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Terminal Charts For UIII
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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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: 0111 Z
Sunset: 0905 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

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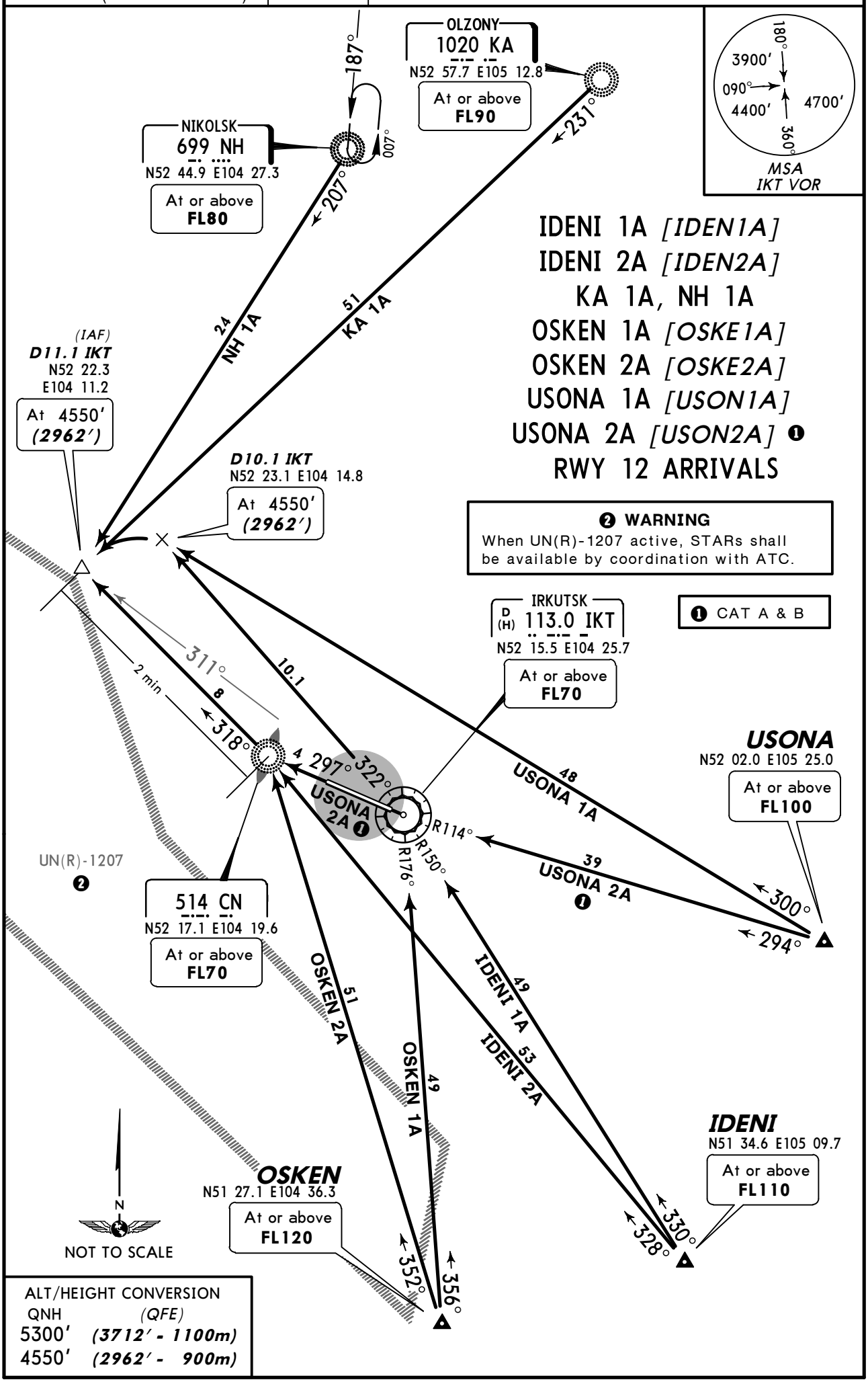
Irkutsk Radar 124.0 Secondary

ATIS	Apt Elev	
126.9 (Russian 124.85)	1688′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 Trans alt: 5300′ *(3712′)*



ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	*(3712′ - 1100m)*
4550′	*(2962′ - 900m)*

CHANGES: Ballnote 2 added.

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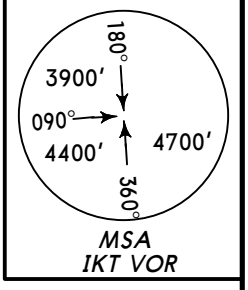
ATIS	Apt Elev	
126.9 (Russian 124.85)	1688′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 Trans alt: 5300′ *(3712′)*

BD 1A
RWY 12 ARRIVAL

❶ 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°
297°

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

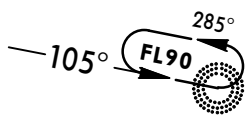
UN(R)-1207
❶

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
5300′	*(3712′ - 1100m)*
4550′	*(2962′ - 900m)*
3560′	*(1972′ - 600m)*

HOLDING OVER BD



CHANGES: STAR BD 1A established; STARs transferred.

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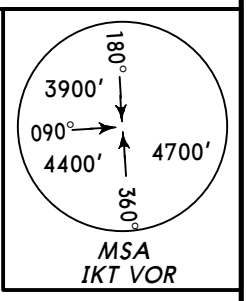
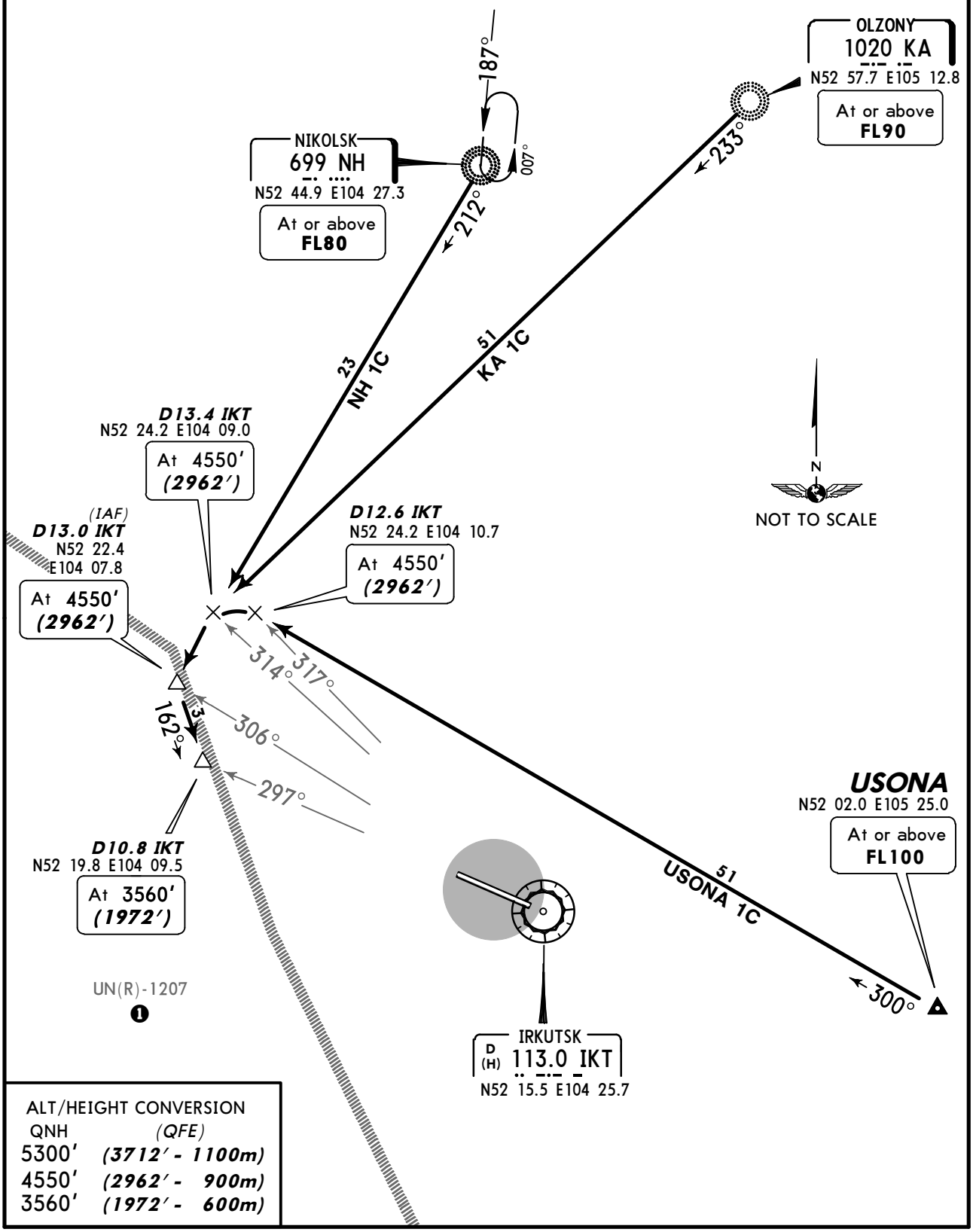
ATIS	Apt Elev	Alt set: MM (hPa on request) QNH on request (QFE)
126.9 (Russian 124.85)	1688′	Trans level: FL70 Trans alt: 5300′ *(3712′)*

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



❶ 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)*

CHANGES: Ballnote added.

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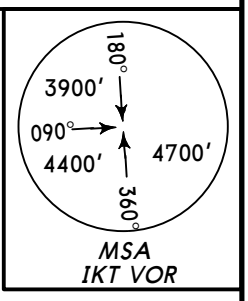
ATIS	Apt Elev	
126.9 (Russian 124.85)	1688′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 Trans alt: 5300′ *(3712′)*

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



❶ 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)*

RAZDOLYE
635 BD
N52 26.5 E103 11.7
At or above **FL90**

(IAF)
D13.0 IKT
N52 22.4 E104 07.8
At 4550′ *(2962′)*

D12.6 IKT
N52 24.2 E104 10.7
At 4550′ *(2962′)*

(IAF)
D13.9 IKT
N52 20.3 E104 05.1
(IKT R-294)
At 4550′ *(2962′)*

514 CN
N52 17.1 E104 19.6
At or above **FL70**

IRKUTSK
D (H) 113.0 IKT
N52 15.5 E104 25.7
At or above **FL70**

(IAF)
D13.6 IKT
N52 18.0
E104 04.0
(IKT R-284)
At 4550′ *(2962′)*

D10.8 IKT
N52 19.8
E104 09.5
At 3560′ *(1972′)*

D12.6 IKT
N52 16.3 E104 05.1
At 4550′ *(2962′)*

ULTUK
N51 43.0 E103 41.0
At or above **FL100**

OSKEN
N51 27.1 E104 36.3
At or above **FL120**

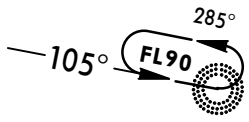
IDENI
N51 34.6 E105 09.7
At or above **FL110**

UN(R)-1207 ❶

33 104° BD 1C
3 162° 306°
3 072°
3 297°
9 326° 317°
12 320°
R176° R150°
38 026° ULTUK 1C
53 OSKEN 1C
51 OSKEN 3C
49 OSKEN 2C
58 IDENI 1C
53 IDENI 3C
49 IDENI 2C
277° 352° 343° 356° 328° 321° 330°

N
NOT TO SCALE

HOLDING OVER BD



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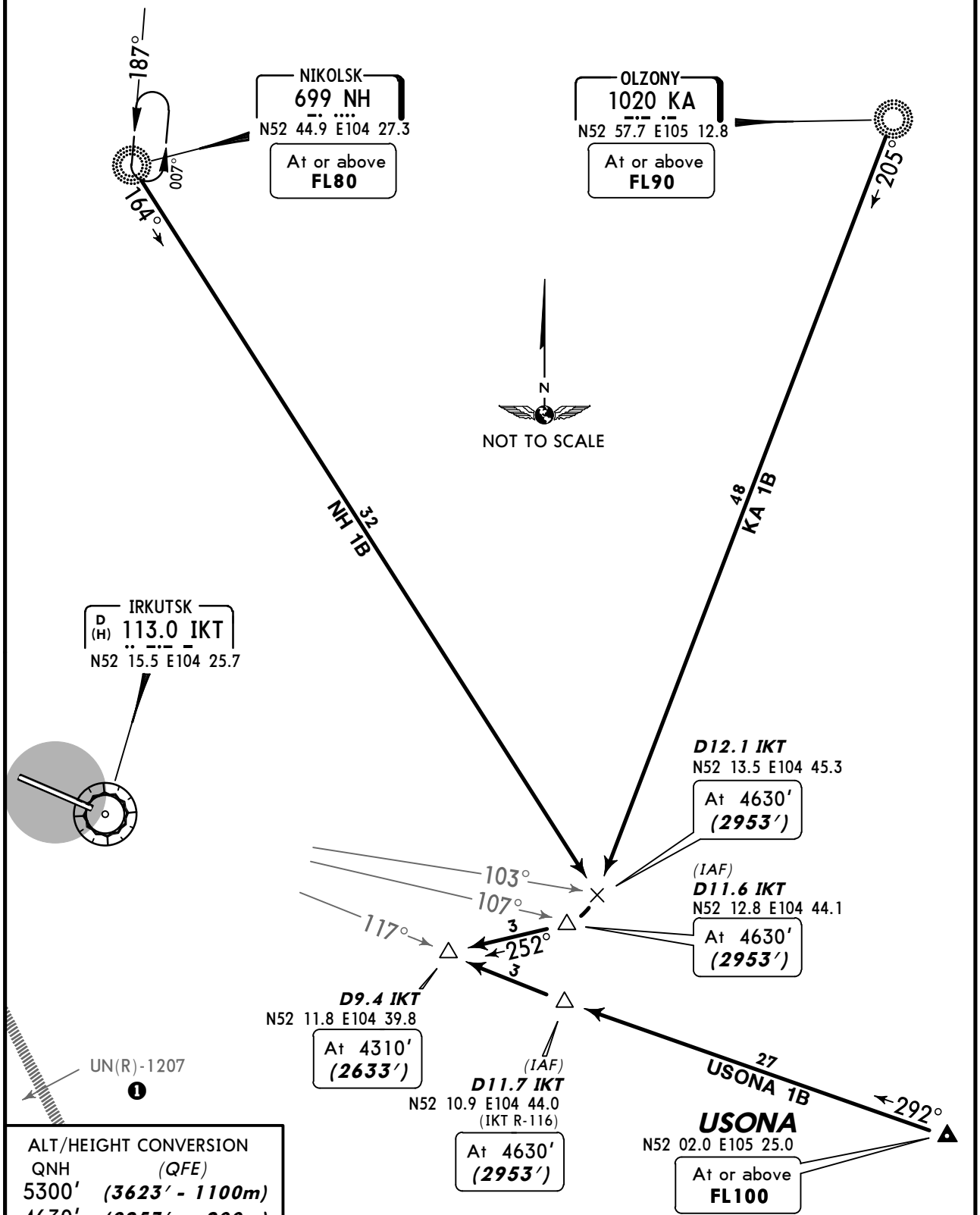
ATIS	Apt Elev	
126.9 (Russian 124.85)	1688′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 Trans alt: 5300′ *(3623′)*

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

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	*(3623′ - 1100m)*
4630′	*(2953′ - 900m)*
4310′	*(2633′ - 800m)*

CHANGES: Ballnote added; segment D11.6 IKT - D9.4 IKT established.

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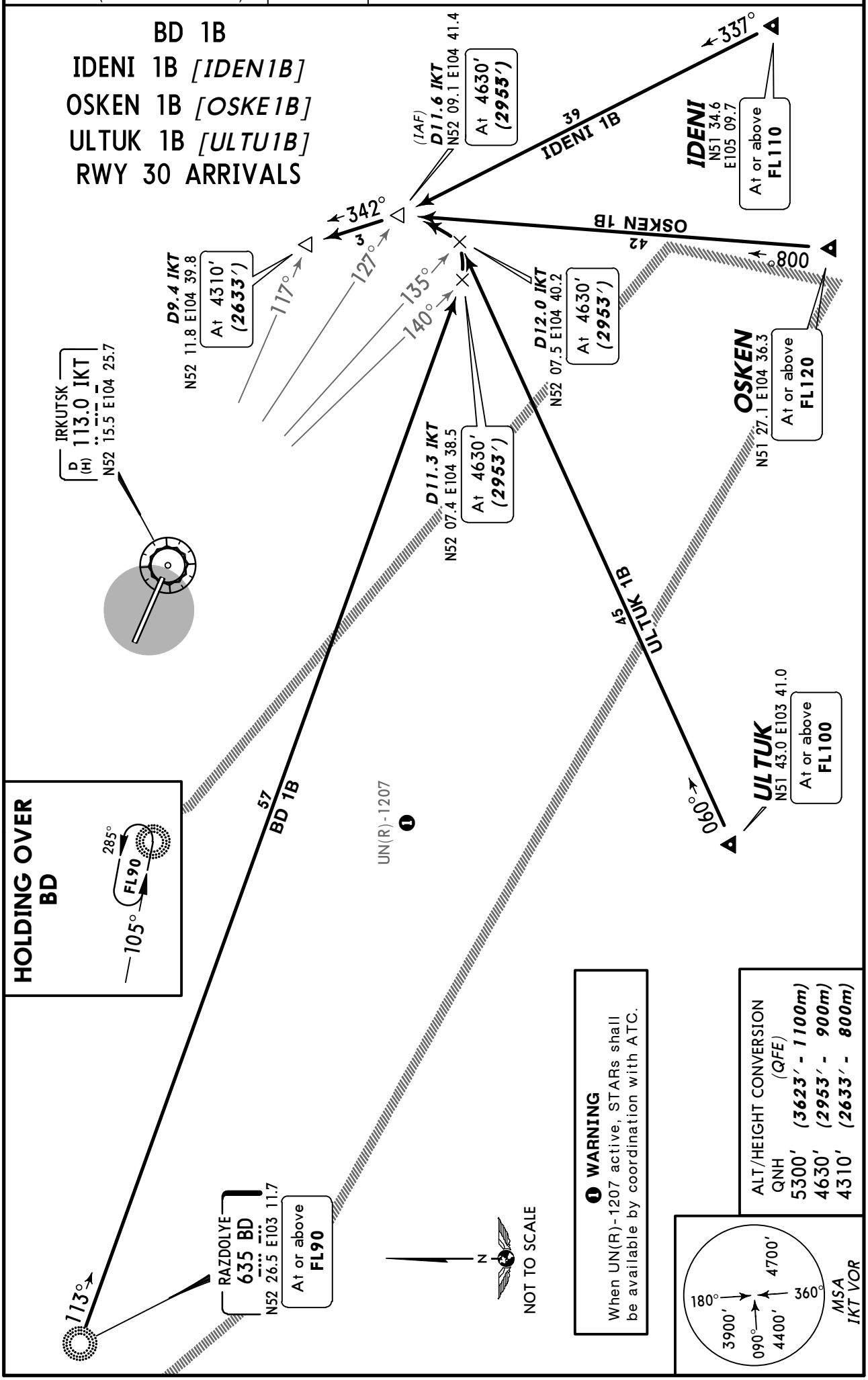
ATIS	Apt Elev	Alt set: MM (hPa on request) QNH on request (QFE)
126.9 (Russian 124.85)	1688′	Trans level: FL70 Trans alt: 5300′ *(3623′)*

BD 1B
IDENI 1B *[IDEN1B]*
OSKEN 1B *[OSKE1B]*
ULTUK 1B *[ULTU1B]*
RWY 30 ARRIVALS



CHANGES: New chart (STARs transferred & ballnote added).

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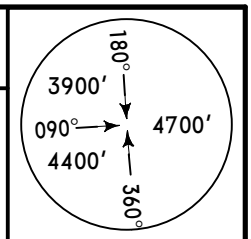
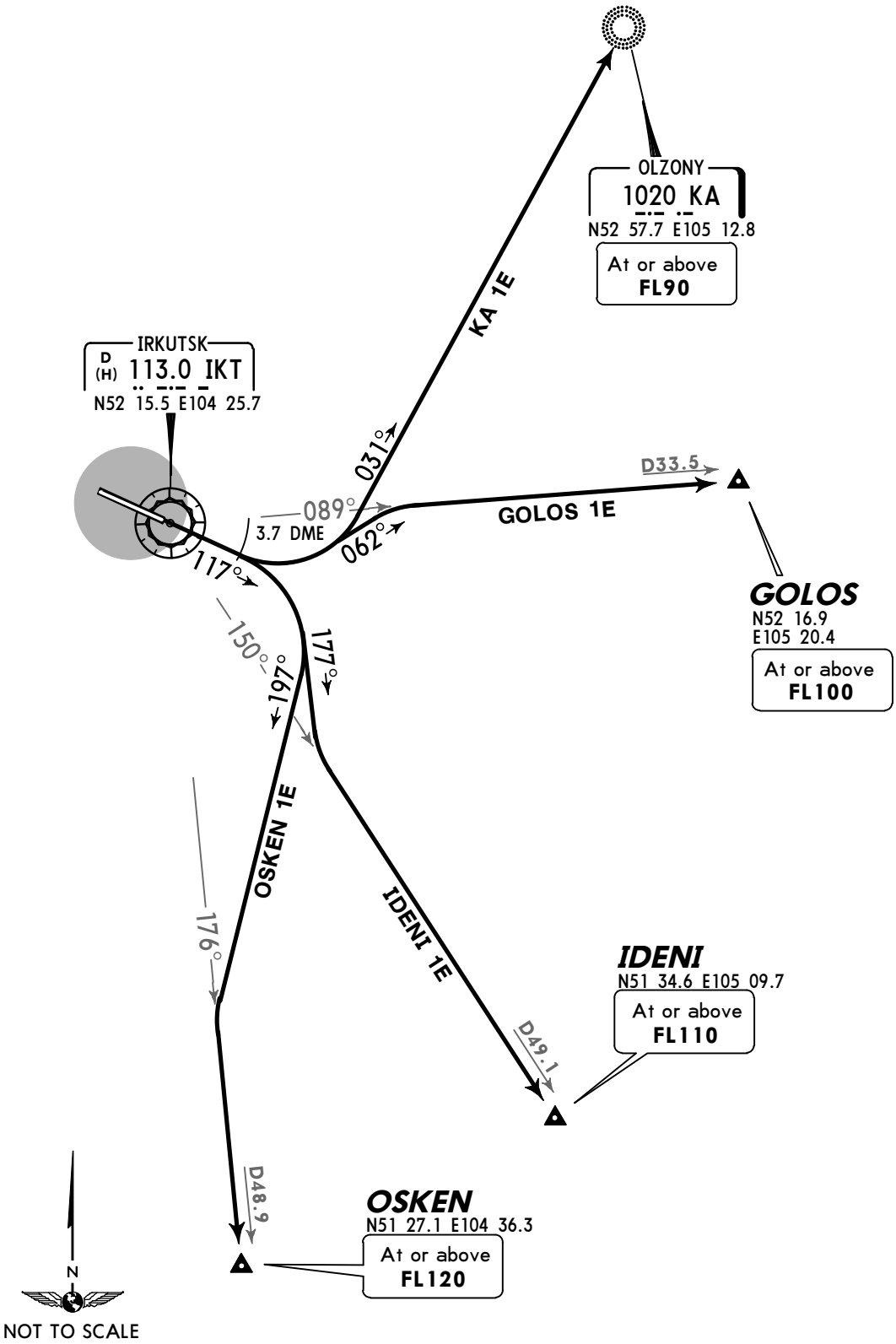
Apt Elev	QNH on request **(QFE)**
1688′	Trans level: FL70 Trans alt: 5300′ ***(3712′)***

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



MSA
IKT VOR



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

ALT/HEIGHT CONVERSION

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

CHANGES: SIDs revised.

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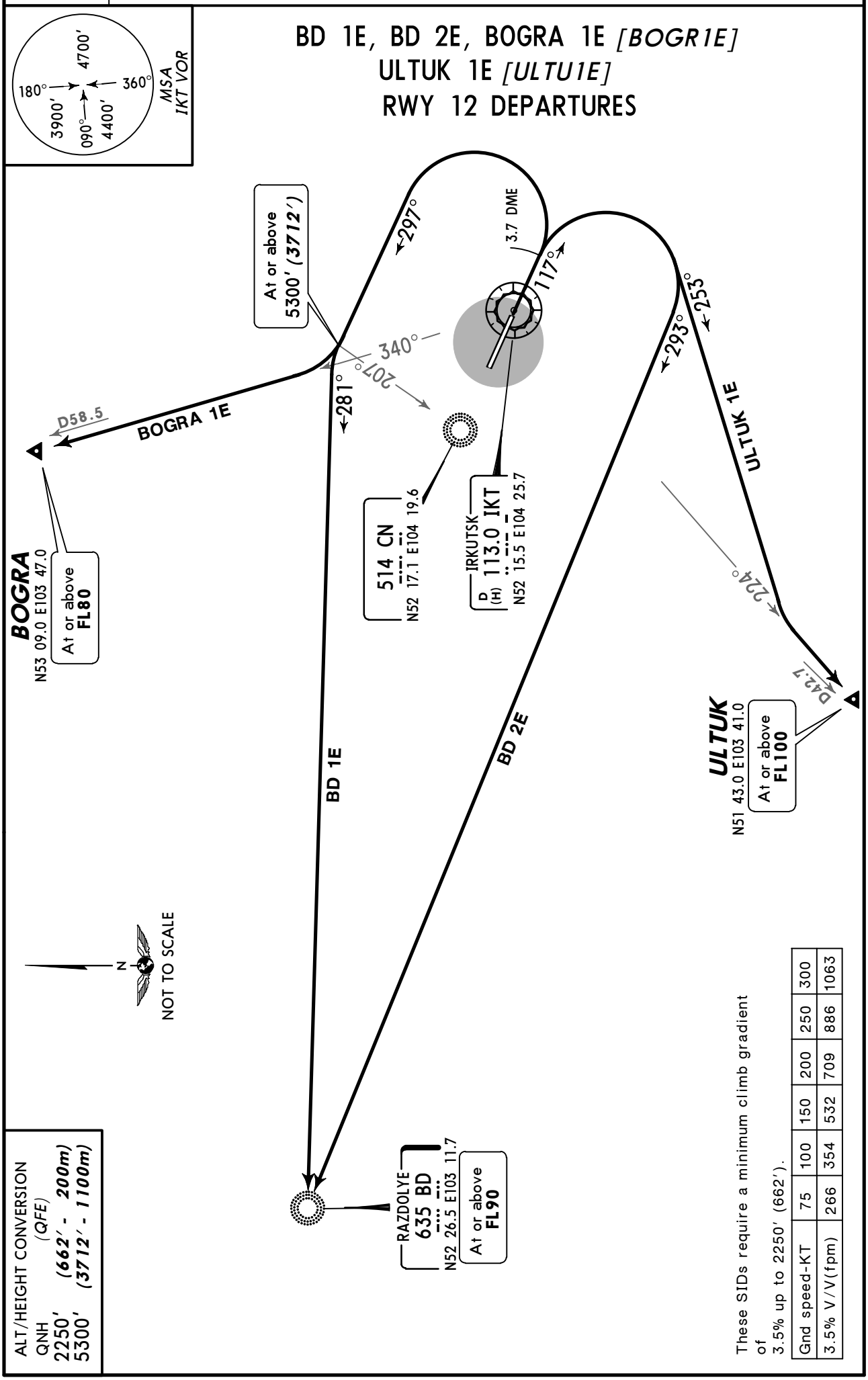
Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL70 Trans alt: 5300′ ***(3712′)***

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

CHANGES: SIDs revised.

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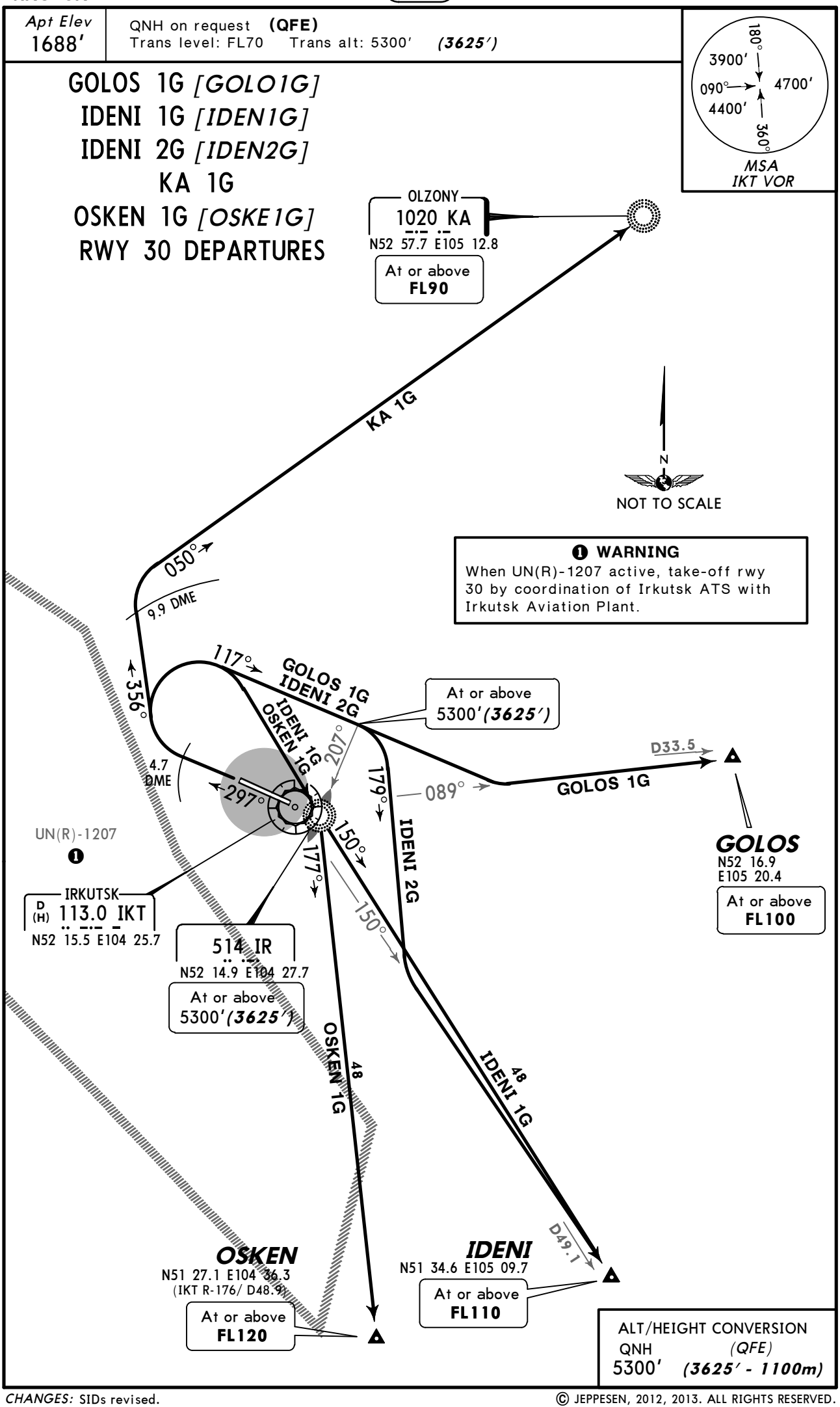
Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL70 Trans alt: 5300′ ***(3625′)***

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



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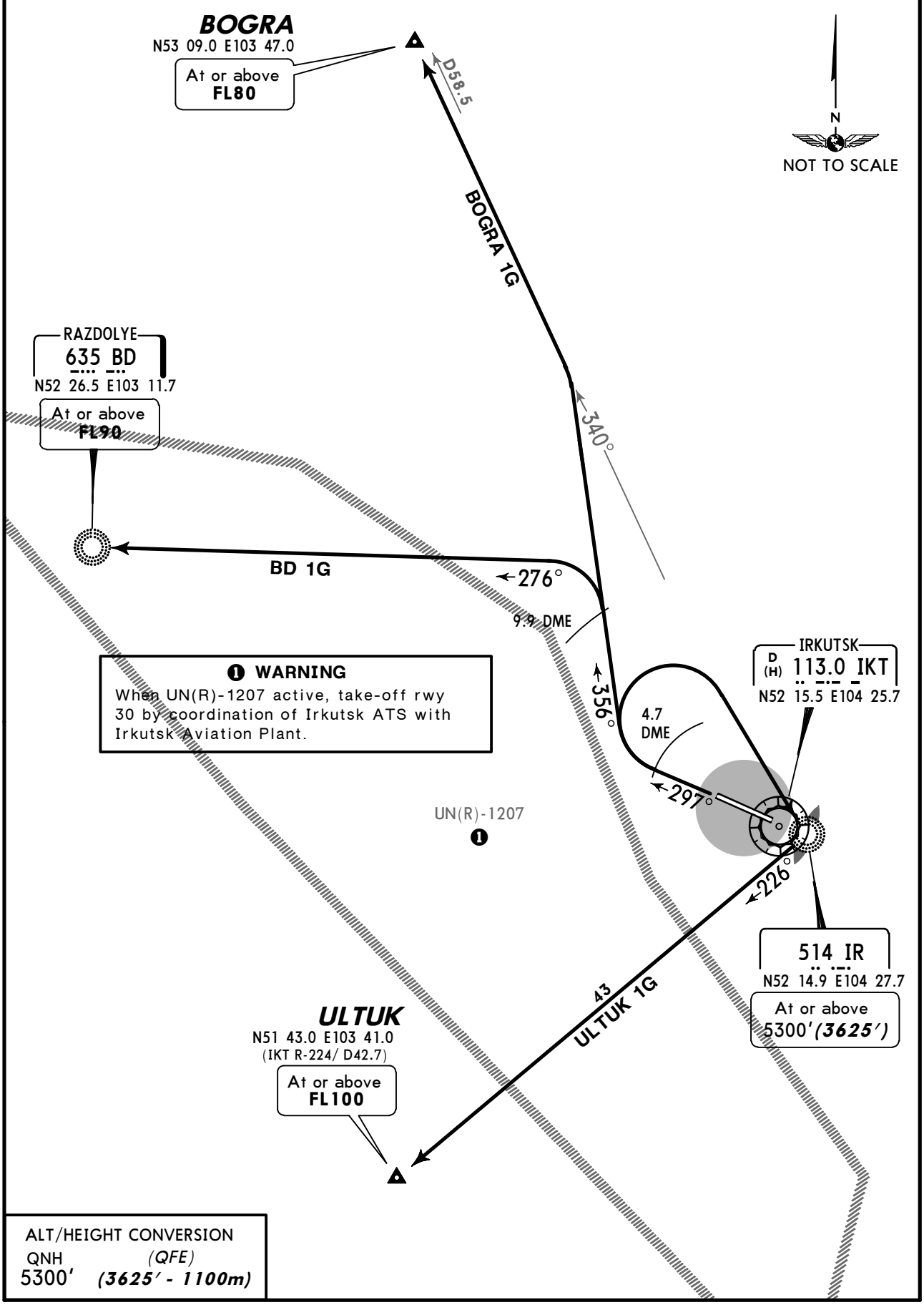
Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL70 Trans alt: 5300′ ***(3625′)***

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



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
5300′	***(3625′ - 1100m)***

CHANGES: SIDs revised.

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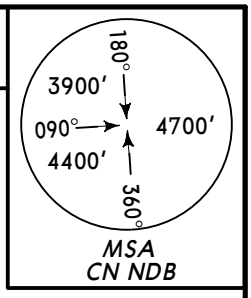
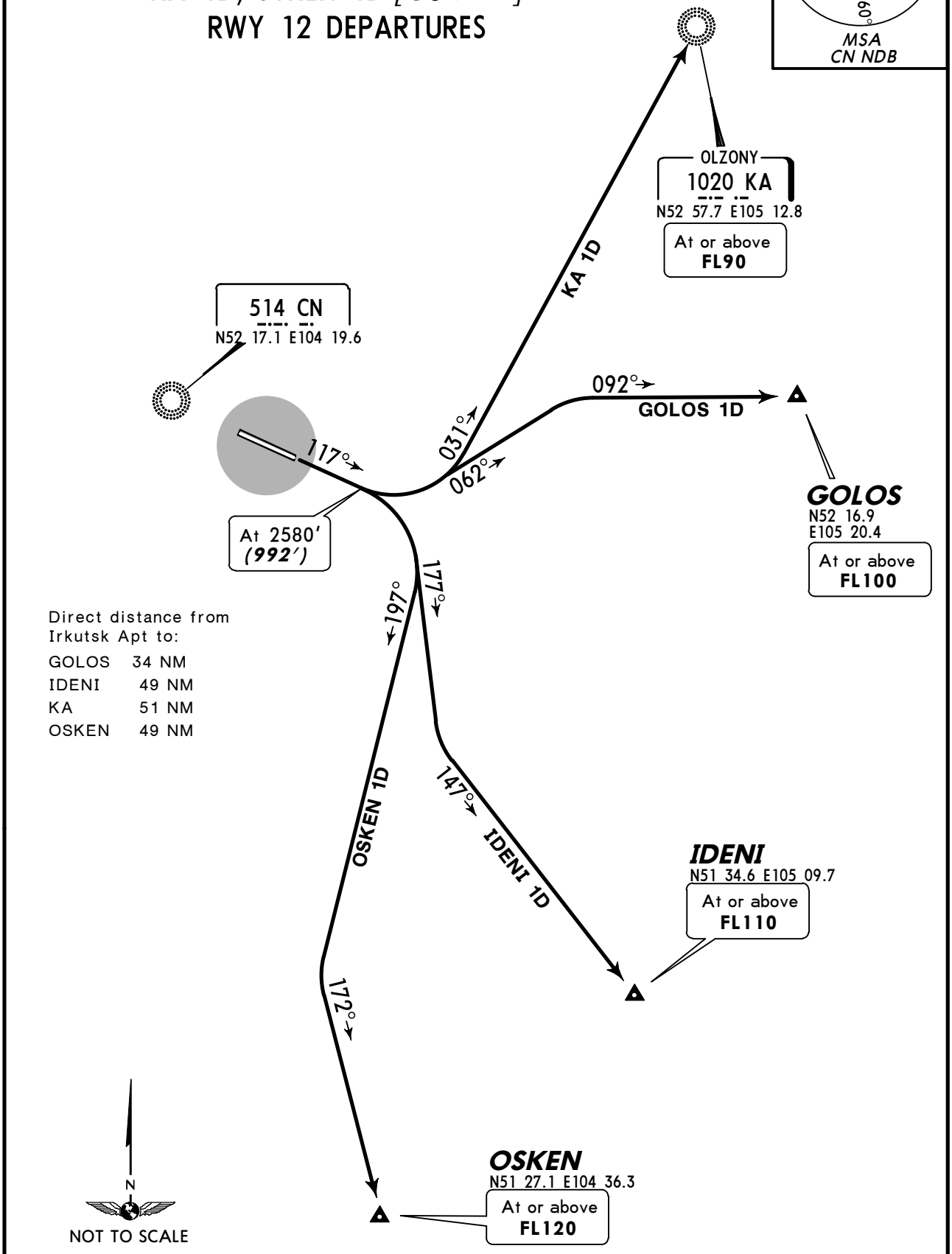
Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL70 Trans alt: 5300′ ***(3712′)***

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





Direct distance from Irkutsk Apt to:

GOLOS	34 NM
IDENI	49 NM
KA	51 NM
OSKEN	49 NM

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

CHANGES: SIDs revised.

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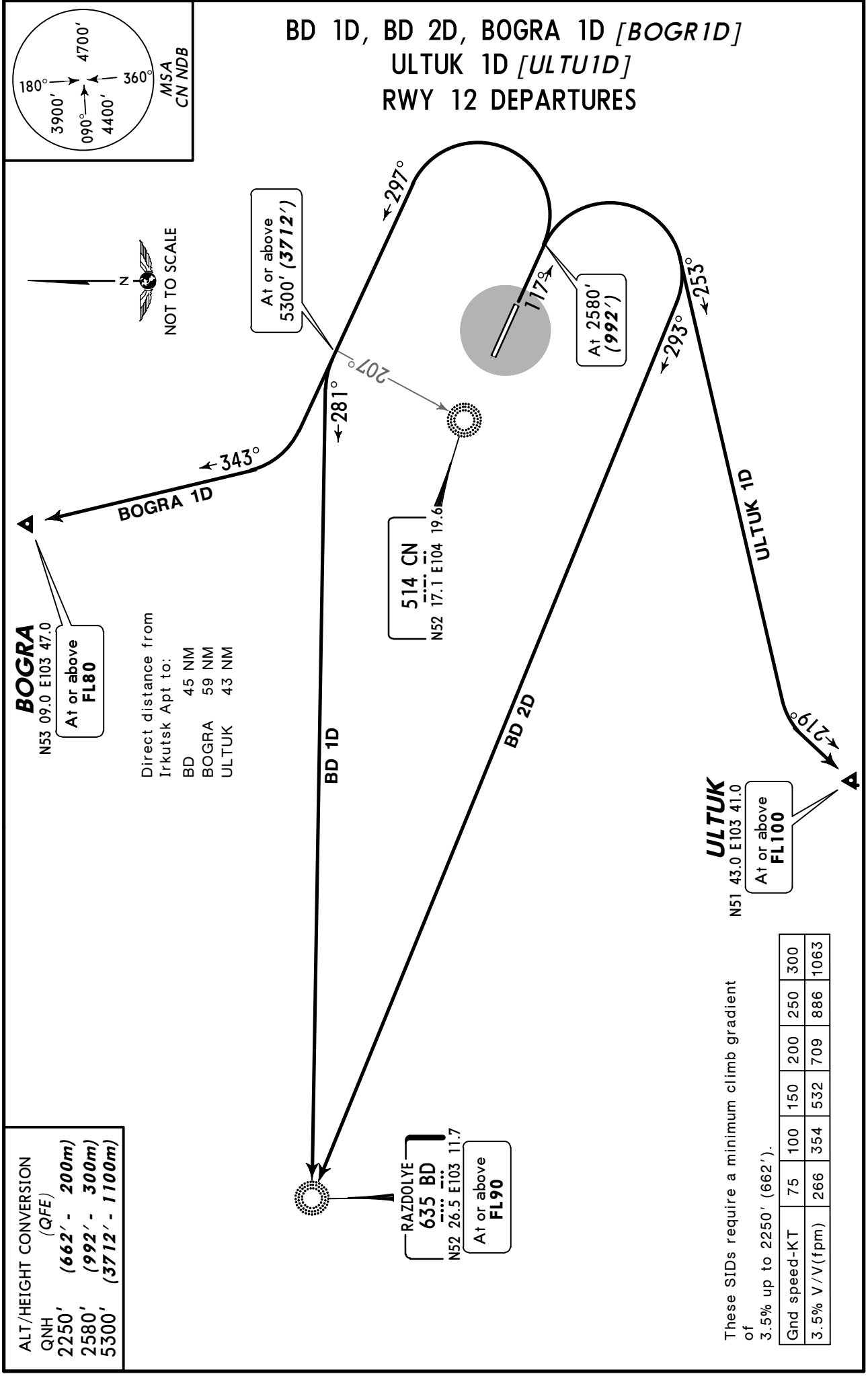
Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL70 Trans alt: 5300′ ***(3712′)***

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



ALT/HEIGHT CONVERSION
(QFE)

QNH	
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

CHANGES: SIDs revised.

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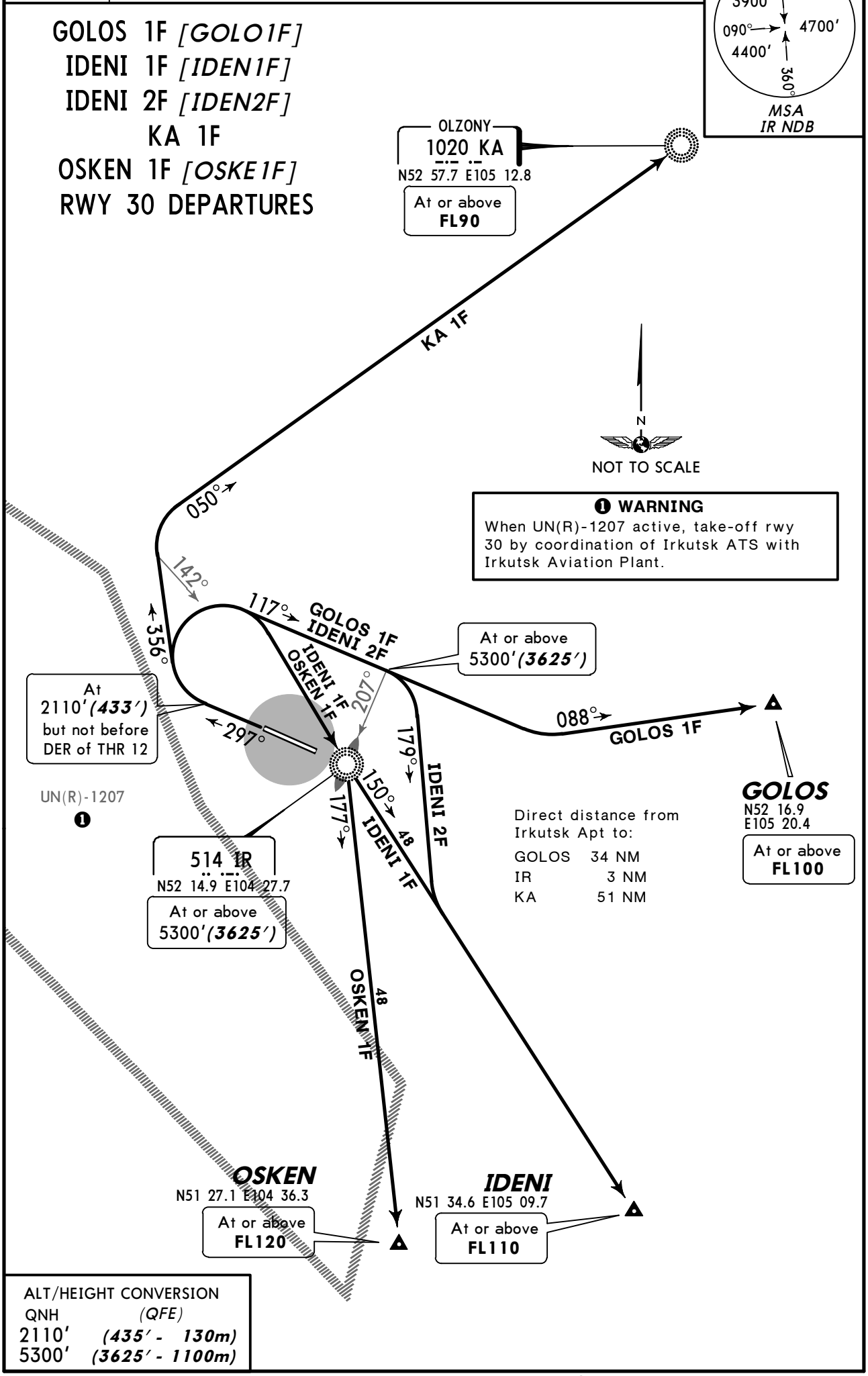
Apt Elev	
1688′	QNH on request **(QFE)** Trans level: FL70 Trans alt: 5300′ ***(3625′)***

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



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

CHANGES: SIDs revised.

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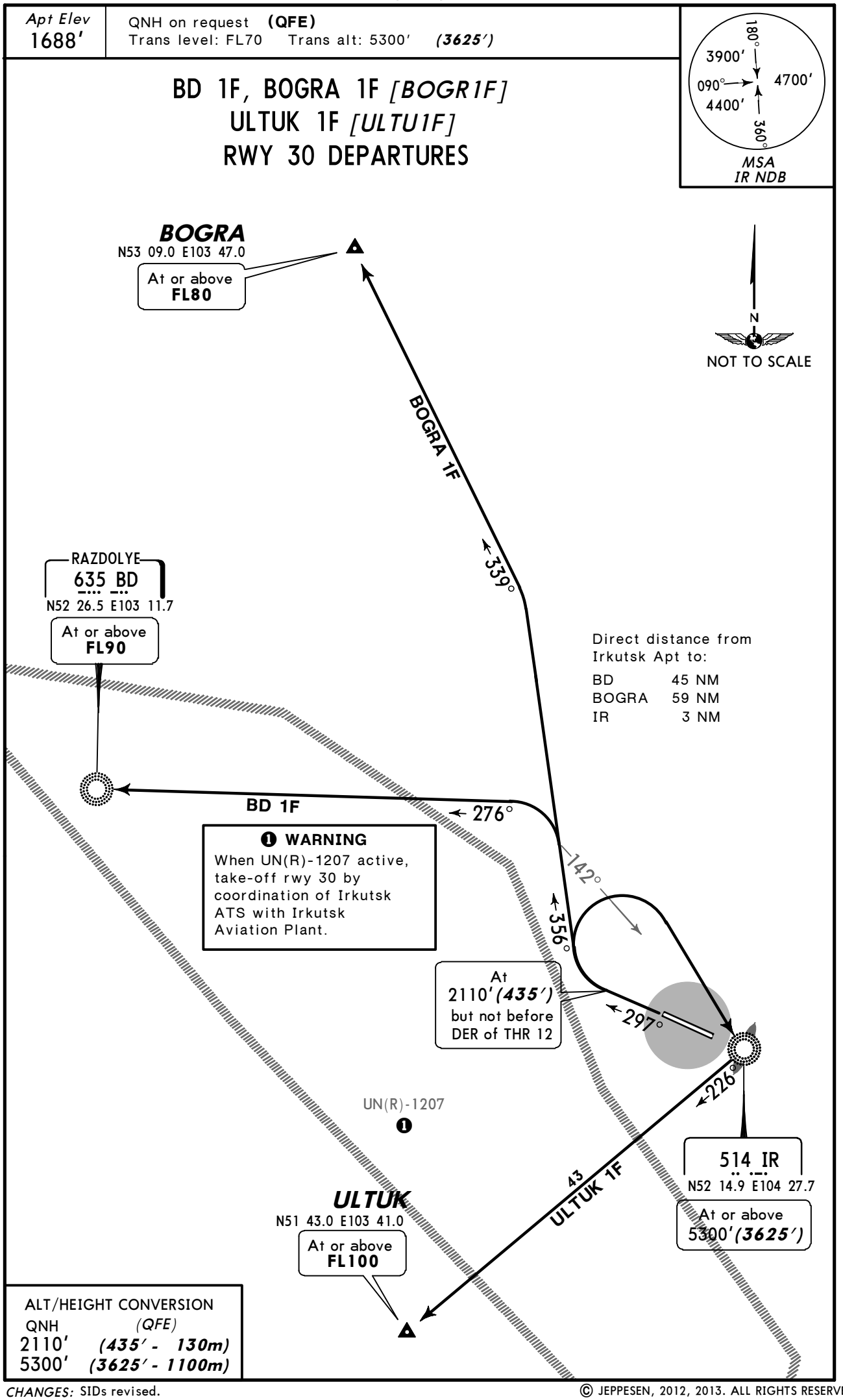
Apt Elev	QNH on request **(QFE)**
1688′	Trans level: FL70 Trans alt: 5300′ ***(3625′)***

BD 1F, BOGRA 1F *[BOGR1F]*
ULTUK 1F *[ULTU1F]*
RWY 30 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
2110′	***(435′ - 130m)***
5300′	***(3625′ - 1100m)***

CHANGES: SIDs revised.

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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, cumolo nimbus clouds etc are present in arrival and approach sectors, ATC units may, if it is considered necessary for safety reasons, at its own discretion or by a pilot-in-command's request deviate from the provisions stated below:

Restrictions

The required noise abatement procedures shall not be observed over the overflown areas in following cases:
- if there is ice, slush, water, mud, rubber, oil etc on the runway and friction coefficient is 0.4 or less
- when ceiling is less than 150m or visibility is less than 1800m
- when crosswind component (including gusts) over runway exceeds 7m/sec
- when tailwind component on runway exceeds 2.5m/sec
- when wind shear is forecasted or reported or it is expected that unfavourable weather conditions may influence aircraft approach and landing.

During instrument as well as visual approach it is not allowed to fly below the ILS glide path.
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

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NOISE ABATEMENT

DEPARTURES (cont'd)

The minimum IAS during established climb shall not be less than V_2 + 10 KT or less than prescribed in the Aircraft Flight Manual if higher.
Maintaining the minimum IAS of climb is not required if it leads to the exceeding of the minimum permissible angle of attack.
The reduction of power shall not be applied until:

- reaching 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.

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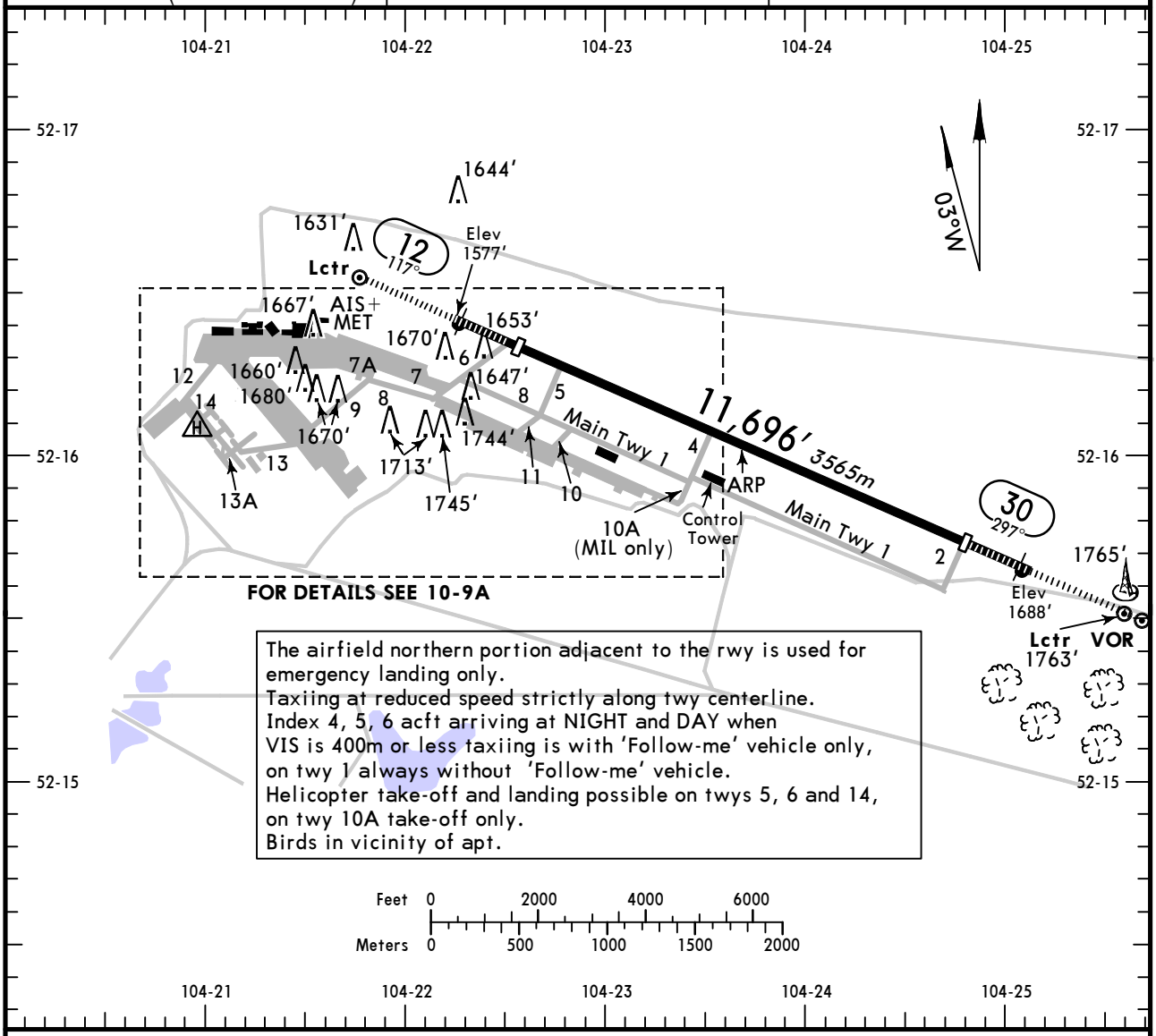
ATIS	IRKUTSK Ground	Tower
126.9 (Russian 124.85)	121.7	118.1



The airfield northern portion adjacent to the rwy is used for emergency landing only.
Taxiing at reduced speed strictly along twy centerline.
Index 4, 5, 6 acft arriving at NIGHT and DAY when VIS is 400m or less taxiing is with 'Follow-me' vehicle only, on twy 1 always without 'Follow-me' vehicle.
Helicopter take-off and landing possible on twys 5, 6 and 14, on twy 10A take-off only.
Birds in vicinity of apt.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12 30	HIRL *(60m)* HIALS PAPI-L (angle 3.33°)	10,384' *3165m*	9637' *2937m* 9287' *2831m*	❶❷	148' *45m*

❶ TAKE-OFF RUN AVAILABLE

RWY 12:

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

RWY 30:

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

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

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

CHANGES: VOR position.

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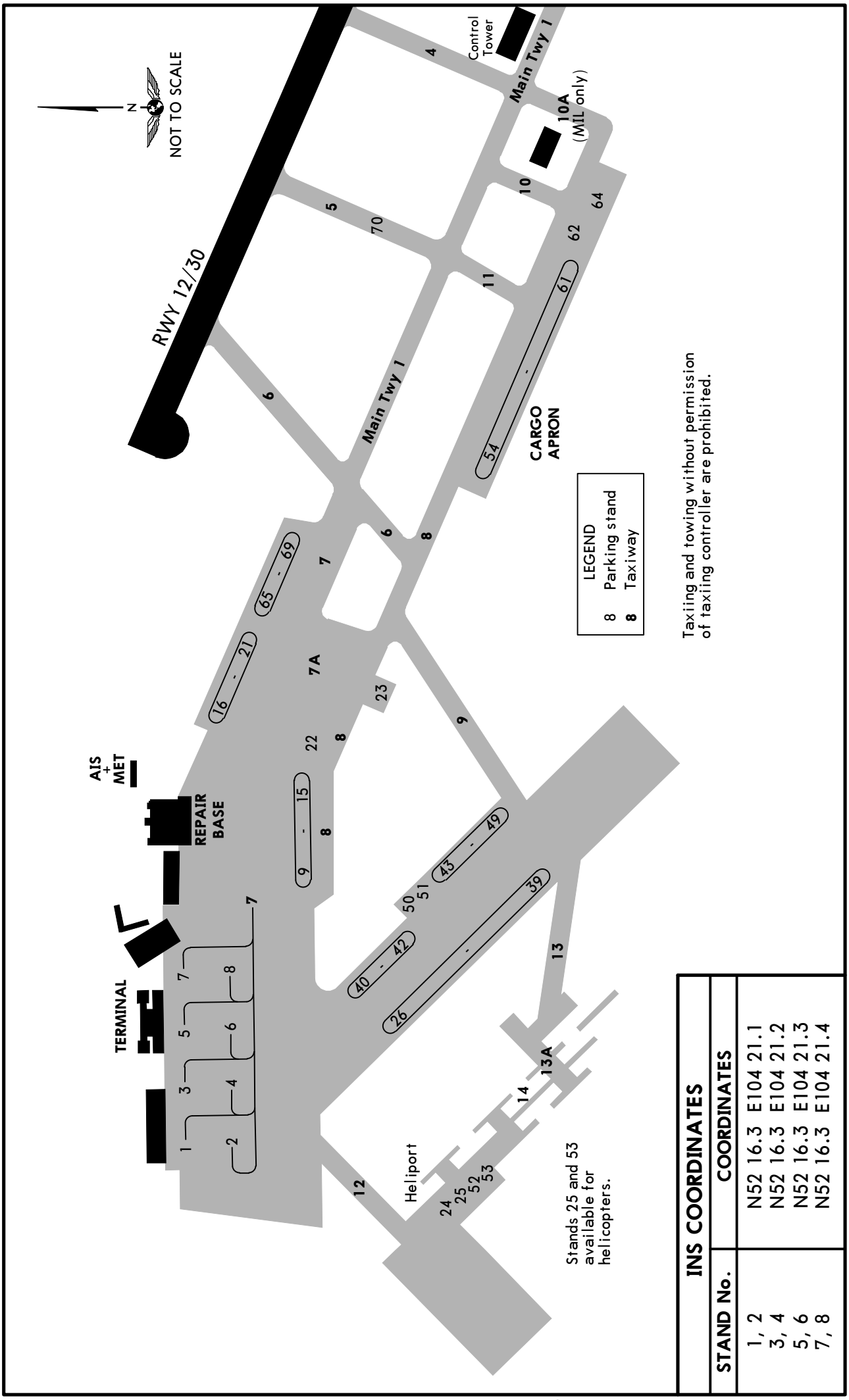

INS COORDINATES	
STAND No.	COORDINATES
1, 2	N52 16.3 E104 21.1
3, 4	N52 16.3 E104 21.2
5, 6	N52 16.3 E104 21.3
7, 8	N52 16.3 E104 21.4

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STRAIGHT-IN RWY		A	B	C	D
12	ILS	**1788**′(200′)	**1788**′(200′)	**1788**′(200′)	**1788**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**2000**′(412′)	**2000**′(412′)	**2000**′(412′)	**2000**′(412′)
	with D4.7 IKT	**R1200m**	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	VOR ❶	**2180**′(592′)	**2180**′(592′)	**2180**′(592′)	**2180**′(592′)
	w/o D4.7 IKT	**R1500m**	**R1500m**	**R2000m**	**R2000m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	2 NDB ❶	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)
	with FAF	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB ❶	**2020**′(432′)	**2020**′(432′)	**2020**′(432′)	**2020**′(432′)
	with FAF	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB or NDB	**2430**′(842′)	**2430**′(842′)	**2430**′(842′)	**2430**′(842′)
	w/o FAF	**C3300m**	**C3300m**	**C3500m**	**C3500m**
	ALS out	C4000m	C4000m	C4200m	C4200m
30	ILS	**1877**′(200′)	**1877**′(200′)	**1877**′(200′)	**1880**′(203′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	**2020**′(343′)	**2020**′(343′)	**2020**′(343′)	**2020**′(343′)
	with D1.3 IKT	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR ❶	**2330**′(653′)	**2330**′(653′)	**2330**′(653′)	**2330**′(653′)
	w/o D1.3 IKT	**R1500m**	**R1500m**	**C2300m**	**C2300m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❶	**2030**′(353′)	**2030**′(353′)	**2030**′(353′)	**2030**′(353′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	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.

CHANGES: Take-off minimums transferred to 10-9S1.

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CIRCLE-TO-LAND ❶	100 KT	135 KT	180 KT	205 KT
to rwy 12 ❷	**2120**′(532′)❹ ceil 900m- V1600m	**2340**′(752′)❹ ceil 900m- V3000m	**2520**′(932′)❹ ceil 900m- V3000m	**2540**′(952′)❹ ceil 900m- V4000m
to rwy 30 ❸	**2210**′(533′)❹ ceil 900m- V2500m	**2430**′(753′)❹ ceil 900m- V3000m	**2610**′(933′)❹ ceil 900m- V6000m	**2630**′(953′)❹ ceil 900m- V6000m

❶ Prohibited South of airport.
❷ Circling height based on rwy 12 displaced threshold elev of 1588′.
❸ Circling height based on rwy 30 displaced threshold elev of 1677′.
❹ 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, B, C	250m	400m	500m
D	300m		

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ILS or VOR DME Rwy 12

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′
VOR IKT 113.0		Minimum Alt D7.6 IKT 3560′ (1972′)	VOR MDA(H) (CONDITIONAL) 2000′ (412′)	RWY 1588′

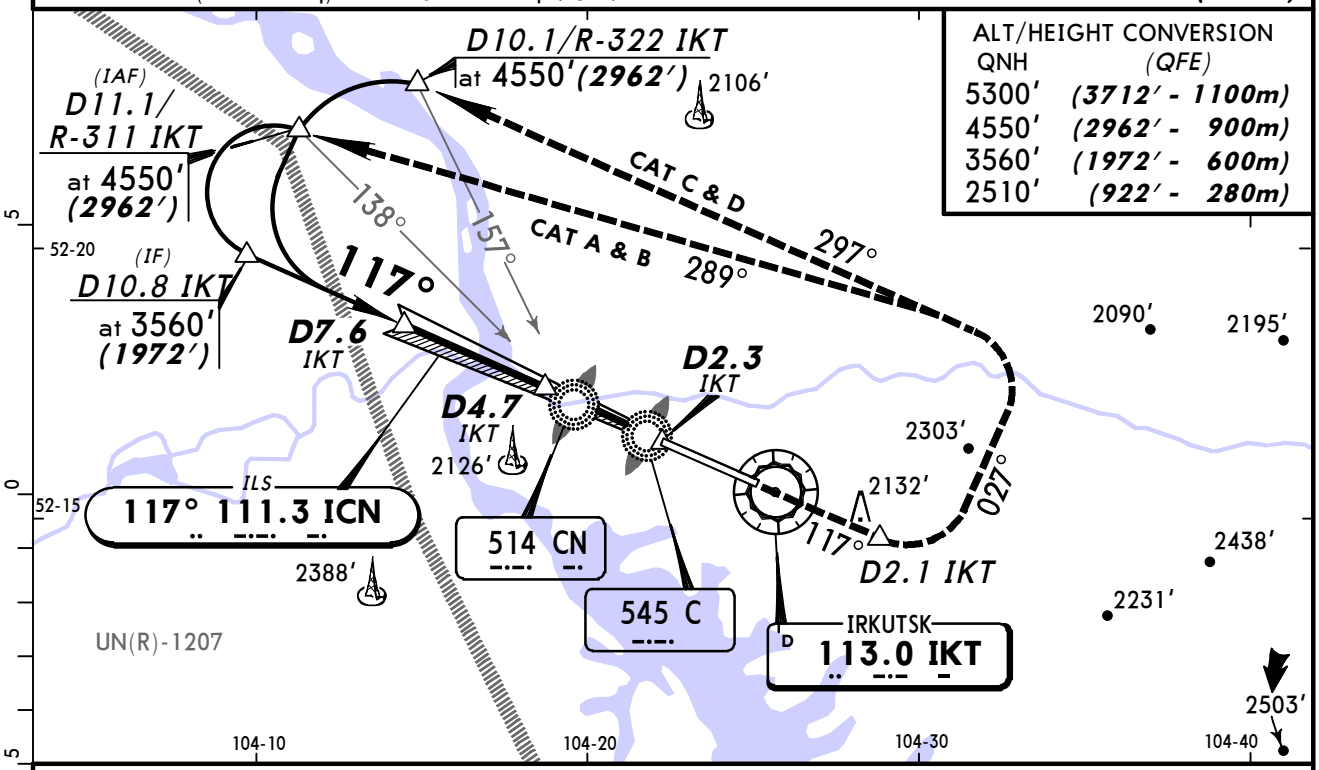
MISSED APCH: Climb STRAIGHT AHEAD to D2.1 IKT, then turn LEFT onto 027° climbing to 3560′ (1972′), then turn LEFT onto CAT A&B: 289° (CAT C&D: 297°) climbing to 4550′ (2962′), then according to chart, or as directed.

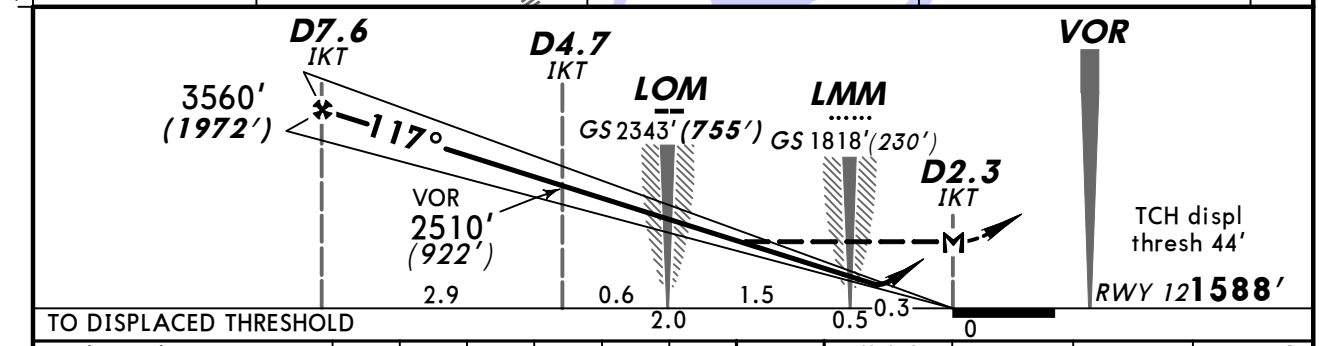
MSA IKT VOR: 180° 3900′; 090° 4700′; 4400′; 360°

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)
3560′	(1972′ - 600m)
2510′	(922′ - 280m)





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						

HIALS PAPI | D2.1 IKT | 027° LT | 3560′ (1972′)

PANS OPS

STRAIGHT-IN LANDING RWY 12

	ILS FULL	ILS ALS out	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′)	
					ALS out		ALS out
A	800m	1200m	NOT AUTH	800m	1600m	800m	1600m
B							
C				1200m	2000m	1600m	2400m
D				1600m		2000m	2800m

CHANGES: Altitudes.

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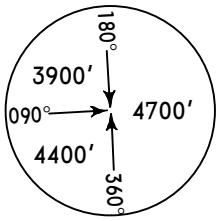
BRIEFING STRIP

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 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 to 3650′ *(1973′)*, then turn RIGHT onto 117° climbing to 4630′ *(2953′)*, then according to chart, or as directed.

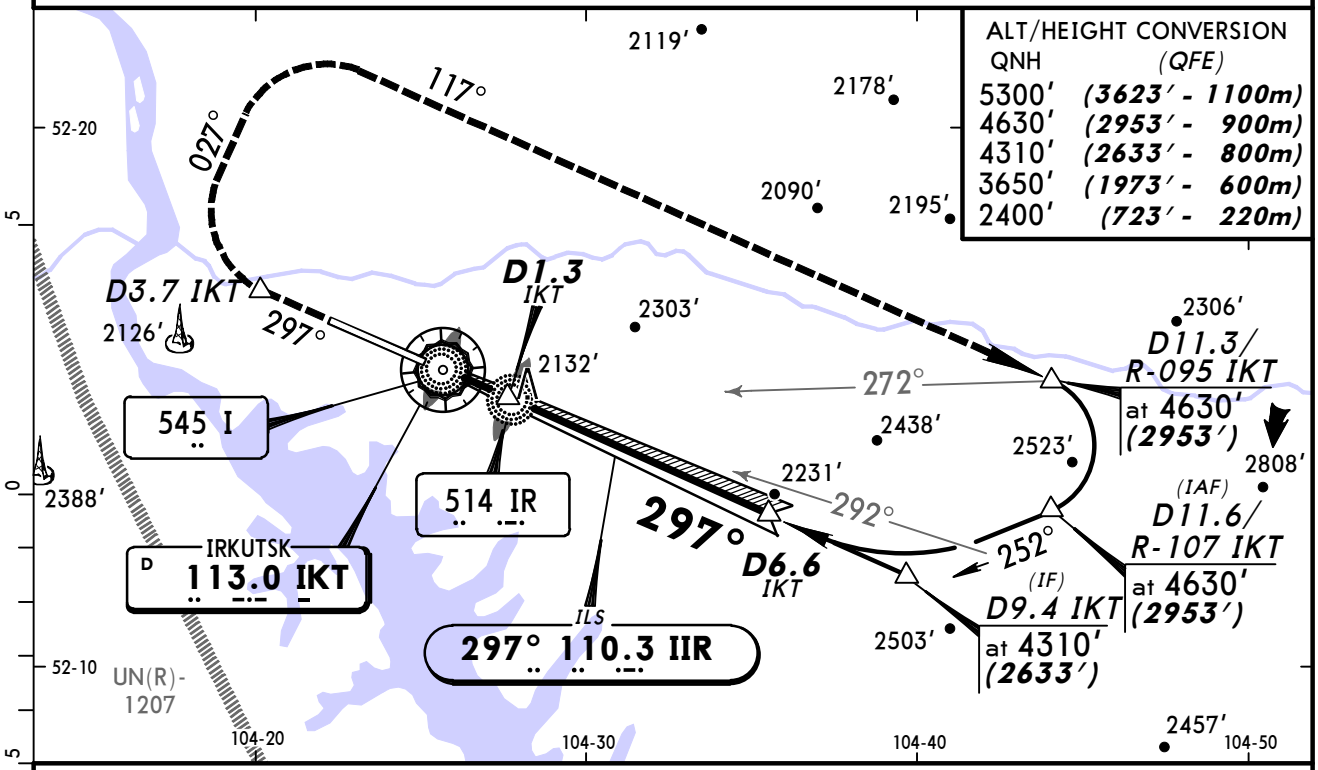


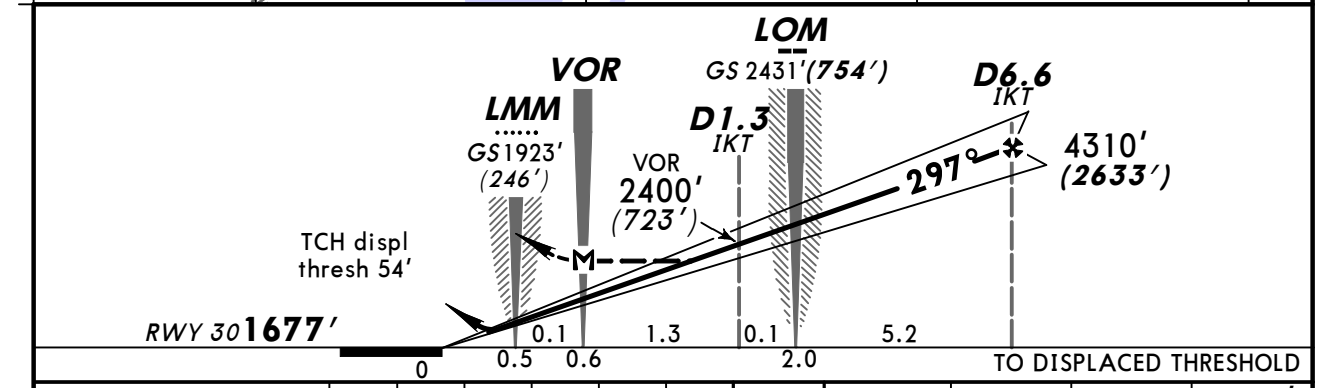
MSA IKT VOR

Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 70 | Trans alt: 5300′ *(3623′)*

ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	*(3623′ - 1100m)*
4630′	*(2953′ - 900m)*
4310′	*(2633′ - 800m)*
3650′	*(1973′ - 600m)*
2400′	*(723′ - 220m)*





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 VOR						

HIALS PAPI | D3.7 IKT | 027° RT | 3650′ *(1973′)*

STRAIGHT-IN LANDING RWY **30**

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

PANS OPS

CHANGES: None.

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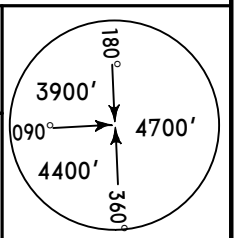
BRIEFING STRIP

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

NDB CN	Final Apch Crs	Minimum Alt 6.2 NM RADAR FIX	MDA(H) Refer to Minimums	Apt Elev 1688' RWY 1588'
514	117°	3560' (1972')		

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.

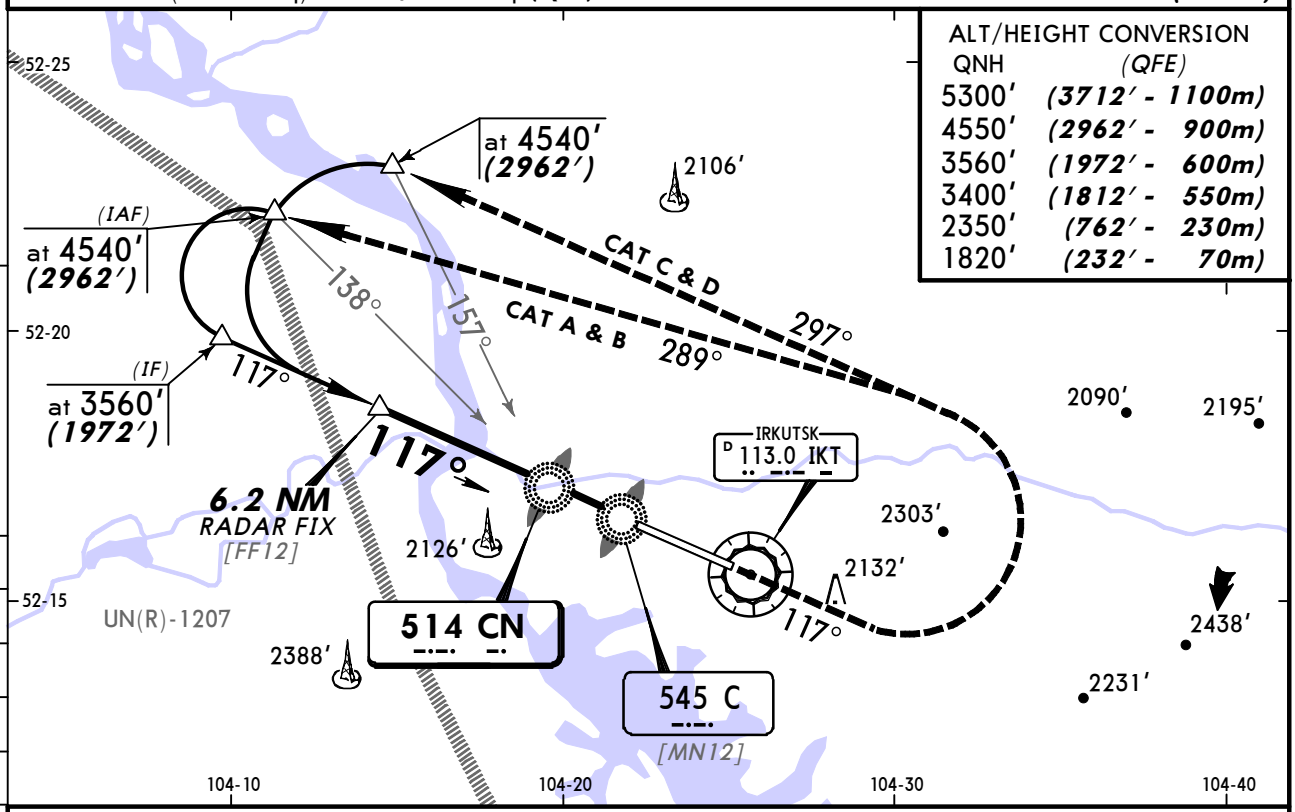


MSA CN NDB

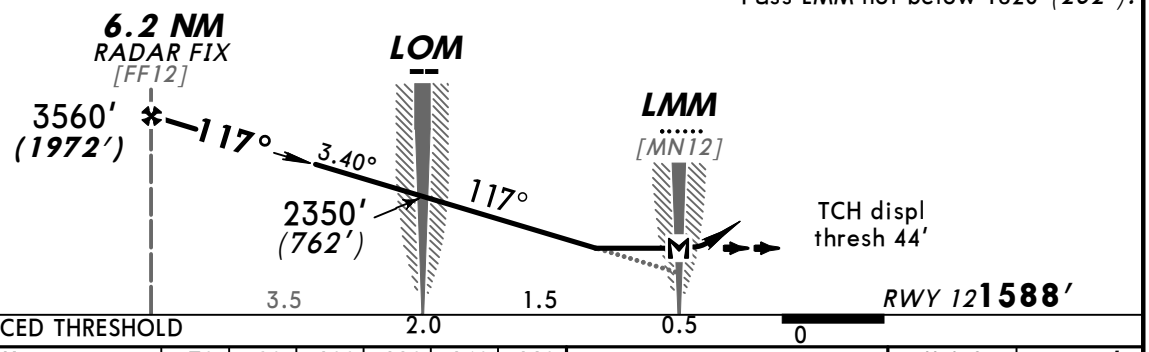
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300'(3712')

ALT/HEIGHT CONVERSION

QNH	(QFE)
5300'	(3712' - 1100m)
4550'	(2962' - 900m)
3560'	(1972' - 600m)
3400'	(1812' - 550m)
2350'	(762' - 230m)
1820'	(232' - 70m)



Pass LMM not below 1820' (232').



TO DISPLACED THRESHOLD

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

HIALS
PAPI

3400'
(1812')

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	1200m	1600m	1200m	1600m	1200m	1600m
B						2000m
C		2000m		2000m	3200m	4000m
D	1600m		2000m	2400m	4000m	4400m

PANS OPS

CHANGES: Altitude.

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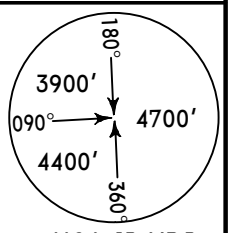
BRIEFING STRIP

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

NDB IR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1688'
514	297°	6.2 NM RADAR FIX 4310'(2633')	Refer to Minimums	RWY 1677'

MISSED APCH: Climb STRAIGHT AHEAD to 3490' (1813'), then turn RIGHT onto 027° climbing to to 3650' (1973'), then turn RIGHT onto 117° climbing to 4630'(2953'), then according to chart, or as directed.

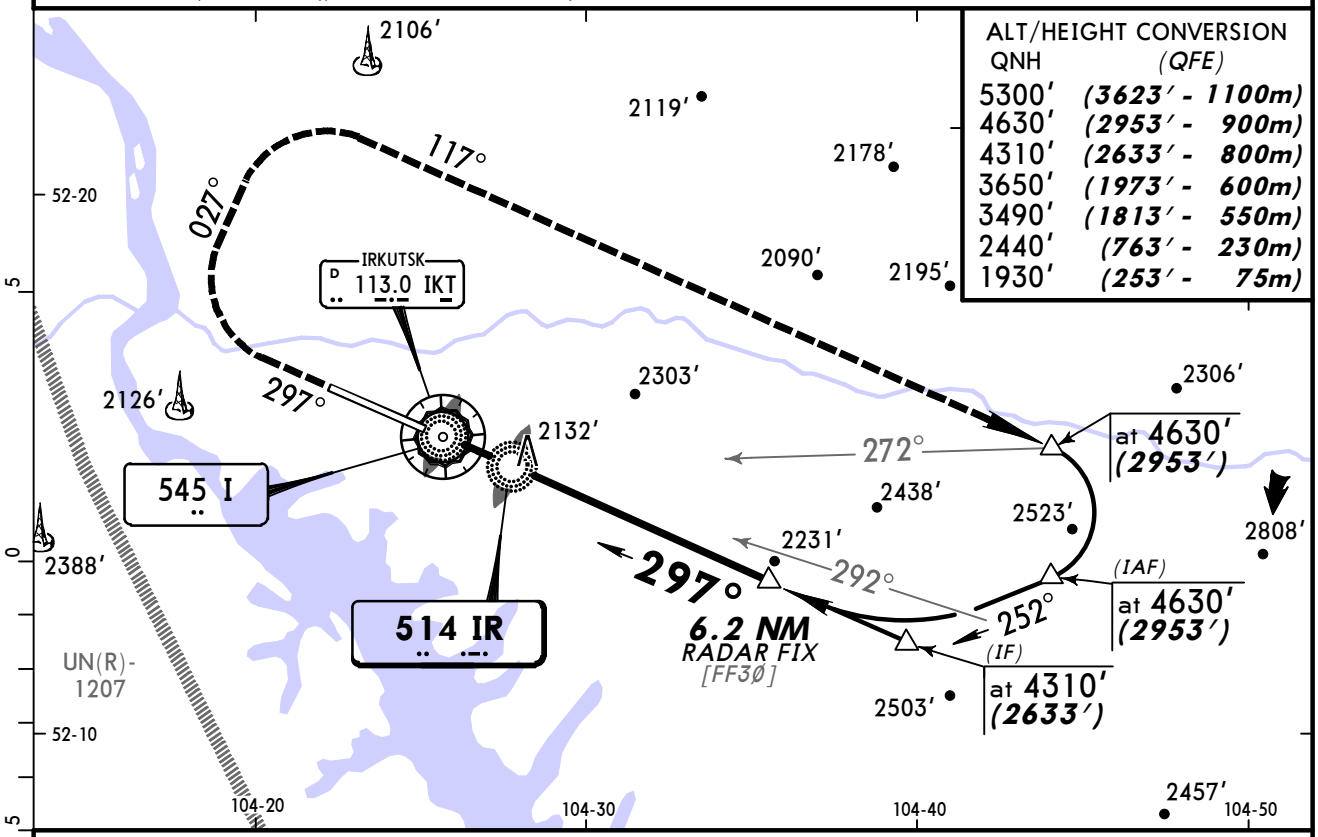


MSA IR NDB

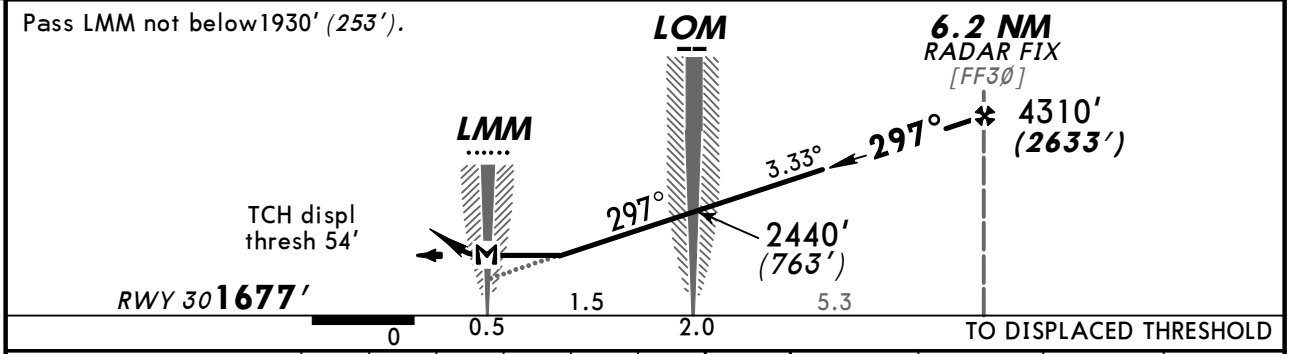
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300'(3623')

ALT/HEIGHT CONVERSION

QNH	(QFE)
5300'	(3623' - 1100m)
4630'	(2953' - 900m)
4310'	(2633' - 800m)
3650'	(1973' - 600m)
3490'	(1813' - 550m)
2440'	(763' - 230m)
1930'	(253' - 75m)



Pass LMM not below 1930' (253').



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.33°	412	530	589	707	825	943
MAP at LMM							

HIALS
PAPI

3490' (1813') | 027° RT | 3650' (1973')

PANS OPS

STRAIGHT-IN LANDING RWY 30
2 NDB or IR NDB

	With FAF MDA(H) 2020'(343')		W/o FAF MDA(H) 3010'(1333')	
		ALS out		ALS out
A	1200m	1600m	1200m	2000m
B			1600m	2400m
C			4000m	4800m
D	1600m	2000m	4400m	4800m

CHANGES: None.

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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

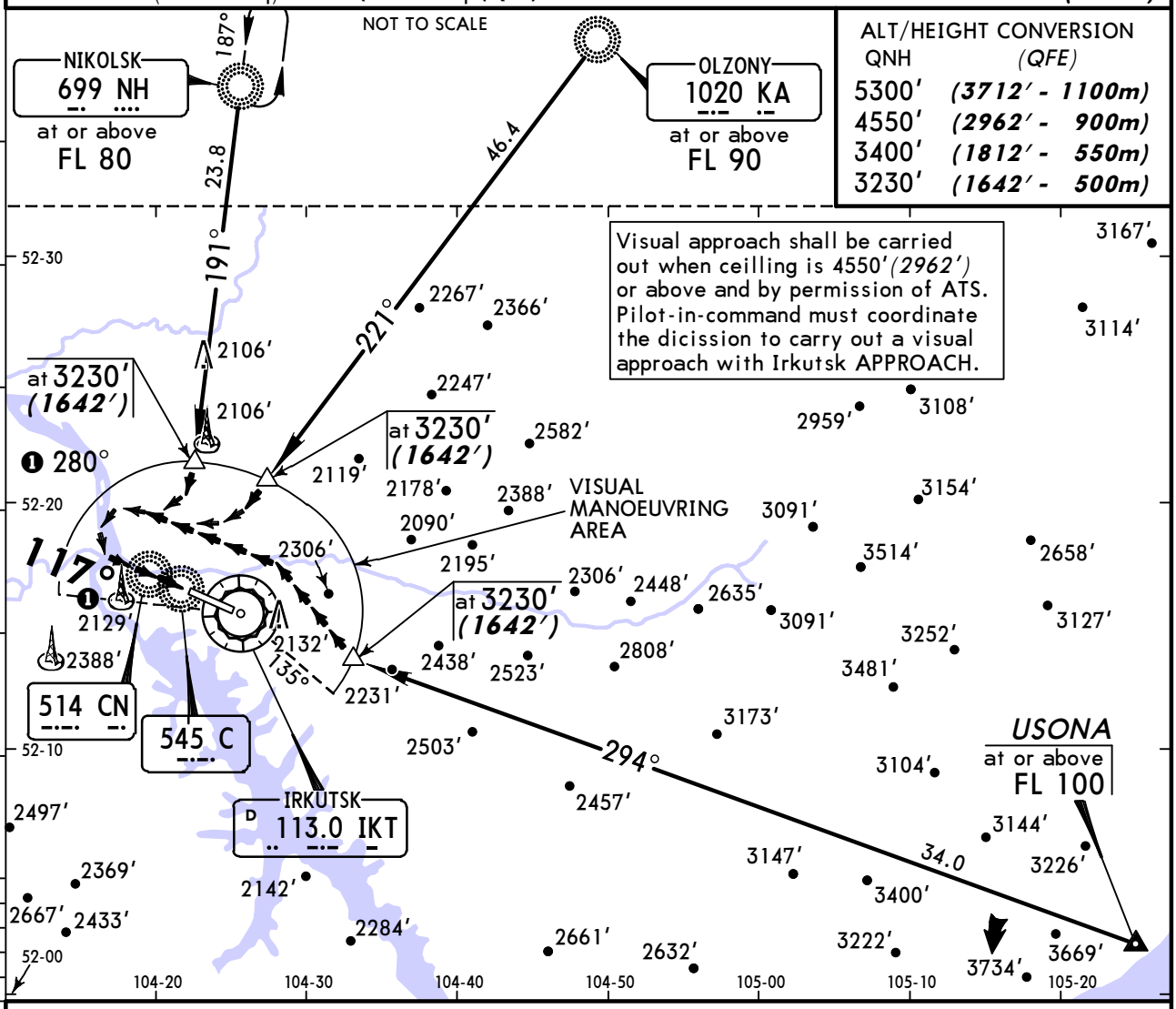
VISUAL	Final Apch Crs 117°	No FAF	MDA(H) Refer to Minimums	Apt Elev 1688′ RWY 1588′

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.

180° 3900′ 090° 4700′ 4400′ 360°
MSA CN NDB

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

NOT TO SCALE



Visual approach shall be carried out when ceilling is 4550′*(2962′)* or above and by permission of ATS. Pilot-in-command must coordinate the dicission to carry out a visual approach with Irkutsk APPROACH.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
5300′	***(3712′ - 1100m)***
4550′	***(2962′ - 900m)***
3400′	***(1812′ - 550m)***
3230′	***(1642′ - 500m)***

								Lighting - Refer to Airport Chart	3400′ *(1812′)*

LANDING RWY 12 [1] **CEILING REQUIRED**

Prohibited South of airport

PANS OPS

	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′.

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

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 to 4630' *(2953')*, then according to IFR procedures to Rwy 30, or as directed.

180° 3900' 090° 4700' 4400' 360°
MSA CN NDB

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

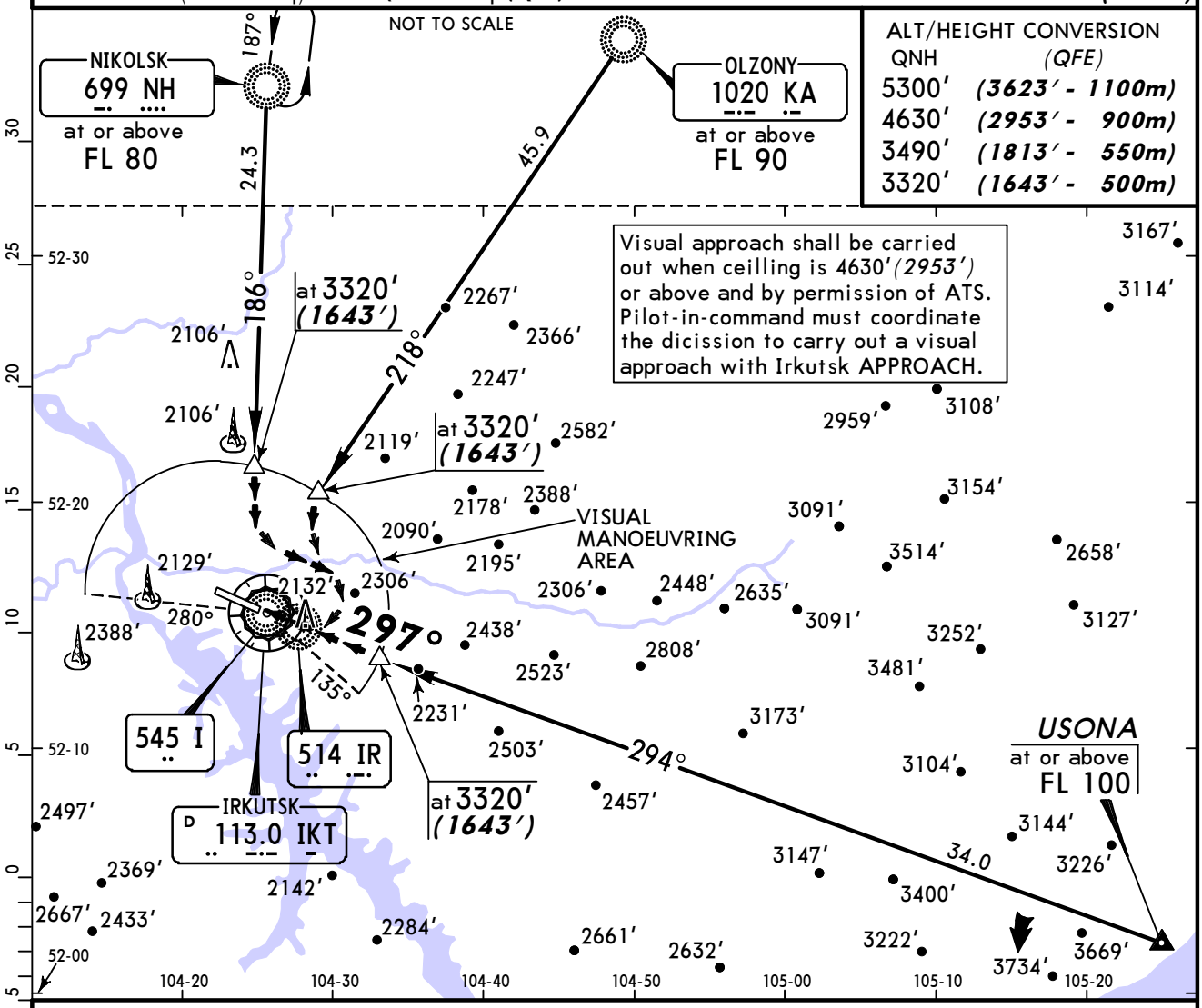
NOT TO SCALE

NIKOLSK 699 NH at or above FL 80

OLZONY 1020 KA at or above FL 90

ALT/HEIGHT CONVERSION

QNH	(QFE)
5300'	***(3623' - 1100m)***
4630'	***(2953' - 900m)***
3490'	***(1813' - 550m)***
3320'	***(1643' - 500m)***



								Lighting - Refer to Airport Chart	3490' (1813')

LANDING RWY 30 [1] **CEILING REQUIRED**

Prohibited South of airport

PANS OPS

	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'.

CHANGES: New procedure.

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
IRKUTSK, (IRKUTSK - UIII)				
REV	ILS OR VOR DME RWY 12	11-1	06 Dec 2013	
REV	ILS OR VOR DME RWY 30	11-2	06 Dec 2013	
REV	2 NDB OR NDB RWY 12	16-1	06 Dec 2013	
REV	2 NDB OR NDB RWY 30	16-2	06 Dec 2013	

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UIII

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)