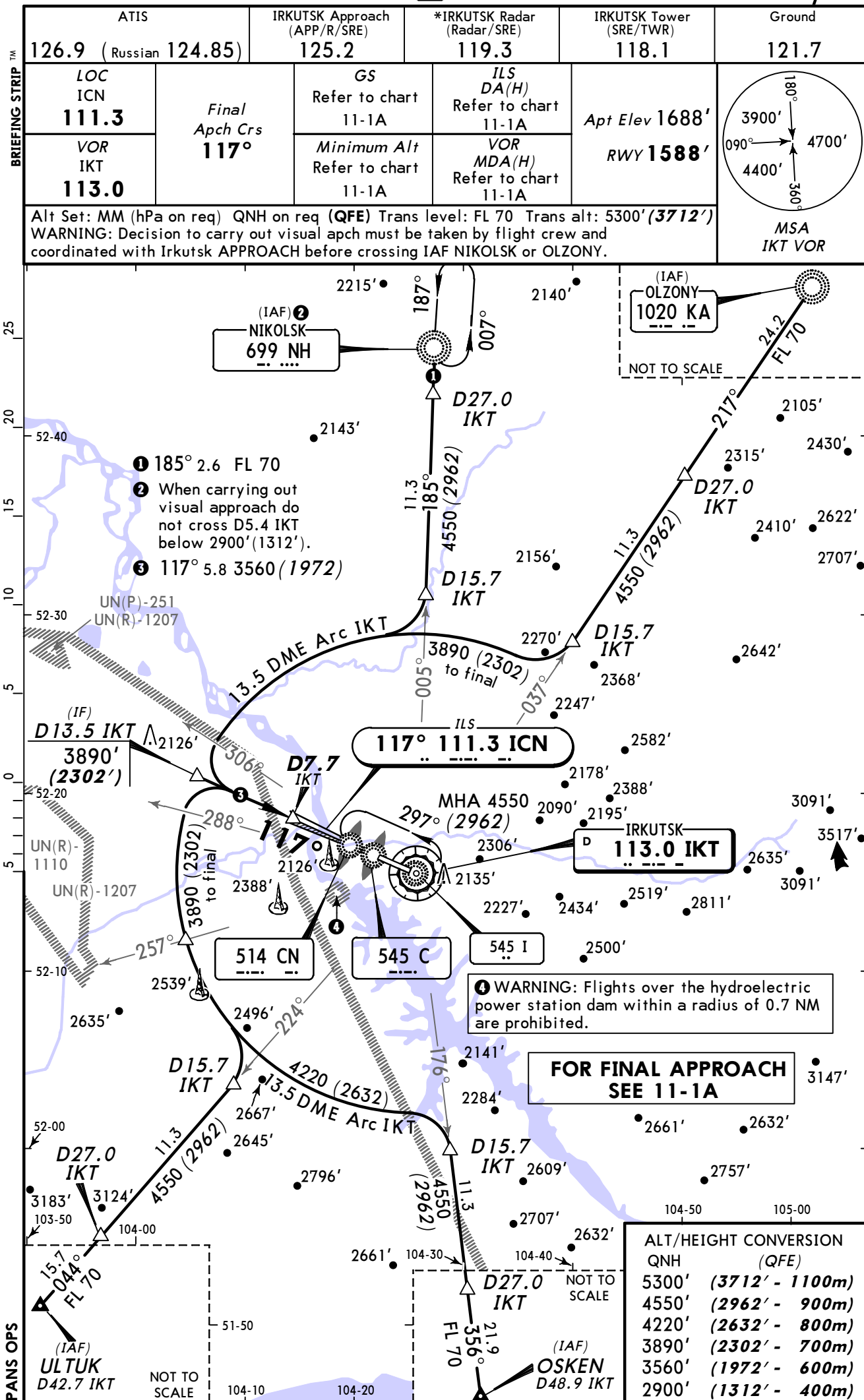
UHH/IKT
IRKUTSK

JEPPesen

21 DEC 12

(11-1)

IRKUTSK, RUSSIA
ILS Z or VOR DME Z Rwy 12



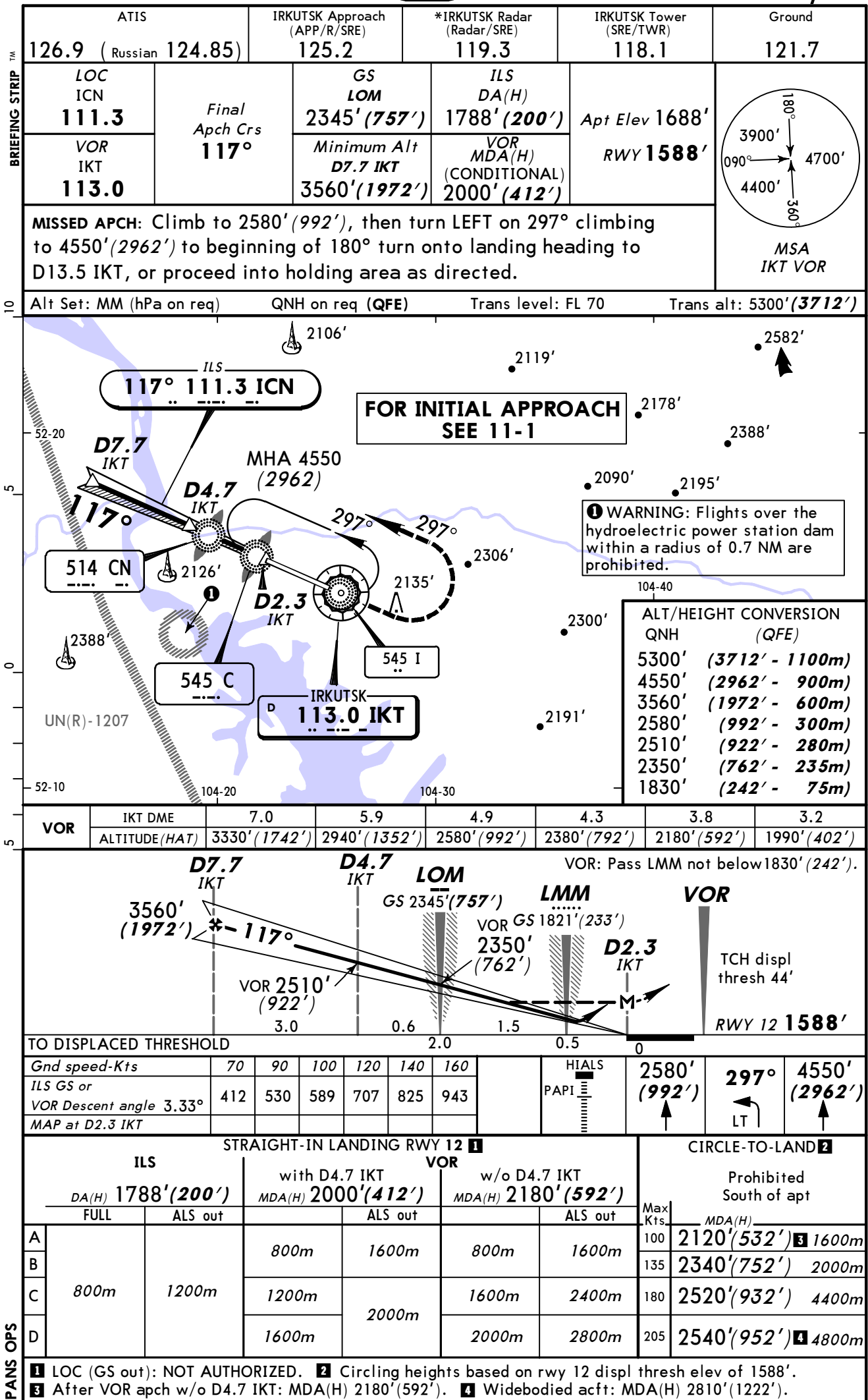
UHH/IKT

IRKUTSK

JEPPesen

IRKUTSK, RUSSIA

21 DEC 12 (11-1A) ILS Z or VOR DME Z Rwy 12



CHANGES: New procedure.

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IIII/IKT IRKUTSK

JEPPESEN

21 DEC 12

(11-2)

IRKUTSK, RUSSIA ILS Y or VOR DME Y Rwy 12

BRIEFING STRIP

TM

ATIS		IRKUTSK Approach (APP/R/SRE)		*IRKUTSK Radar (Radar/SRE)		IRKUTSK Tower (SRE/TWR)		Ground	
126.9 (Russian 124.85)		125.2		119.3		118.1		121.7	
LOC ICN 111.3		Final Apch Crs 117°		GS Refer to chart 11-2A		ILS DA(H) Refer to chart 11-2A		Apt Elev 1688' RWY 1588'	
VOR IKT 113.0				Minimum Alt Refer to chart 11-2A		VOR MDA(H) Refer to chart 11-2A			
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300'(3712') WARNING: Decision to carry out visual apch must be taken by flight crew and coordinated with Irkutsk APPROACH before crossing IAF.									

180°

3900'

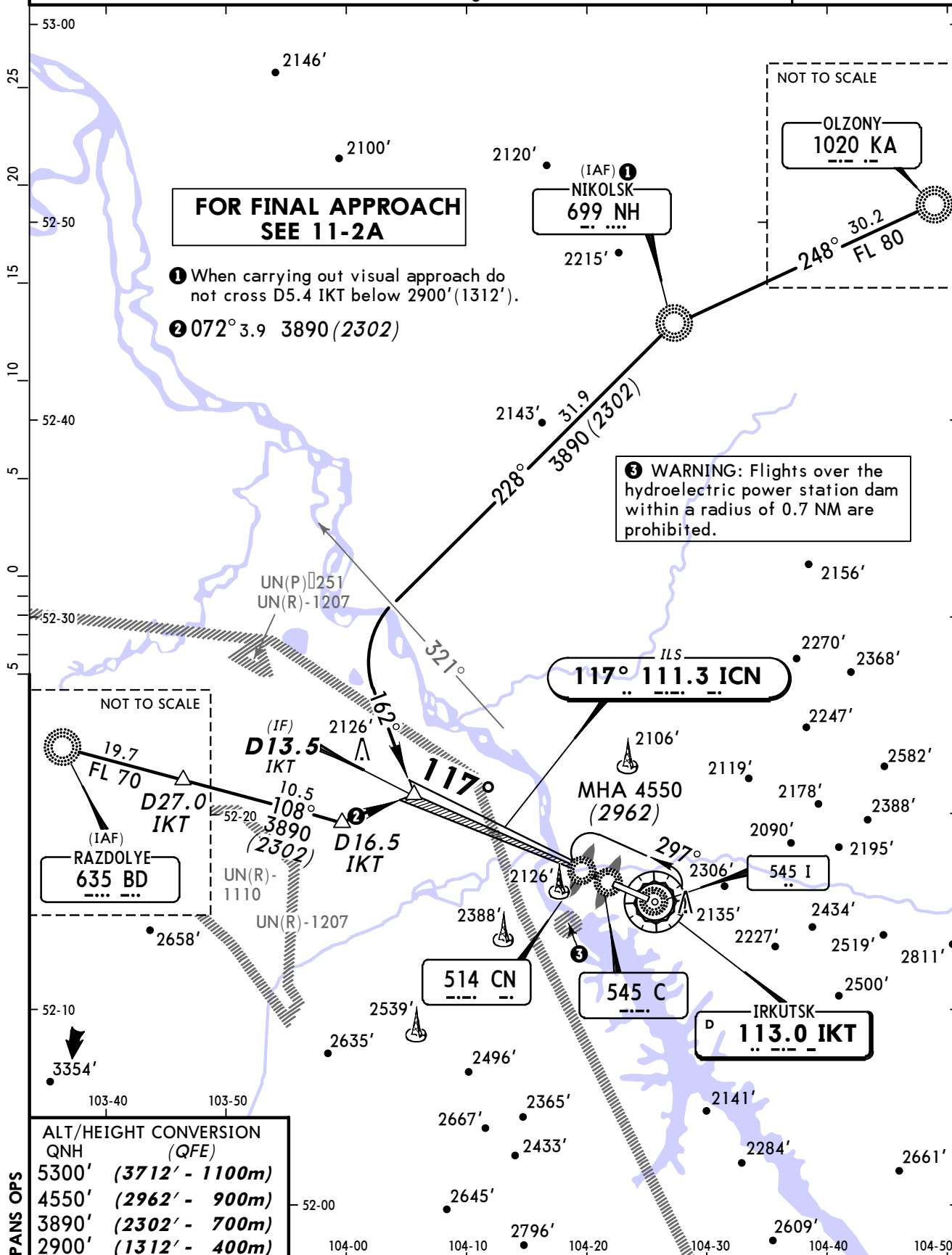
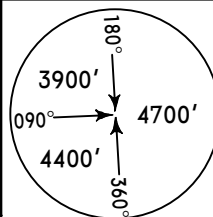
090°

4700'

4400'

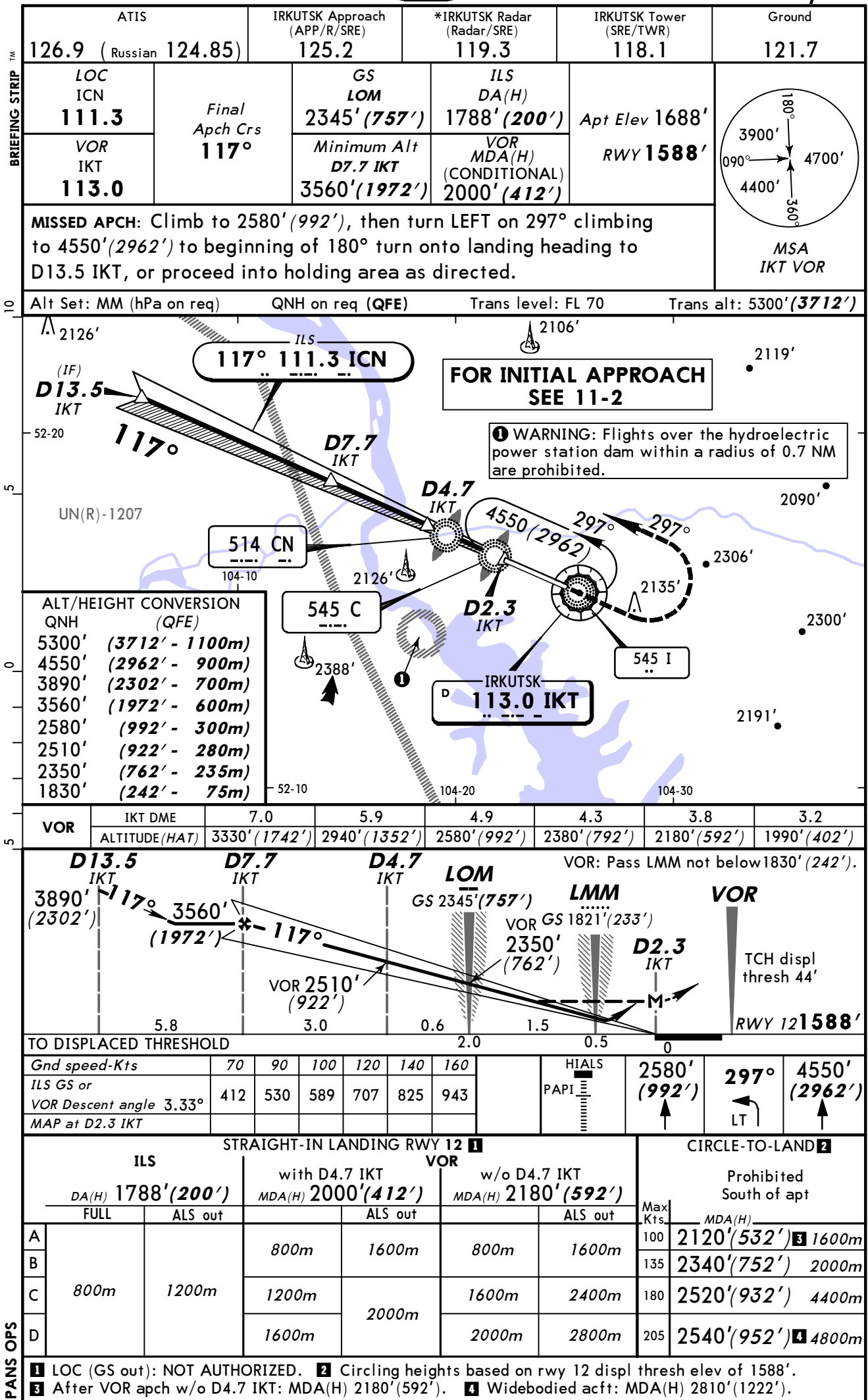
360°

MSA
IKT VOR



CHANGES: New procedure.

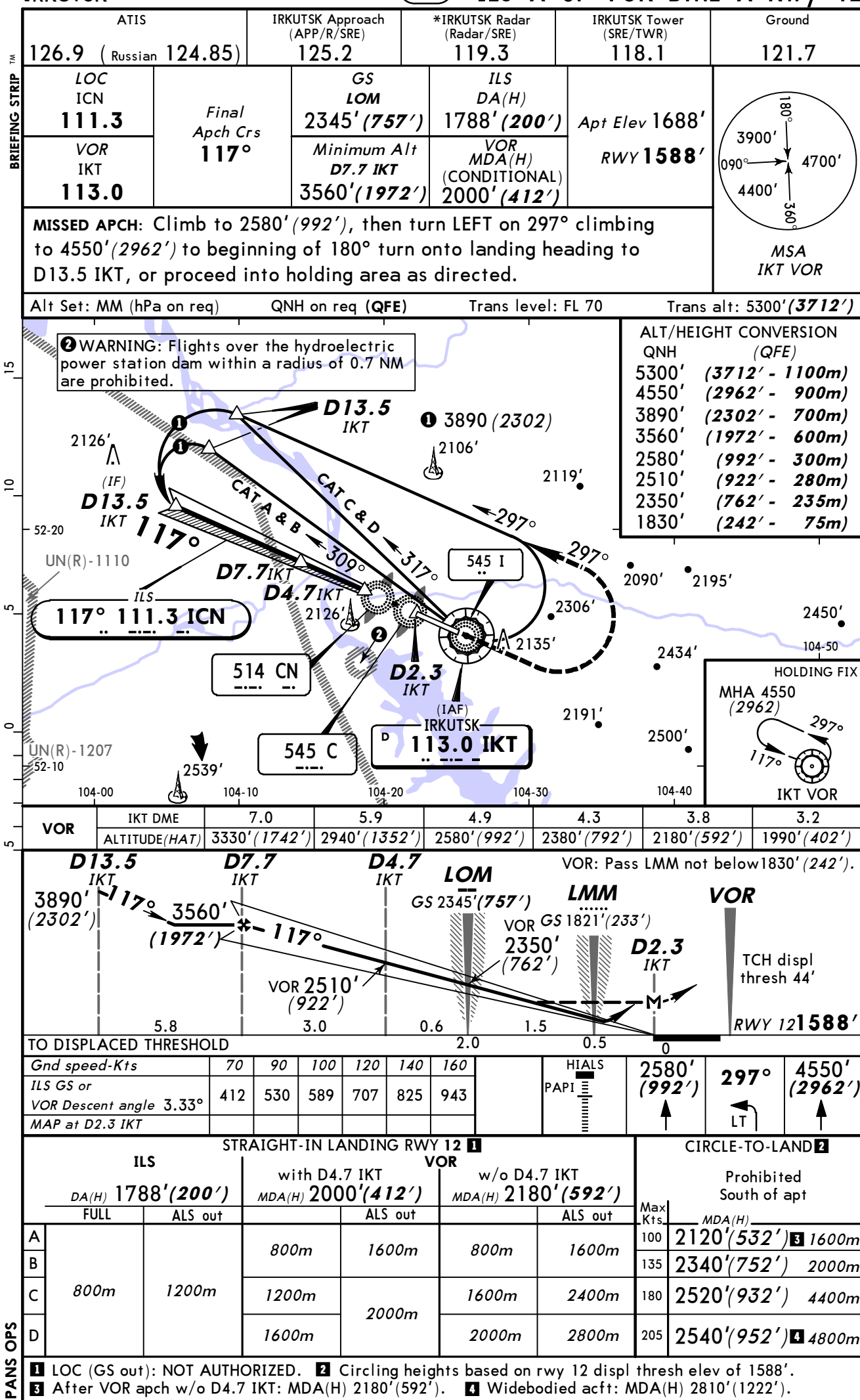
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IIII/IKT IRKUTSK

JEPPesen
21 DEC 12 (11-3)

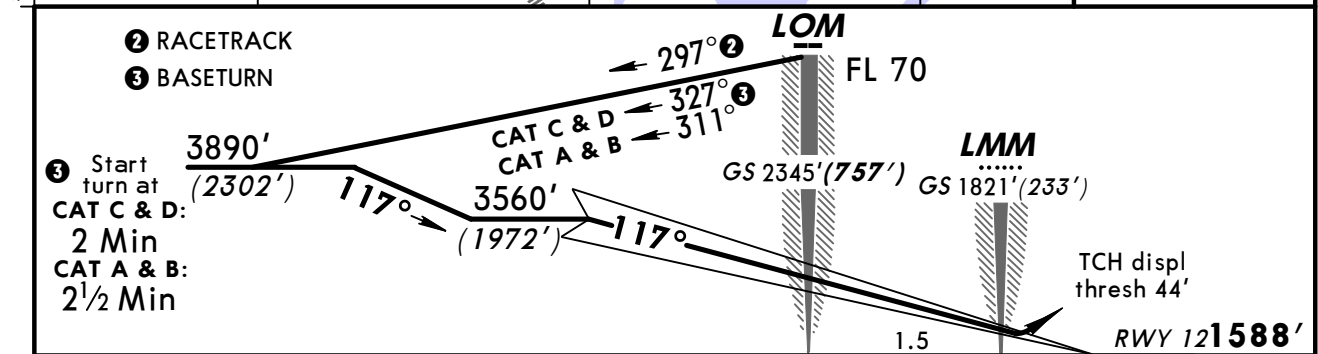
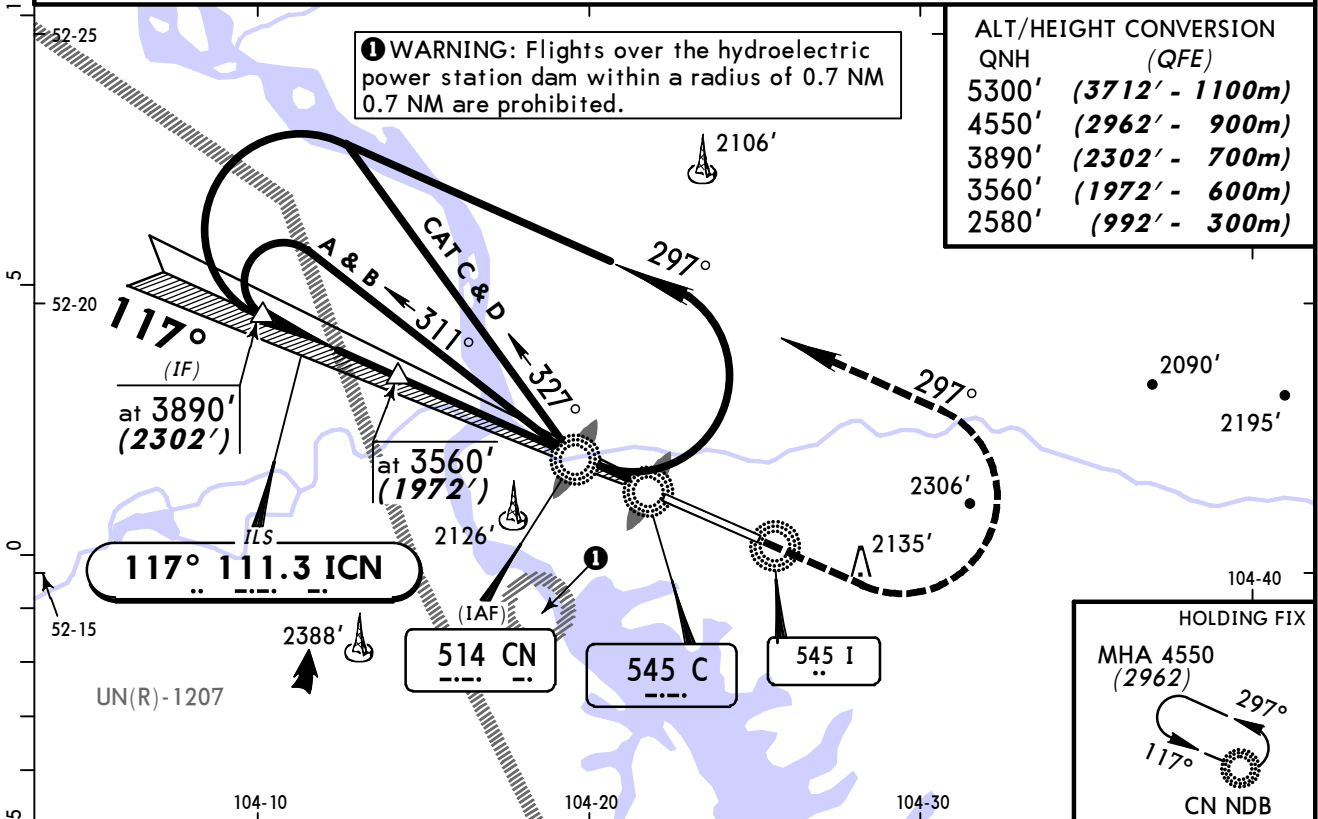
IRKUTSK, RUSSIA ILS X or VOR DME X Rwy 12



CHANGES: New procedure.

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ATIS	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
LOC ICN 111.3	Final Apch Crs 117°	GS LOM 2345' (757')	ILS DA(H) 1788' (200')	Apt Elev 1688' RWY 1588'
MISSED APCH: Climb to 2580' (992'), then turn LEFT on 297° climbing to 4550' (2962') to beginning of 180° turn onto landing heading to D13.5 IKT, or proceed into holding area as directed.				 MSA CN NDB
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 70
Baseturn restricted to MAX 215 KT.		Trans alt: 5300' (3712')		



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2580' (992')	297°	4550' (2962')
GS	3.33°	412	530	589	707	825	943	PAPI	LT	

STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND ①	
ILS		LOC (GS out)	Prohibited South of apt	
DA(H) 1788' (200')				
FULL	ALS out		Max Kts	MDA(H)
A			100	2120' (532') 1600m
B			135	2340' (752') 2000m
C	800m	1200m	180	2520' (932') 4400m
D			205	2540' (952') ② 4800m

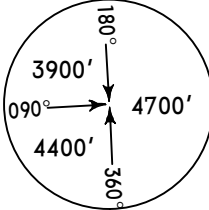
① Circling heights based on rwy 12 displ thresh elev of 1588'. ② Widebodied acft: MDA(H) 2810' (1222').

IIII/IKT IRKUTSK

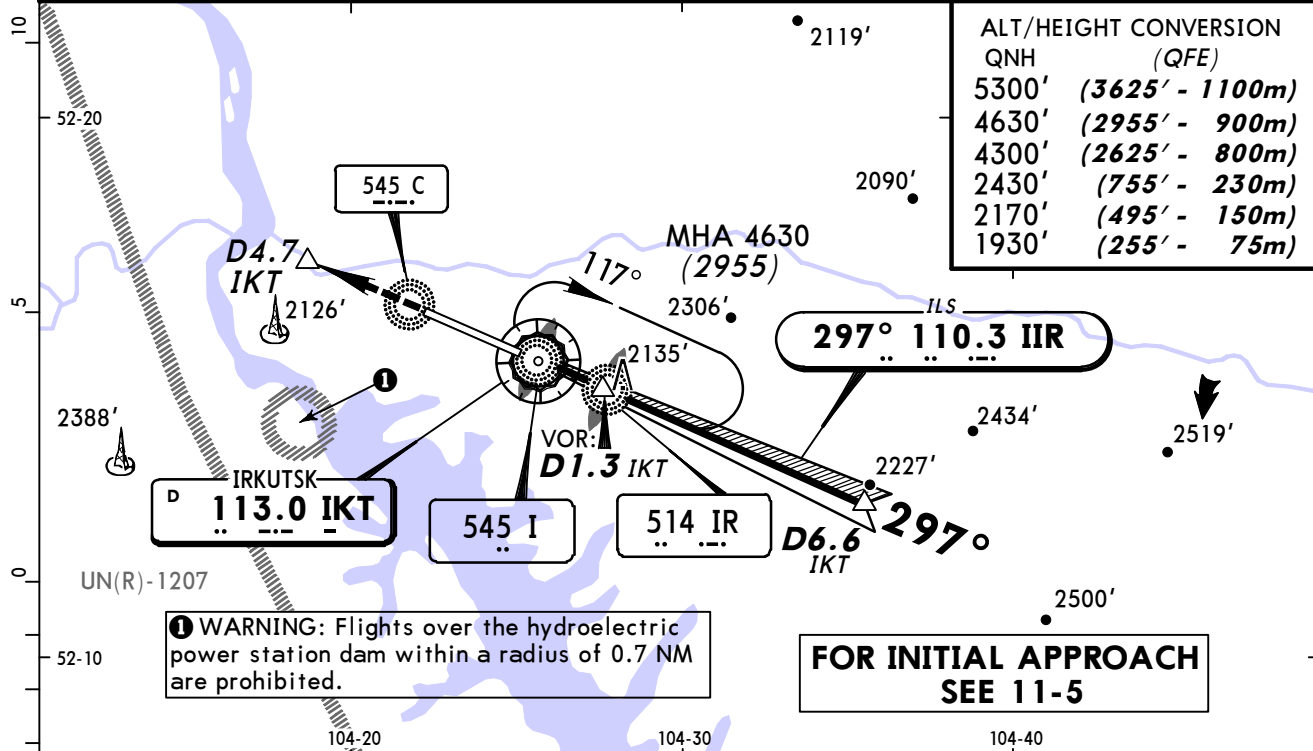
21 DEC 12 **11-5A**

IRKUTSK, RUSSIA ILS Z or VOR DME Z Rwy 30

BRIEFING STRIP

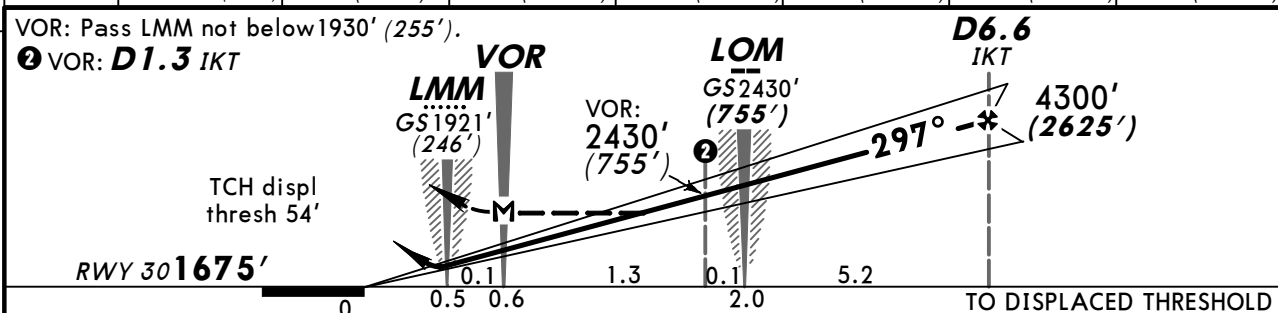
ATIS		IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9 (Russian 124.85)		125.2	119.3	118.1	121.7
LOC IIR 110.3	Final Apch Crs 297°	GS LOM 2430' (755')	ILS DA(H) Refer to Minimums	Apt Elev 1688' RWY 1675'	 MSA IKT VOR
VOR IKT 113.0		Minimum Alt D6.6 IKT 4300' (2625')	VOR MDA(H) (CONDITIONAL) 2010' (335')		
MISSED APCH: Climb to 2170' (495') to D4.7 IKT, then turn RIGHT onto 117° climbing to 4630' (2955') to beginning of 180° turn onto final heading to 13.5 IKT, or proceed into holding area as directed.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3625')					

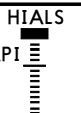
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3625')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5300'	(3625' - 1100m)
4630'	(2955' - 900m)
4300'	(2625' - 800m)
2430'	(755' - 230m)
2170'	(495' - 150m)
1930'	(255' - 75m)

VOR	IKT DME	1.6	2.2	2.7	3.8	4.9	5.9
	ALTITUDE (HAT)	2570' (895')	2730' (1055')	2930' (1255')	3320' (1645')	3680' (2005')	4080' (2405')



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or	412	530	589	707	825	943	
VOR Descent angle 3.33°							
MAP at VOR							

ILS STRAIGHT-IN LANDING RWY 30 1							CIRCLE-TO-LAND 2	
DA(H) ABC: 1875'(200') D: 1879'(203')			with D1.3 IKT MDA(H) 2010'(335')		w/o D1.3 IKT MDA(H) 2330'(655')		Prohibited South of apt	
FULL		ALS out			ALS out	Max Kts		MDA(H)
A	800m	1200m	800m	1600m	800m	1600m	100	2210'(535') 1600m
B							135	2430'(755') 2000m
C					2000m	2800m	180	2610'(935') 4400m
D			1600m		2400m	3200m	205	2630'(955') 4800m

1 LOC (GS out): NOT AUTHORIZED. 2 Circling heights based on rwy 30 displ thresh elev of 1675'. 3 After VOR apch w/o D1.3 IKT: MDA(H) 2330' (655'). 4 Widebodied acft: MDA(H) 2900' (1225').

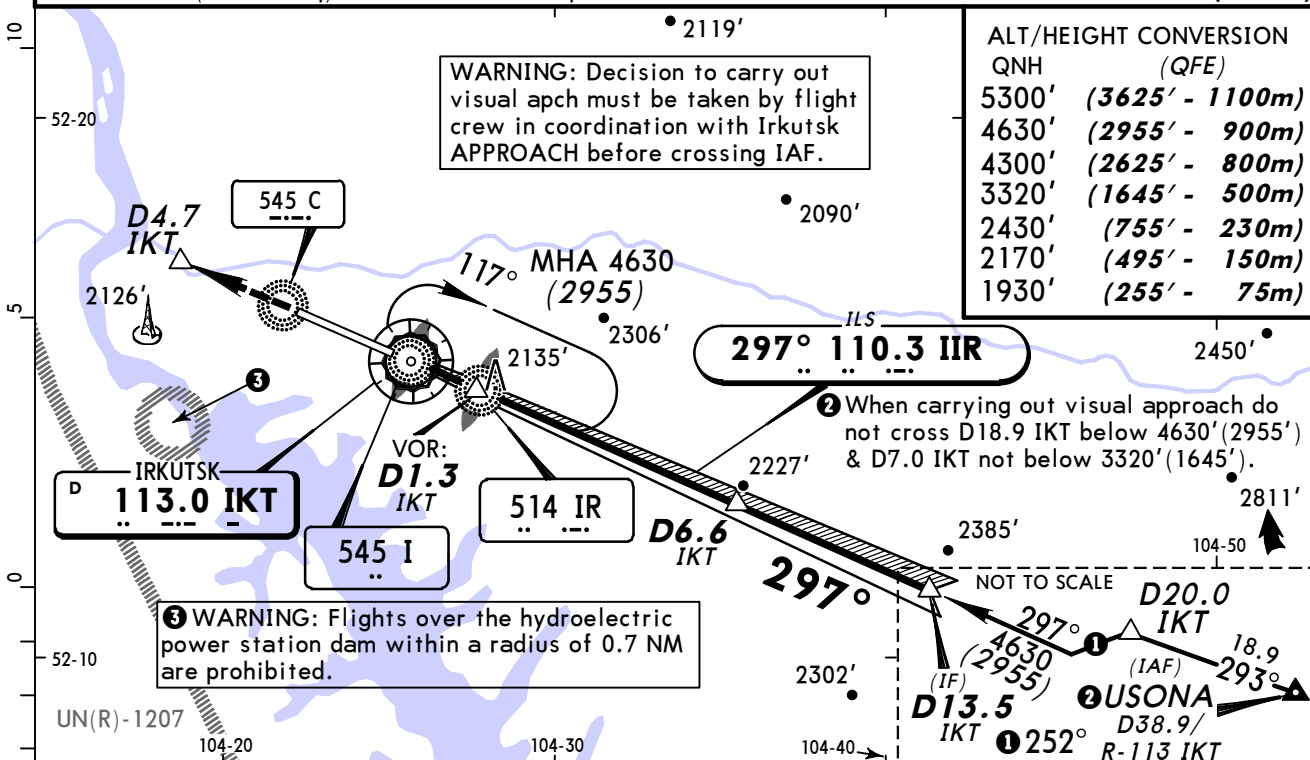
CHANGES: New procedure.

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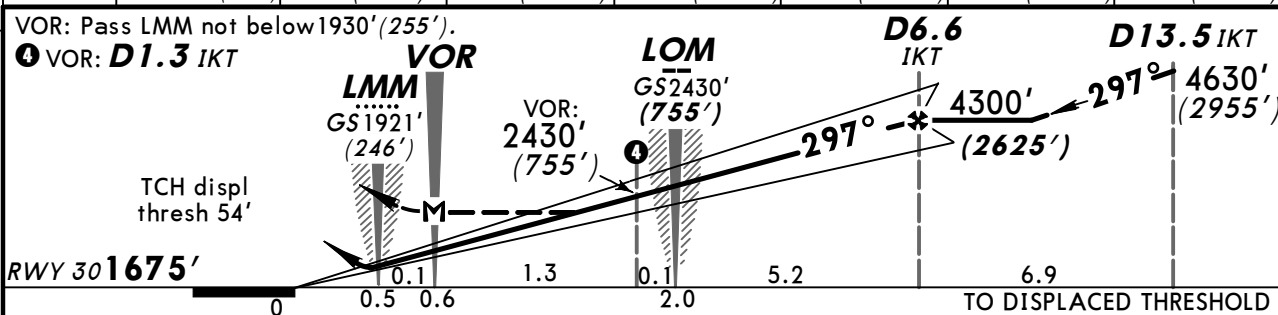
BRIEFING STRIP™

ATIS		IRKUTSK Approach (APP/R/SRE)		*IRKUTSK Radar (Radar/SRE)		IRKUTSK Tower (SRE/TWR)		Ground		
126.9 (Russian 124.85)		125.2		119.3		118.1		121.7		
LOC IIR 110.3		Final Apch Crs 297°		GS LOM 2430' (755')		ILS DA(H) Refer to Minimums		Apt Elev 1688' RWY 1675'		
VOR IKT 113.0				Minimum Alt D6.6 IKT 4300' (2625')		VOR MDA(H) (CONDITIONAL) 2010' (335')				
MISSED APCH: Climb to 2170' (495') to D4.7 IKT, then turn RIGHT onto 117° climbing to 4630' (2955') to beginning of 180° turn onto final heading to 13.5 IKT, or proceed into holding area as directed.									 MSA IKT VOR	
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3625')										

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3625')



VOR	IKT DME	1.6	2.2	2.7	3.8	4.9	5.9
	ALTITUDE (HAT)	2570' (895')	2730' (1055')	2930' (1255')	3320' (1645')	3680' (2005')	4080' (2405')

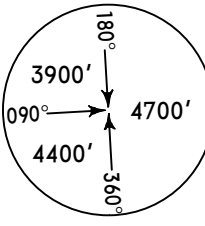


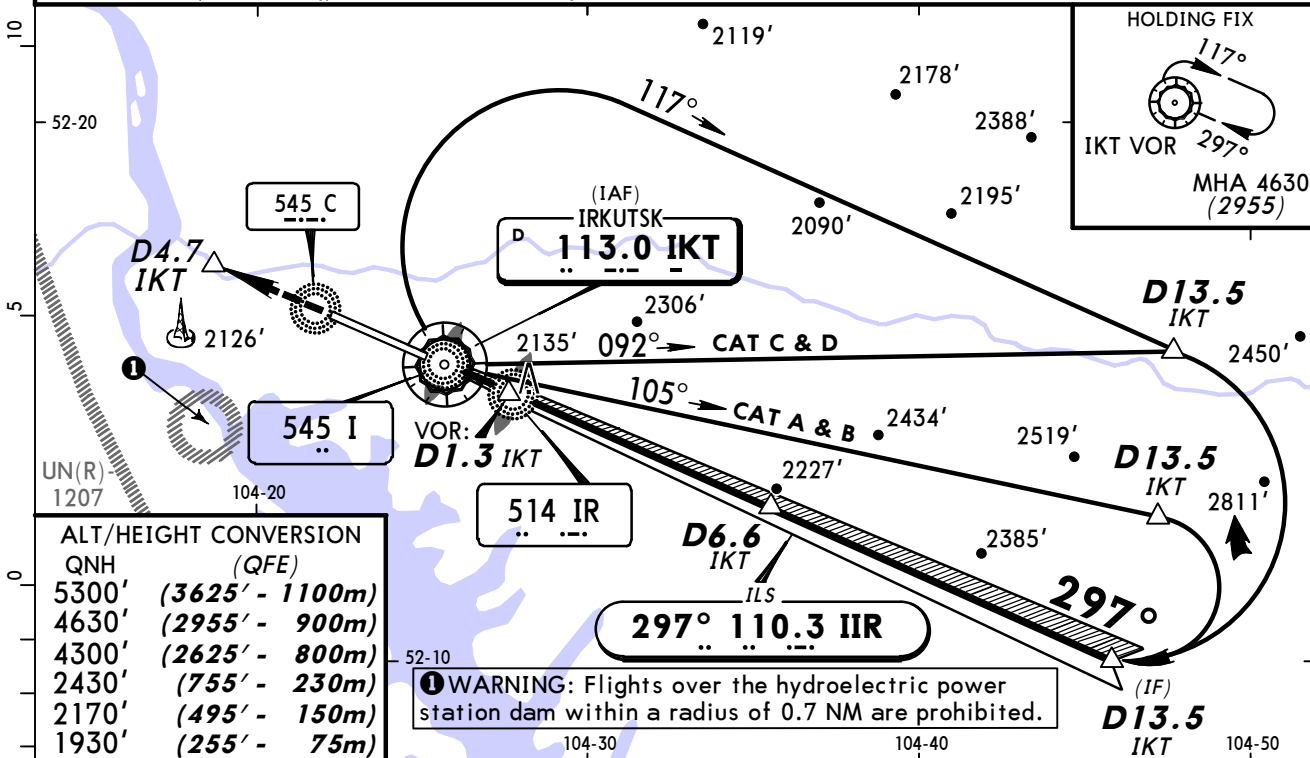
MAP at VOR	MAP at VOR	MAP at VOR	MAP at VOR	MAP at VOR	MAP at VOR

ILS STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
DA(H) ABC: 1875' (200')		with D1.3 IKT		w/o D1.3 IKT		Prohibited South of apt	
D: 1879' (203')		MDA(H) 2010' (335')		MDA(H) 2330' (655')			
FULL	ALS out	FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)
A						100	2210' (535') 1600m
B						135	2430' (755') 2000m
C	800m	1200m	800m	1600m	2000m	180	2610' (935') 4400m
D			1600m	2400m	3200m	205	2630' (955') 4800m

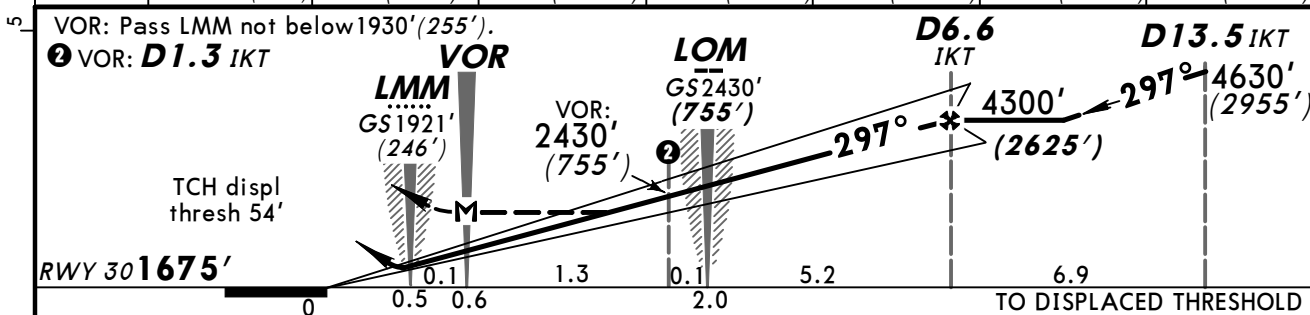
1 LOC (GS out): NOT AUTHORIZED. 2 Circling heights based on rwy 30 displ thresh elev of 1675'. 3 After VOR apch w/o D1.3 IKT: MDA(H) 2330' (655'). 4 Widebodied acft: MDA(H) 2900' (1225').

BRIEFING STRIP™

ATIS		IRKUTSK Approach (APP/R/SRE)		*IRKUTSK Radar (Radar/SRE)		IRKUTSK Tower (SRE/TWR)		Ground	
126.9 (Russian 124.85)		125.2		119.3		118.1		121.7	
LOC IIR 110.3	Final Apch Crs 297°		GS LOM 2430' (755')	ILS DA(H) Refer to Minimums		Apt Elev 1688' RWY 1675'			
VOR IKT 113.0			Minimum Alt D6.6 IKT 4300' (2625')	VOR MDA(H) (CONDITIONAL) 2010' (335')					
MISSED APCH: Climb to 2170' (495') to D4.7 IKT, then turn RIGHT onto 117° climbing to 4630' (2955') to beginning of 180° turn onto final heading to 13.5 IKT, or proceed into holding area as directed.							 MSA IKT VOR		
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 70		Trans alt: 5300' (3625')			



VOR	IKT DME	1.6	2.2	2.7	3.8	4.9	5.9
	ALTITUDE (HAT)	2570' (895')	2730' (1055')	2930' (1255')	3320' (1645')	3680' (2005')	4080' (2405')



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or	412	530	589	707	825	943
VOR Descent angle 3.33°						
MAP at VOR						

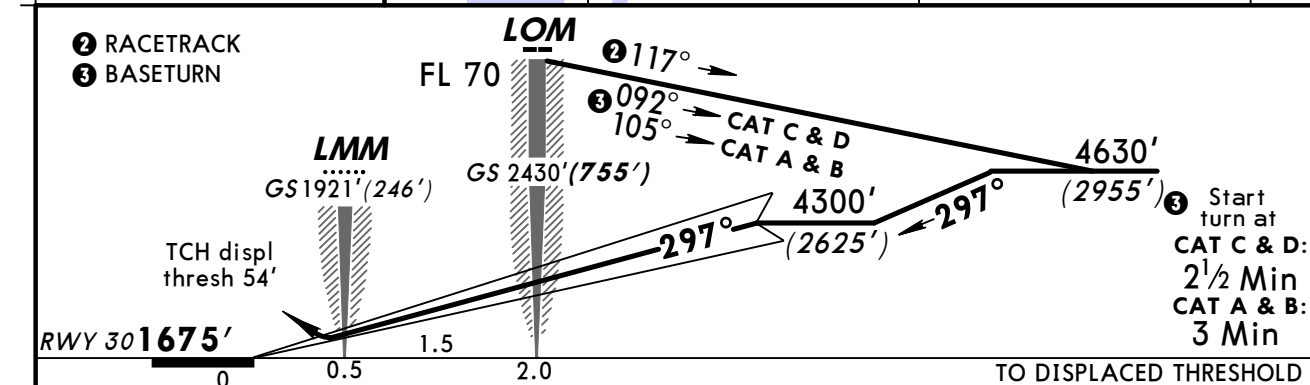
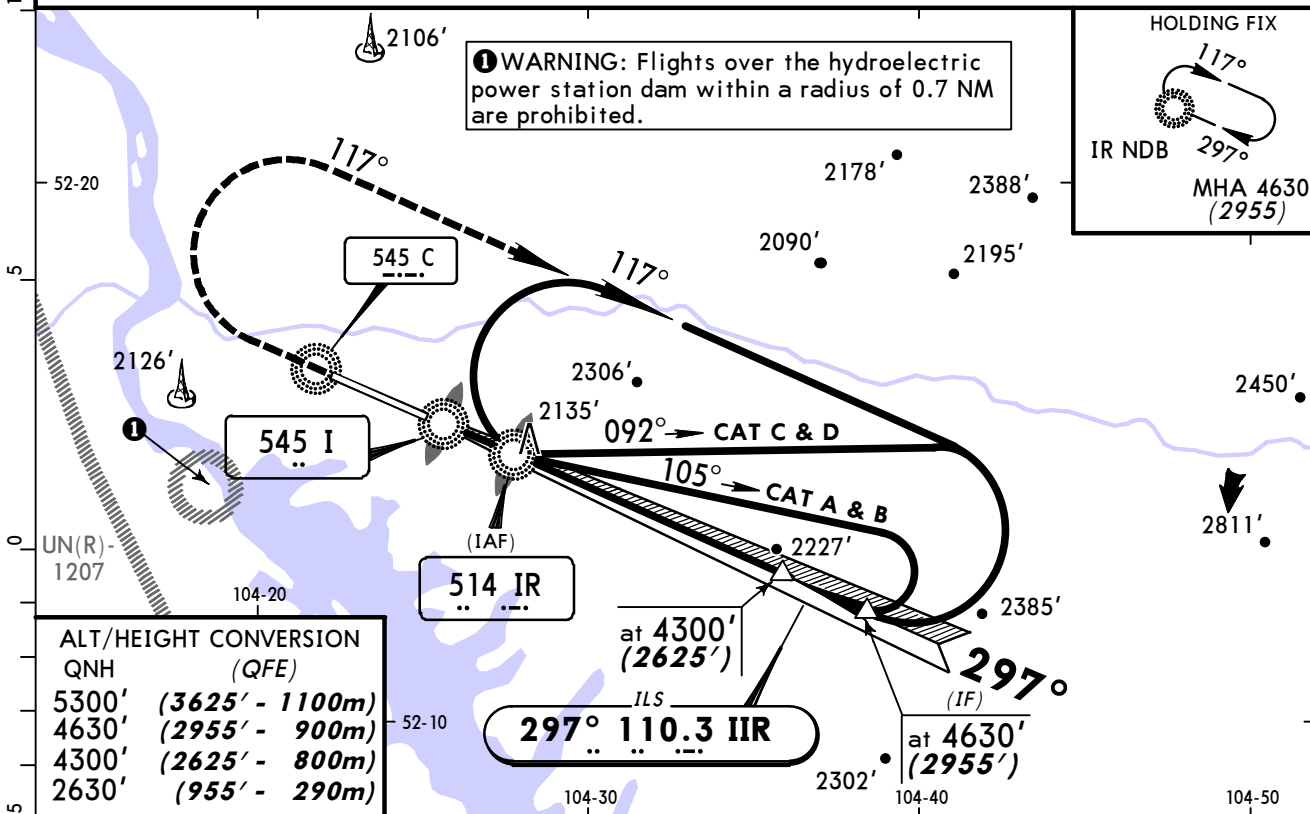
ILS STRAIGHT-IN LANDING RWY 30						CIRCLE-TO-LAND	
DA(H) ABC: 1875' (200')		with D1.3 IKT		w/o D1.3 IKT		Prohibited South of apt	
D: 1879' (203')		MDA(H) 2010' (335')		MDA(H) 2330' (655')			
FULL	ALS out		ALS out		ALS out	Max Kts	MDA(H)
A						100	2210' (535') 1600m
B						135	2430' (755') 2000m
C	800m	1200m	800m	1600m	2000m	180	2610' (935') 4400m
D			1600m	2400m	3200m	205	2630' (955') 4800m

1 LOC (GS out): NOT AUTHORIZED. **2** Circling heights based on rwy 30 displ thresh elev of 1675'. **3** After VOR apch w/o D1.3 IKT: MDA(H) 2330' (655'). **4** Widebodied acft: MDA(H) 2900' (1225').

ATIS	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
LOC IIR 110.3	Final Apch Crs 297°	GS LOM 2430' (755')	ILS DA(H) Refer to Minimums	Apt Elev 1688' RWY 1675'
MISSED APCH: Climb to 2630' (955'), then turn RIGHT onto 117° climbing to 4630' (2955'), then according to the apch pattern "turn on final" or proceed into holding area as directed.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3625')

Baseturn restricted to MAX 215 KT.

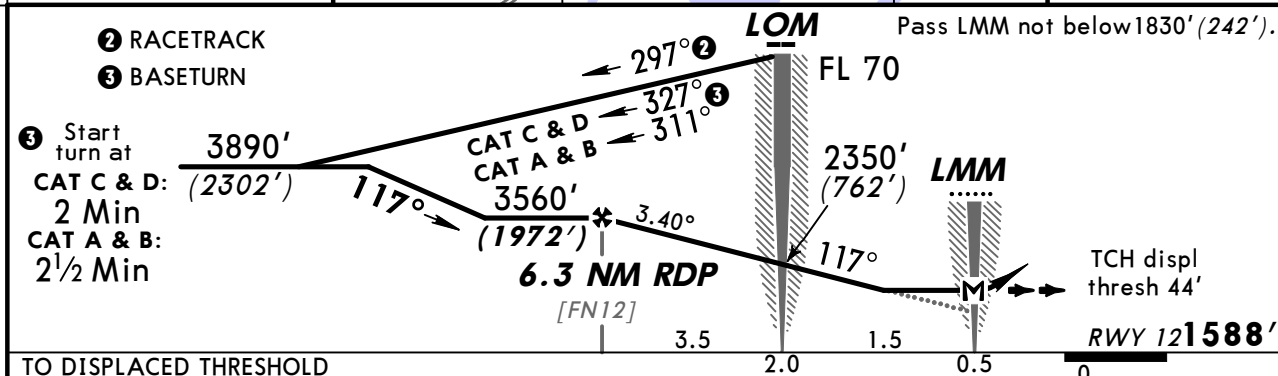
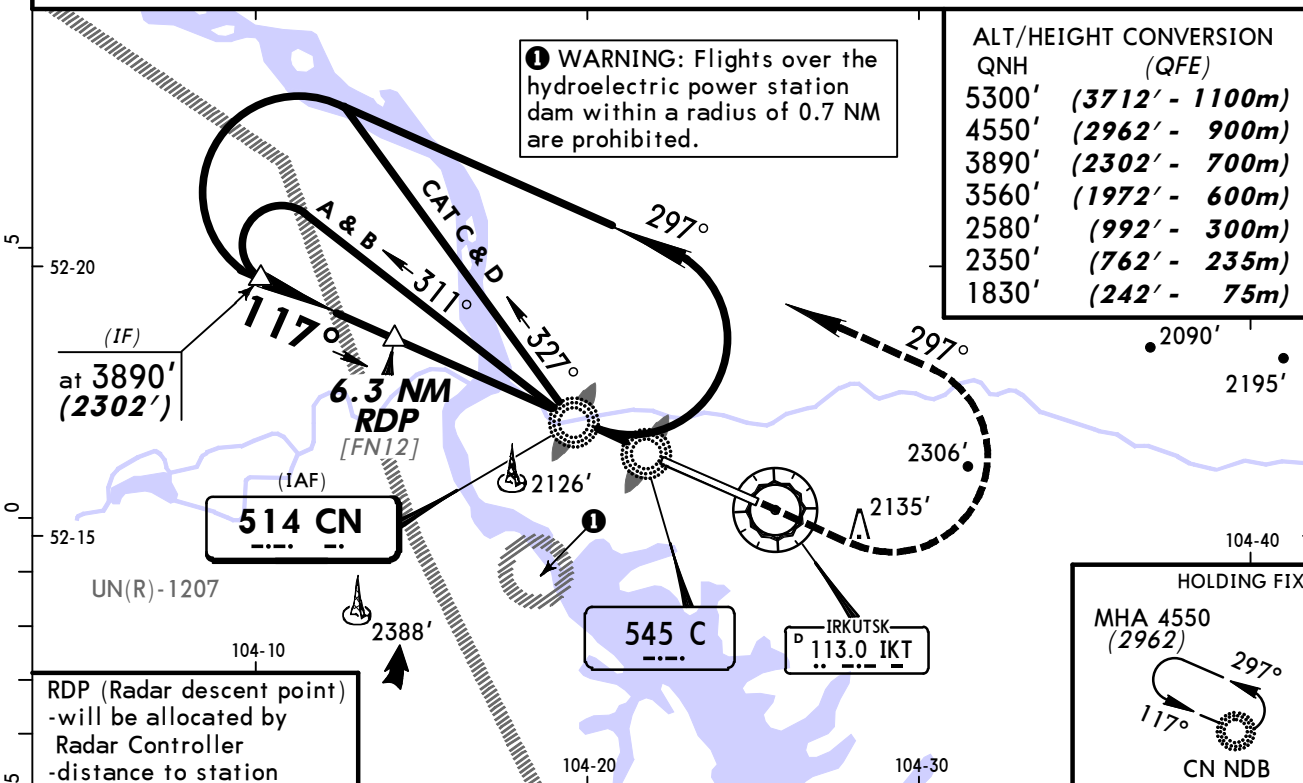


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI </
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STRAIGHT-IN LANDING RWY 30			CIRCLE-TO-LAND 1	
ILS		LOC (GS out)	Prohibited South of apt	
DA(H) ABC: 1875' (200') D: 1879' (203')				
FULL	ALS out			
A			Max Kts	MDA(H)
B			100	2210' (535') 1600m
C	800m	1200m	135	2430' (755') 2000m
D			180	2610' (935') 4400m
			205	2630' (955') 4800m

1 Circling heights based on rwy 30 displ thresh elev of 1675'. **2** Widebodied acft: MDA(H) 2900' (1225').

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
NDB CN 514	Final Apch Crs 117°	Minimums Alt 6.3 NM RDP 3560' (1972')	MDA(H) Refer to Minimums	Apt Elev 1688' RWY 1588'
MISSED APCH: Climb STRAIGHT AHEAD to 2580' (992'), then turn LEFT onto 297° climbing to 4550' (2962'), then to the approach pattern "turn on final" or to the holding area as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3712') Baseturn restricted to MAX 215 KT.				



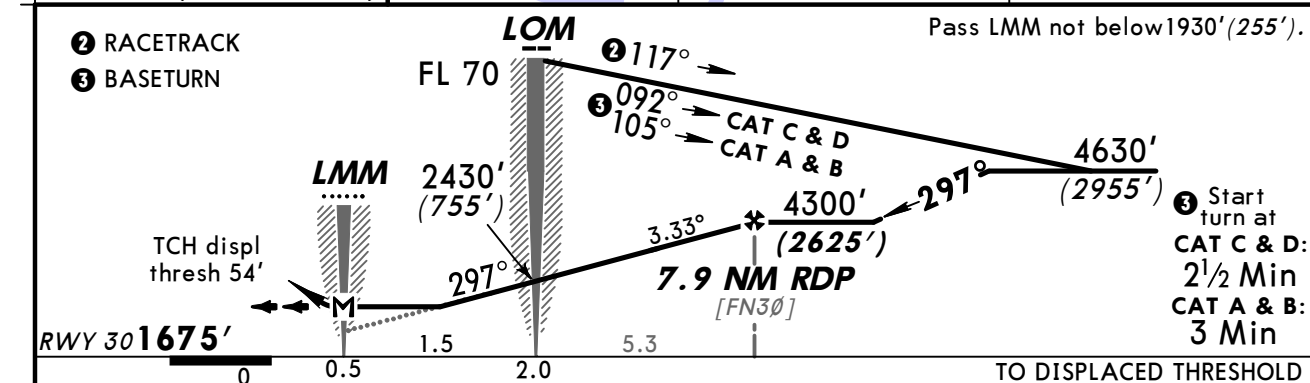
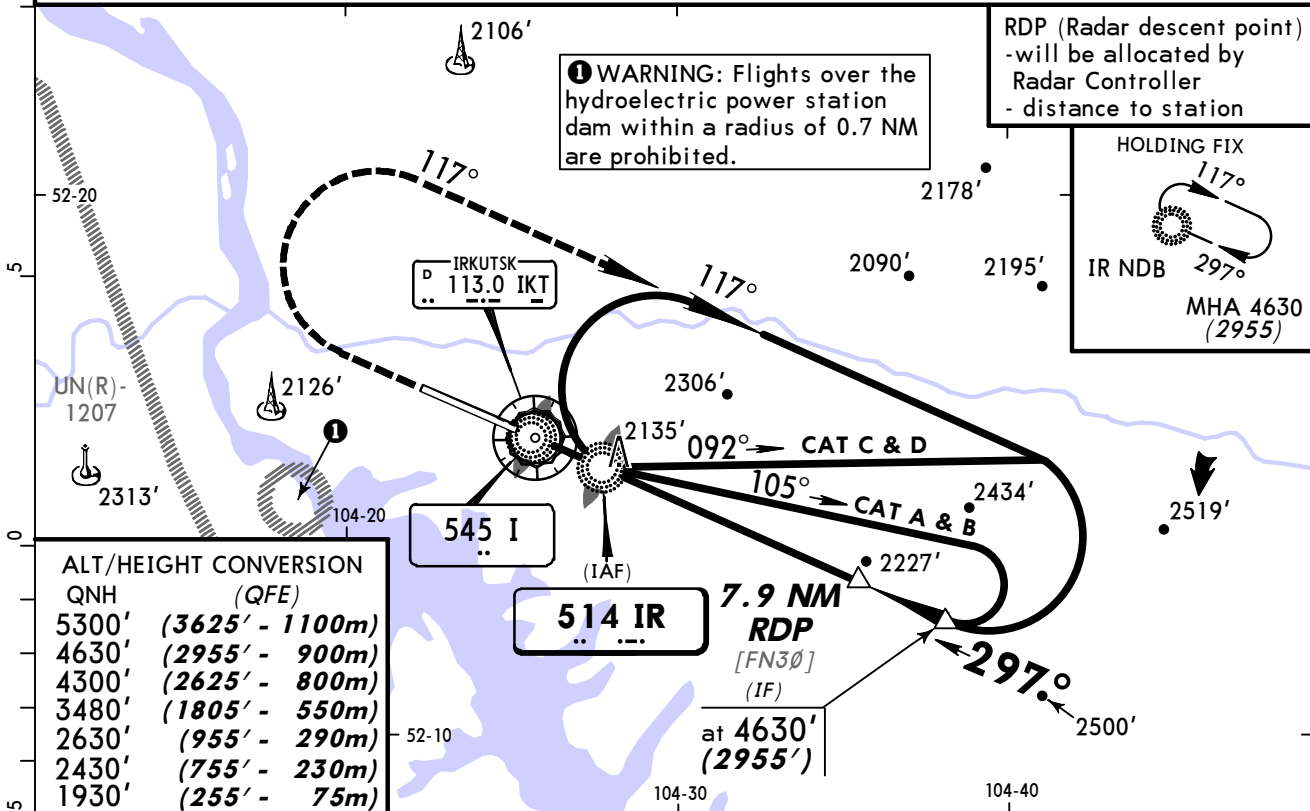
Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.40°	421	541	602	722	842	963
MAP at LMM						

STRAIGHT-IN LANDING RWY 12						CIRCLE-TO-LAND 1	
2 NDB With FAF MDA(H) 2010' (422')		CN NDB With FAF MDA(H) 2020' (432')		2 NDB or CN NDB W/o FAF MDA(H) 2430' (842')		Prohibited South of apt	
ALS out		ALS out		ALS out		Max Kts	MDA(H)
A	1200m	1600m	1200m	1600m	1200m	100	2120' (532') 1600m
B	1200m	1600m	1200m	1600m	1200m	135	2340' (752') 2000m
C	1200m	1600m	1200m	1600m	1200m	180	2520' (932') 4400m
D	1600m	2000m	2400m	4000m	4400m	205	2540' (952') 4800m

1 Circling heights based on rwy 12 displ thresh elev of 1588'.
2 After apch w/o FAF: MDA(H) 2430' (842'). **3** Widebodied acft: MDA(H) 2810' (1222').

21 DEC 12 (16-2)

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
NDB IR 514	Final Apch Crs 297°	Minimum Alt 7.9 NM RDP 4300' (2625')	MDA(H) Refer to Minimums	Apt Elev 1688' RWY 1675'
MISSED APCH: Climb to 2630' (955') (W/o FAF: to 3480' (1805')), then turn RIGHT onto 117° climbing to 4630' (2955'), then according to the apch pattern "turn on final" or proceed into holding area as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3625') Baseturn restricted to MAX 215 KT.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	Refer to Missed Apch above
Descent Angle	3.33°	412	530	589	707	825	PAPI	
MAP at LMM								

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND 1	
2 NDB or NDB (LOM) With FAF		2 NDB or NDB (LOM) W/o FAF		Prohibited South of apt	
MDA(H) 2020' (345')		MDA(H) 3010' (1335')			
ALS out		ALS out		Max Kts	MDA(H)
A		1200m	2000m	100	2 2210' (535') 4 1600m
B	1200m	1600m	2400m	135	2 2430' (755') 5 2000m
C		4000m	4800m	180	2 2610' (935') 6 4400m
D	1600m	2000m	4400m	205	2 2630' (955') 3 4800m

1 Circling hghts based on rwy 30 displ thresh elev of 1675'. **2** After apch W/o FAF: MDA(H) 3010' (1335'). **3** Widebodied acft: MDA(H) 2900' (1225'). After apch W/o FAF: **4** VIS 2000m, **5** VIS 2400m, **6** VIS 4800m.

Chart changes since cycle 07-2013

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 Ulll

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-5A, 11-6, 11-7, 11-8) ILS Rwy 30 DA(H) for AN124-acft is 1889' (213'), RVR 800m, ALS out 1200m.