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Airport Information For Ulll
Terminal Charts For Ulll
Revision Letter For Cycle 17-2013
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: 2203 Z
Sunset: 1206 Z,

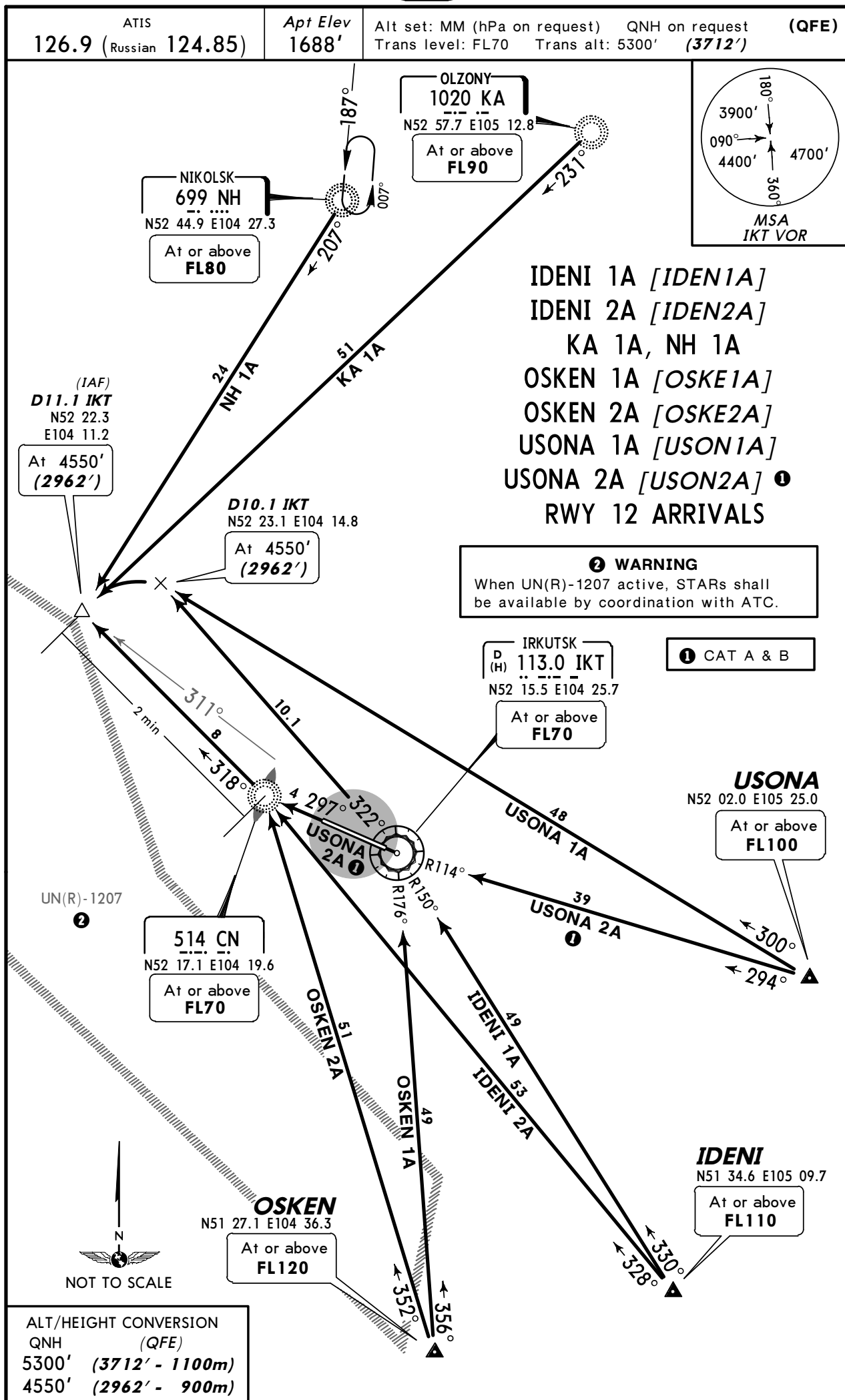
Runway Information

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
Irkutsk-Taxiing Ground Control 121.7
Irkutsk Approach Control 125.2
Irkutsk Approach Control 124.0 Secondary
Irkutsk Radar 119.3
Irkutsk Radar 124.0 Secondary



ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

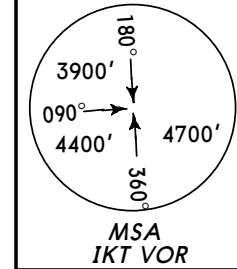
Alt set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5300' **(3712')**

(QFE)

**BD 1A
RWY 12 ARRIVAL**

ⓘ WARNING

When UN(R)-1207 active, STAR shall be available by coordination with ATC.



RAZDOLYE
635 BD
N52 26.5 E103 11.7

At or above
FL90

103°

33
BD 1A

3
104°

294°

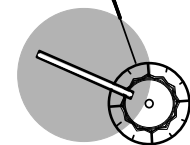
D10.8 IKT
N52 19.8 E104 09.5

At 3560'
(1972')

(IAF)
D13.9 IKT
N52 20.3 E104 05.1

At 4550'
(2962')

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



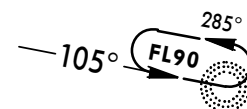
UN(R)-1207



NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
5300' **(3712' - 1100m)**
4550' **(2962' - 900m)**
3560' **(1972' - 600m)**

**HOLDING OVER
BD**

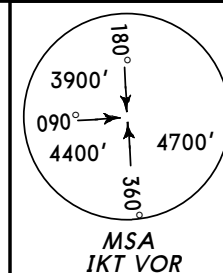


ATIS
126.9 (Russian 124.85)

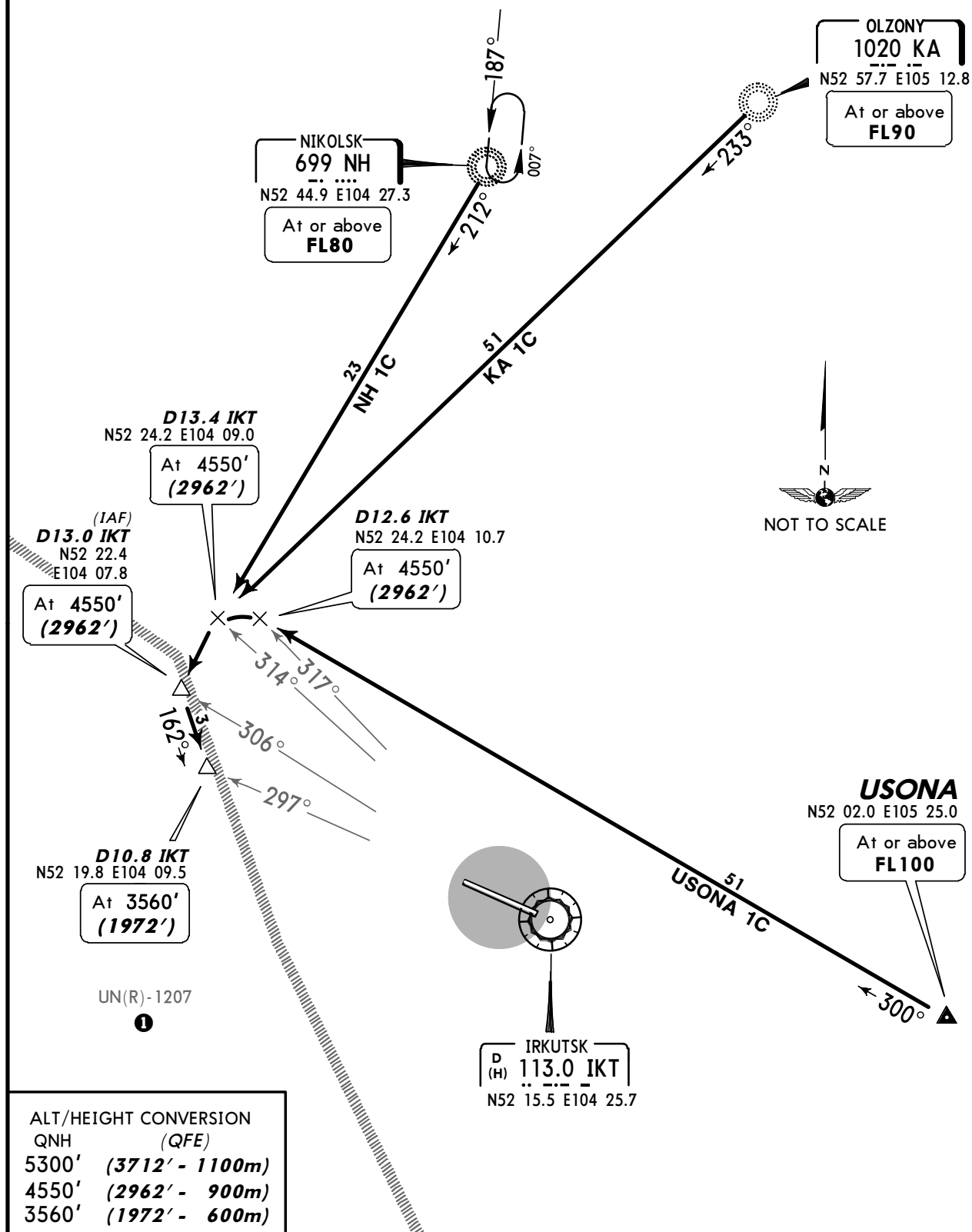
Apt Elev
1688'

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

KA 1C, NH 1C
USONA 1C [USON1C]
RWY 12 ARRIVALS



WARNING
When UN(R)-1207 active, STARs shall be available by coordination with ATC.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5300'	(3712' - 1100m)
4550'	(2962' - 900m)
3560'	(1972' - 600m)

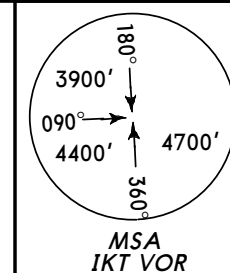
ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

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

(QFE)

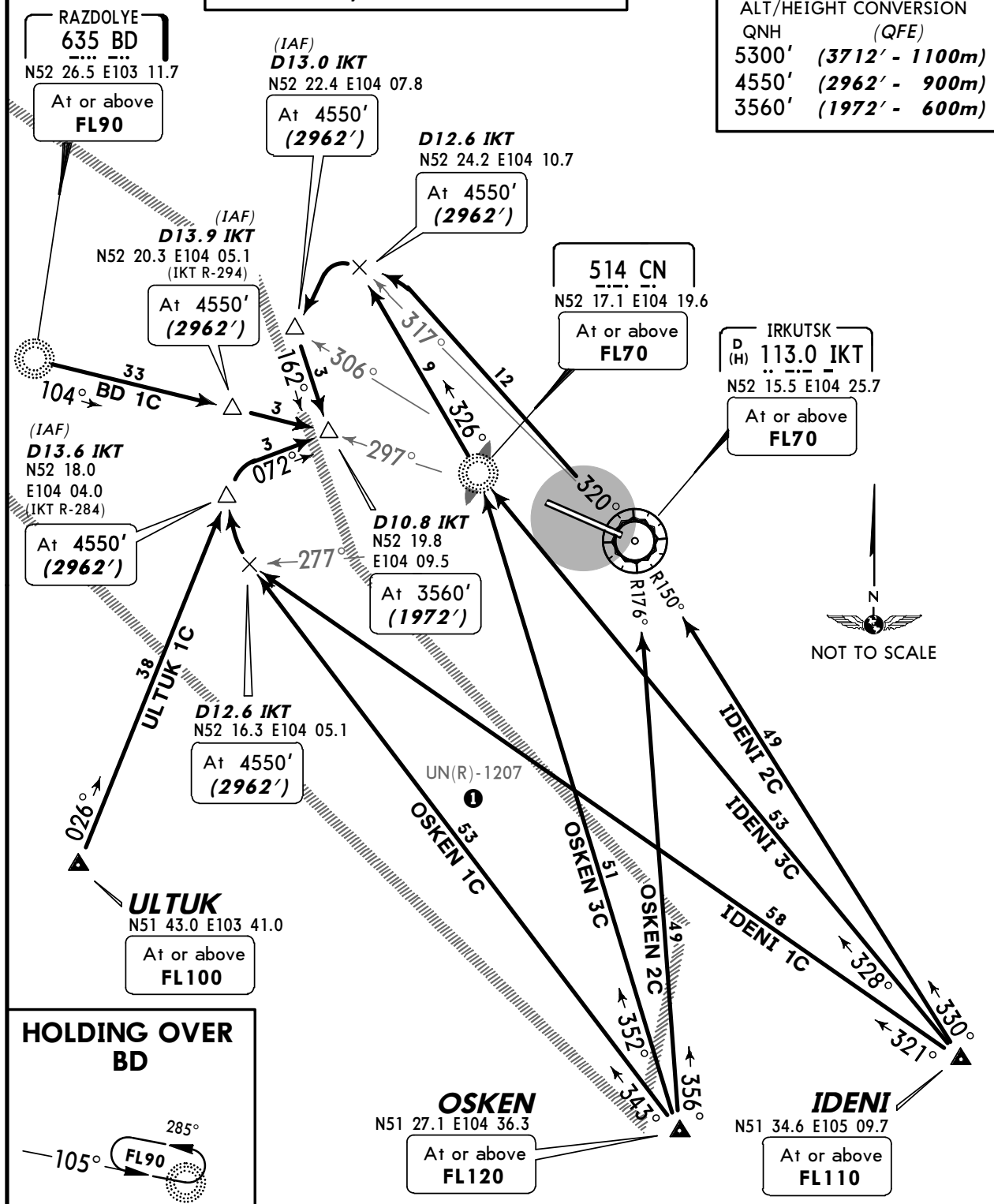
BD 1C
IDENI 1C [IDEN1C], IDENI 2C [IDEN2C]
IDENI 3C [IDEN3C]
OSKEN 1C [OSKE1C], OSKEN 2C [OSKE2C]
OSKEN 3C [OSKE3C]
ULTUK 1C [ULTU1C]
RWY 12 ARRIVALS



WARNING

When UN(R)-1207 active, STARs shall be available by coordination with ATC.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
5300'	(3712' - 1100m)
4550'	(2962' - 900m)
3560'	(1972' - 600m)



ATIS
126.9 (Russian 124.85)

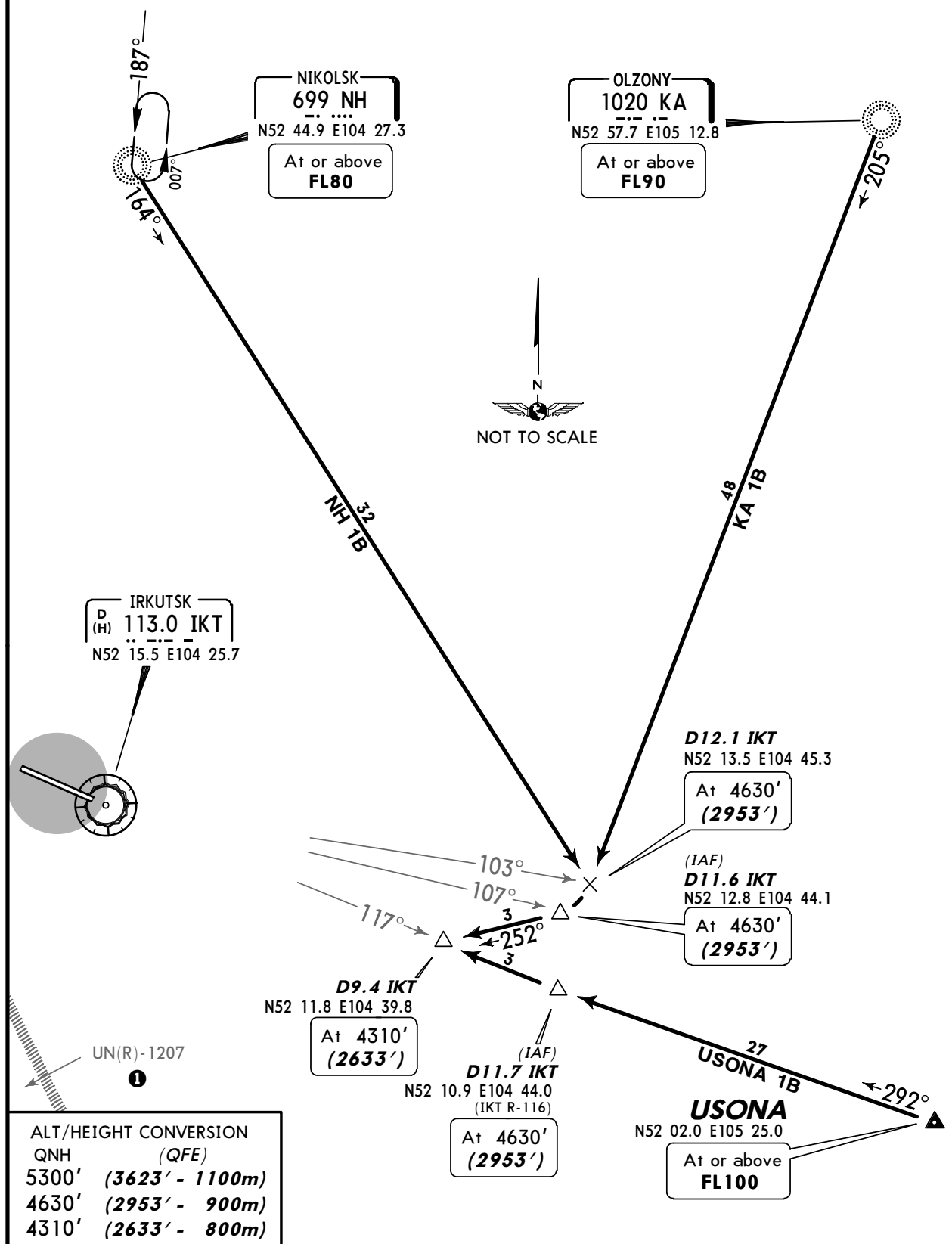
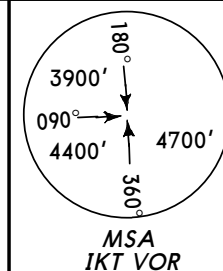
Apt Elev
1688'

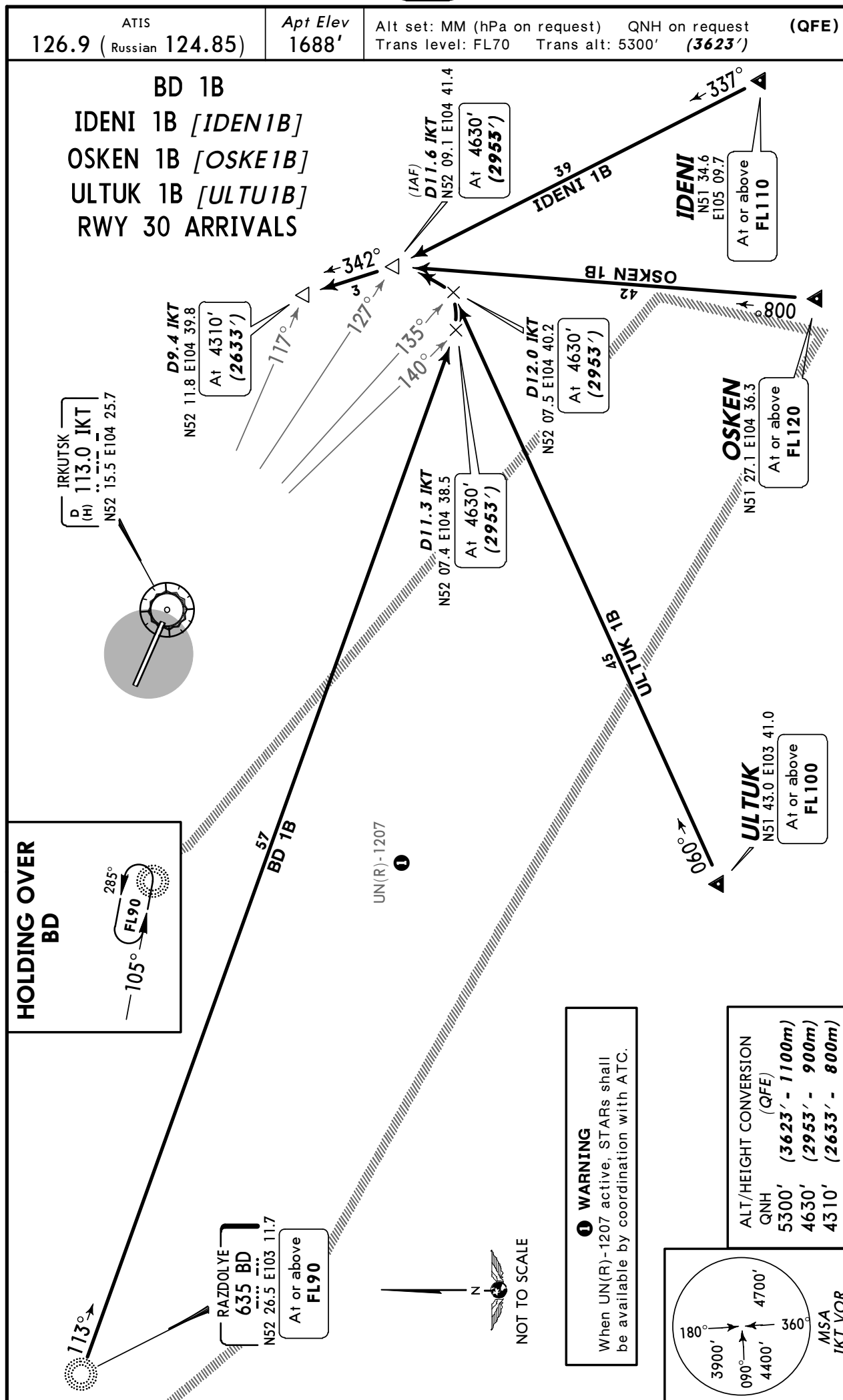
Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3623')

KA 1B, NH 1B
USONA 1B [USON1B]
RWY 30 ARRIVALS

WARNING

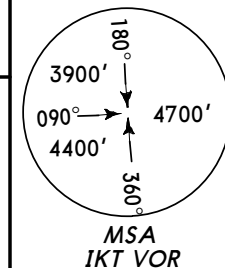
When UN(R)-1207 active, STARs shall be available by coordination with ATC.



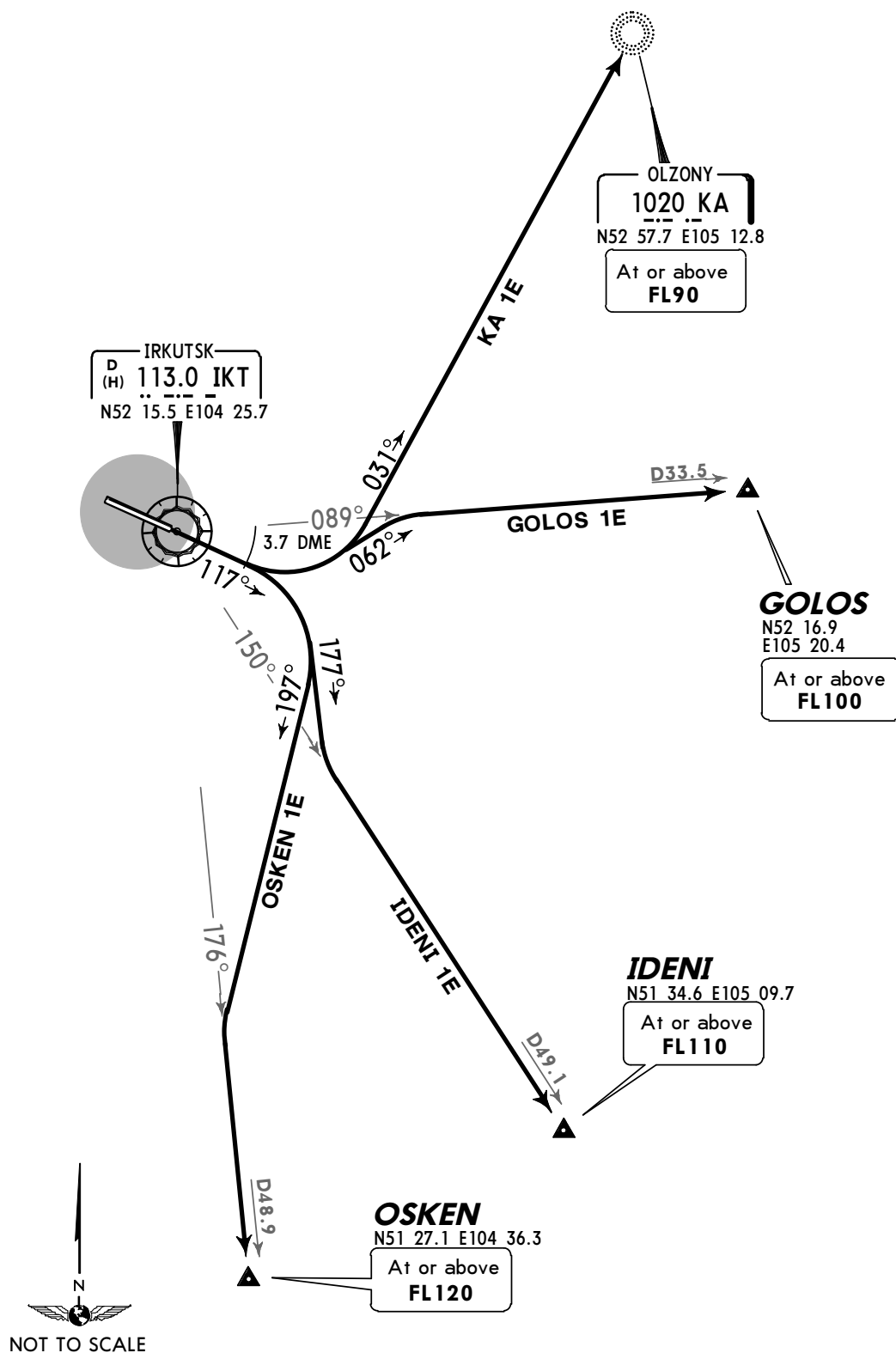


Apt Elev
1688'

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



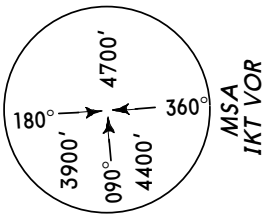
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2250'	(662' - 200m)
5300'	(3712' - 1100m)

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

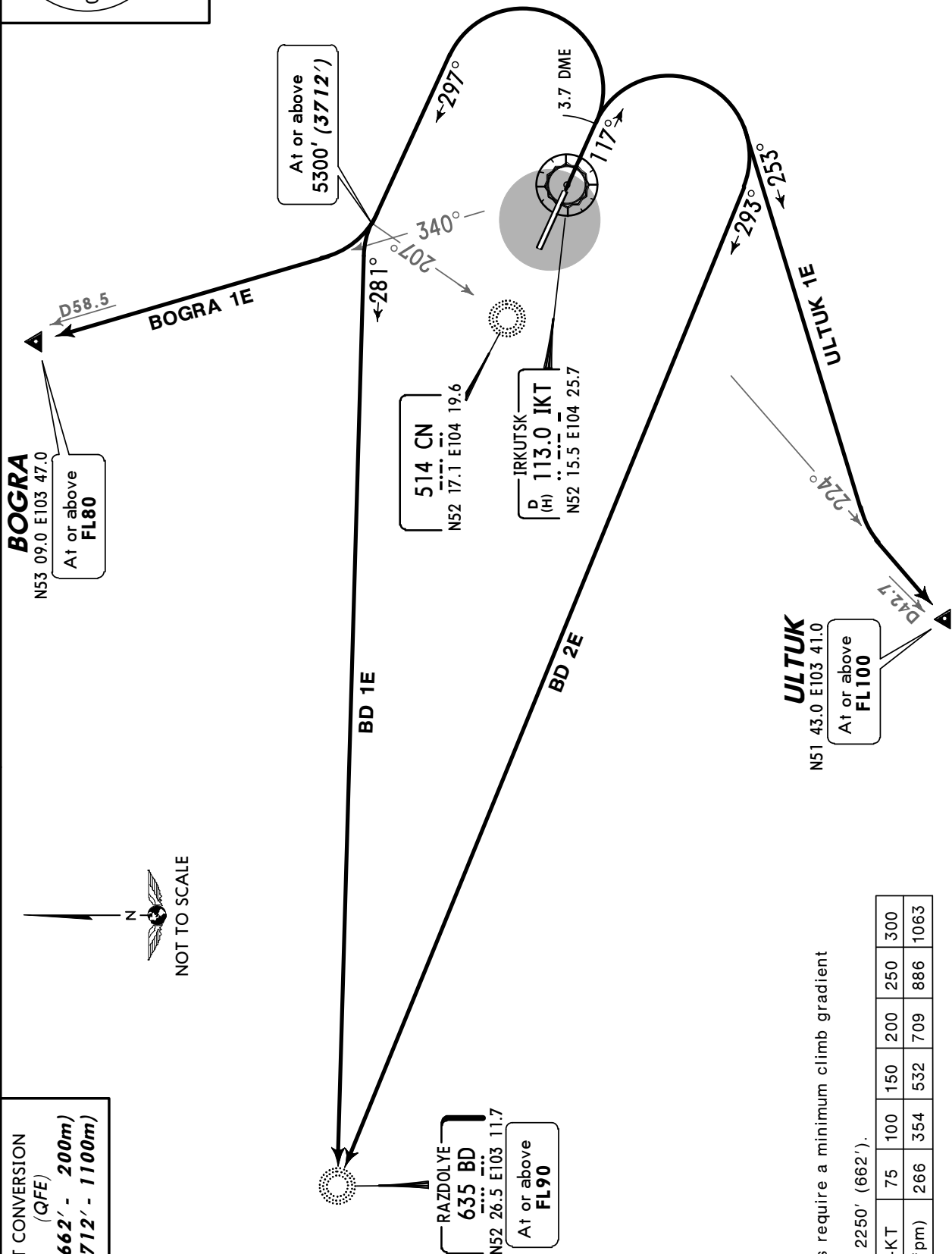
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V(fpm)	266	354	532	709	886	1063

Apt Elev
1688'

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



BD 1E, BD 2E, BOGRA 1E [BOGR1E]
ULTUK 1E [ULTU1E]
RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
2250' (662' - 200m)
5300' (3712' - 1100m)

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

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V(fpm)	266	354	532	709	886	1063

OLZONY
1020 KA
N52 57.7 E105 12.8
At or above
FL90

When UN(R)-1207 active, take-off rwy 30 by coordination of Irkutsk ATS with Irkutsk Aviation Plant.

At or above
5300' (**3625'**)

IRKUTSK
D
(H) 113.0 IKT
.. --
N52 15.5 E104 25.7

514 IR
N52 14.9 E104 27.7
At or above
5300' (**3625'**)

GOLOS
N52 16.9
E105 20.4

At or above
FL100

OSKEN
N51 27.1 E104 36.3
(IKT B-176/ D48.9)

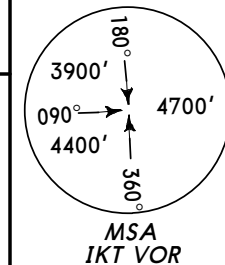
At or above
FL120

IDENT
N51 34.6 E105 09.7
At or above
FL110

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

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

BOGRA
N53 09.0 E103 47.0

At or above
FL80

RAZDOLYE
635 BD
N52 26.5 E103 11.7

At or above
FL90

BD 1G

WARNING

When UN(R)-1207 active, take-off rwy 30 by coordination of Irkutsk ATS with Irkutsk Aviation Plant.

UN(R)-1207

IRKUTSK
D(H) 113.0 IKT
N52 15.5 E104 25.7

514 IR
N52 14.9 E104 27.7
At or above
5300' (3625')

ULTUK
N51 43.0 E103 41.0
(IKT R-224/ D42.7)

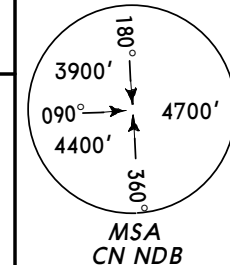
At or above
FL100

43
ULTUK 1G

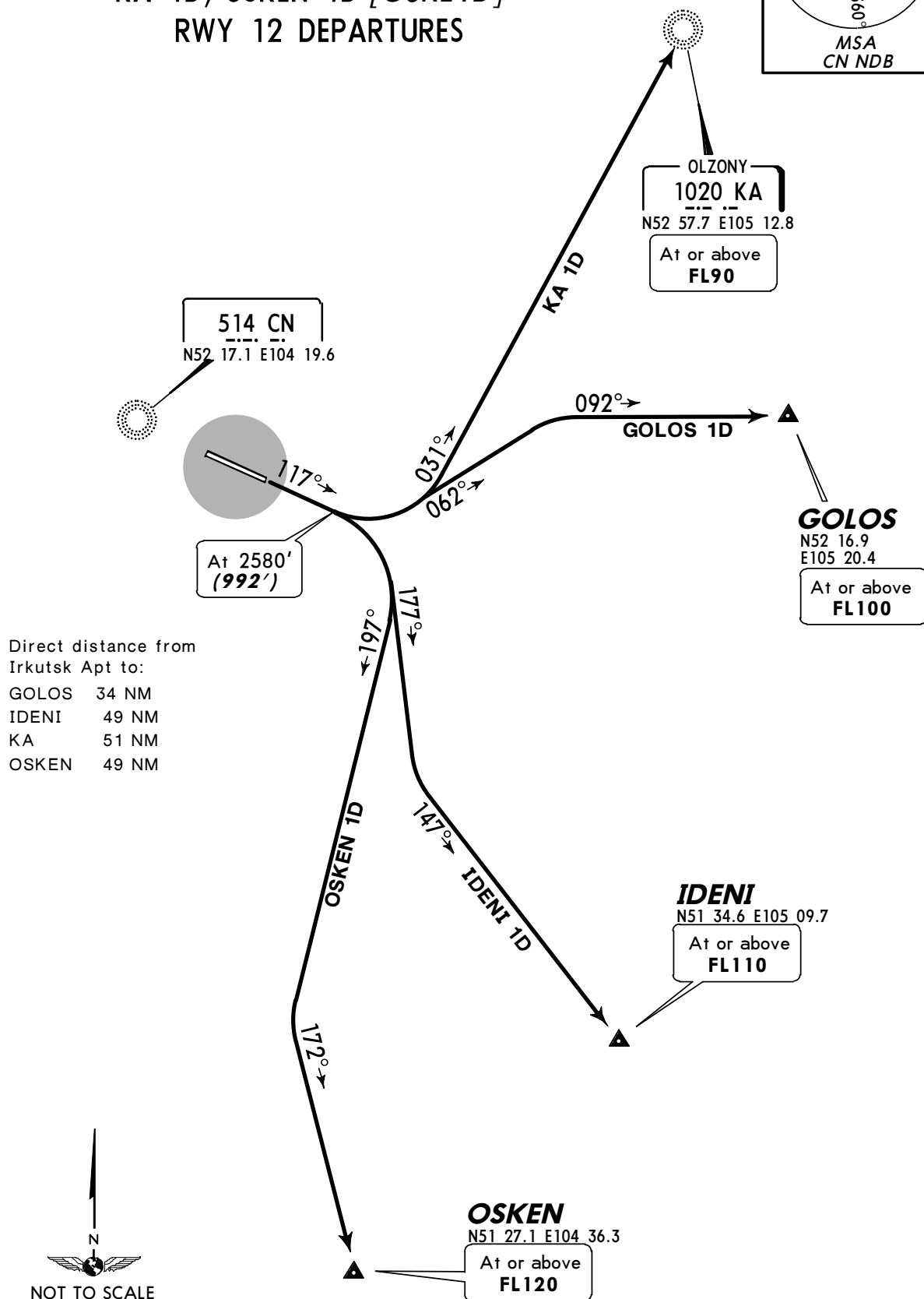
ALT/HEIGHT CONVERSION
QNH (QFE)
5300' (3625' - 1100m)

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



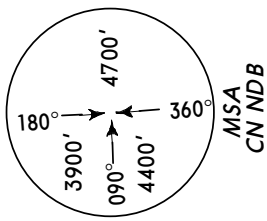
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2250'	(662' - 200m)
2580'	(992' - 300m)
5300'	(3712' - 1100m)

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

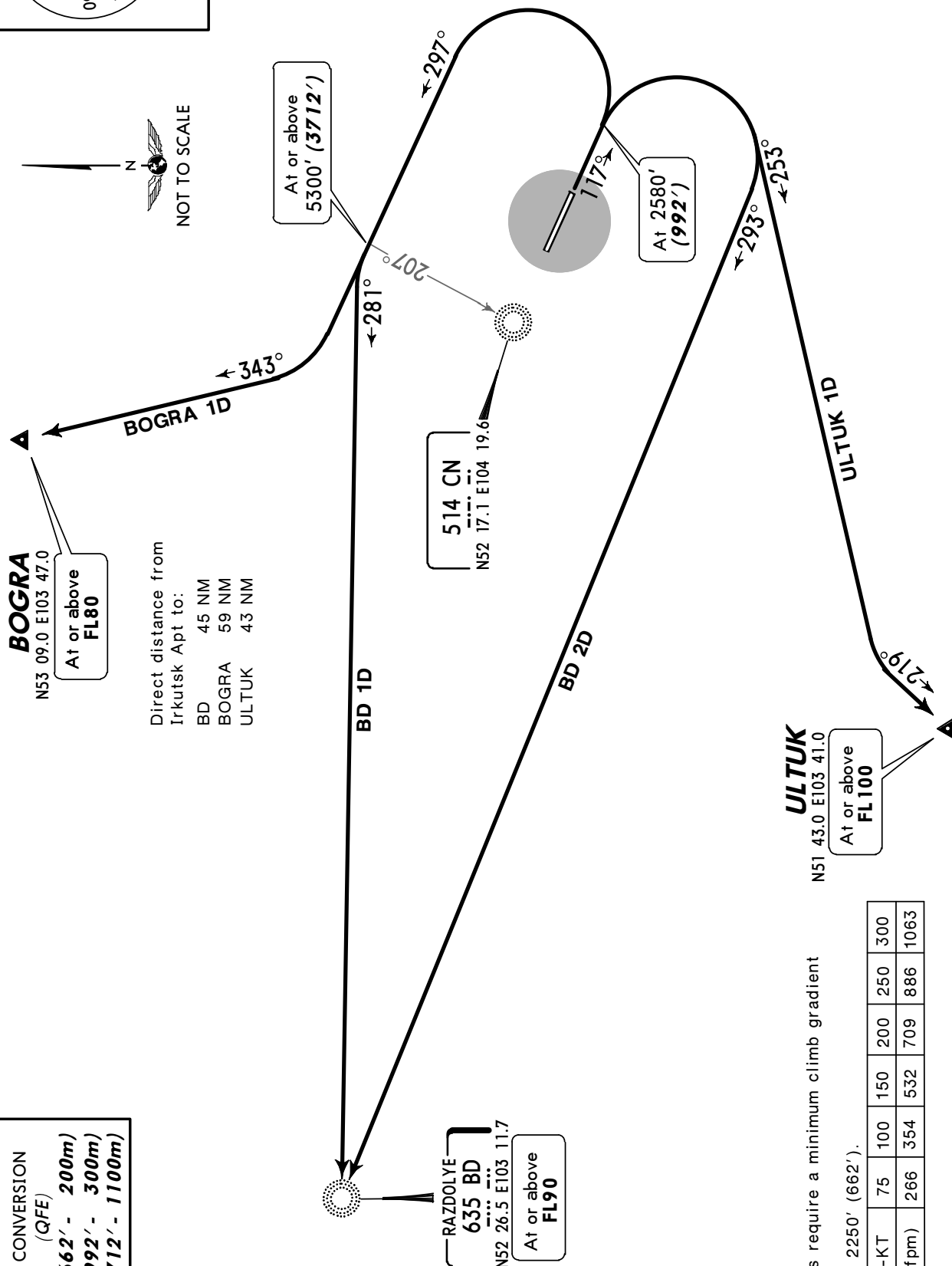
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V(fpm)	266	354	532	709	886	1063

Apt Elev
1688'

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



BD 1D, BD 2D, BOGRA 1D [BOGR1D]
ULTUK 1D [ULTU1D]
RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)

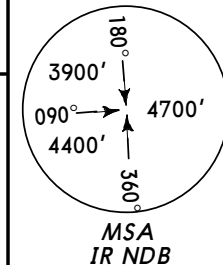
2250'	(662' - 200m)
2580'	(992' - 300m)
5300'	(3712' - 1100m)

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

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

Apt Elev
1688'

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



GOLOS 1F [GOLO1F]
IDENI 1F [IDEN1F]
IDENI 2F [IDEN2F]
KA 1F
OSKEN 1F [OSKE1F]
RWY 30 DEPARTURES

OLZONY
1020 KA
N52 57.7 E105 12.8
At or above
FL90



WARNING
When UN(R)-1207 active, take-off rwy 30 by coordination of Irkutsk ATS with Irkutsk Aviation Plant.

At
2110' (433')
but not before
DER of THR 12

UN(R)-1207

514 IR
N52 14.9 E104 27.7
At or above
5300' (3625')

At or above
5300' (3625')

Direct distance from
Irkutsk Apt to:
GOLOS 34 NM
IR 3 NM
KA 51 NM

GOLOS
N52 16.9
E105 20.4
At or above
FL100

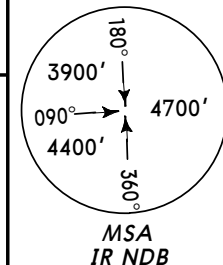
OSKEN
N51 27.1 E104 36.3
At or above
FL120

IDENI
N51 34.6 E105 09.7
At or above
FL110

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

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

BOGRA
N53 09.0 E103 47.0

At or above
FL80

RAZDOLYE
635 BD
N52 26.5 E103 11.7

At or above
FL90

BD 1F

WARNING

When UN(R)-1207 active,
take-off rwy 30 by
coordination of Irkutsk
ATS with Irkutsk
Aviation Plant.

UN(R)-1207



ULTUK
N51 43.0 E103 41.0

At or above
FL100

Direct distance from
Irkutsk Apt to:

BD	45 NM
BOGRA	59 NM
IR	3 NM



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

514 IR

N52 14.9 E104 27.7

At or above
5300' (3625')

ALT/HEIGHT CONVERSION

QNH	(QFE)
2110'	(435' - 130m)
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.

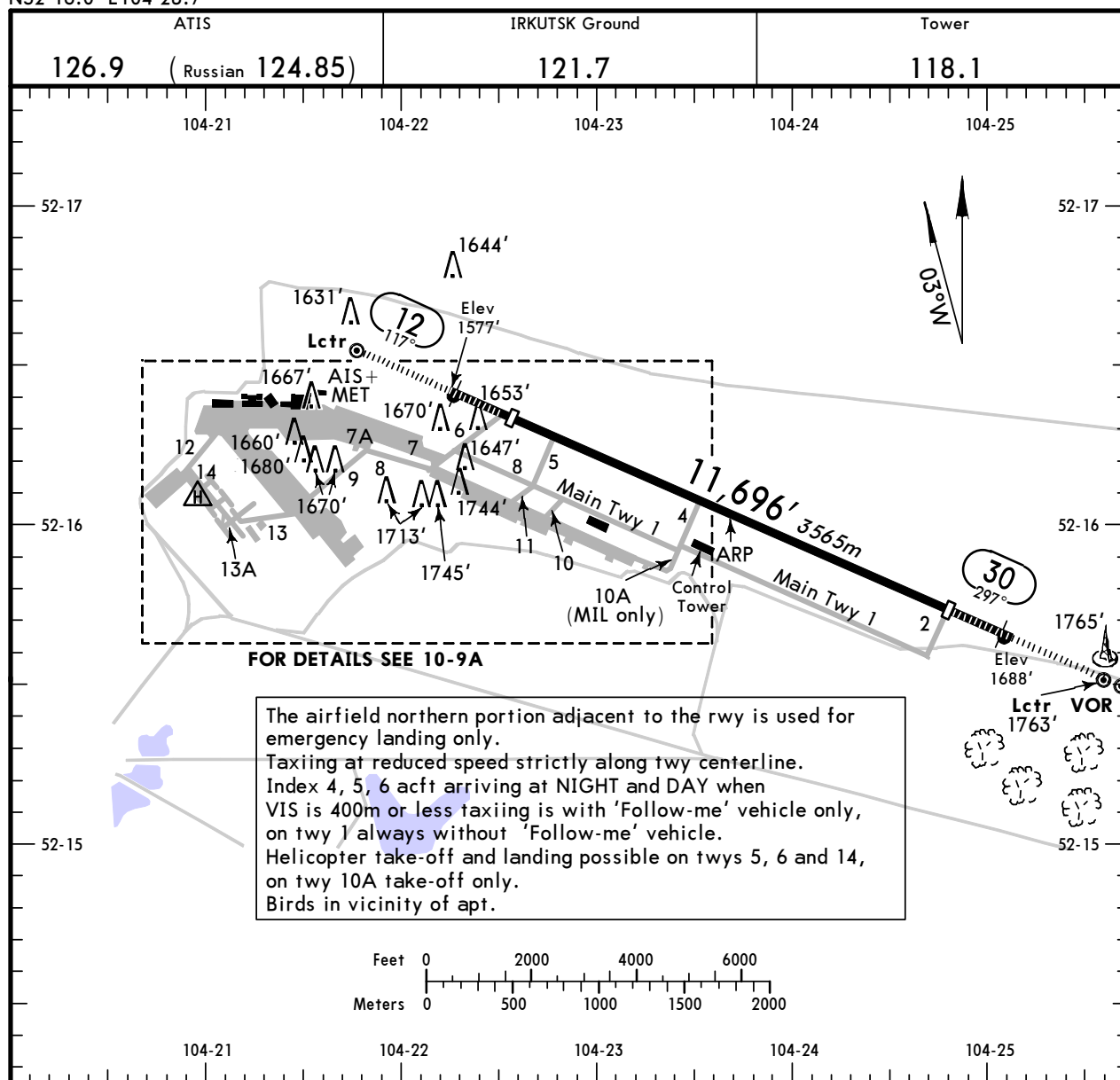
Maintaining the minimum IAS of climb is not required if it leads to the exceeding of the minimum permissible angle of attack.

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		
			Threshold	Glide Slope	
12	30	HIRL (60m) HIALS PAPI-L (angle 3.33°)	10,384' 3165m	9637' 2937m	1 2
				9287' 2831m	

1 TAKE-OFF RUN AVAILABLE

RWY 12:

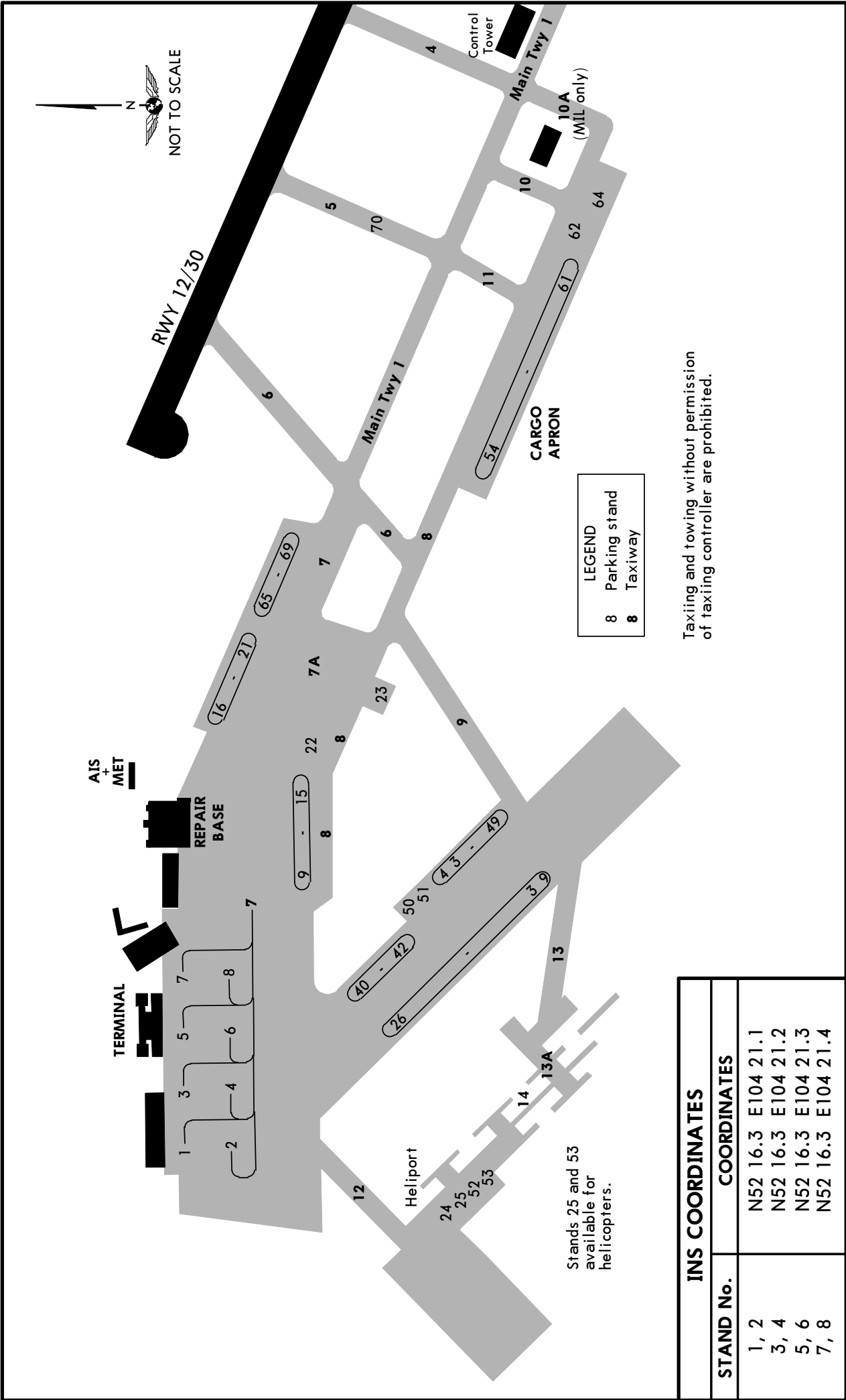
From rwy head	10,384' (3165m)
displ thresh	9072' (2765m)
twy 5 int	7759' (2365m)
twy 4 int	4806' (1465m)

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	RCLM (DAY only) or RL
A	400m
B	
C	
D	



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 ①	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 ①	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 ①	2010' (422')	2010' (422')	2010' (422')	2010' (422')
with FAF	R1300m	R1300m	R1300m	R1300m
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
NDB ①	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	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	1877' (200')	1877' (200')	1877' (200')	1880' (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 ①	2020' (343')	2020' (343')	2020' (343')	2020' (343')
with D1.3 IKT	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
VOR ①	2330' (653')	2330' (653')	2330' (653')	2330' (653')
w/o D1.3 IKT	R1500m	R1500m	C2300m	C2300m
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
NDB ①	2030' (353')	2030' (353')	2030' (353')	2030' (353')
with FAF	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
NDB	3010' (1333')	3010' (1333')	3010' (1333')	3010' (1333')
w/o FAF	C5000m	C5000m	C5000m	C5000m

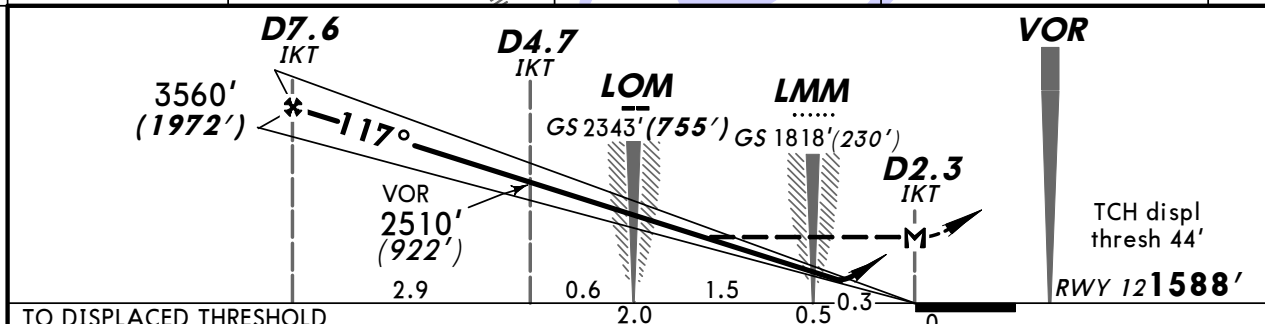
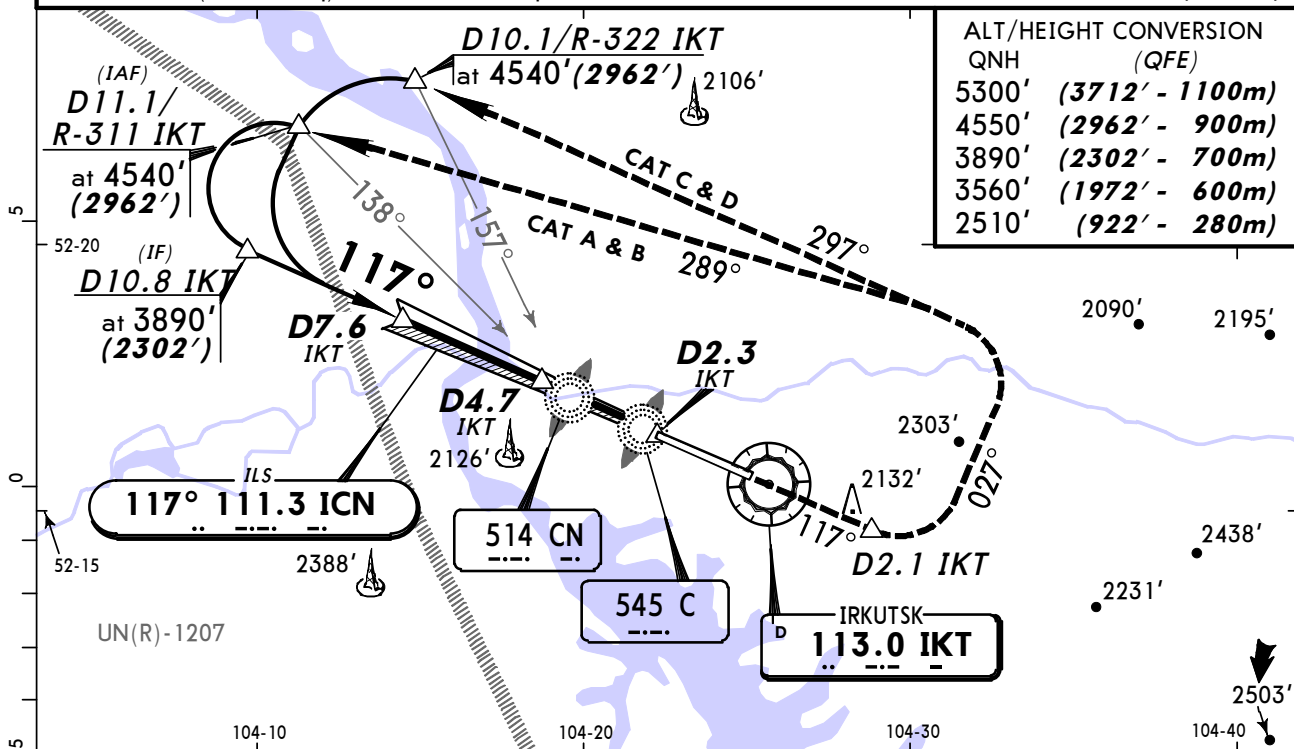
① Continuous Descent Final Approach.

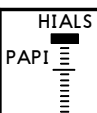
TAKE-OFF RWY 12, 30			
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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 2343' (755')		ILS DA(H) 1788' (200')		Apt Elev 1688' RWY 1588'	
VOR IKT 113.0				Minimum Alt D7.6 IKT 3560' (1972')		VOR MDA(H) (CONDITIONAL) 2000' (412')			
MISSED APCH: Climb STRAIGHT AHEAD to D2.1 IKT, then turn LEFT onto 027° climbing to 3560'(1972'), then turn LEFT onto CAT A&B: 289° (CAT C&D: 297°) climbing to 4550'(2962'), then according to chart, or as directed.									

MSA
IKT VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3712')



TO DISPLACED THRESHOLD							D2.1 IKT		027°		3560' (1972')	
Gnd speed-Kts	70	90	100	120	140	160						
ILS GS or VOR Descent Angle 3.33°	412	530	589	707	825	943						
MAP at D2.3 IKT												

STRAIGHT-IN LANDING RWY 12							
ILS		LOC (GS out)		VOR with D4.7 IKT		VOR w/o D4.7 IKT	
DA(H) 1788' (200')				MDA(H) 2000' (412')		MDA(H) 2180' (592')	
FULL	ALS out			ALS out		ALS out	
A		NOT AUTH		800m	1600m	800m	1600m
B				1200m		1600m	2400m
C	800m			1600m		2000m	2800m
D	1200m			2000m		2000m	2800m

PANS OPS

UIII/IKT
IRKUTSK

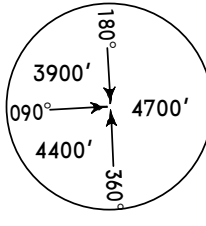
14 JUN 13
Eff 27 Jun

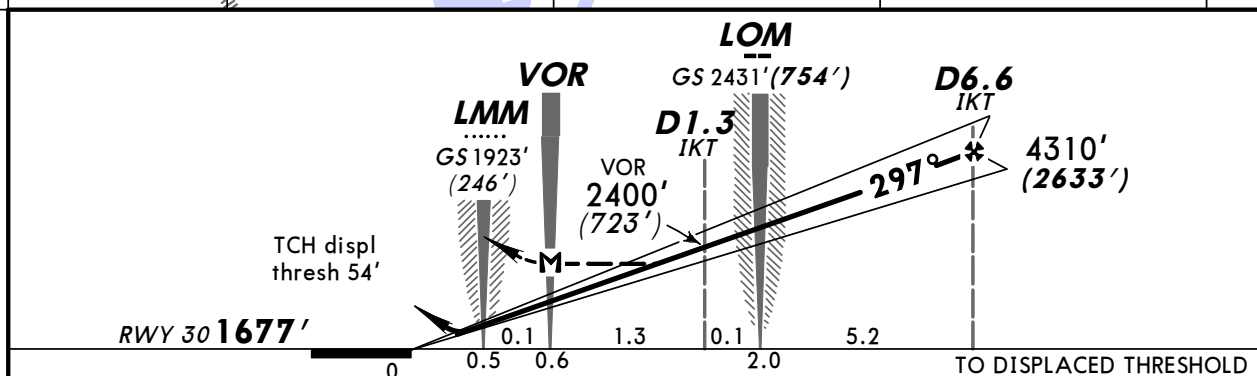
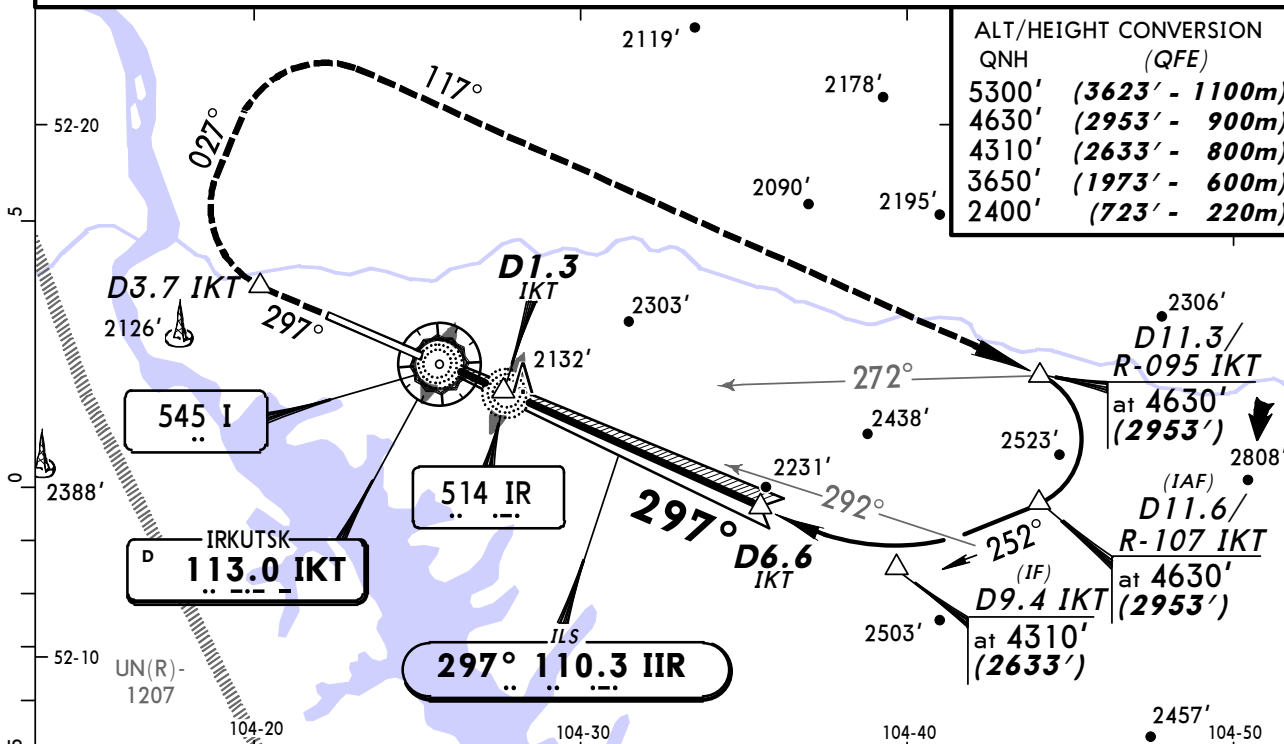
11-2

IRKUTSK, RUSSIA
ILS or VOR DME Rwy 30

TM

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 2431' (754')	ILS DA(H) Refer to Minimums	Apt Elev 1688' RWY 1677'	 MSA IKT VOR	
VOR IKT 113.0		Minimum Alt D6.6 IKT 4310' (2633')	VOR MDA(H) (CONDITIONAL) 2020' (343')			
MISSED APCH: Climb STRAIGHT AHEAD to D3.7 IKT, then turn RIGHT onto 027° climbing to 3650' (1973'), then turn RIGHT onto 117° climbing to 4630' (2953'), then according to chart, or as directed.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 70		Trans alt: 5300' (3623')



Gnd speed-Kts	70	90	100	120	140	160	HIALS			D3.7 IKT	027°	3650' (1973')
ILS GS or VOR Descent Angle 3.33°	412	530	589	707	825	943	PAPI			↑	RT	↑
MAP at VOR												

ILS		STRAIGHT-IN LANDING RWY 30		VOR	
DA(H) ABC: 1877' (200') D: 1880' (203')		LOC (GS out)		with D1.3 IKT MDA(H) 2020' (343')	
FULL		ALS out		w/o D1.3 IKT MDA(H) 2330' (653')	
				ALS out	
A					
B					
C	800m	1200m	NOT AUTH	800m	1600m
D				2000m	2800m
				1600m	2000m
				2400m	3200m

UIII/IKT
IRKUTSK

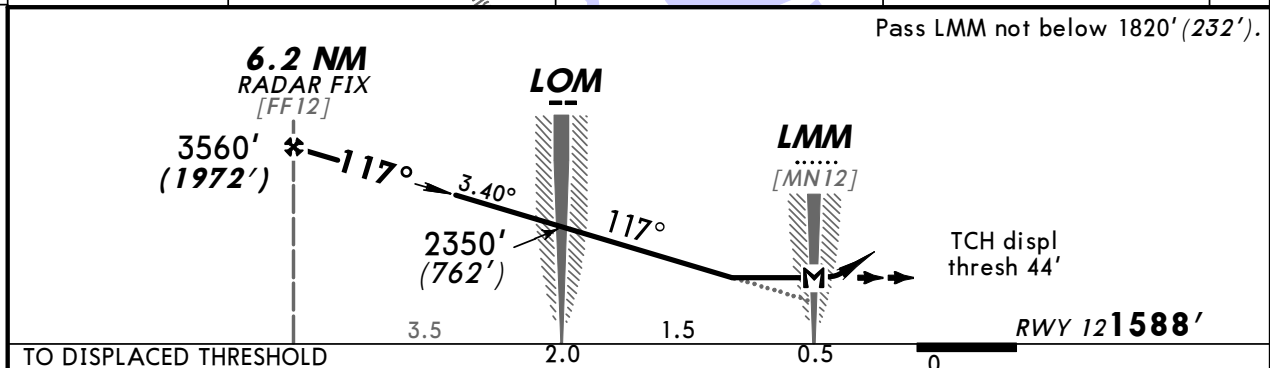
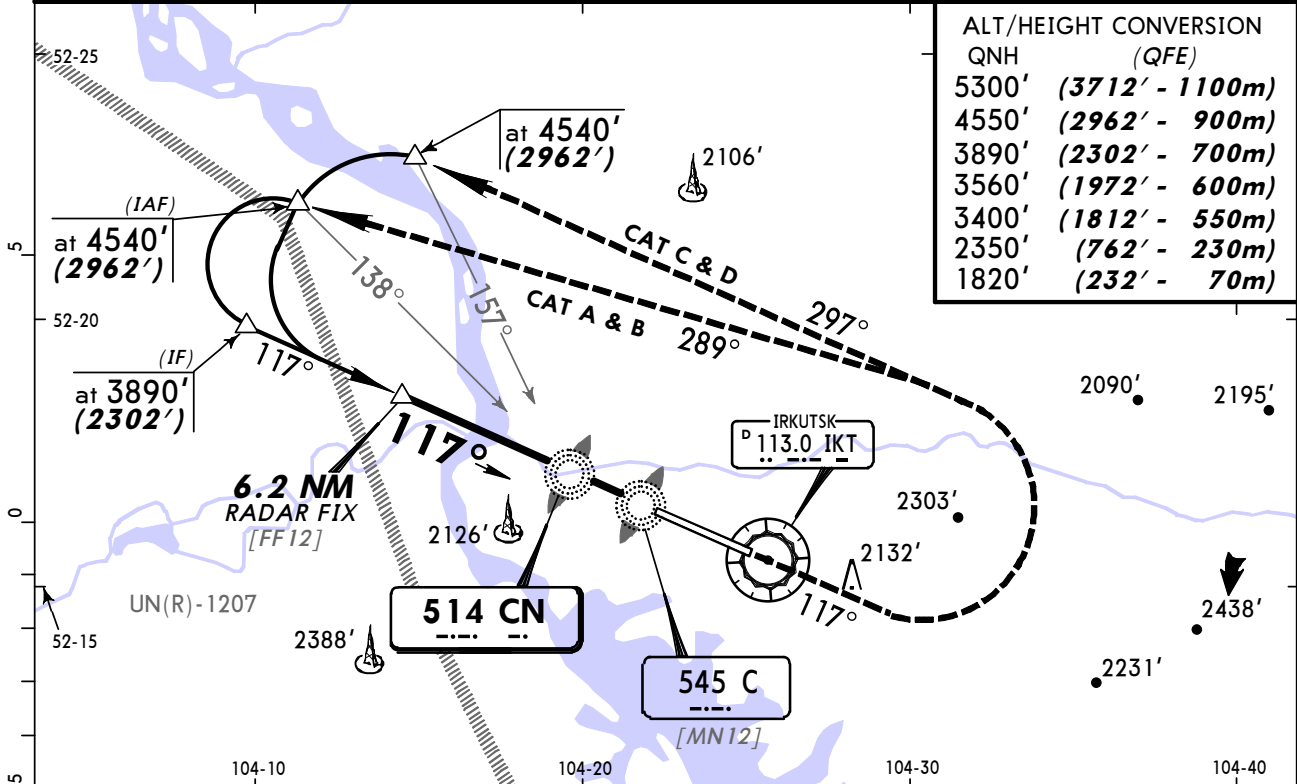
14 JUN 13
Eff 27 Jun 16-1

IRKUTSK, RUSSIA
2 NDB or NDB Rwy 12

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
NDB CN 514	Final Aptch Crs 117°	Minimum Alt 6.2 NM RADAR FIX 3560' (1972')	MDA(H) Refer to Minimums	Apt Elev 1688' RWY 1588'
MISSED APCH: Climb STRAIGHT AHEAD to 3400' (1812'), then turn LEFT onto CAT A&B: 289° (CAT C&D: 297°) climbing to 4550' (2962'), then according to chart, or as directed.				

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3712')



TO DISPLACED THRESHOLD	3.5	2.0	1.5	0.5	0	RWY 12 1588'
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.40°	421	541	602	722	842
MAP at LMM						

STRAIGHT-IN LANDING RWY 12					
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')	
	ALS out		ALS out		ALS out
A					1600m
B	1200m	1600m	1200m	1200m	2000m
C		2000m		3200m	4000m
D	1600m	2000m	2400m	4000m	4400m

PANS OPS

UIII/IKT
IRKUTSK

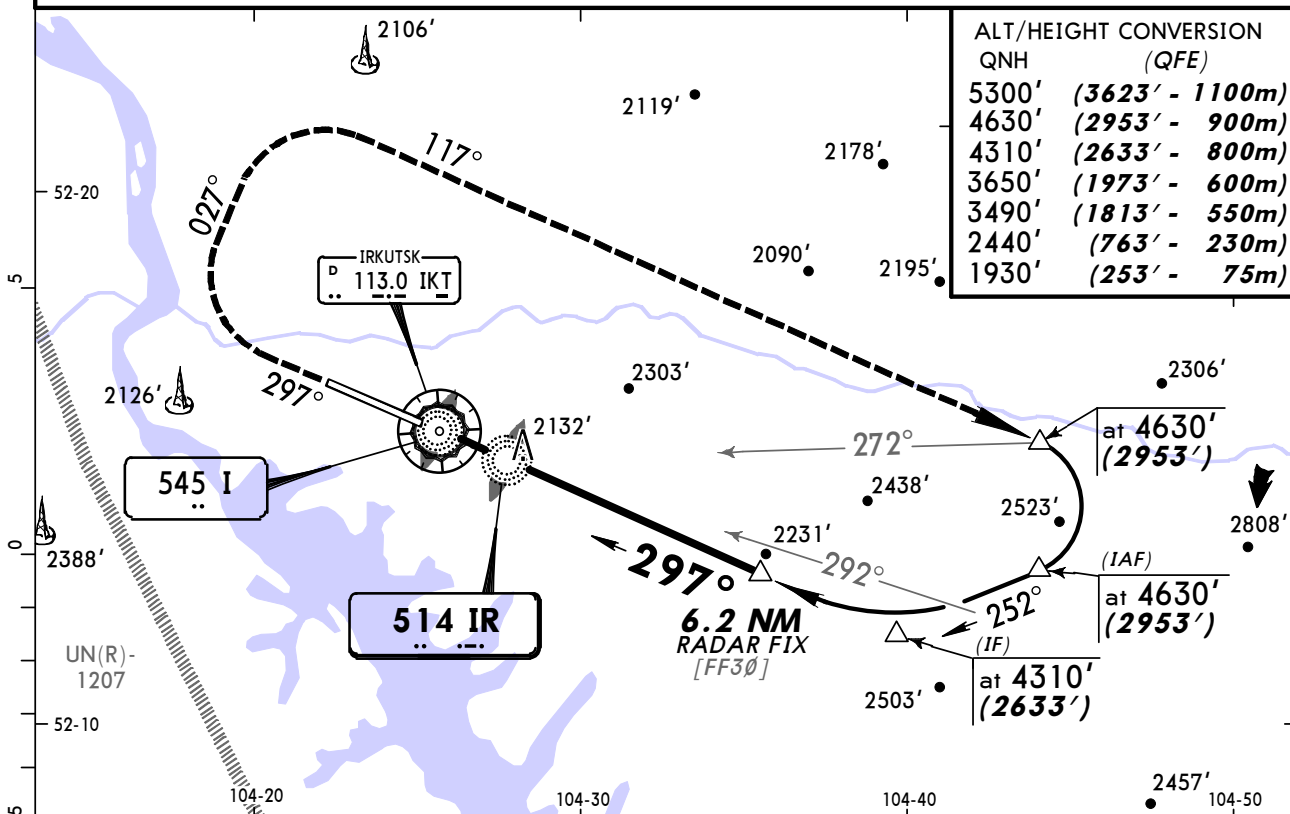
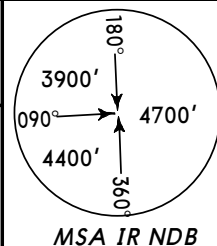
14 JUN 13
Eff 27 Jun

16-2

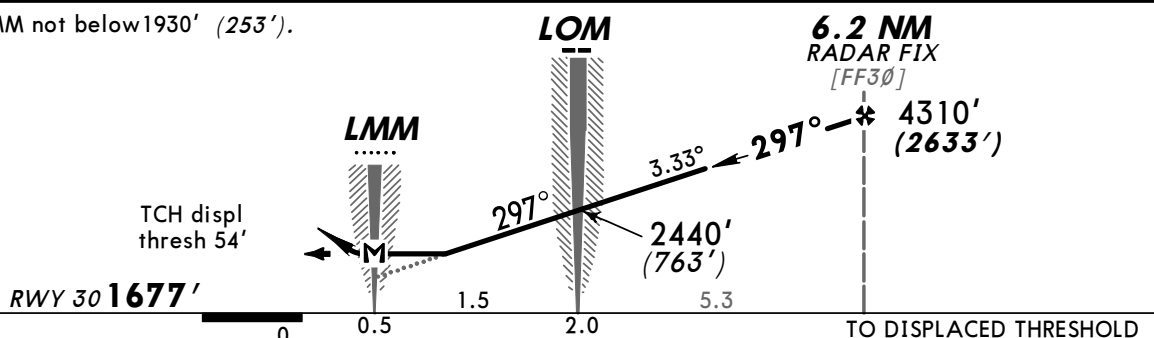
IRKUTSK, RUSSIA
2 NDB or NDB Rwy 30

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
NDB IR 514	Final Apch Crs 297°	Minimum Alt 6.2 NM RADAR FIX 4310' (2633')	MDA(H) Refer to Minimums	Apt Elev 1688' RWY 1677'
MISSED APCH: Climb STRAIGHT AHEAD to 3490' (1813'), then turn RIGHT onto 027° climbing to 3650' (1973'), then turn RIGHT onto 117° climbing to 4630' (2953'), then according to chart, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3623')				



Pass LMM not below 1930' (253').



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3490' (1813')	027° RT	3650' (1973')
Descent Angle	3.33°	412	530	589	707	825				
MAP at LMM										

STRAIGHT-IN LANDING RWY 30					
2 NDB or IR NDB With FAF		2 NDB or IR NDB W/o FAF			
MDA(H) 2020' (343')		MDA(H) 3010' (1333')			
ALS out		ALS out			
A		1200m	2000m		
B	1200m	1600m	2400m		
C		4000m	4800m		
D	1600m	2000m	4400m	4800m	

PANS OPS

CHANGES: Procedure. Minimums.

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Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
IRKUTSK, (IRKUTSK - UIII)				
REV	IDENI, OSKEN & USONA 1A&2...	10-2	09 Aug 2013	22 Aug 2013
ADD	BD 1A ARR	10-2A	09 Aug 2013	22 Aug 2013
DEL	KA, NH & USONA 1C ARRS	10-2A	09 Aug 2013	22 Aug 2013
DEL	BD & ULTUK 1C, IDENI & OS...	10-2B	09 Aug 2013	22 Aug 2013
ADD	KA, NH & USONA 1C ARRS	10-2B	09 Aug 2013	22 Aug 2013
ADD	BD & ULTUK 1C, IDENI & OS...	10-2C	09 Aug 2013	22 Aug 2013
DEL	KA, NH & USONA 1B ARRS	10-2C	09 Aug 2013	22 Aug 2013
DEL	BD, IDENI, OSKEN & ULTUK ...	10-2D	09 Aug 2013	22 Aug 2013
ADD	KA, NH & USONA 1B ARRS	10-2D	09 Aug 2013	22 Aug 2013
ADD	BD, IDENI, OSKEN & ULTUK ...	10-2E	09 Aug 2013	22 Aug 2013

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport Ull

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.