

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UIII

Terminal Charts For UIII

Revision Letter For Cycle 23-2013

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: 0019 Z
Sunset: 0915 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

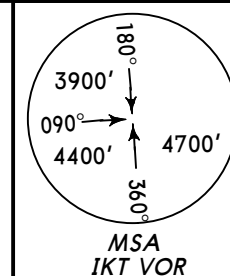
ATIS 126.9
ATIS 124.85 Non-English
Irkutsk Tower 124.0 Secondary
Irkutsk Tower 118.1
Irkutsk-Taxiing Ground Control 121.7
Irkutsk Approach Control 125.2
Irkutsk Approach Control 124.0 Secondary
Irkutsk Radar 119.3

Irkutsk Radar 124.0 Secondary

ATIS
126.9 (Russian 124.85)

Apt Elev
1688'

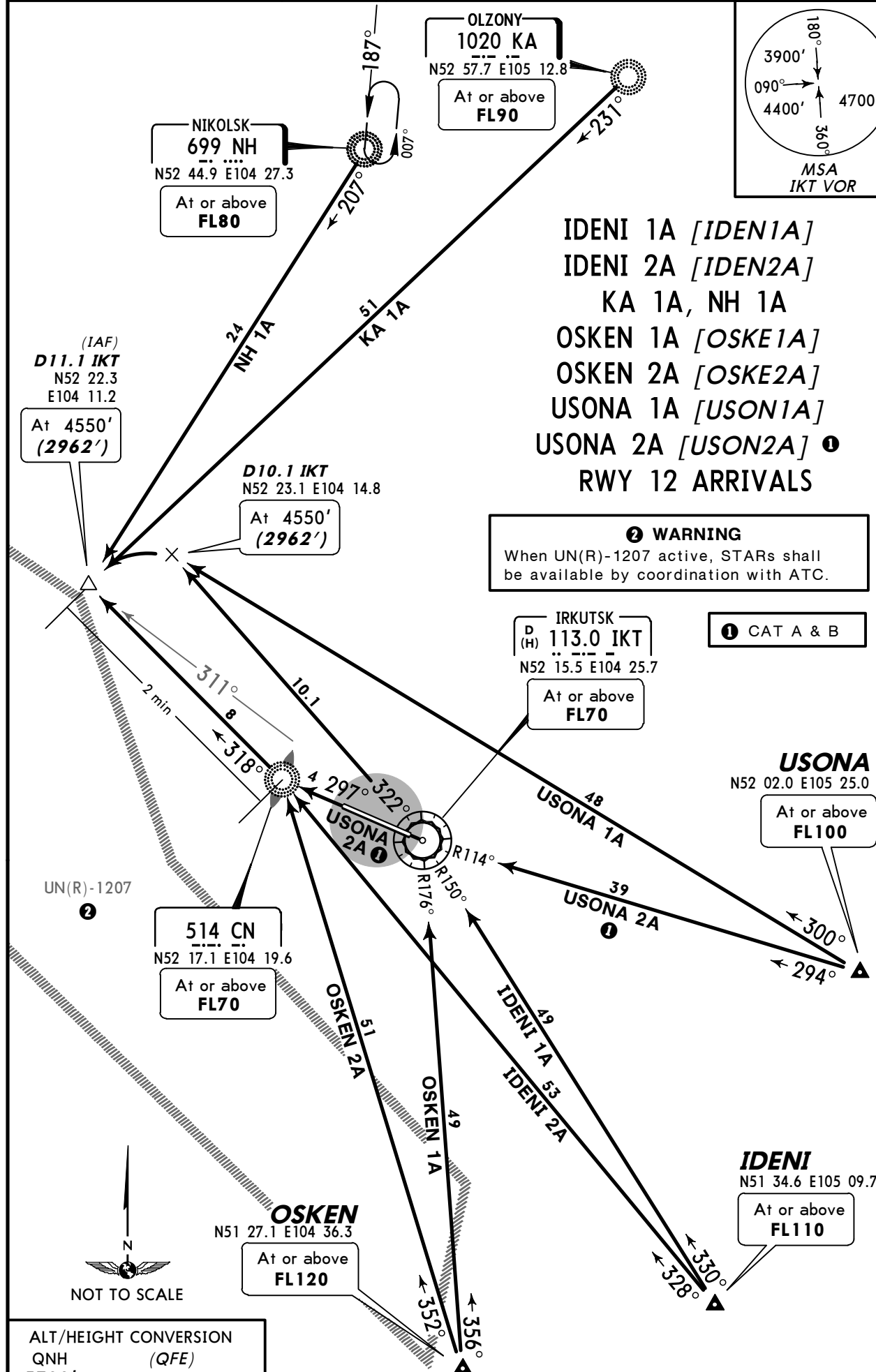
Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3712')



IDENT 1A [IDENT1A]
IDENT 2A [IDENT2A]
KA 1A, NH 1A
OSKEN 1A [OSKE1A]
OSKEN 2A [OSKE2A]
USONA 1A [USON1A]
USONA 2A [USON2A] ①
RWY 12 ARRIVALS

② WARNING
When UN(R)-1207 active, STARs shall be available by coordination with ATC.

① CAT A & B



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

ATIS
126.9 (Russian 124.85)

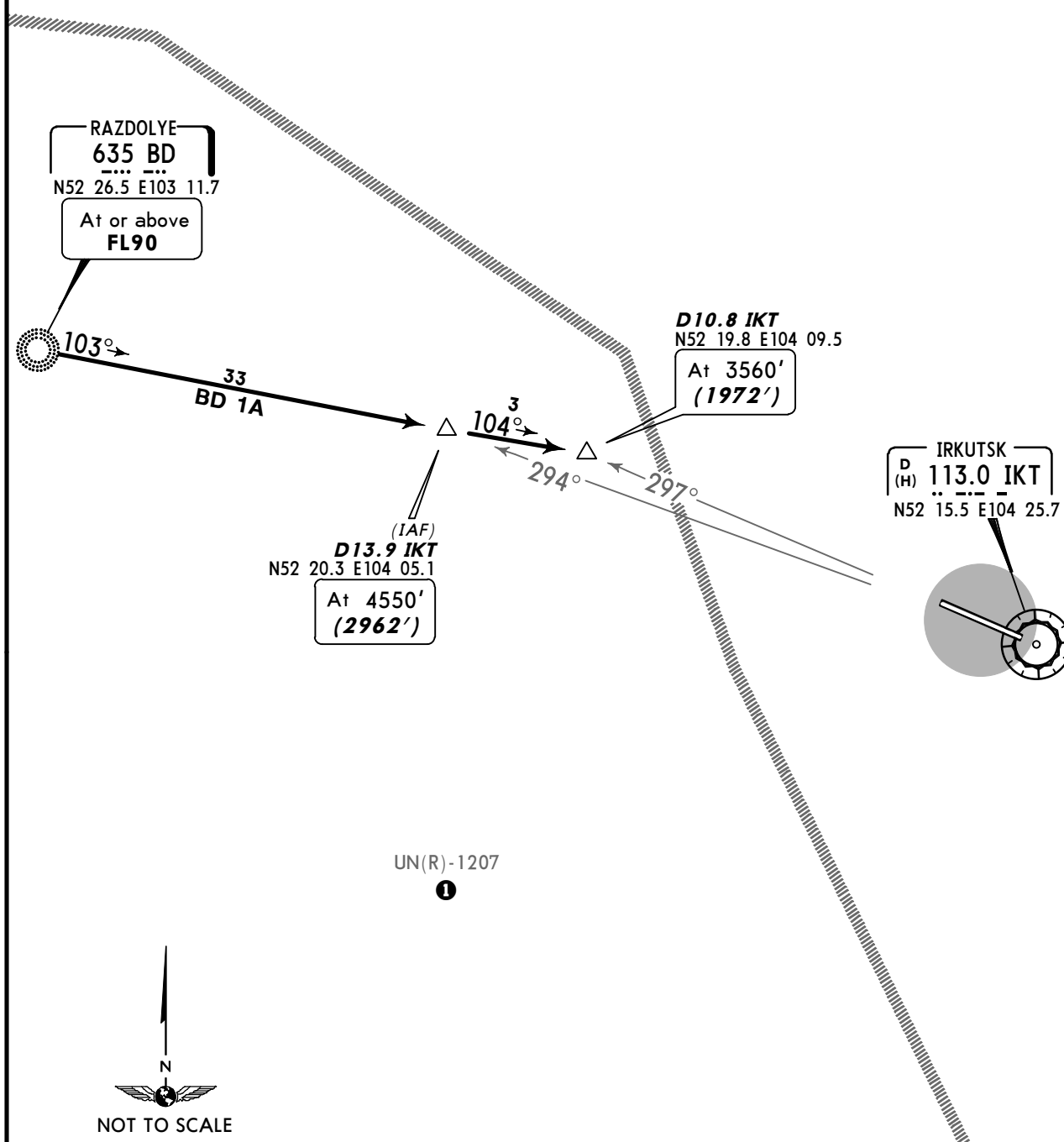
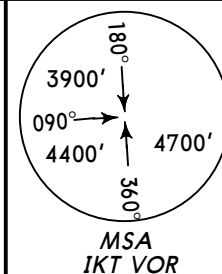
Apt Elev
1688'

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

BD 1A RWY 12 ARRIVAL

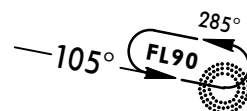
ⓘ WARNING

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



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

HOLDING OVER BD

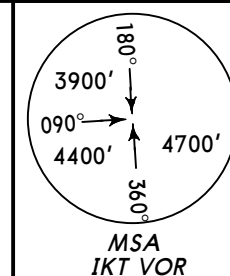


ATIS
126.9 (Russian 124.85)

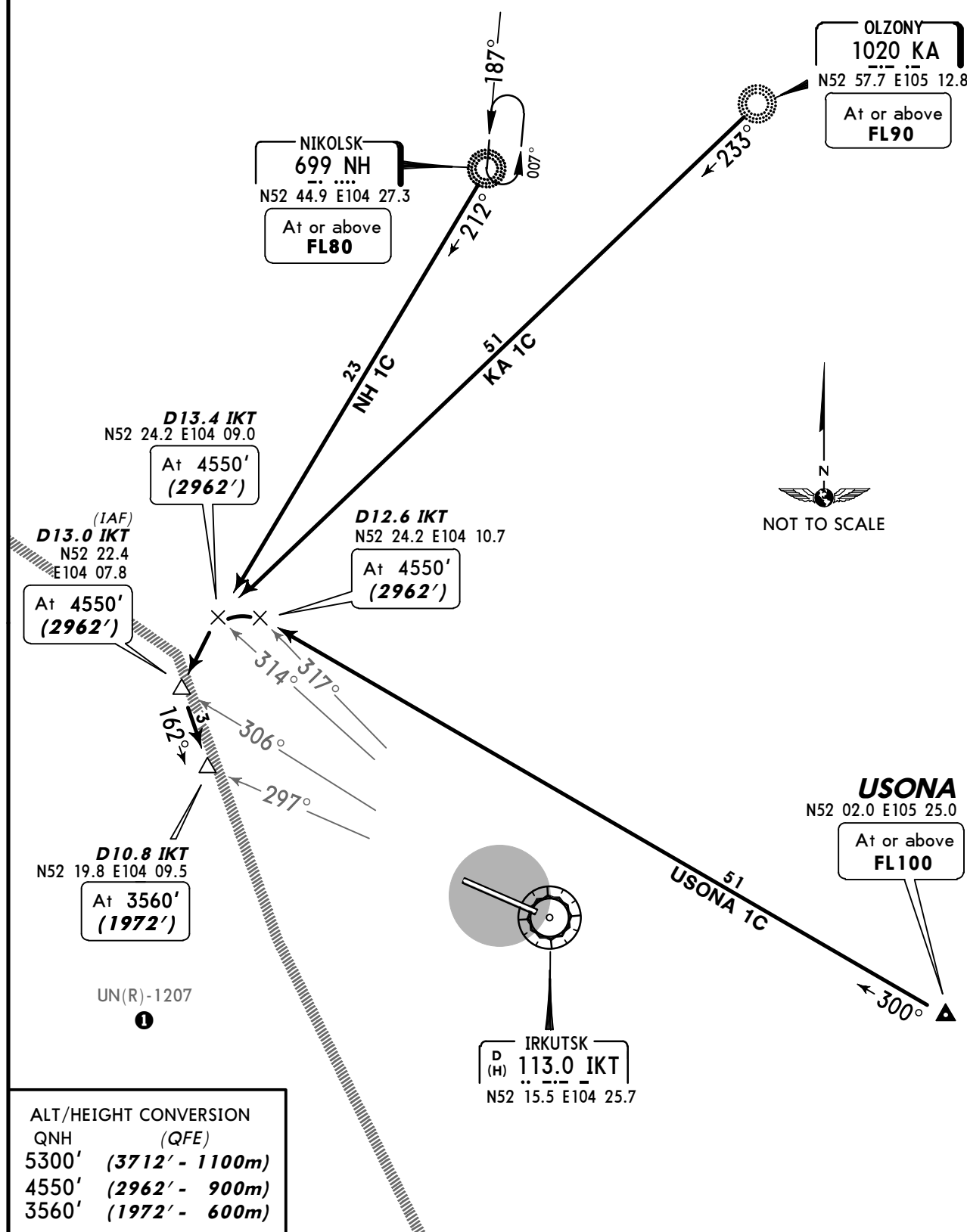
Apt Elev
1688'

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]

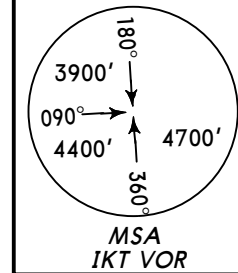
IDENI 3C [IDEN3C]

OSKEN 1C [OSKE1C], OSKEN 2C [OSKE2C]

OSKEN 3C [OSKE3C]

ULTUK 1C [ULTU1C]

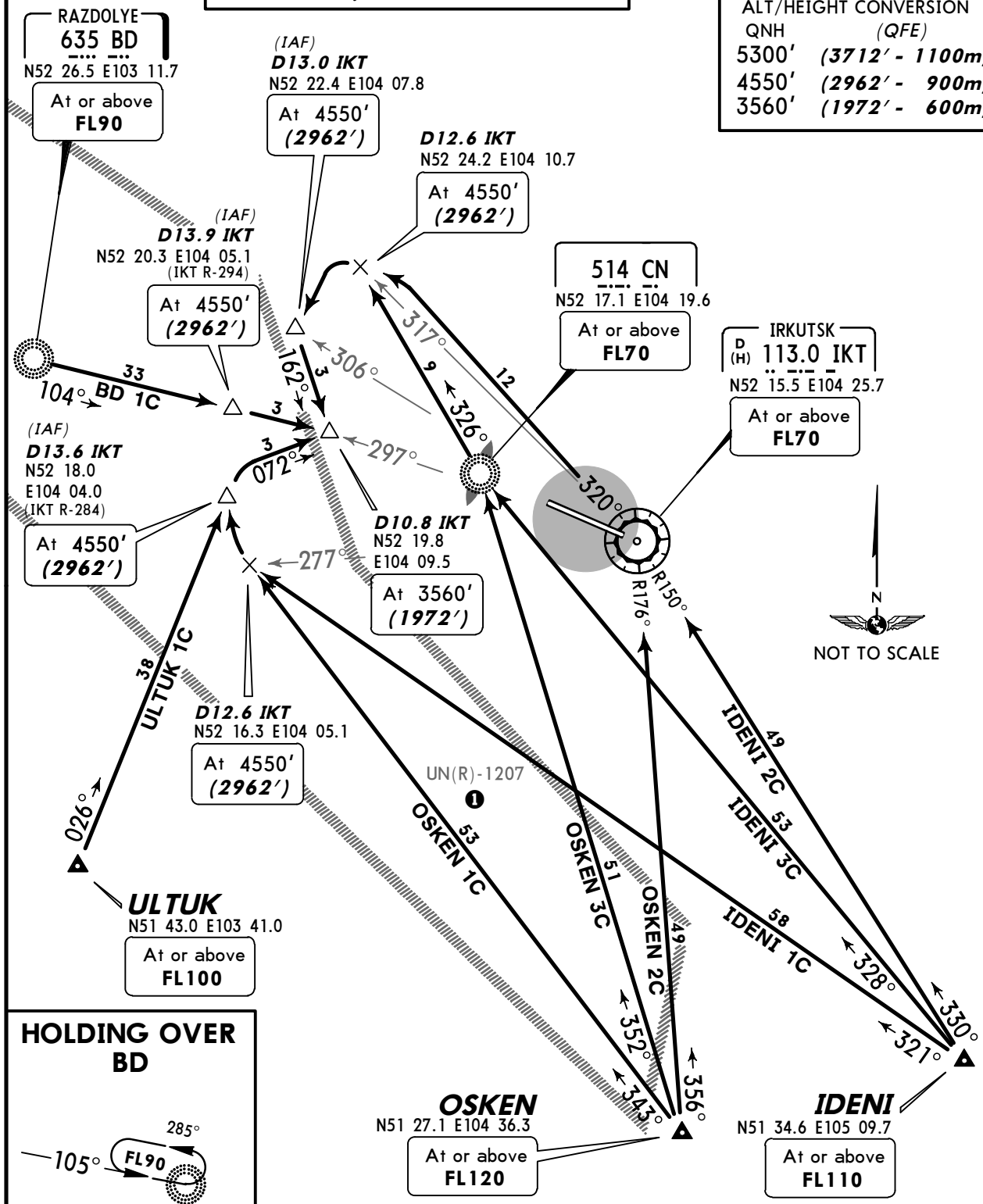
RWY 12 ARRIVALS



ⓘ 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'

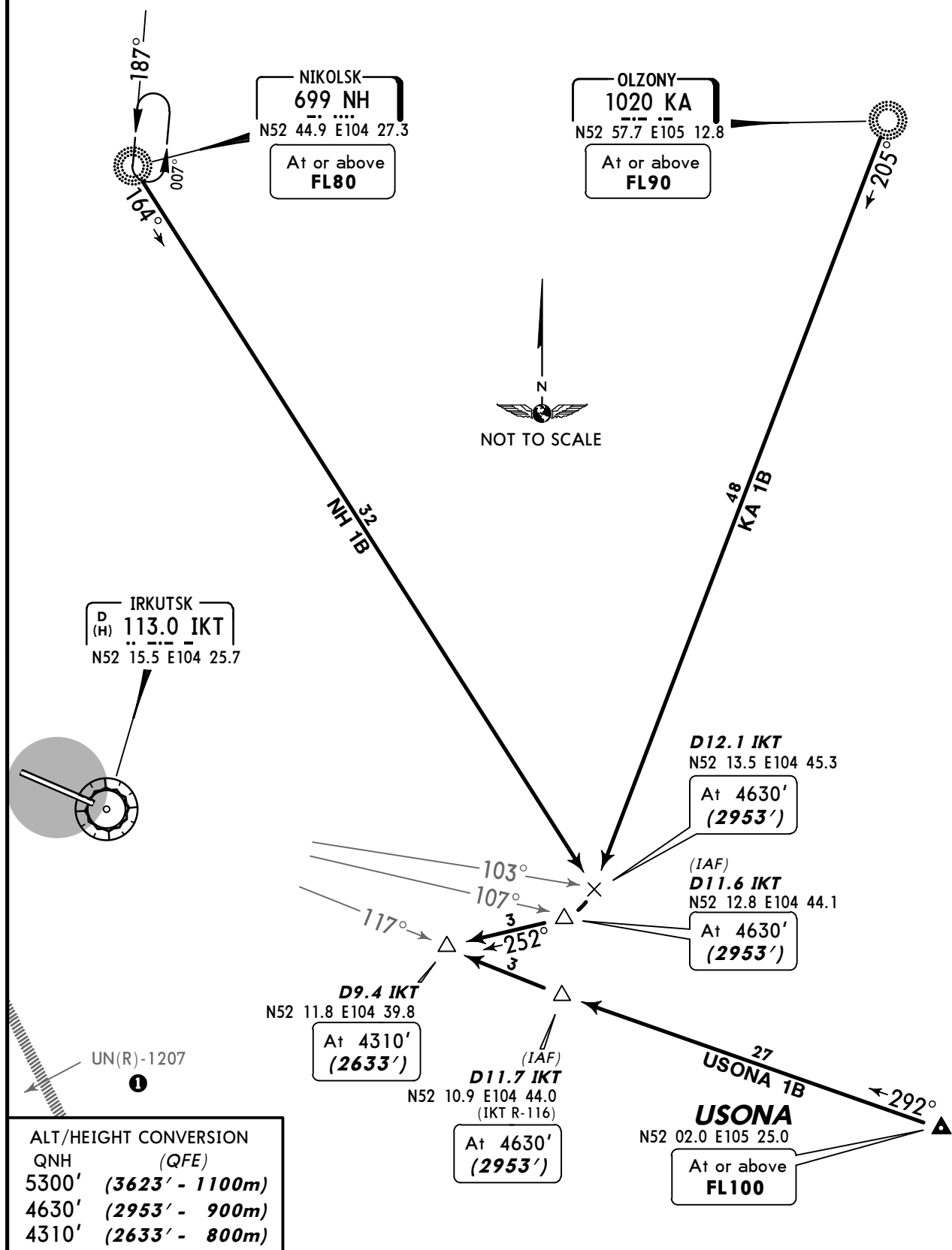
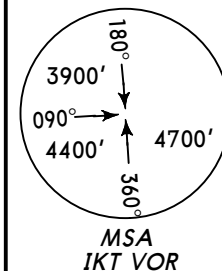
Alt set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5300' (3623')

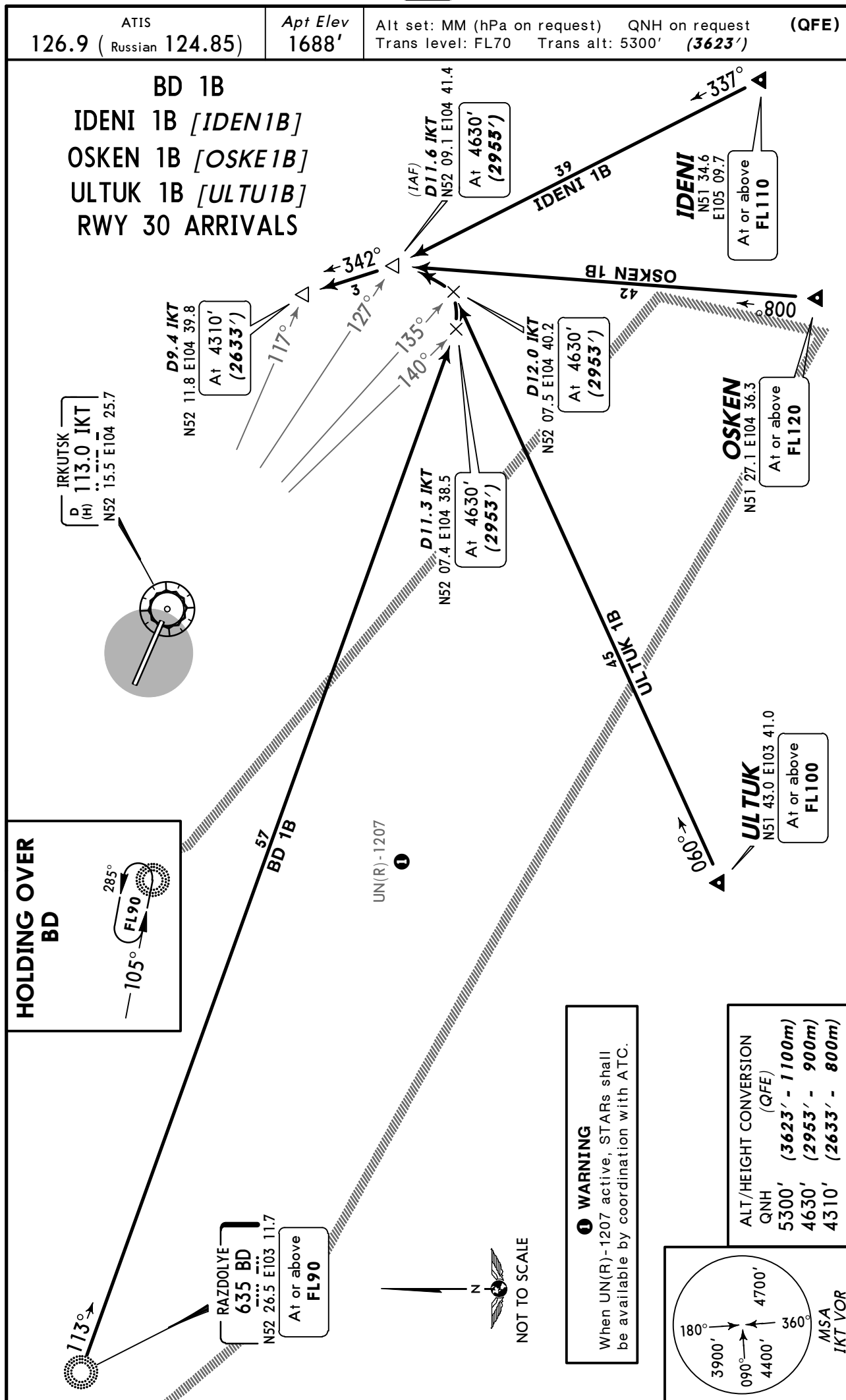
(QFE)

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

ⓘ WARNING

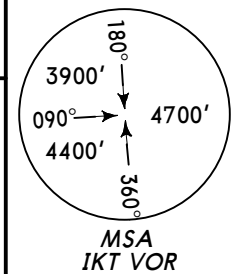
When UN(R)-1207 active, STARs shall be available by coordination with ATC.



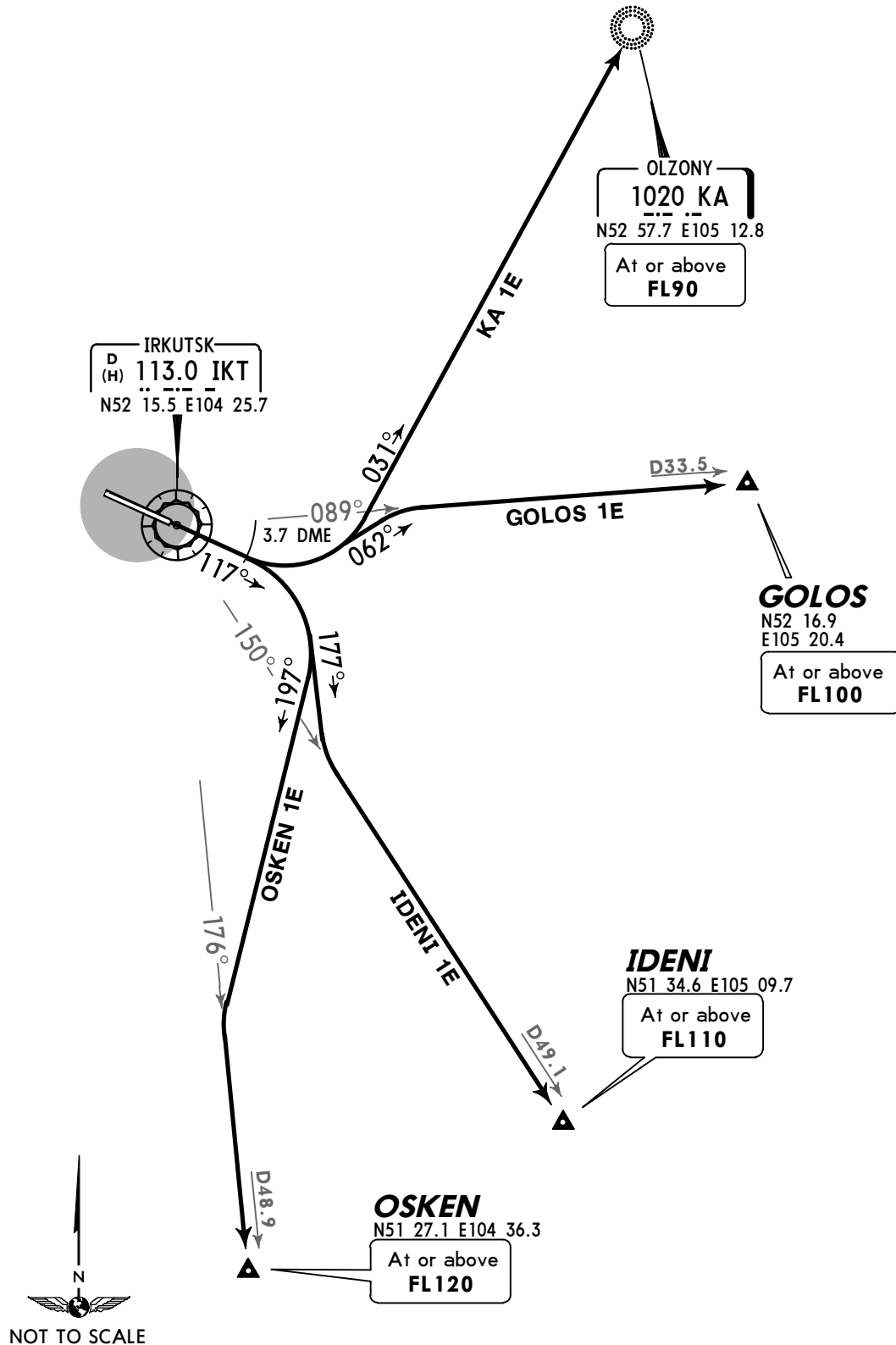


Apt Elev
1688'

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

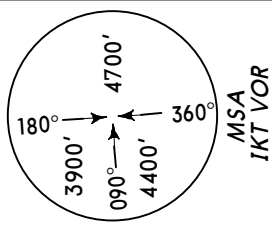
QNH	(QFE)
2250'	(662' - 200m)
5300'	(3712' - 1100m)

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

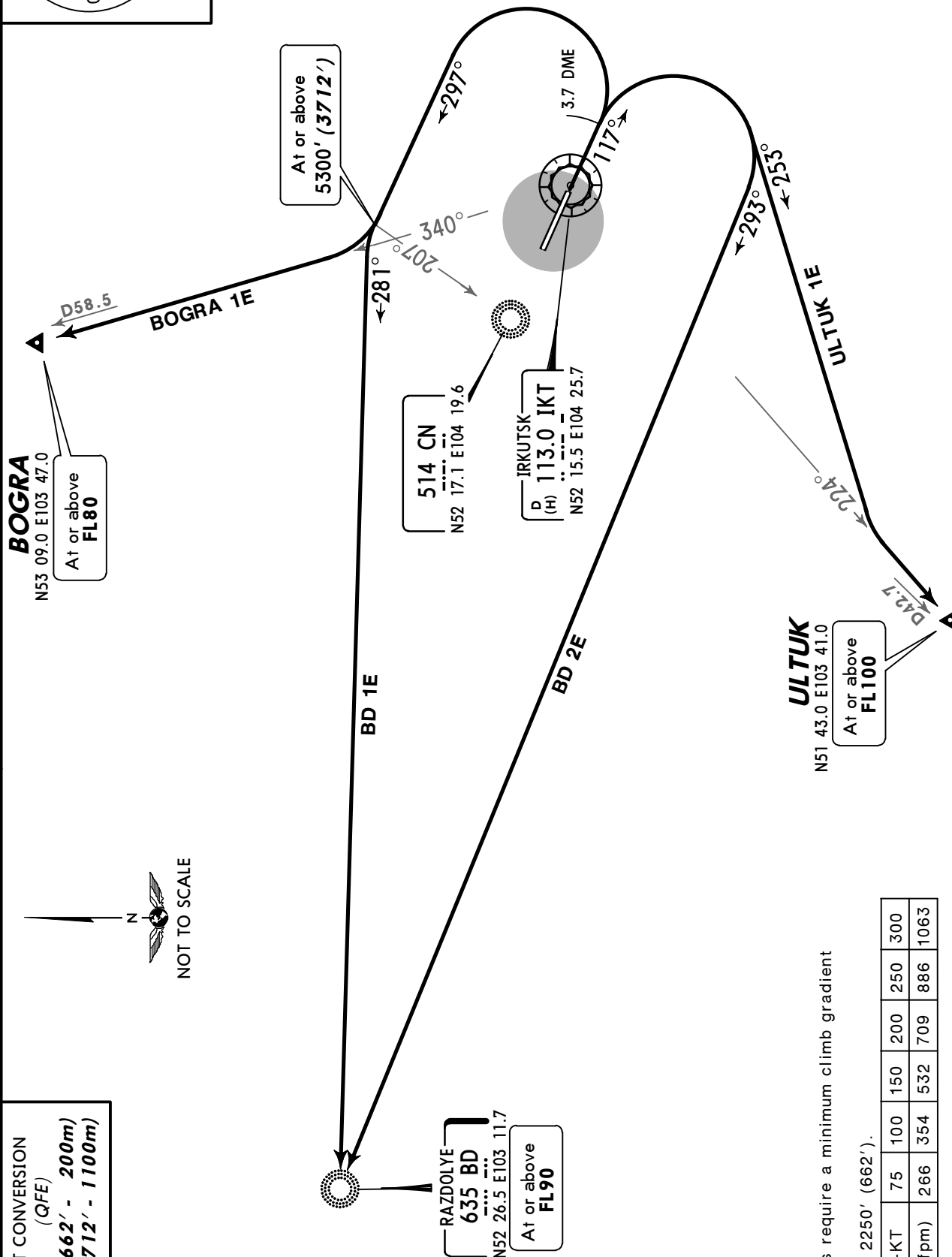
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V(fpm)	266	354	532	709	886	1063

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
(QFE)

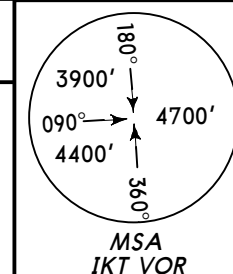
QNH	2250'	(662' - 200m)
5300'	(3712' - 1100m)	

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' (3625')



GOLOS 1G [GOLO1G]
IDENI 1G [IDEN1G]
IDENI 2G [IDEN2G]
KA 1G
OSKEN 1G [OSKE1G]
RWY 30 DEPARTURES

OLZONY
1020 KA
N52 57.7 E105 12.8
At or above
FL90



1 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')

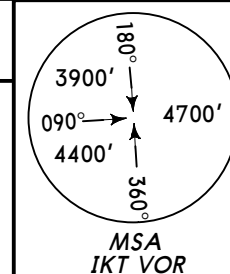
OSKEN
N51 27.1 E104 36.3
(IKT R-176/ D48.0)
At or above
FL120

IDENI
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')

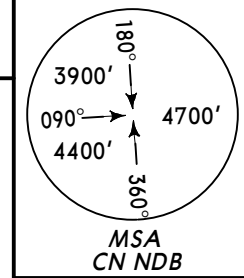
ULTUK
N51 43.0 E103 41.0
(IKT R-224/ D42.7)

At or above
FL100

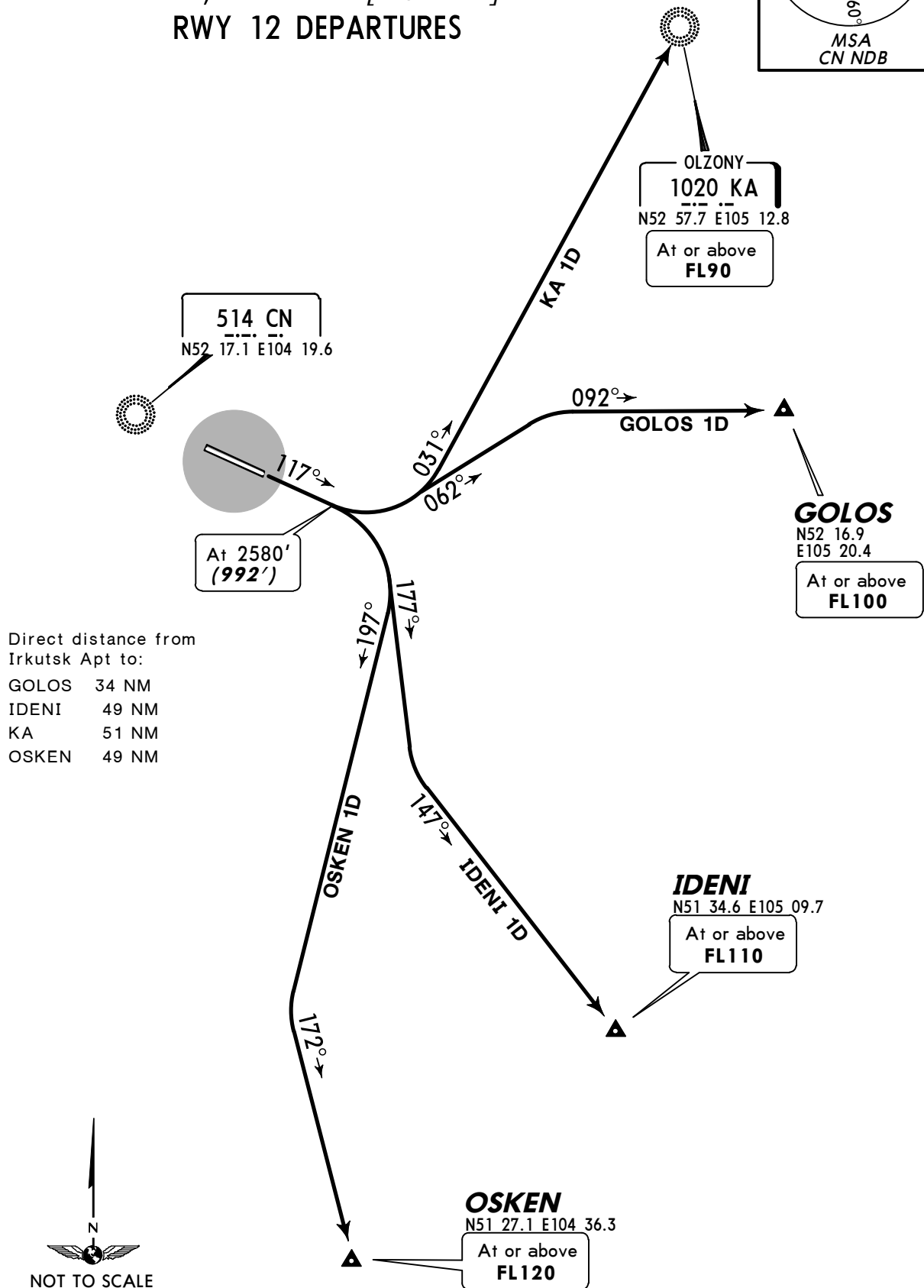
ALT/HEIGHT CONVERSION
QNH (QFE)
5300' (3625' - 1100m)

Apt Elev
1688'

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



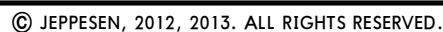
**GOLOS 1D [GOLO1D], IDENI 1D [IDEN1D]
KA 1D, OSKEN 1D [OSKE1D]
RWY 12 DEPARTURES**



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

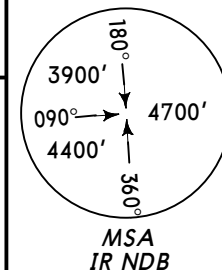
These SIDs require a minimum climb gradient of 3.5% up to 2250' (662').

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

SID

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



1 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

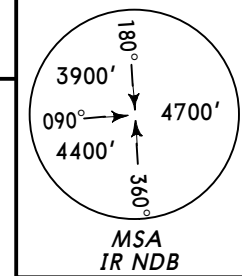
IDENI
N51 34.6 E105 09.7

At or above
FL110

ALT/HEIGHT CONVERSION
QNH (QFE)
2110' (433' - 130m)
5300' (3625' - 1100m)

Apt Elev
1688'

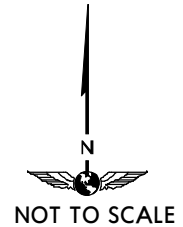
QNH on request (QFE)
Trans level: FL70 Trans alt: 5300' (3625')



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

Direct distance from
Irkutsk Apt to:

BD	45 NM
BOGRA	59 NM
IR	3 NM

BD 1F

ⓘ WARNING

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

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

UN(R)-1207
❶

ULTUK
N51 43.0 E103 41.0

At or above
FL100

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.

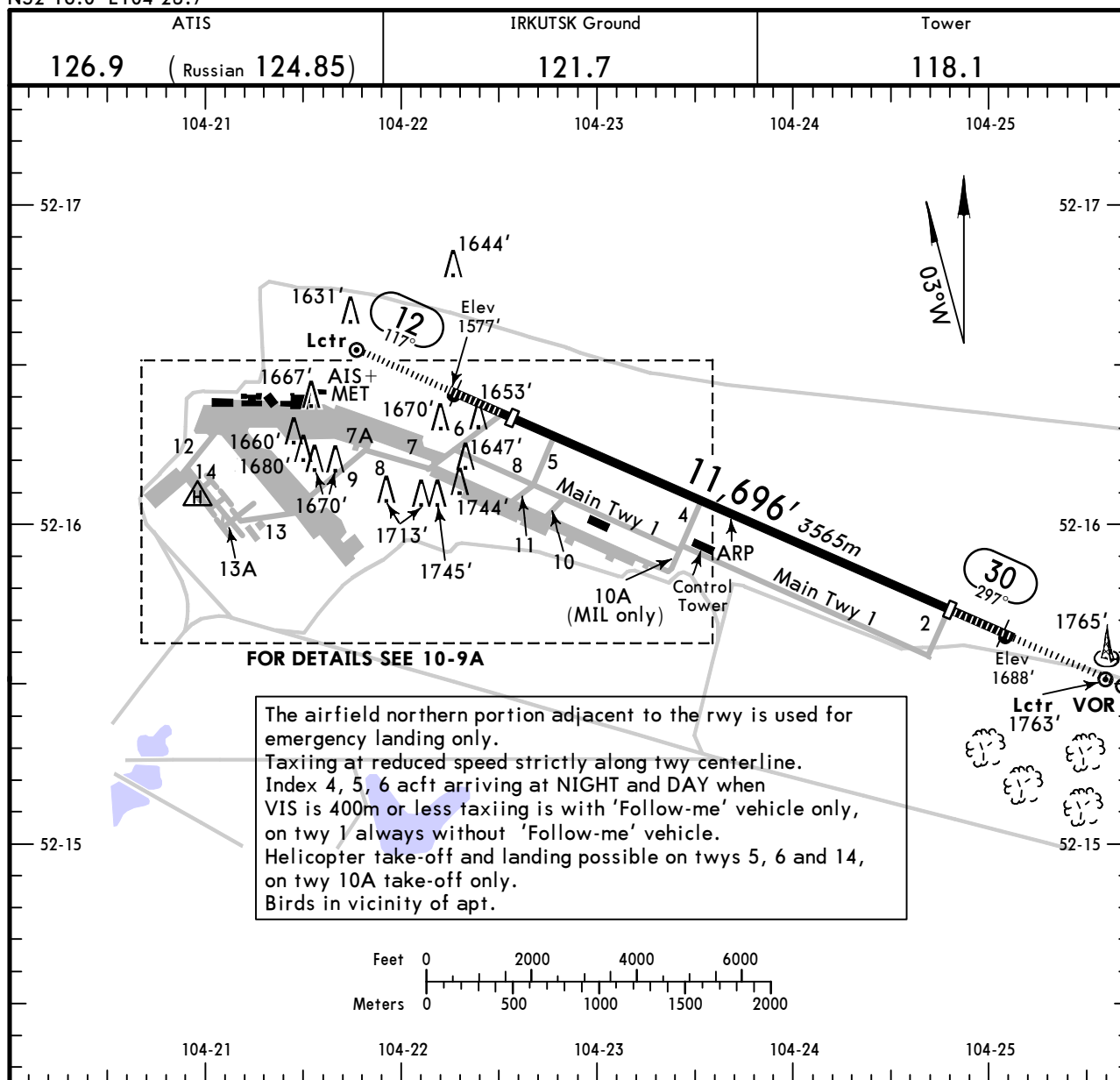
Maintaining the minimum IAS of climb is not required if it leads to the exceeding of the minimum permissible angle of attack.

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		TAKE-OFF	WIDTH
			Threshold	Landing Beyond 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)

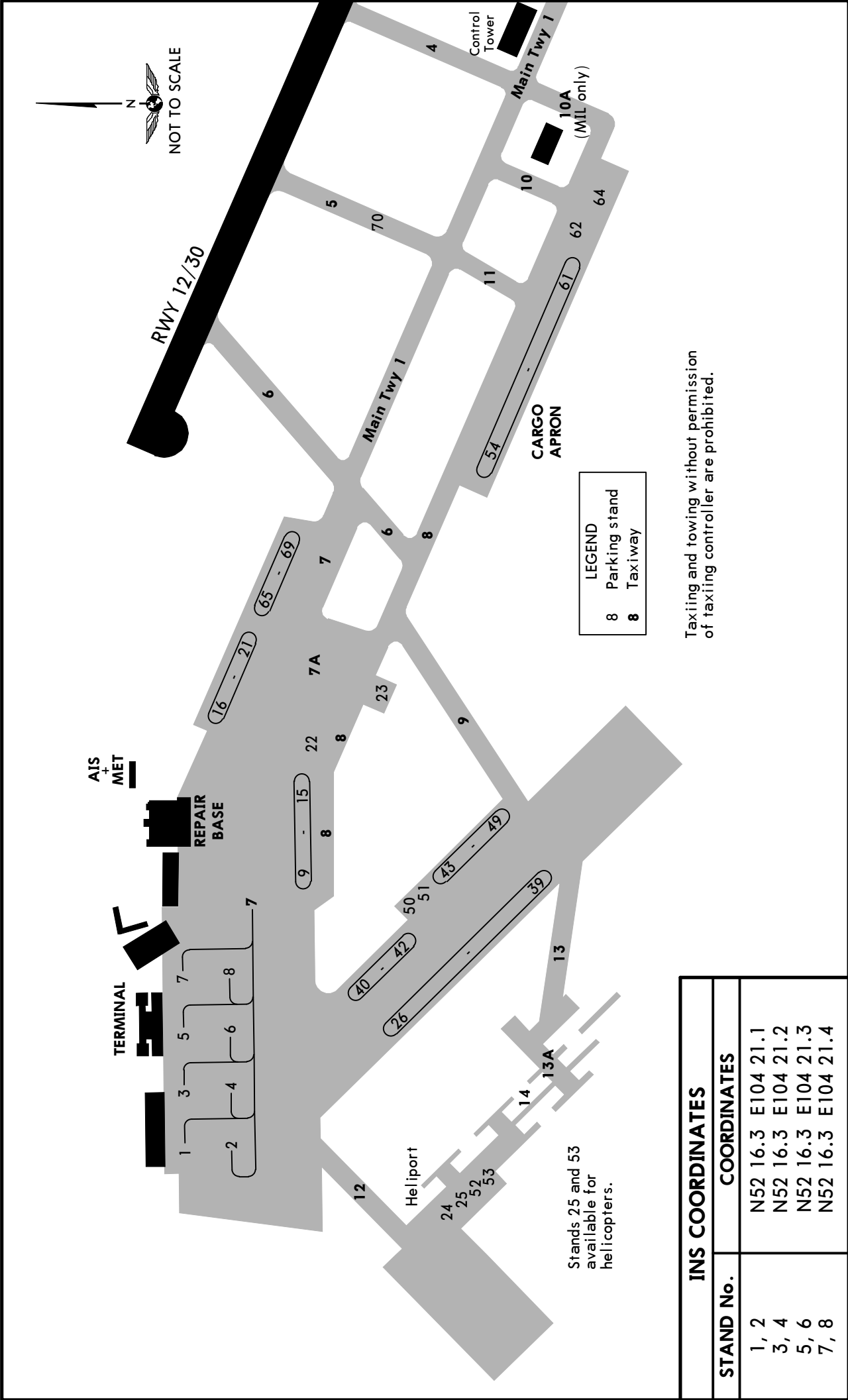
② Last 1312'/400m unusable for take-off.

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	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 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	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 ❶	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 ❶	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 ❶	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

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
to rwy 12 ②	2120'(532') ^④ ceil 900m-V1600m	2340'(752') ^④ ceil 900m-V3000m	2520'(932') ^④ ceil 900m-V3000m	2540'(952') ^④ ceil 900m-V4000m
to rwy 30 ③	2210'(533') ^④ ceil 900m-V2500m	2430'(753') ^④ ceil 900m-V3000m	2610'(933') ^④ ceil 900m-V6000m	2630'(953') ^④ ceil 900m-V6000m

① Prohibited South of airport.

② Circling height based on rwy 12 displaced threshold elev of 1588'.

③ Circling height based on rwy 30 displaced threshold elev of 1677'.

④ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 12, 30

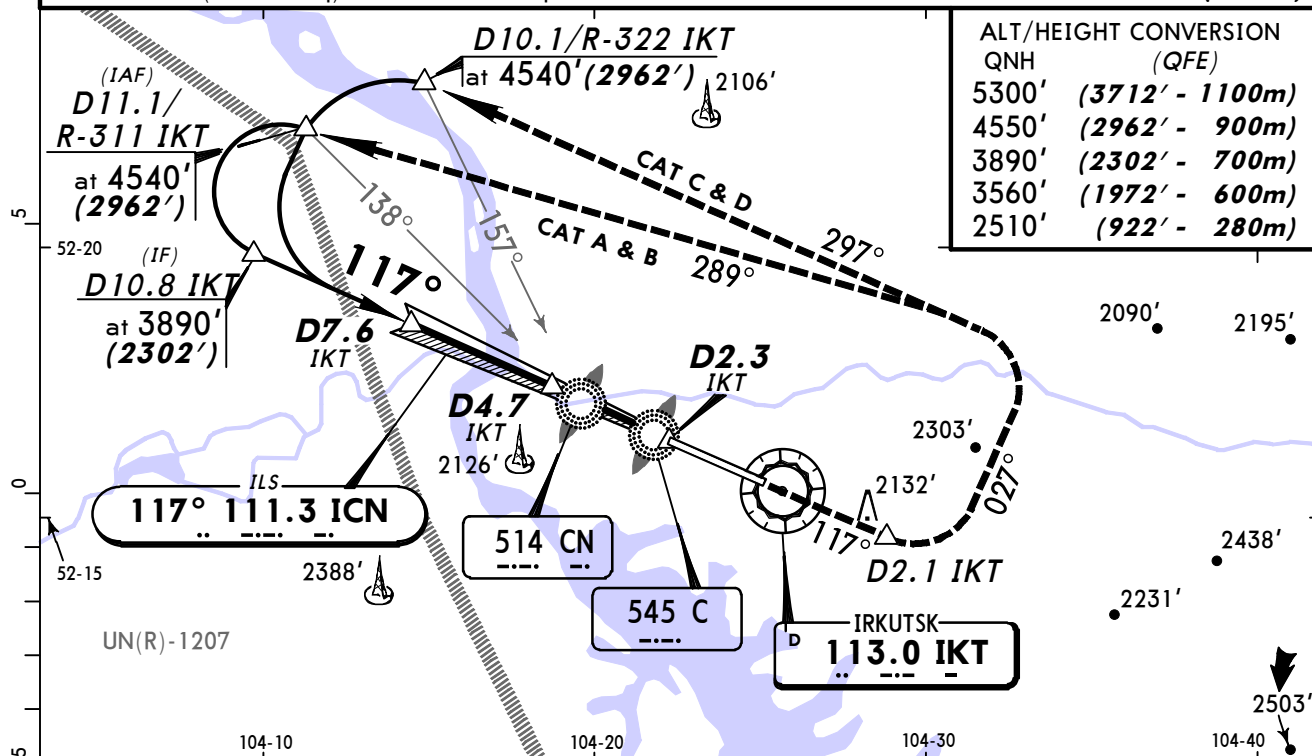
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

BRIEFING STRIP™

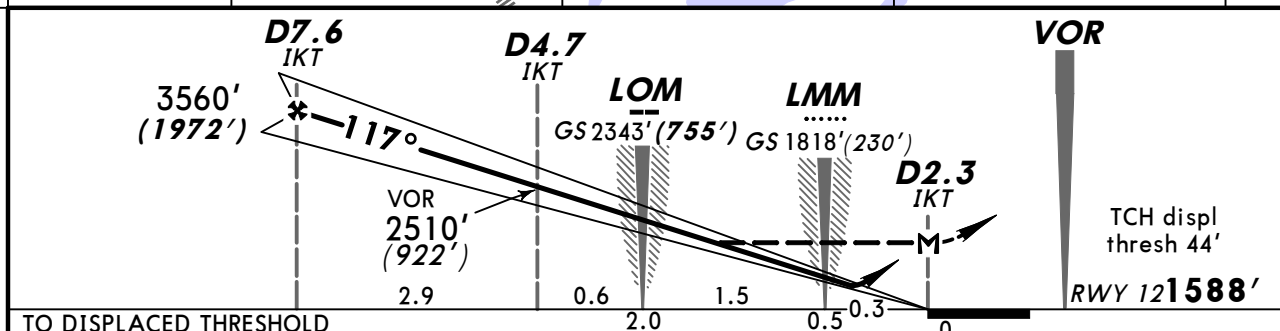
ATIS		IRKUTSK Approach (APP/R/SRE)		*IRKUTSK Radar (Radar/SRE)		IRKUTSK Tower (SRE/TWR)		Ground	
126.9 (Russian 124.85)		125.2		119.3		118.1		121.7	
LOC ICN 111.3		Final Apch Crs 117°		GS LOM 2343' (755')		ILS DA(H) 1788' (200')		Apt Elev 1688' RWY 1588'	
VOR IKT 113.0				Minimum Alt D7.6 IKT 3560' (1972')		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')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5300'	(3712' - 1100m)
4550'	(2962' - 900m)
3890'	(2302' - 700m)
3560'	(1972' - 600m)
2510'	(922' - 280m)



TO DISPLACED THRESHOLD

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

STRAIGHT-IN LANDING RWY 12

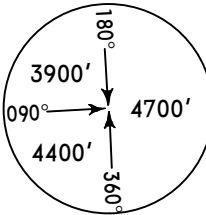
ILS			LOC (GS out)	VOR				
DA(H) 1788'(200')			with D4.7 IKT		w/o D4.7 IKT			
MDA(H) 2000'(412')			MDA(H) 2180'(592')					
FULL		ALS out		ALS out		ALS out		
A	800m	1200m	NOT AUTH	800m	1600m	800m	1600m	
B								
C				1200m	2000m	1600m	2400m	
D				1600m		2000m	2800m	

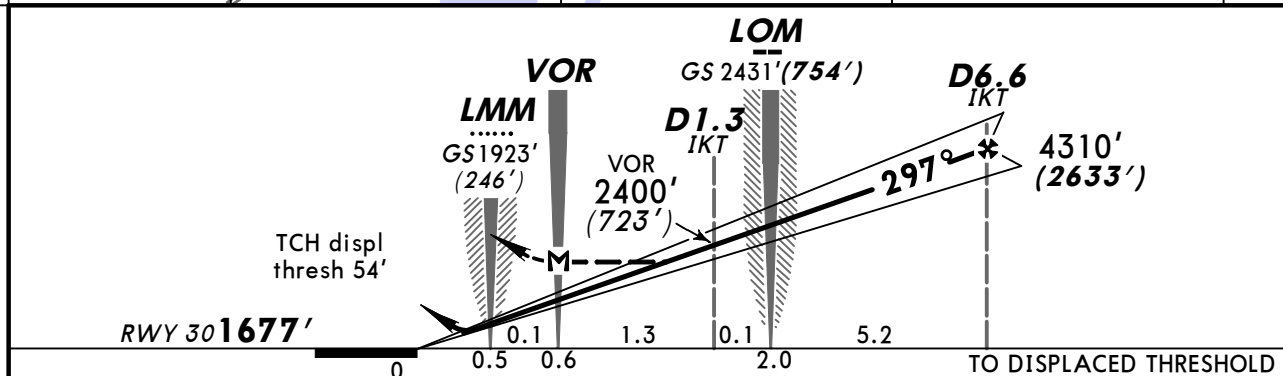
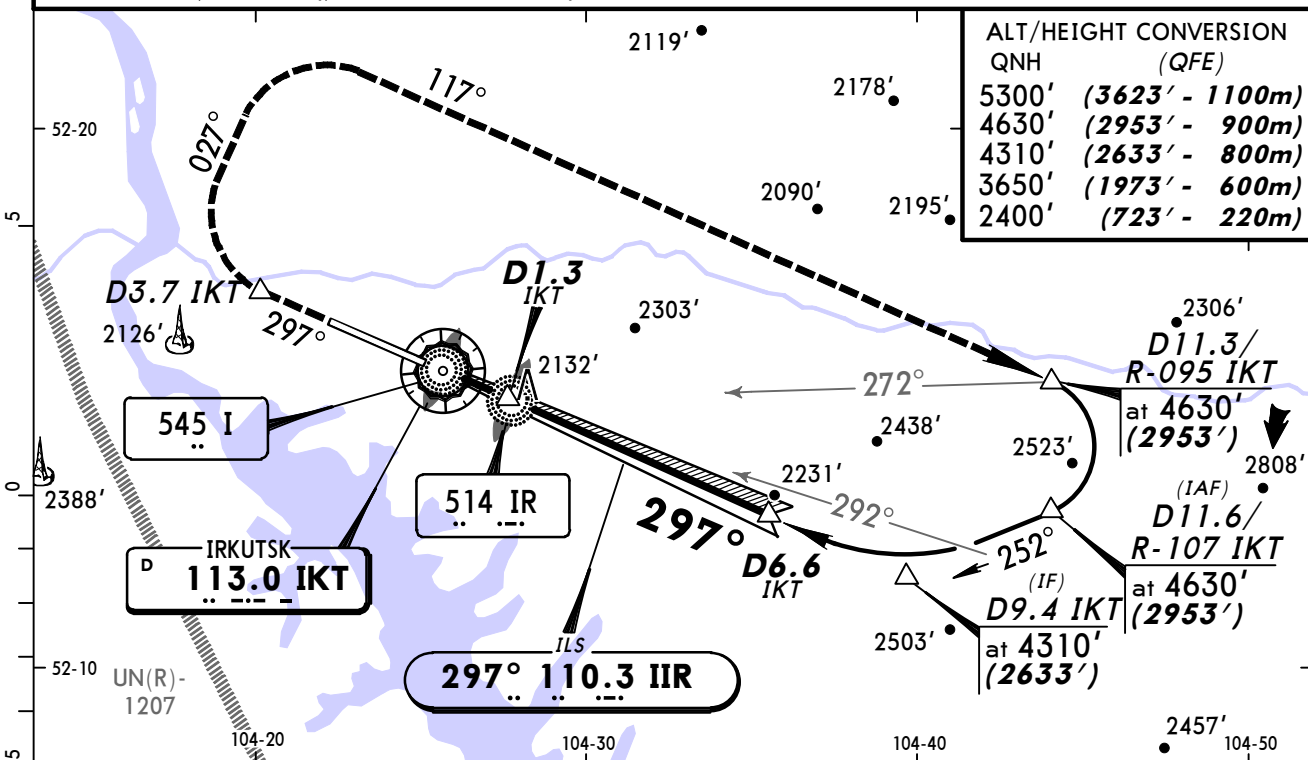
UHH/IKT
IRKUTSK

JEPPESSEN
14 JUN 13
Eff 27 Jun (11-2)

IRKUTSK, RUSSIA
ILS or VOR DME 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 2431' (754')		ILS DA(H) Refer to Minimums		Apt Elev 1688' RWY 1677'		
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.									 MSA IKT VOR	
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 PAPI	D3.7 IKT	027°	3650' (1973')
ILS GS or VOR Descent Angle 3.33°	412	530	589	707	825	943		↑	RT	↑
MAP at VOR										

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

CHANGES: Procedure. Minimums.

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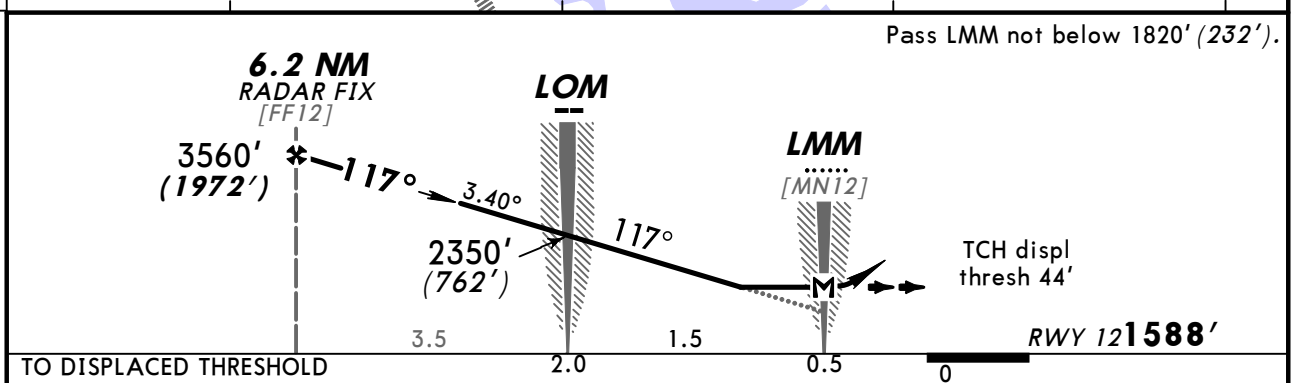
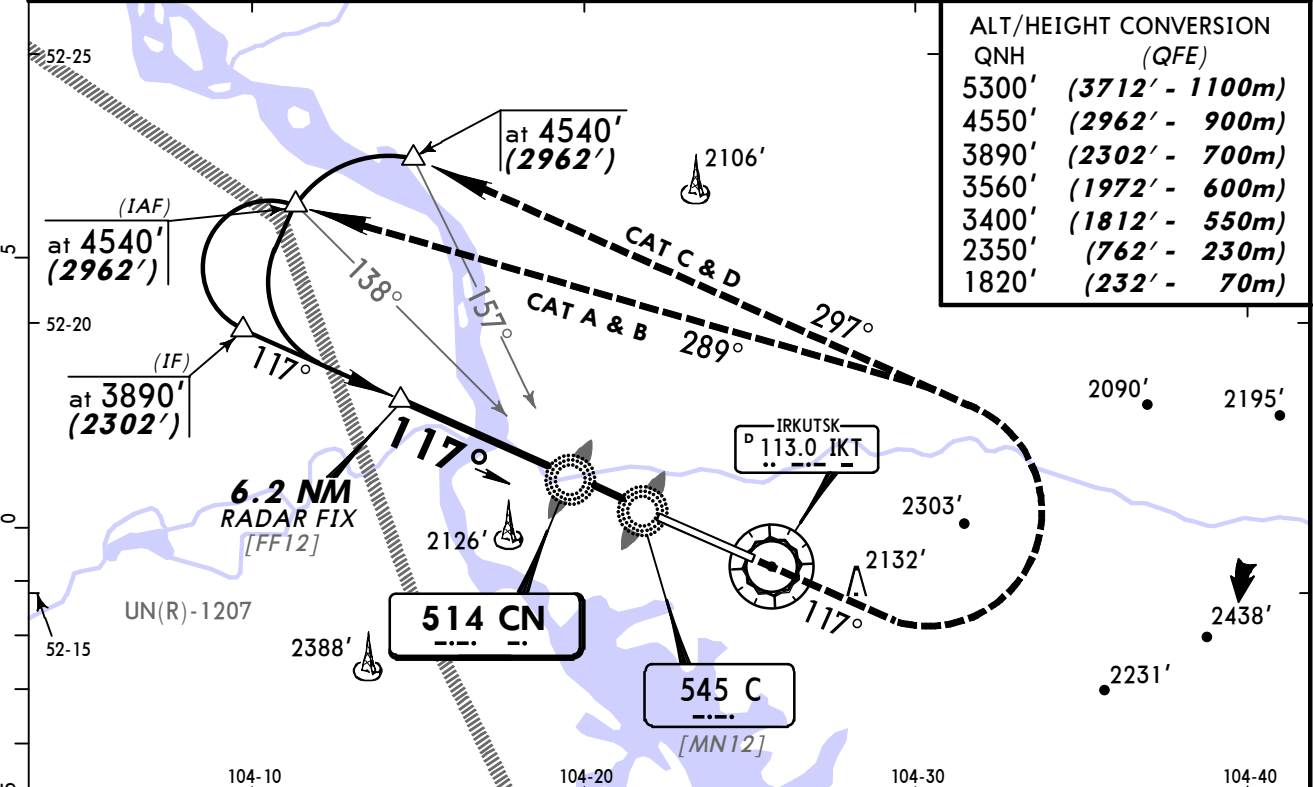
UHH/IKT
IRKUTSK

JEPPESEN
14 JUN 13
Eff 27 Jun (16-1)

IRKUTSK, RUSSIA
2 NDB or NDB 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
NDB CN 514	Final Apch 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.				
MSA CN NDB				

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'
3560' (1972')						
2350' (762')						
1820' (232')						

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		1200m		2000m
C					3200m
D	1600m		2000m		4400m

CHANGES: Procedure. Minimums.

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UHH/IKT

IRKUTSK

14 JUN 13
Eff 27 Jun

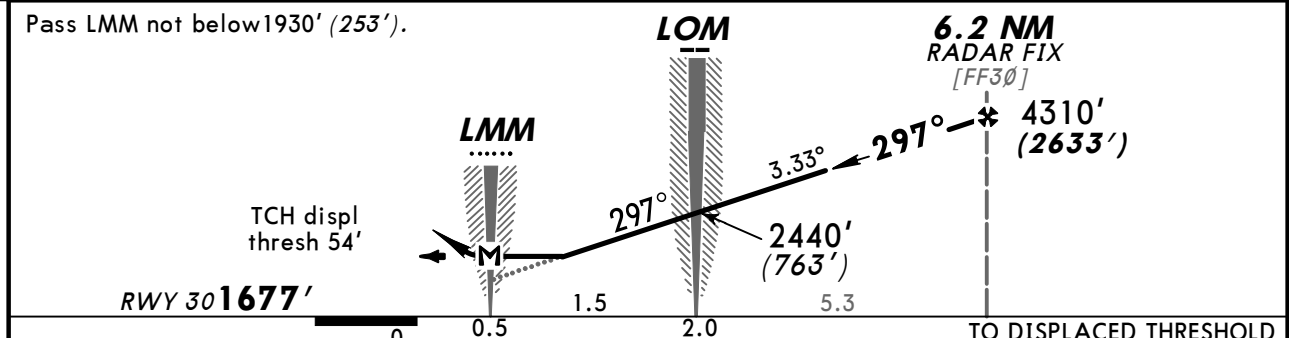
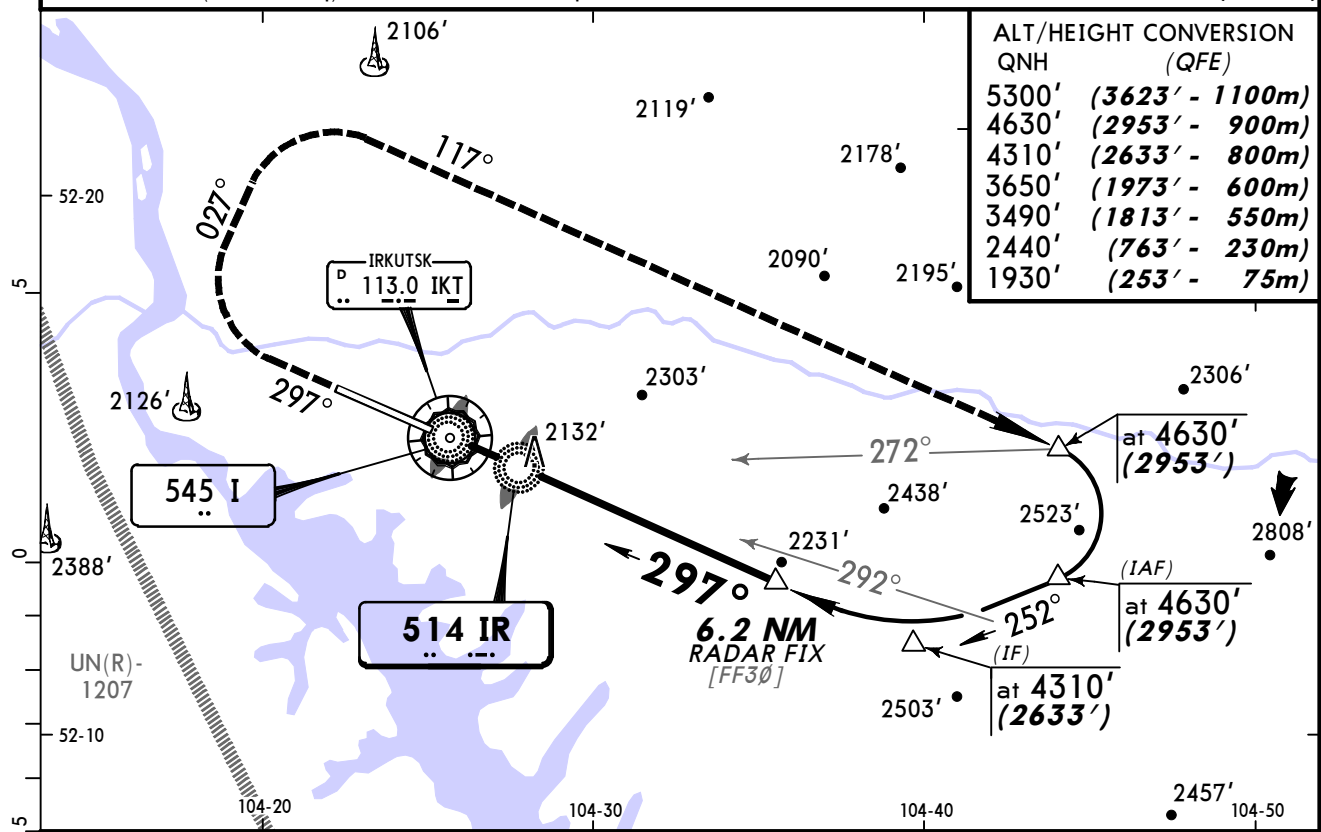
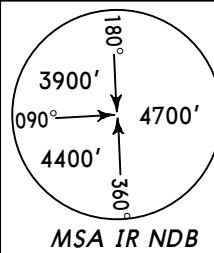
16-2

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')	



Gnd speed-Kts	70	90	100	120	140	160
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

PANS OPS

CHANGES: Procedure. Minimums.

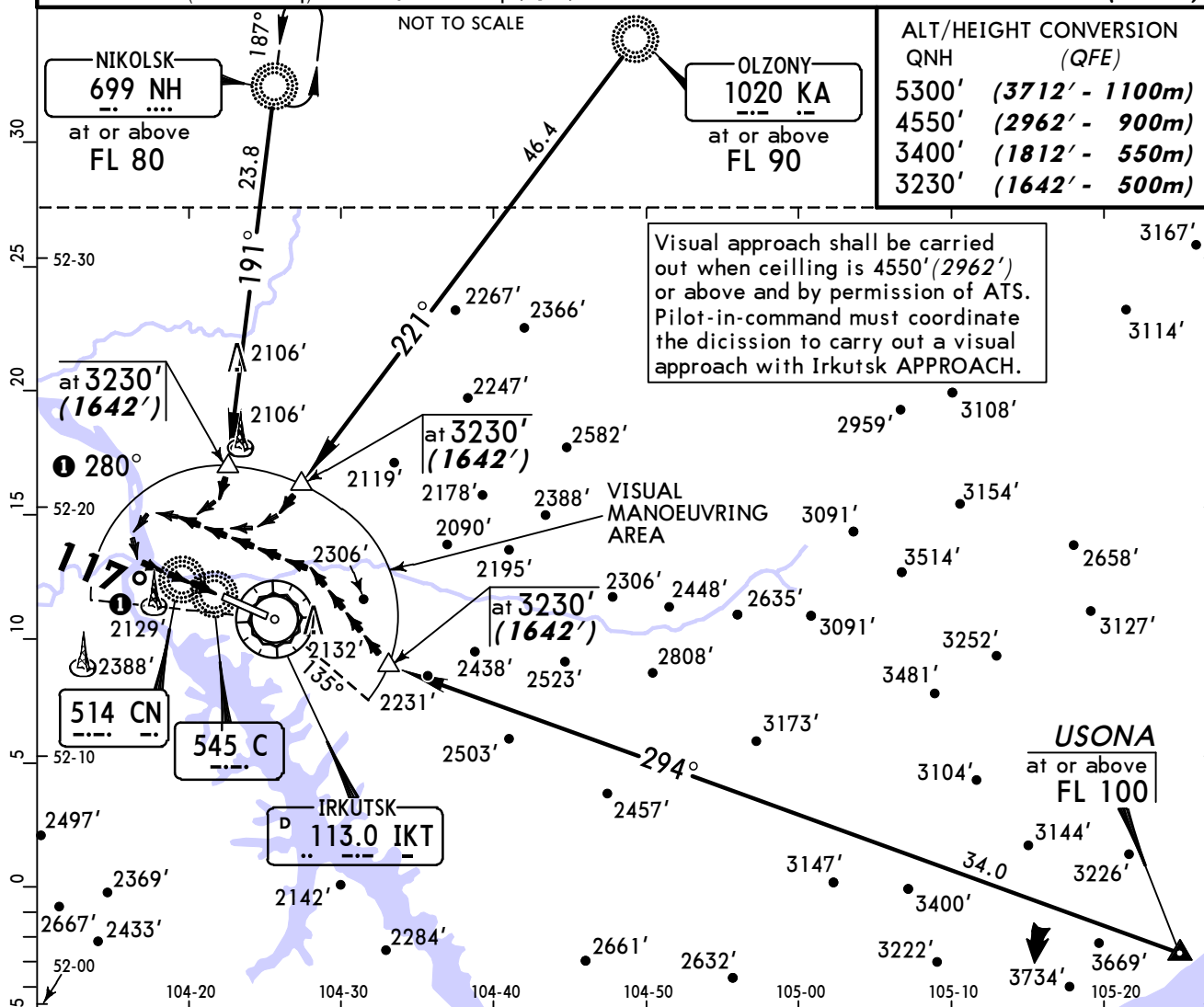
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ATIS		IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9 (Russian 124.85)		125.2	119.3	118.1	121.7
VISUAL	Final Appch Crs 117°	No FAF	MDA(H) Refer to Minimums	Apt Elev 1688' RWY 1588'	

MISSED APCH: Climb STRAIGHT AHEAD to 3400' (1812'), then turn LEFT climbing to 4550' (2962'), then according to IFR procedures to Rwy 12, or as directed.

MSA CN NDB

Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 70	Trans alt: 5300' (3712')
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							Lighting - Refer to Airport Chart	3400'
								(1812')
								↑

LANDING RWY 12 **1**

CEILING REQUIRED

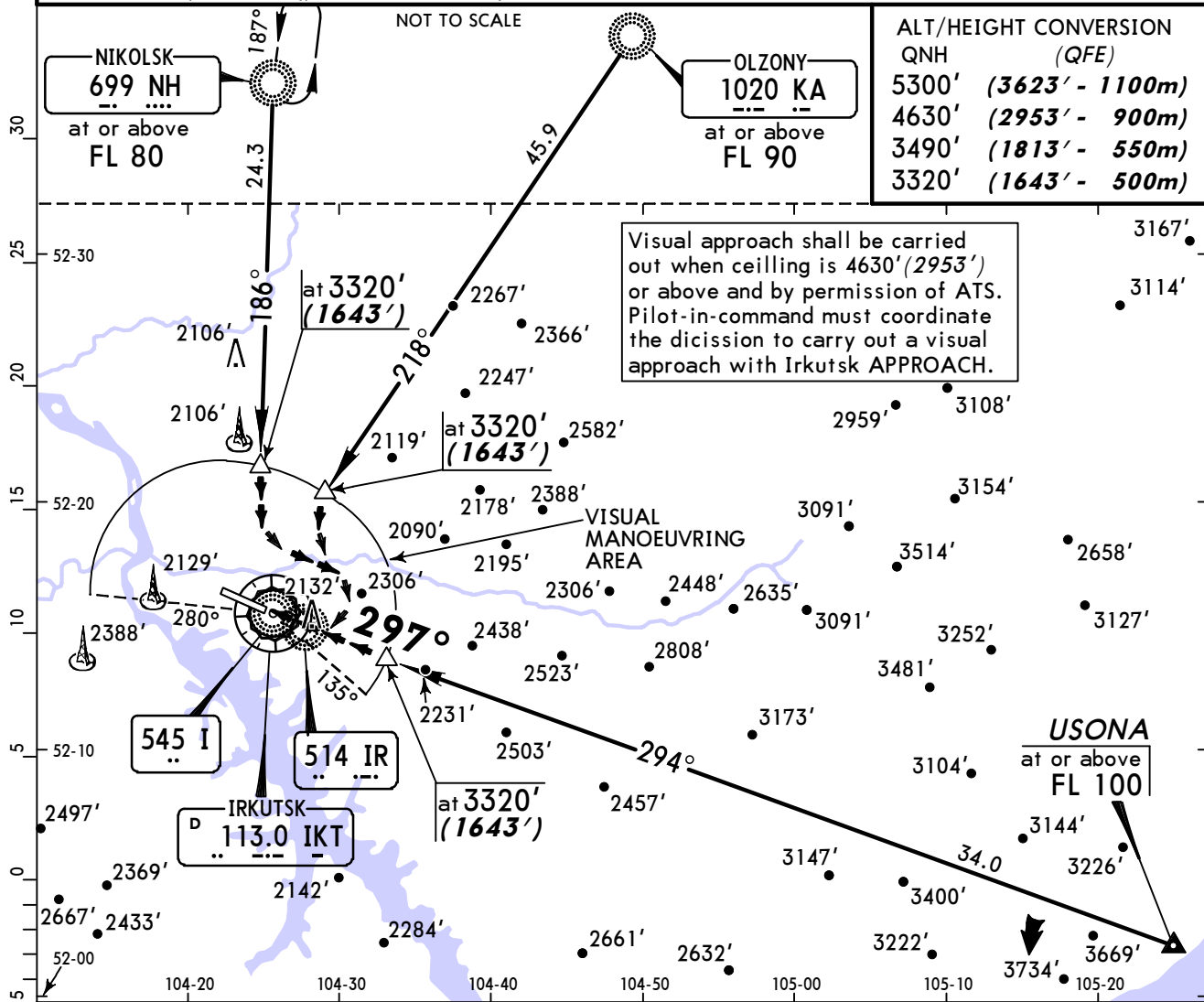
Prohibited South of airport

	MDA(H)	CEIL-VIS
A	2120'(532')	900m - 1600m
B	2340'(752')	900m - 3000m
C	2520'(932')	900m - 3000m
D	2540'(952')	900m - 4000m

1 Circling height based on rwy 12 displaced thresh elev of 1588'.

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
VISUAL	Final Apch Crs 297°	No FAF	MDA(H) Refer to Minimums	Apt Elev 1688' RWY 1677'
MISSED APCH: Climb STRAIGHT AHEAD to 3490' (1813'), then turn RIGHT climbing to 4630' (2953'), then according to IFR procedures to Rwy 30, or as directed.				
				MSA CN NDB

Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 70	Trans alt: 5300' (3623')
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[illegible]

LANDING RWY 30 **1**

CEILING REQUIRED

Prohibited South of airport

	MDA(H)	CEIL-VIS
A	2210'(533')	900m - 2500m
B	2430'(753')	900m - 3000m
C	2610'(933')	900m - 6000m
D	2630'(953')	900m - 6000m

1 Circling height based on rwy 30 displaced thresh elev of 1677'.

Chart changes since cycle 22-2013

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

(11-1, 16-1) Cross (IF) D10.8 IKT at 3560ft (1972') (600m)