

List of pages in this Trip Kit

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Airport Information For UIII

Terminal Charts For UIII

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: IRKUTSK RUS
ICAO/IATA: UIII / IKT
Lat/Long: N52° 16.03', E104° 23.68'
Elevation: 1686 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 4.0° W

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

Sunrise: 2040 Z
Sunset: 1327 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: 126.900
ATIS: 124.850 Non-English
Irkutsk Tower: 124.000 Secondary
Irkutsk Radar Tower: 119.300
Irkutsk Tower: 118.100
Irkutsk-Taxiing Ground: 121.700
Irkutsk Approach: 124.000 Secondary
Irkutsk Approach: 125.200

UIII/IKT
IRKUTSK

JEPPesen

24 APR 15

10-1P

Eff 30 Apr

IRKUTSK, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.9
124.85 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP shall be applied when RVR is less than 550m.

Pilots will be informed about procedure initiation via ATIS or by ATC by the phrase: "Low visibility procedures in progress. Check your minimum."

Flight crew shall repeat all the instructions of the controller.

Take-off without stop at line-up is prohibited in the period of LVP effectivity.

The responsibility for unauthorized occupation of the RWY and not maintaining the assigned taxi routes on the manoeuvring area shall be rested on the flight crew.

Follow-me car mandatory for taxiing of index 4 thru 6 ACFT, or towing shall be carried out.

Taxiing along TWY 1 shall be carried out independently by the flight crew.

Flight crew shall report to Ground controller about ACFT parking on the stand using the following phraseology: "ACFT call sign, at stand number...".

1.3. TAXI PROCEDURES

Taxiing and towing without permission of taxiing controller are prohibited.

Taxiing shall be carried out at reduced speed, strictly along TWY centerline.

TWY 10A available for MIL ACFT only.

1.4. OTHER INFORMATION

Birds in vicinity of APT.

The airfield northern portion adjacent to the RWY is used for emergency landing only.

Helipads on TWY 5, 6 and 14 are designated for take-off and landing of all types of helicopters under the established weather minimums. TWY 10A is available for take-off only.

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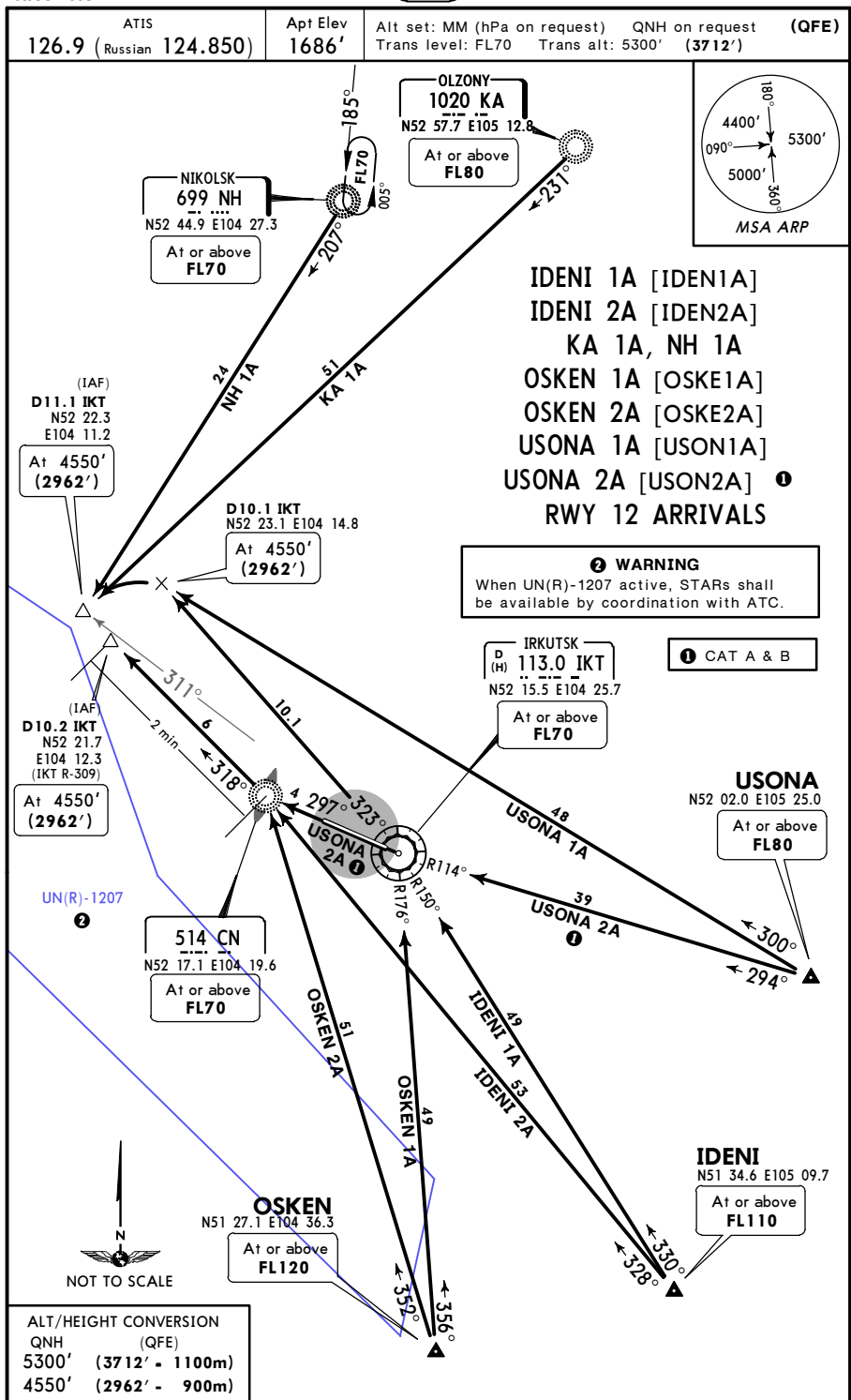
24 APR 15

10-2

Eff 30 Apr

IRKUTSK, RUSSIA

STAR



UIII/IKT
IRKUTSK

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24 APR 15 (10-2A) Eff 30 Apr

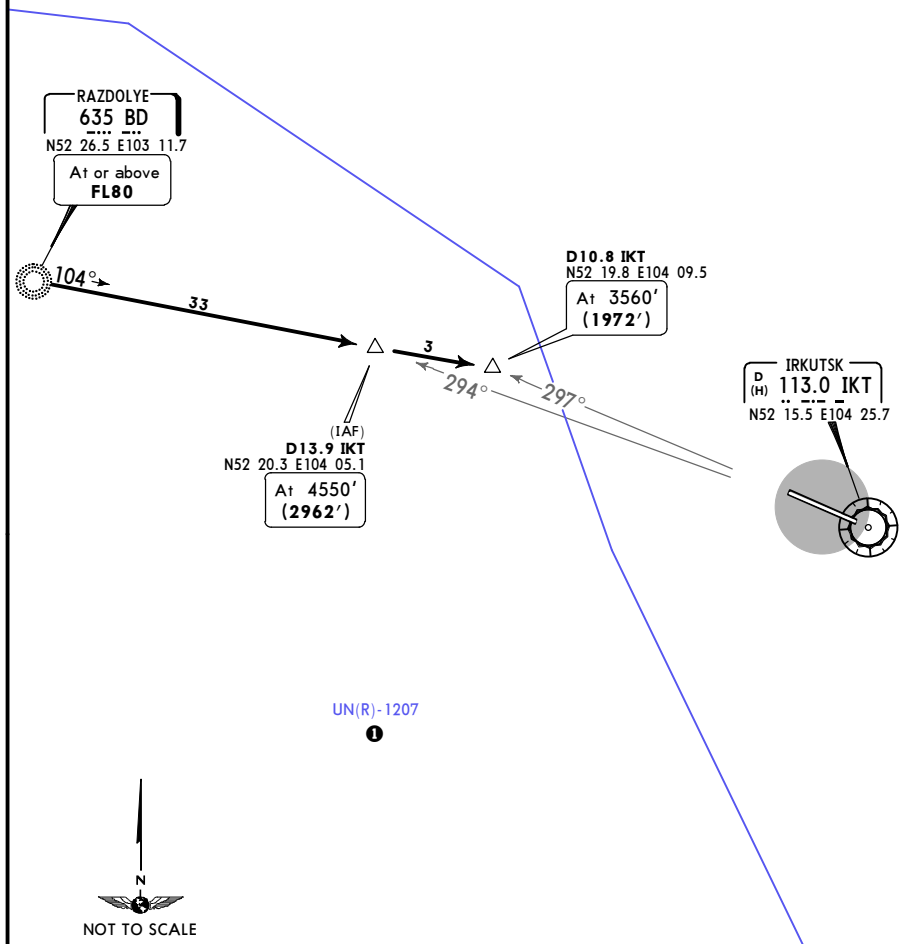
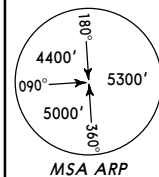
IRKUTSK, RUSSIA
STAR

ATIS 126.9 (Russian 124.850)	Apt Elev 1686'	Alt set: MM (hPa on request) Trans level: FL70	QNH on request Trans alt: 5300' (3712')	(QFE)
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BD 1A
RWY 12 ARRIVAL

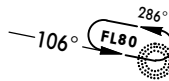
1 WARNING

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



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

HOLDING OVER
BD



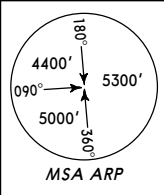
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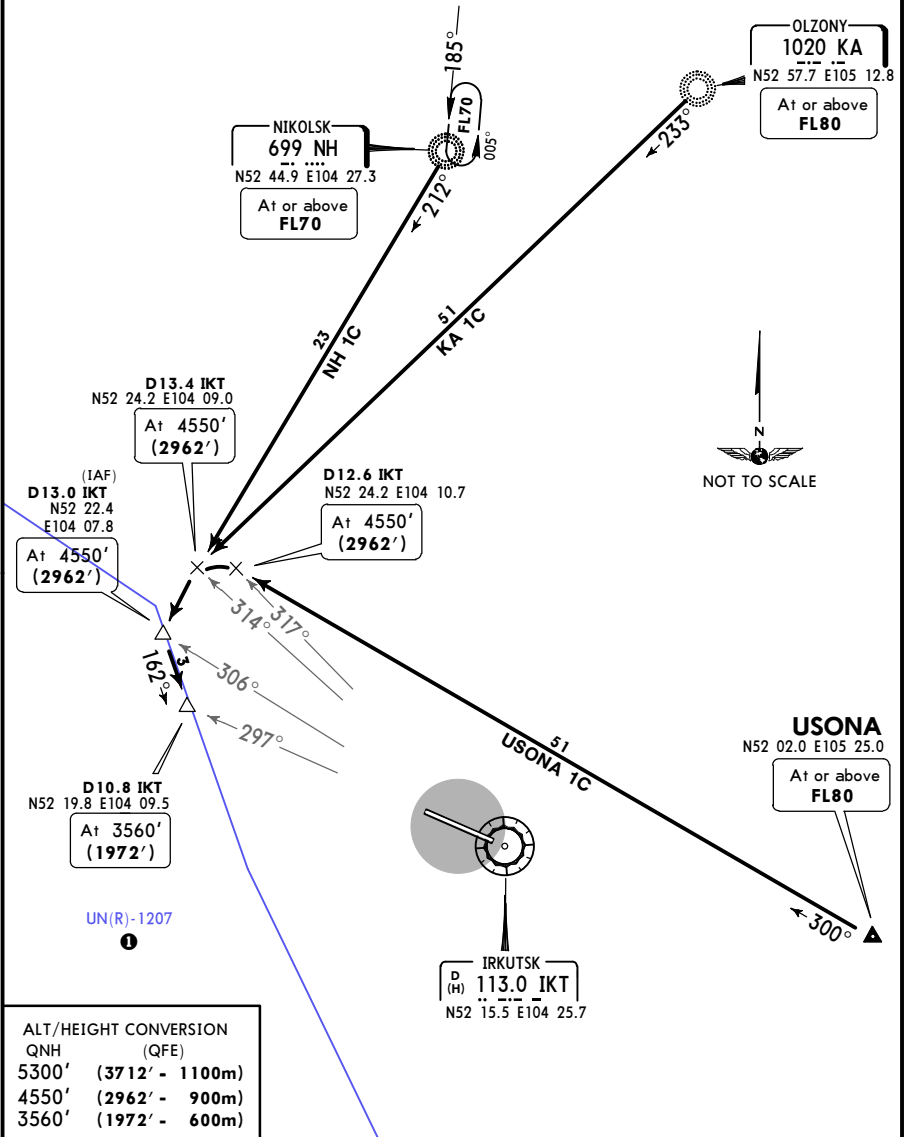
IRKUTSK, RUSSIA
STAR

ATIS 126.9 (Russian 124.850)	Apf Elev 1686'	Alt set: MM (hPa on request) QNH on request Trans level: FL70 Trans alt: 5300' (3712')	(QFE)
---------------------------------	-------------------	---	-------

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



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



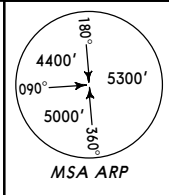
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24 APR 15 10-2C Eff 30 Apr

IRKUTSK, RUSSIA
STAR

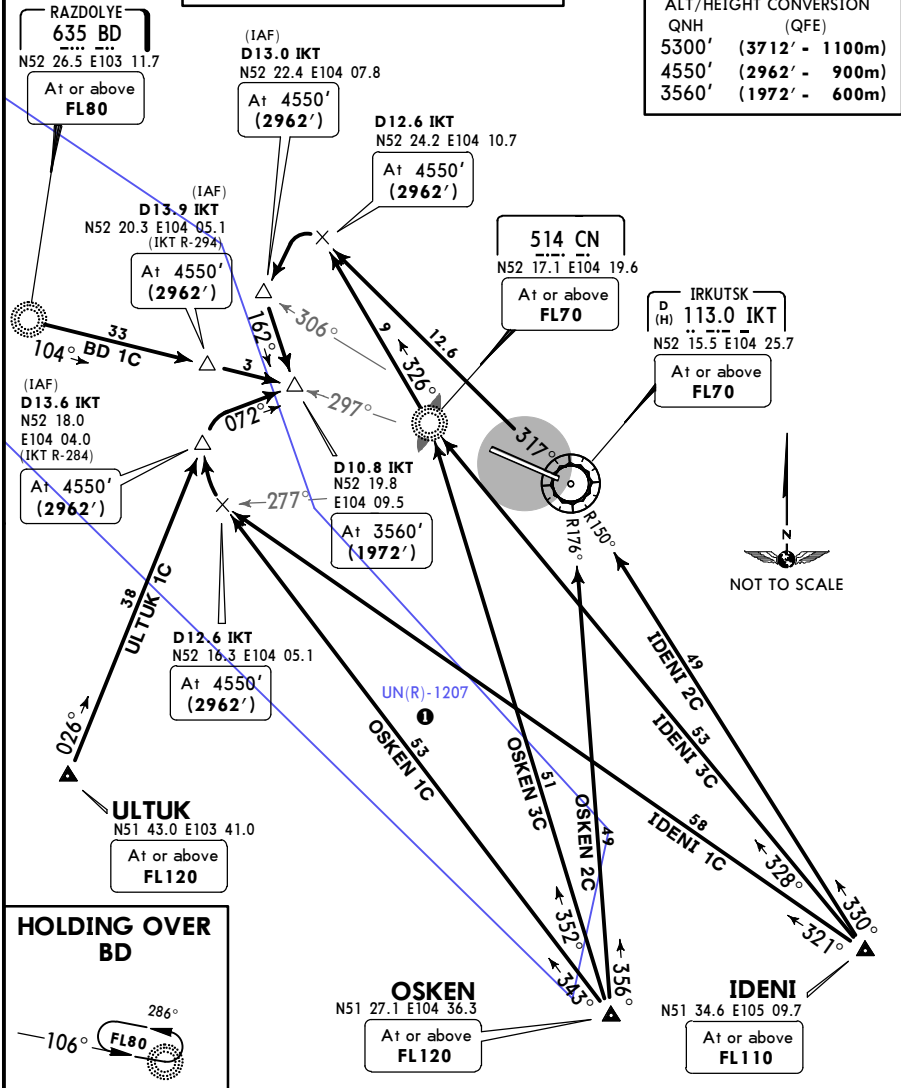
ATIS 126.9 (Russian 124.850)	Apf Elev 1686'	Alt set: MM (hPa on request) Trans level: FL70	QNH on request Trans alt: 5300' (3712')	(QFE)
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BD 1C
IDEN1 1C [IDEN1C], IDEN1 2C [IDEN2C]
IDEN1 3C [IDEN3C]
OSKEN 1C [OSKE1C], OSKEN 2C [OSKE2C]
OSKEN 3C [OSKE3C]
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)



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24 APR 15

(10-2D)

Eff 30 Apr

IRKUTSK, RUSSIA

STAR

ATIS
126.9 (Russian 124.850)

Apt Elev
1686'

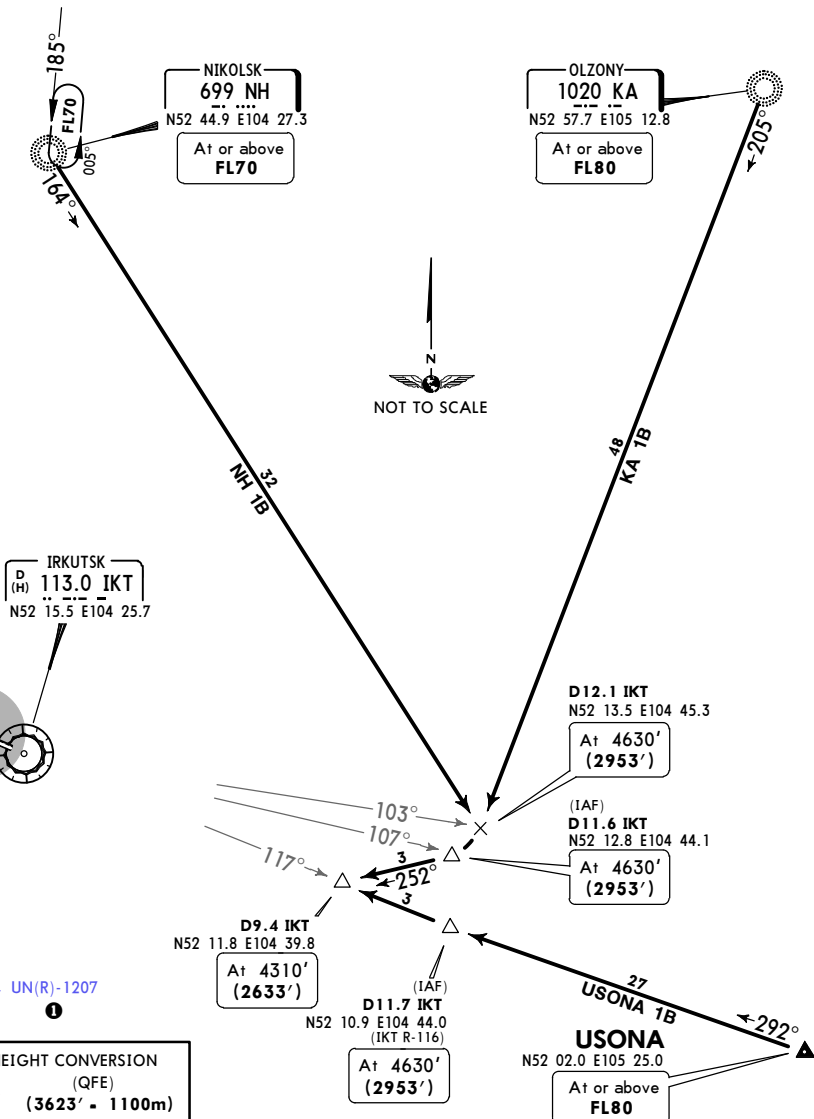
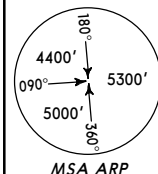
Alt set: MM (hPa on request) QNH on request
Trans level: FL70 Trans alt: 5300' (3623')

(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.

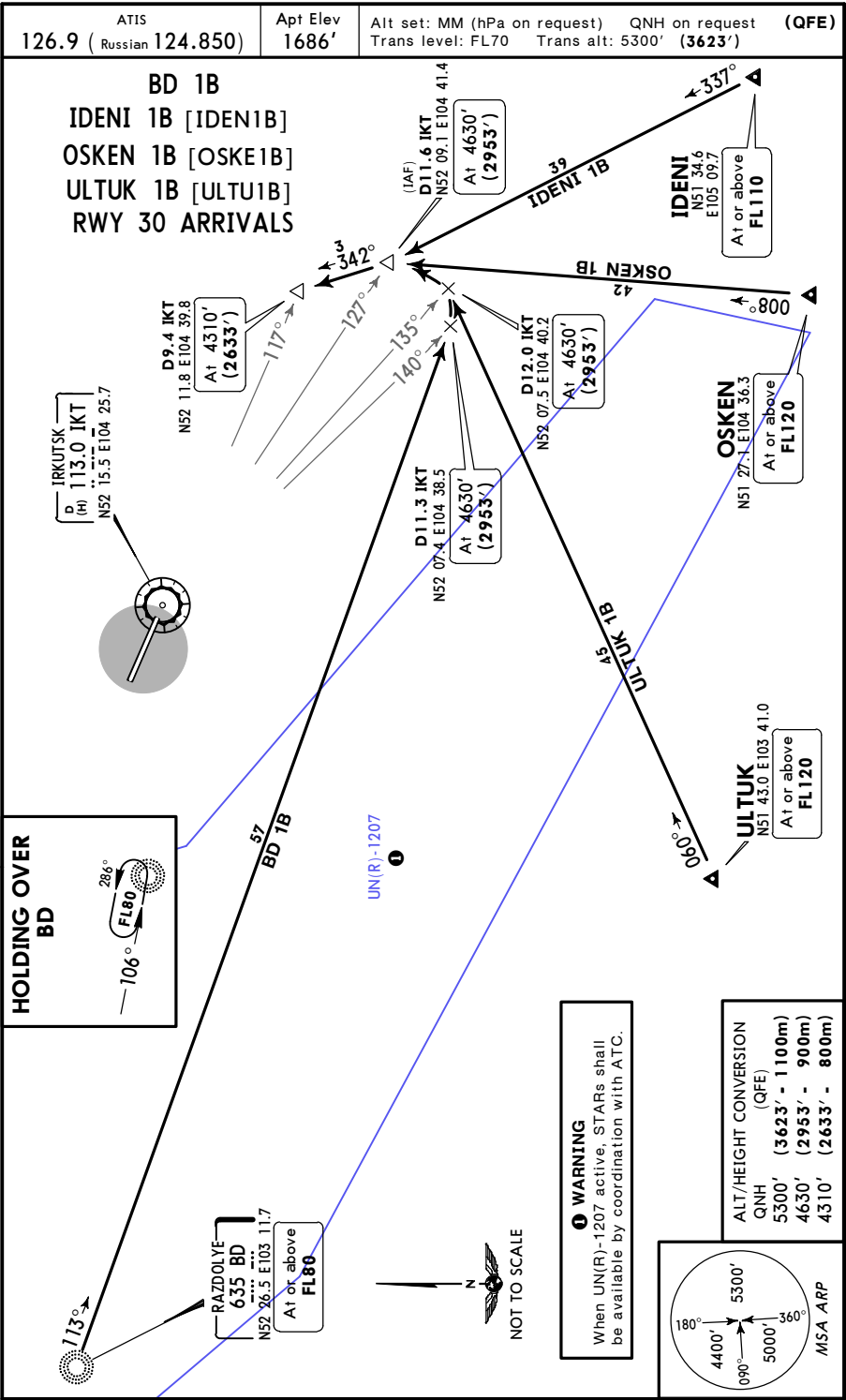


ALT/HEIGHT CONVERSION	
QNH	(QFE)
5300'	(3623' - 1100m)
4630'	(2953' - 900m)
4310'	(2633' - 800m)

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24 APR 15 10-2E Eff 30 Apr

IRKUTSK, RUSSIA
STAR



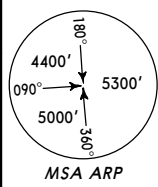
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24 APR 15 (10-3) Eff 30 Apr

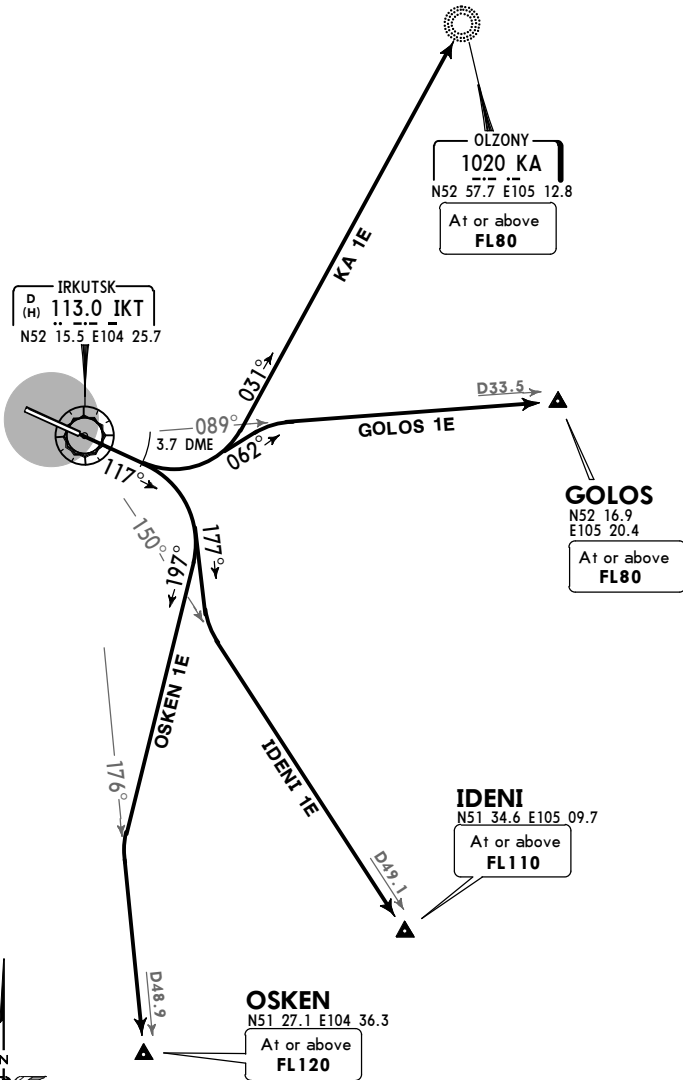
IRKUTSK, RUSSIA
SID

Apt Elev
1686'

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

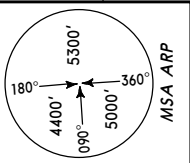
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24 APR 15 (10-3A) Eff 30 Apr

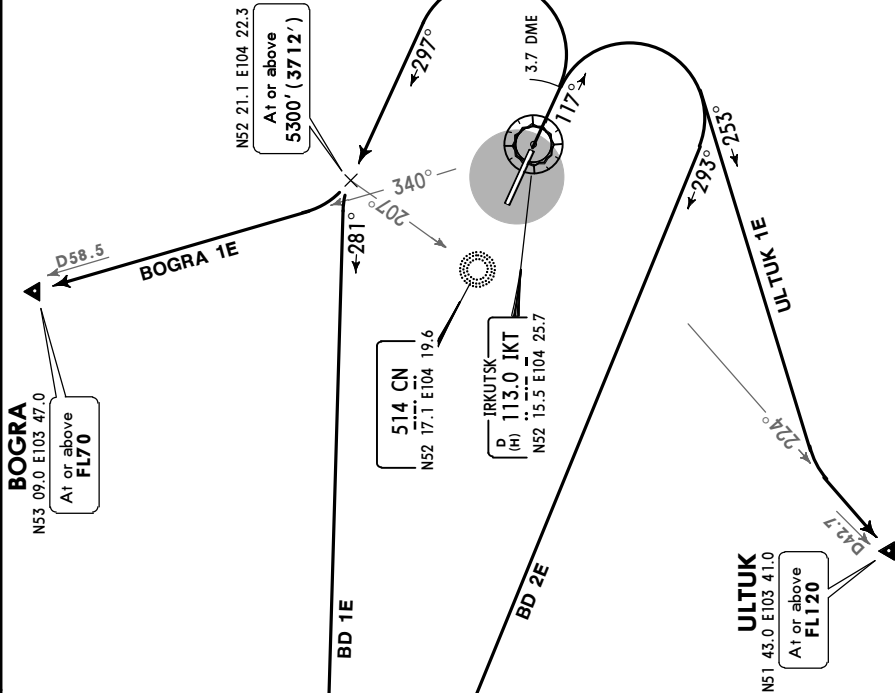
IRKUTSK, RUSSIA
SID

Apt Elev
1686'

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

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

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

UIII/IKT
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24 APR 15

10-3B

Eff 30 Apr

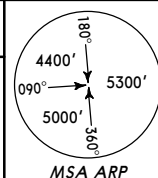
IRKUTSK, RUSSIA

SID

Apt Elev
1686'

QNH on request (QFE)

Trans level: FL70 Trans alt: 5300' (3623')



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
FL80



1 WARNING

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

UN(R)-1207

1

IRKUTSK
D (H) 113.0 IKT
N52 15.5 E104 25.7

514 IR
N52 14.9 E104 27.7
At or above
5300' (3623')

N52 18.9 E1054 30.5
At or above
5300' (3623')

GOLOS
N52 16.9 E105 20.4
At or above
FL80

OSKEN
N51 27.1 E104 36.3
(IKT R-176/ D48.9)
At or above
FL120

IDENI
N51 34.6 E105 09.7
At or above
FL110

ALT/HEIGHT CONVERSION
QNH (QFE)
5300' (3623' - 1100m)

UIII/IKT
IRKUTSK

JEPPESSEN

24 APR 15

10-3C

Eff 30 Apr

IRKUTSK, RUSSIA

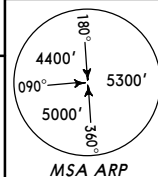
SID

Apt Elev
1686'

QNH on request (QFE)

Trans level: FL70

Trans alt: 5300' (3623')



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

BOGRA
N53 09.0 E103 47.0

At or above
FL70

D8.5

BOGRA 1G

RAZDOLYE
635 BD

N52 26.5 E103 11.7

At or above
FL80

BD 1G

276°

9.9 DME

1 WARNING

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

UN(R)-1207

1

ULTUK

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

At or above
FL120

ULTUK 1G

IRKUTSK
D (H) 113.0 IKT
N52 15.5 E104 25.7

4.7 DME

356°

297°

226°

514 IR

N52 14.9 E104 27.7

At or above
5300' (3623')

ALT/HEIGHT CONVERSION

QNH

(QFE)

5300' (3623' - 1100m)

UIII/IKT
IRKUTSK

JEPPESSEN

24 APR 15

(10-3D)

Eff 30 Apr

IRKUTSK, RUSSIA

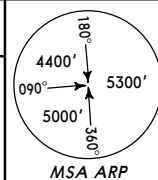
SID

Apt Elev
1686'

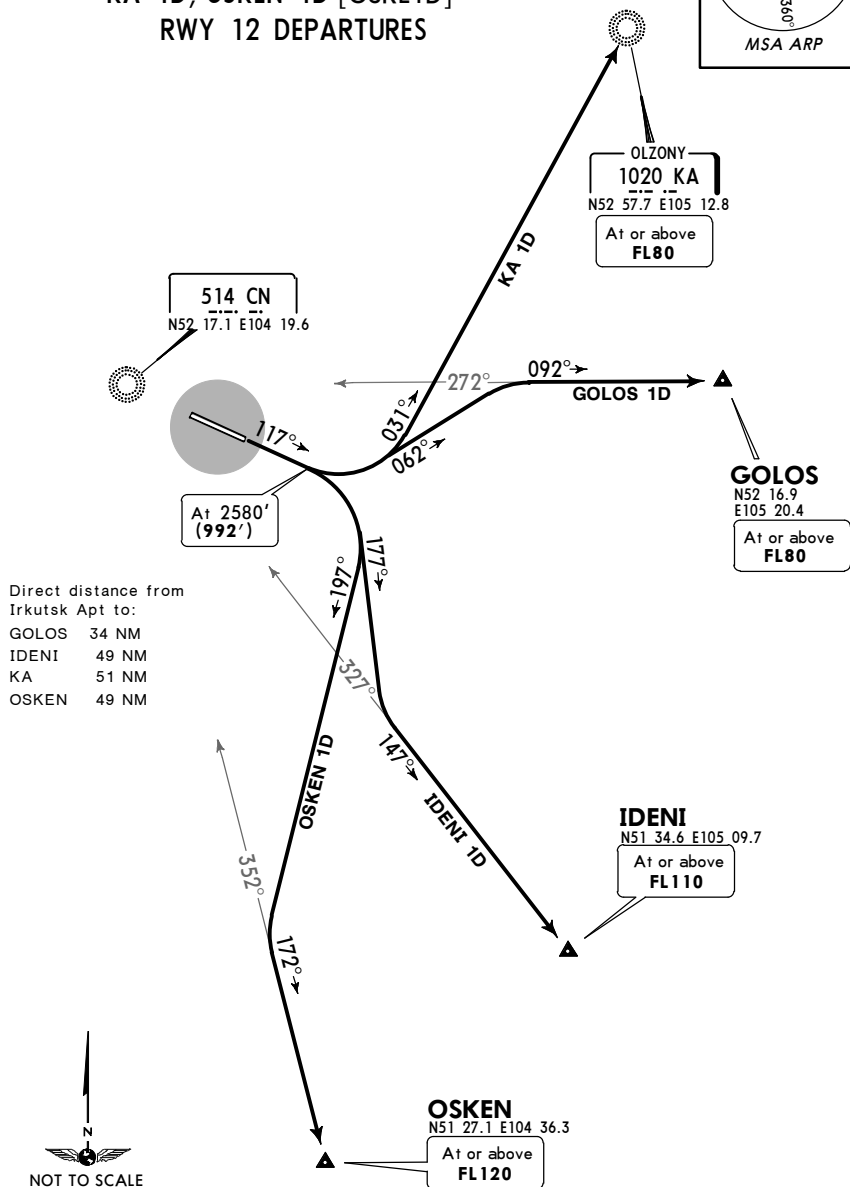
QNH on request (QFE)

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

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UIII/IKT
IRKUTSK

JEPPESSEN

24 APR 15

10-3F

Eff 30 Apr

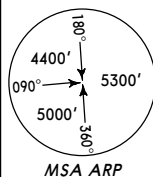
IRKUTSK, RUSSIA

SID

Apt Elev
1686'

QNH on request (QFE)

Trans level: FL70 Trans alt: 5300' (3623')



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
FL80



WARNING

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

N52 18.9 E104 30.5
At or above
5300' (3623')

At
2110' (433')
but not before
DER

UN(R)-1207



514 IR
N52 14.9 E104 27.7
At or above
5300' (3623')

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
FL80

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' (3623' - 1100m)

UIII/IKT
IRKUTSK

JEPPESSEN

24 APR 15

10-3G

Eff 30 Apr

IRKUTSK, RUSSIA

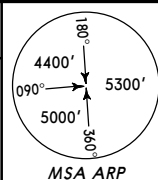
SID

Apt Elev
1686'

QNH on request (QFE)

Trans level: FL70

Trans alt: 5300' (3623')



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



BOGRA
N53 09.0 E103 47.0
At or above
FL70

RAZDOLYE
635 BD
N52 26.5 E103 11.7
At or above
FL80

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'(433')
but not before
DER

UN(R)-1207
①

ULTUK
N51 43.0 E103 41.0
At or above
FL120

514 IR
N52 14.9 E104 27.7
At or above
5300'(3623')

ALT/HEIGHT CONVERSION
QNH (QFE)
2110' (433' - 130m)
5300' (3623' - 1100m)

VIII/IKT
IRKUTSK
 **JEPPESSEN**
8 MAY 15 **10-4**
IRKUTSK, RUSSIA
NOISE**NOISE ABATEMENT****LT minus 8 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 and 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 overflow 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

UIII/IKT
IRKUTSK

 **JEPPESSEN**
8 MAY 15 (10-4A)

IRKUTSK, RUSSIA
NOISE

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.

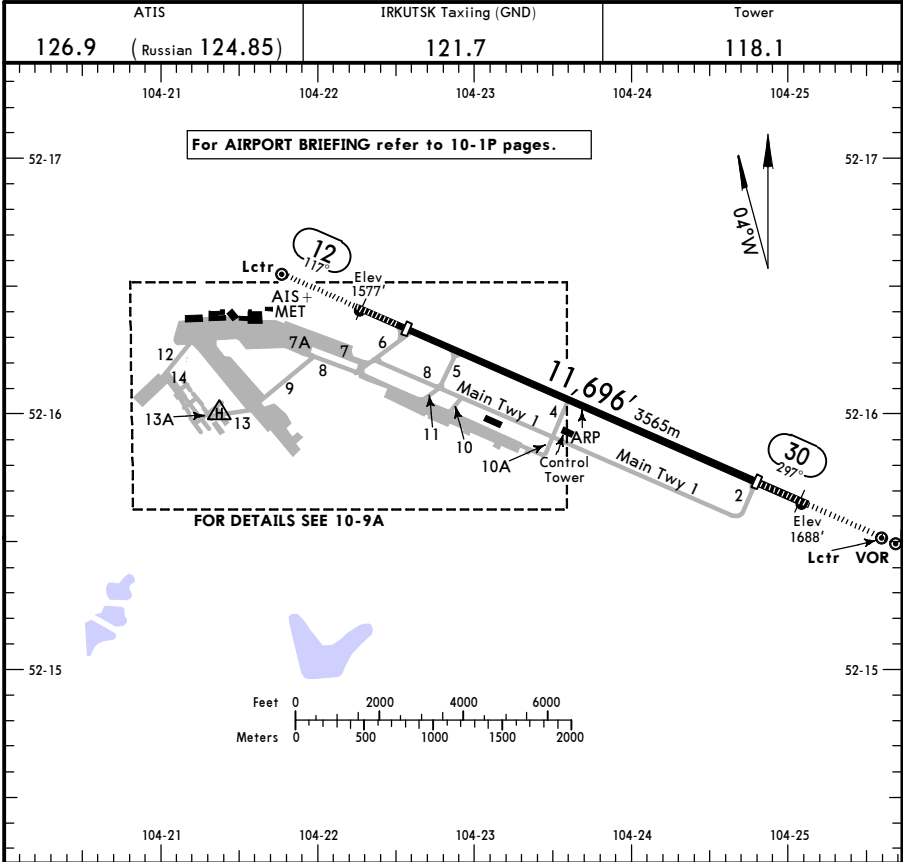
REVERSE THRUST

Reverse thrust power with the exception of reverse idle thrust shall be used for safety reasons only.

UIII/IKT
Apt Elev **1686'**
N52 16.0 E104 23.7

JEPPesen
24 APR 15 **(10-9)** Eff 30 Apr

IRKUTSK, RUSSIA
IRKUTSK



ADDITIONAL RUNWAY INFORMATION						
RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND	TAKE-OFF	
				Threshold	Glide Slope	
12						
30	HIRL (60m)	HIALS	PAPI-L (3.33°)	10,384' 3165m	9716' 2961m 9351' 2850m	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)

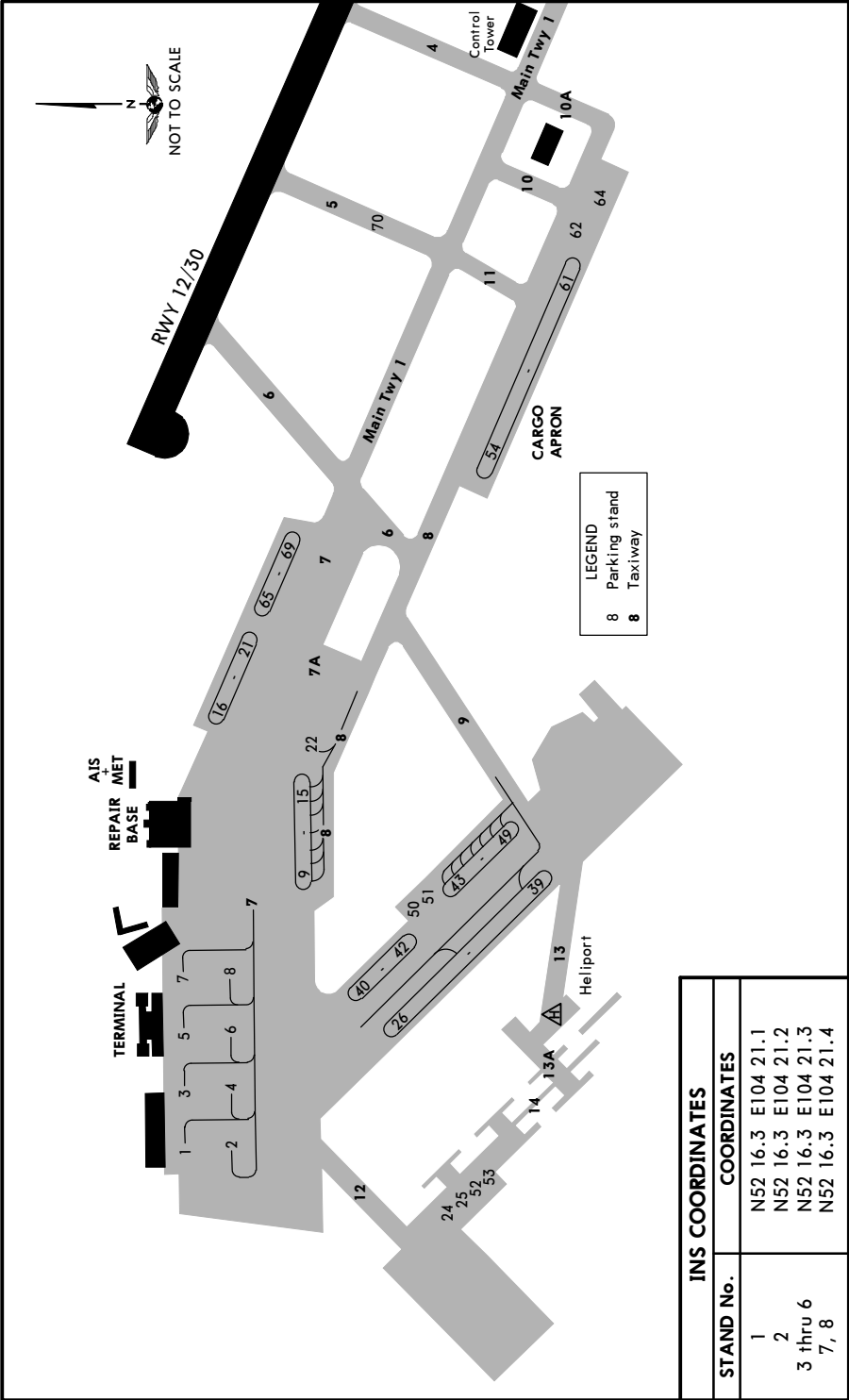
RWY 30:

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

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
LVP must be in force	
RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	400m
B	
C	
D	
250m	
300m	

UIII/IKT

IRKUTSK, RUSSIA
IRKUTSK



CHANGES: Stand 23 withdrawn. Heliport. Coordinates.

UIII/IKT



JEPPESSEN

24 APR 15

10-9S

Eff 30 Apr

IRKUTSK, RUSSIA
IRKUTSK

Standard

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 ①	2060'(472')	2060'(472')	2060'(472')	2060'(472')
	with D4.7 IKT	R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2200m	C2200m
	VOR ①	2190'(602')	2190'(602')	2190'(602')	2190'(602')
	w/o D4.7 IKT	R1500m	R1500m	C2100m	C2100m
	ALS out	R1500m	R1500m	C2400m	C2400m
	2 NDB ①	2000'(412')	2000'(412')	2000'(412')	2000'(412')
	with FAF	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
30	2 NDB	2420'(832')	2420'(832')	2420'(832')	2420'(832')
	w/o FAF	C3300m	C3300m	C3500m	C3500m
	ALS out	C4000m	C4000m	C4200m	C4200m
	NDB ①	2000'(412')	2000'(412')	2000'(412')	2000'(412')
	with FAF	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ①	2220'(632')	2220'(632')	2220'(632')	2220'(632')
	w/o FAF	C2200m	C2200m	C2200m	C2200m
	ALS out	C2900m	C2900m	C2900m	C2900m
	ILS	1877'(200')	1877'(200')	1877'(200')	1877'(200')②
	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 ①	2110'(433')	2110'(433')	2110'(433')	2110'(433')
	with D1.3 IKT	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR ①	2330'(653')	2330'(653')	2330'(653')	2330'(653')
	w/o D1.3 IKT	R1500m	R1500m	C2300m	C2300m
	ALS out	R1500m	R1500m	C2400m	C2400m
	2 NDB ①	2110'(433')	2110'(433')	2110'(433')	2110'(433')
	with FAF	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	3040'(1363')	3040'(1363')	3040'(1363')	3040'(1363')
	w/o FAF	C5000m	C5000m	C5000m	C5000m
	NDB ①	2110'(433')	2110'(433')	2110'(433')	2110'(433')
	with FAF	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	2840'(1163')	2840'(1163')	2840'(1163')	2840'(1163')
	w/o FAF	C4800m	C4800m	C5000m	C5000m
	ALS out	C5000m	C5000m	C5000m	C5000m

① Continuous Descent Final Approach.

② Widebodied acft: DA(H) 1886'(209').

UIII/IKT

 **JEPPESEN**

24 APR 15

(10-9S)

Eff 30 Apr

Standard

IRKUTSK, RUSSIA

IRKUTSK

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		

UIII/IKT
IRKUTSK

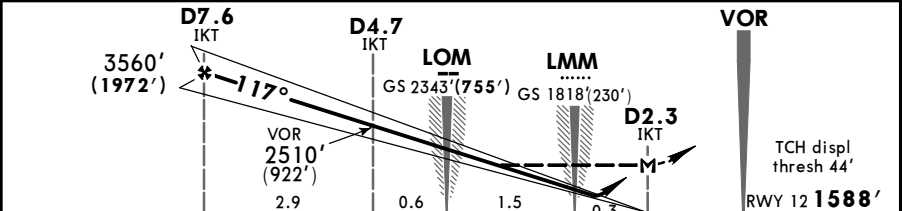
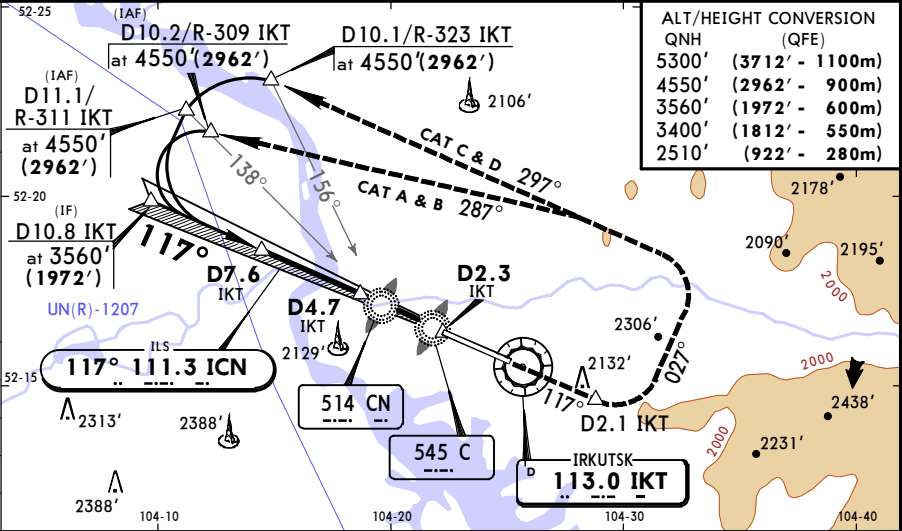
JEPPesen
24 APR 15
Eff 30 Apr
11-1

IRKUTSK, RUSSIA
ILS or VOR DME Rwy 12

ATIS 126.9 (Russian) 124.85		IRKUTSK Approach (APP/TWR) 125.2	*IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground 121.7
LOC ICN 111.3	Final ApcH Crs 117°	GS LOM 2343'(755')	ILS DA(H) 1788'(200')	Apt Elev 1686'	
VOR IKT 113.0		Minimum Alt D7.6 IKT 3560'(1972')	VOR MDA(H) (CONDITIONAL) 2060'(472')	RWY 1588'	

MISSED APCH: Climb STRAIGHT AHEAD to D2.1 IKT (ILS: CAT A&B: 3400' (1812')), then turn LEFT onto 027° climbing to 3560' (1972'), then turn LEFT onto CAT A&B: 287° (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')



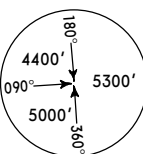
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
ILS GS or VOR Descent Angle	3.33°	412	530	589	707	825		
MAP at D2.3 IKT								

STRAIGHT-IN LANDING RWY 12									
ILS		LOC (GS out)	VOR						
			with D4.7 IKT		w/o D4.7 IKT				
DA(H) 1788'(200')			MDA(H) 2060'(472')		MDA(H) 2190'(602')				
FULL		ALS out							
			ALS out		ALS out				
A	800m	1200m	NOT AUTH	800m	1600m	800m	1600m		
B									
C				1200m	2000m	2000m	2800m		
D				1600m	2400m	2400m	3200m		

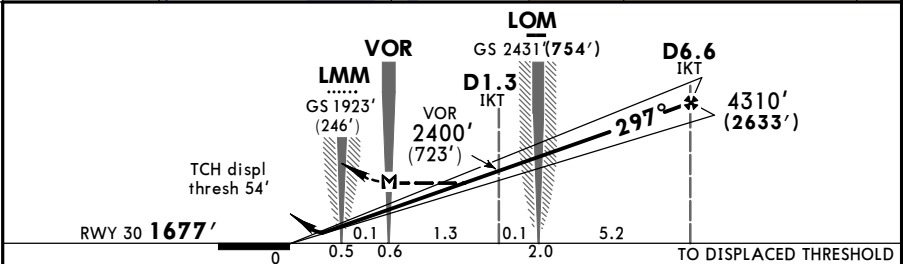
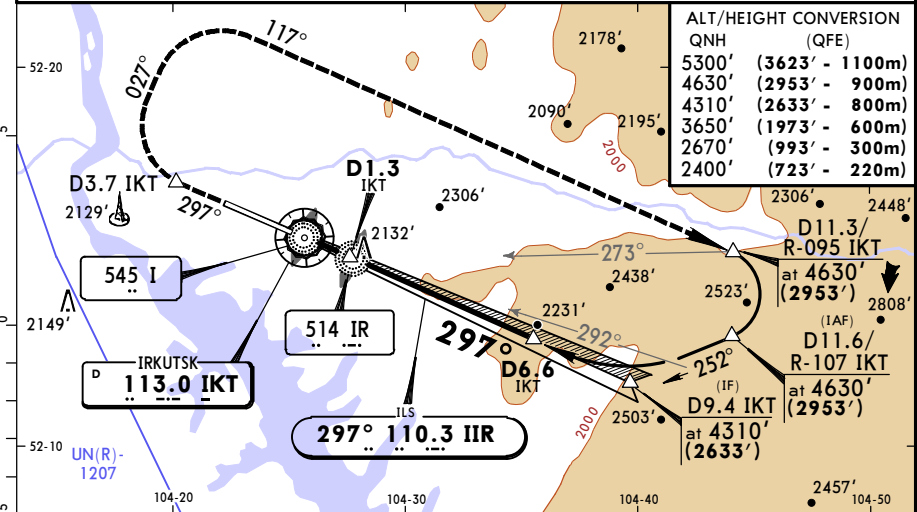
UIII/IKT
IRKUTSK

JEPPESSEN
24 APR 15
Eff 30 Apr (11-2)

IRKUTSK, RUSSIA
ILS or VOR DME Rwy 30

ATIS		IRKUTSK Approach (APP/TWR)	*IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)		125.2	119.3	118.1	121.7
BRIEFING STRIP	LOC IIR	Final Apch Crs 297°	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 1686'
	VOR IKT		Minimum Alt D6.6 IKT	VOR MDA(H) (CONDITIONAL)	
	113.0		4310'(2633')	2110'(433')	
MISSED APCH: Climb STRAIGHT AHEAD to D3.7 IKT (ILS: CAT A&B: 2670' (993')), 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 PAPI	Refer to Missed Apch above
ILS GS or VOR Descent Angle 3.33°	412	530	589	707	825	943		
MAP at VOR								

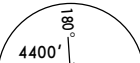
ILS		STRAIGHT-IN LANDING RWY 30		VOR	
LOC (GS out)		with D1.3 IKT		w/o D1.3 IKT	
DA(H) 1877' (200') I		MDA(H) 2110' (433')		MDA(H) 2330' (653')	
FULL	ALS out		ALS out		ALS out
A B C D	800m	1200m	NOT AUTH	800m	1600m
				1200m	2000m
				1600m	2400m
A B C D	800m	1200m	NOT AUTH	800m	1600m
				1200m	2000m
				1600m	2400m

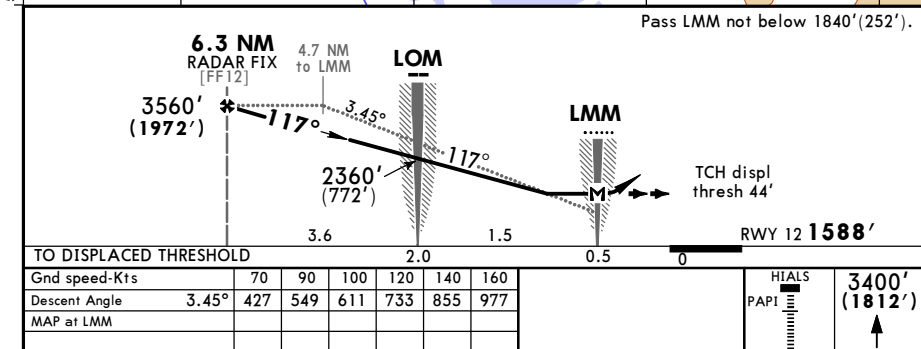
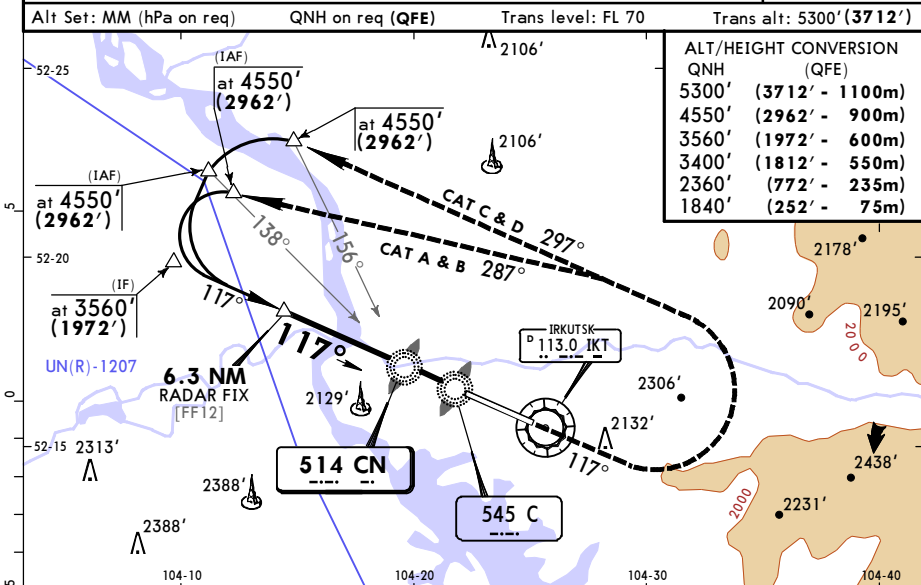
I Widebodied acft: DA(H) 1886' (209').

UIII/IKT
IRKUTSK

JEPPesen
24 APR 15
Eff 30 Apr 16-1

IRKUTSK, RUSSIA
2 NDB or NDB Rwy 12

ATIS		IRKUTSK Approach (APP/TWR)		*IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)		125.2		119.3	118.1	121.7
NDB CN	Final Appch Crs	Minimum Alt 6.3 NM RADAR FIX	MDA(H) (CONDITIONAL)	Apt Elev 1686'		
514	117°	3560'(1972')	2000'(412')	RWY 1588'		
MISSED APCH: Climb STRAIGHT AHEAD to 3400' (1812'), then turn LEFT onto CAT A&B: 287° (CAT C&D: 297°) climbing to 4550' (2962'), then according to chart, or as directed.						



STRAIGHT-IN LANDING RWY 12							
2 NDB				CN NDB			
With FAF		W/o FAF		With FAF		W/o FAF	
MDA(H) 2000' (412')		MDA(H) 2420' (832')		MDA(H) 2000' (412')		MDA(H) 2220' (632')	
ALS out		ALS out		ALS out		ALS out	
A	1200m	1600m	1200m	1200m	1600m	1200m	1600m
B		2000m	2000m		2000m	2000m	2000m
C	1600m	2000m	3200m	1600m	2000m	2000m	2800m
D		2000m	4000m		2000m	2800m	3200m

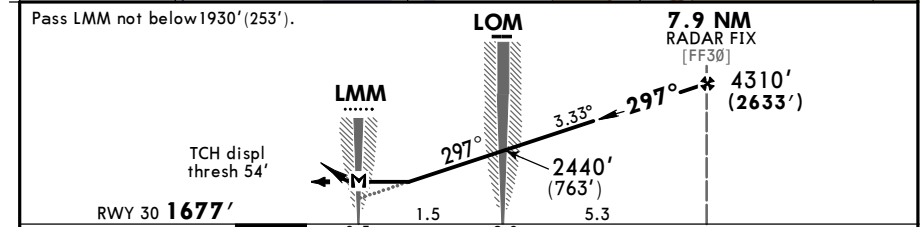
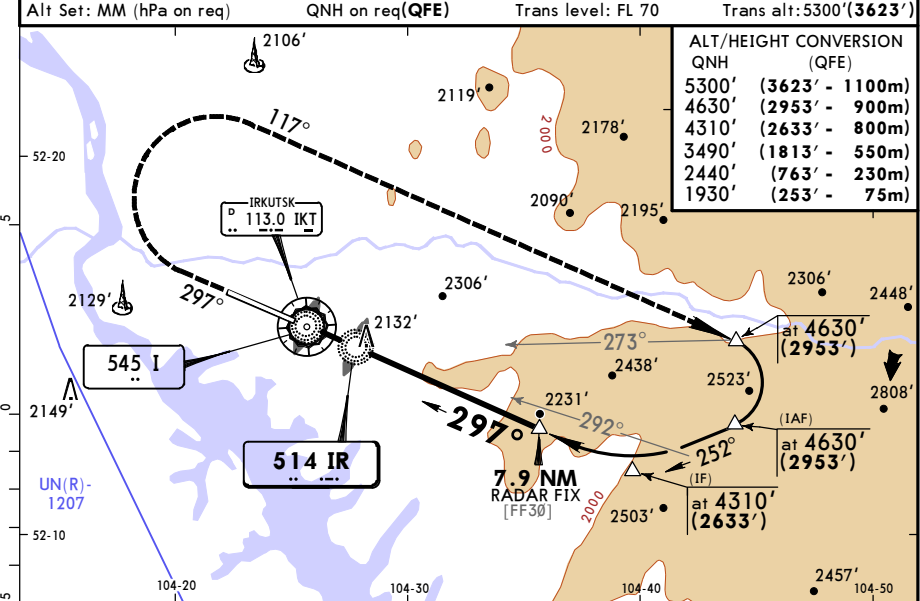
UIII/IKT
IRKUTSK

JEPPESSEN
24 APR 15
Eff 30 Apr (16-2)

IRKUTSK, RUSSIA
2 NDB or NDB Rwy 30

BREFFING STRIP™

ATIS		IRKUTSK Approach (APP/TWR)	*IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground
126.9 (Russian) 124.85		125.2	119.3	118.1	121.7
NDB IR 514	Final Apch Crs 297°	Minimum Alt 7.9 NM RADAR FIX 4310'(2633')	MDA(H) (CONDITIONAL) 2110(433')	Apt Elev 1686' RWY 1677'	
MISSED APCH: Climb STRAIGHT AHEAD to 3490' (1813'), then turn RIGHT onto 117° climbing to 4630' (2953'), then according to chart, or as directed.					



0 0.5 2.0							TO DISPLACED THRESHOLD			
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <			

STRAIGHT-IN LANDING RWY 30							
2 NDB				IR NDB			
With FAF		W/o FAF		With FAF		W/o FAF	
MDA(H) 2110'(433')		MDA(H) 3040'(1363')		MDA(H) 2110'(433')		MDA(H) 2840'(1163')	
ALS out		ALS out		ALS out		ALS out	
A		1600m	1200m 2000m		1600m	1200m 2000m	
B	1200m		1600m 2400m	1200m		1600m 2400m	
C		2000m	4000m		2000m	4000m	
D	2000m	2400m	4400m	2000m	2400m	4400m	

Chart changes since cycle 12-2016

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UIII