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Airport Information For UECT

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Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: TALAKAN RUS
ICAO/IATA: UECT / TLK
Lat/Long: N59° 52.9', E111° 02.7'
Elevation: 1329 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 8.0° W

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

Sunrise: 2013 Z
Sunset: 1252 Z

Runway Information

Runway: 01
Length x Width: 10171 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 1329 ft
Lighting: Edge, ALS

Runway: 19
Length x Width: 10171 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 1297 ft
Lighting: Edge, ALS

Communication Information

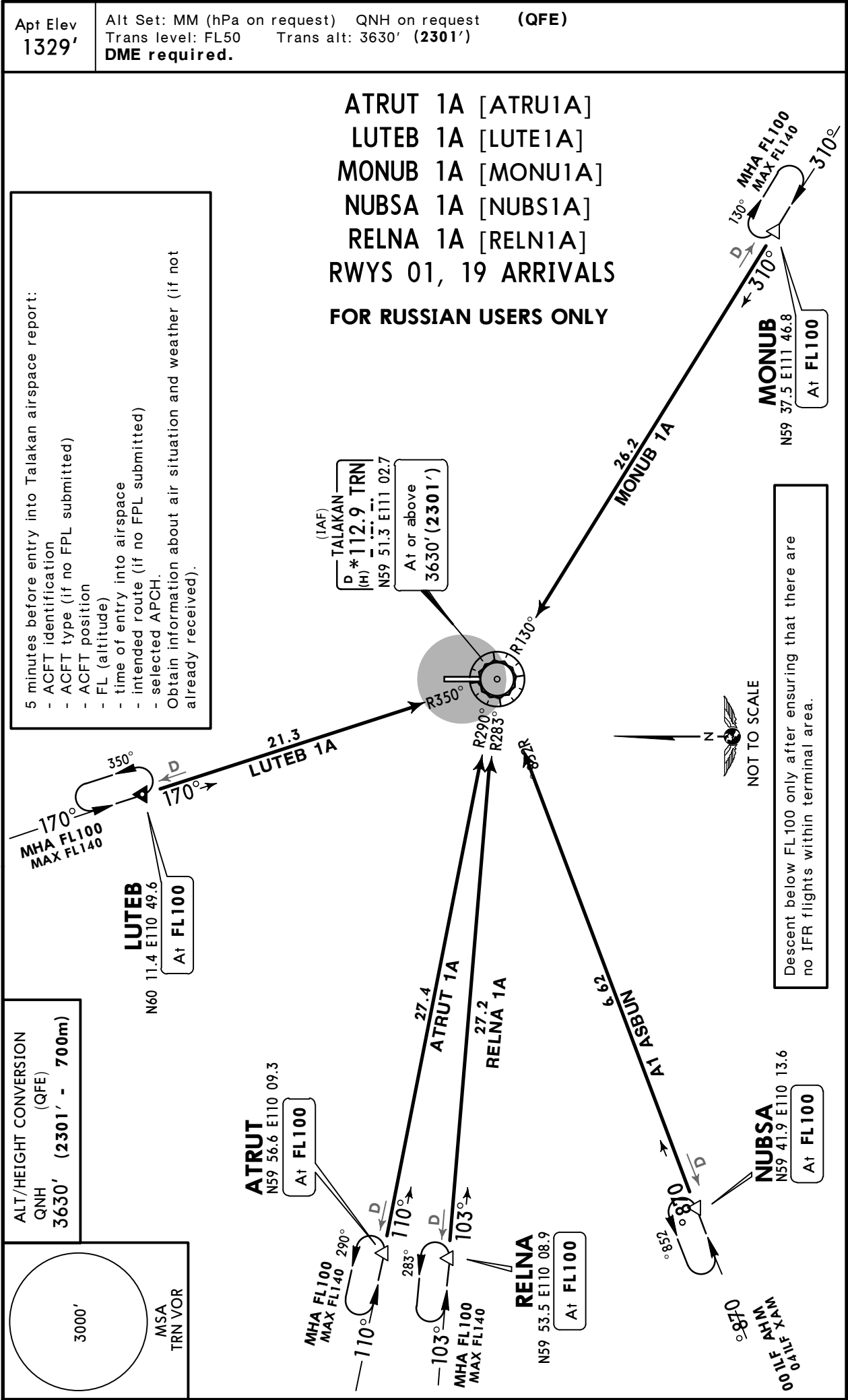
ATIS: 125.300 Non-English
Talakan Informatsiya Information: 124.200 Non-English
Talakan Transit Operations: 126.200 Non-English

Weather

UET
TALAKAN

JEPPESSEN
20 NOV 15 10-2

TALAKAN, RUSSIA
STAR



UECT
TALAKAN

JEPPESSEN
20 NOV 15 10-2A

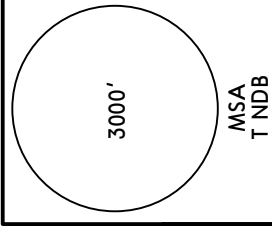
TALAKAN, RUSSIA

STAR

Apt Elev
1329'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3630' (2301')

ATRU 1B [ATRU1B]
LUTEB 1B [LUTE1B]
MONUB 1B [MONU1B]
NUBSA 1B [NUBS1B]
RELNA 1B [RELN1B]
RWYS 01, 19 ARRIVALS
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
3630' (2301' - 700m)

Descent below FL100 only after ensuring that there are no IFR flights within terminal area.

LUTEB

N60 11.4 E110 49.6
At FL100

At FL100

ATRU

N59 56.6 E110 09.3
At FL100

At FL100

(IAF)

690 T
N59 51.4 E111 02.7
At or above
3630' (2301')

At or above
3630' (2301')

28

ATRU 1B

RELNA 1B

RELNA

N59 53.5 E110 08.9
At FL100

At FL100

27

RELNA 1B

NUBSA 1B

NUBSA

N59 41.9 E110 13.6
At FL100

At FL100

29

NUBSA 1B

MONUB 1B

MONUB

N59 37.5 E111 46.8
At FL100

At FL100

310°

MONUB 1B

5 minutes before entry into Talakan airspace report:

- ACFT identification
 - ACFT type (if no FPL submitted)
 - ACFT position
 - FL (altitude)
 - time of entry into airspace
 - intended route (if no FPL submitted)
 - selected APCH.
- Obtain information about air situation and weather (if not already received).

NOT TO SCALE

UCT
TALAKAN

JEPPESSEN
20 NOV 15 10-3

TALAKAN, RUSSIA

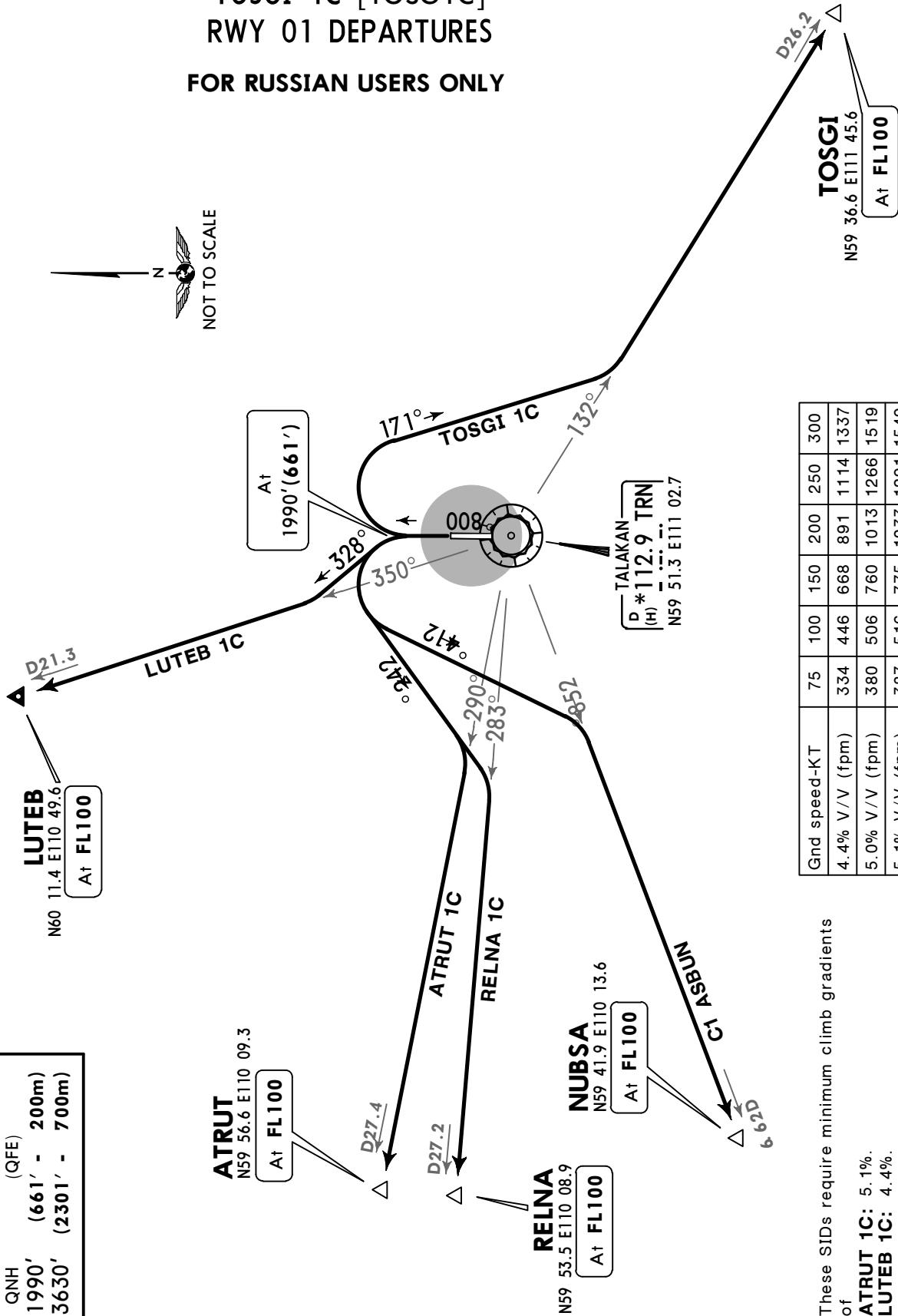
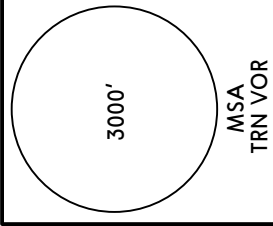
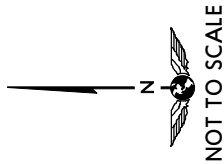
SID

Apt Elev
1329'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3630' (2301')

ATRUT 1C [ATRU1C]
LUTEB 1C [LUTE1C]
NUBSA 1C [NUBS1C]
RELNA 1C [RELN1C]
TOSGI 1C [TOSG1C]
RWY 01 DEPARTURES

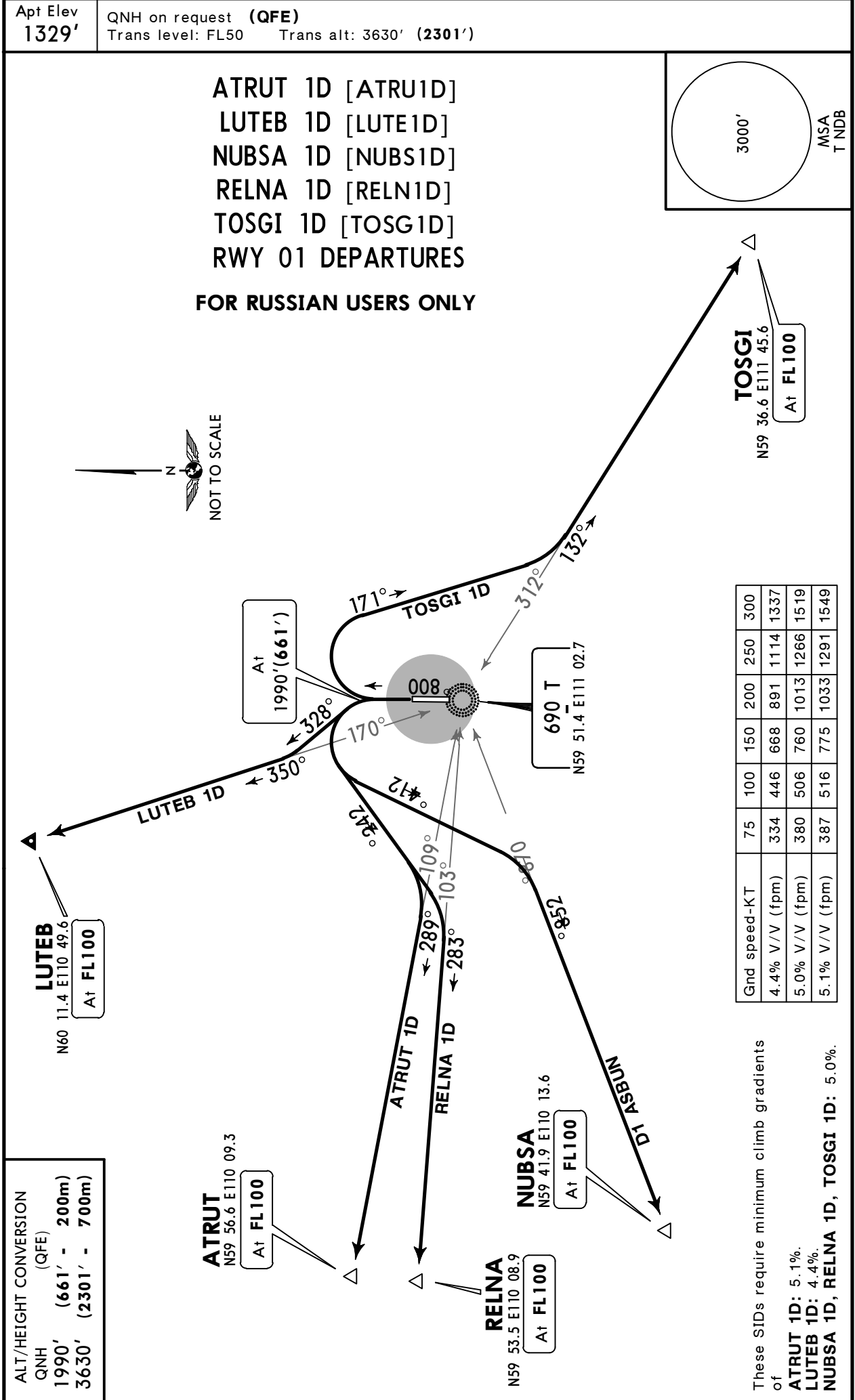
FOR RUSSIAN USERS ONLY



UCT
TALAKAN

JEPPESSEN
20 NOV 15 10-3A

TALAKAN, RUSSIA
SID



UET
TALAKAN

JEPPESSEN
20 NOV 15 10-3B

TALAKAN, RUSSIA

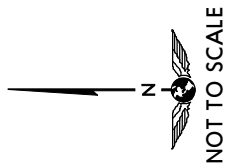
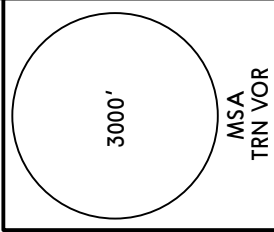
SID

Apt Elev
1329'

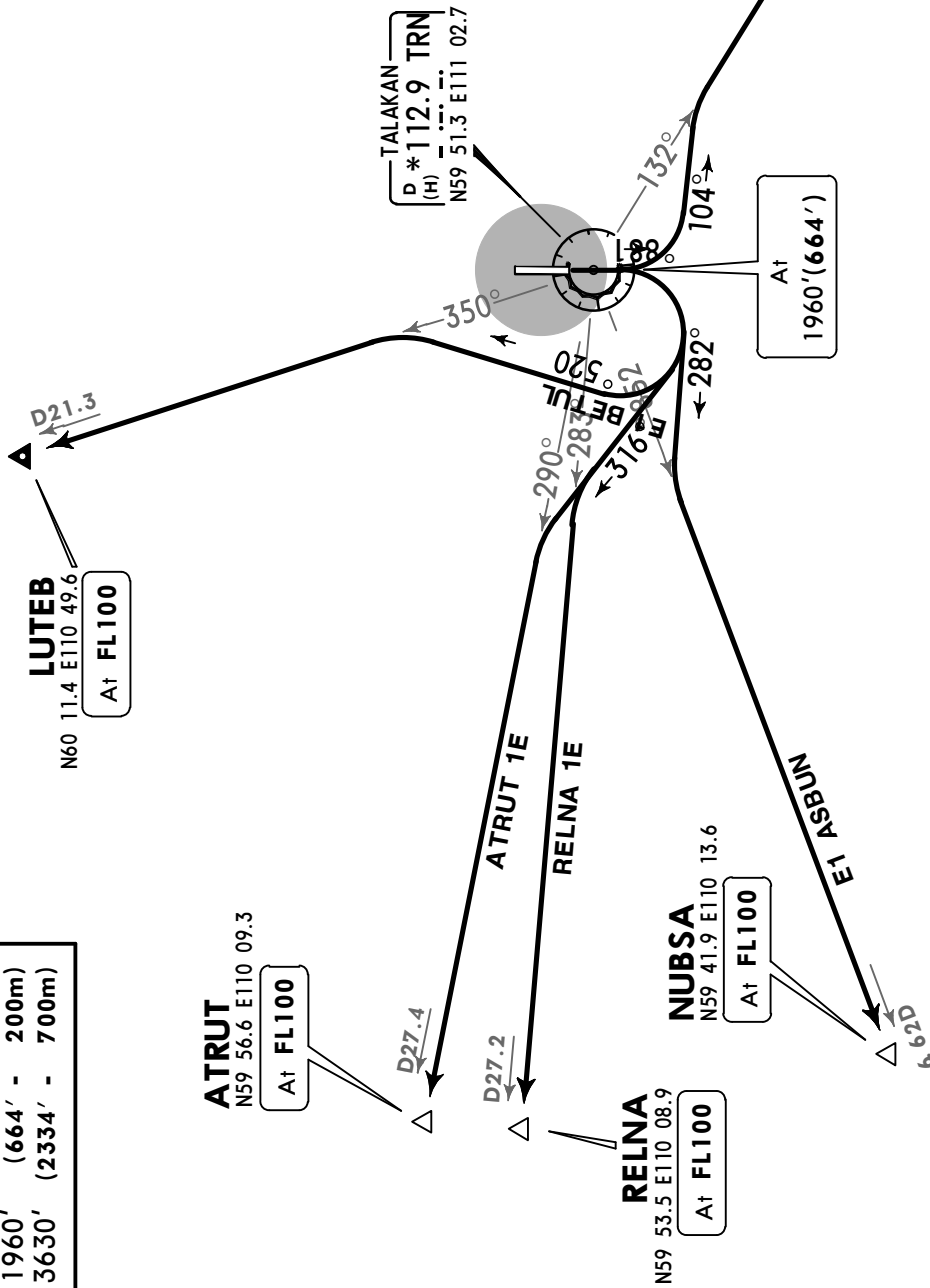
QNH on request (QFE)
Trans level: FL50 Trans alt: 3630' (2334')

ATRUT 1E [ATRU1E]
LUTEB 1E [LUTE1E]
NUBSA 1E [NUBS1E]
RELNA 1E [RELN1E]
TOSGI 1E [TOSG1E]
RWY 19 DEPARTURES

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1960' (664' - 200m)	
3630' (2334' - 700m)	



Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.5% V/V (fpm)	418	557	835	1114	1392	1671

These SIDs require minimum climb gradients of

ATRUT 1E, RELNA 1E: 5.0%.
LUTEB 1E: 3.6%.
NUBSA 1E: 5.4%.
TOSGI 1E: 5.5%.

UET
TALAKAN

20 NOV 15 10-3C

TALAKAN, RUSSIA

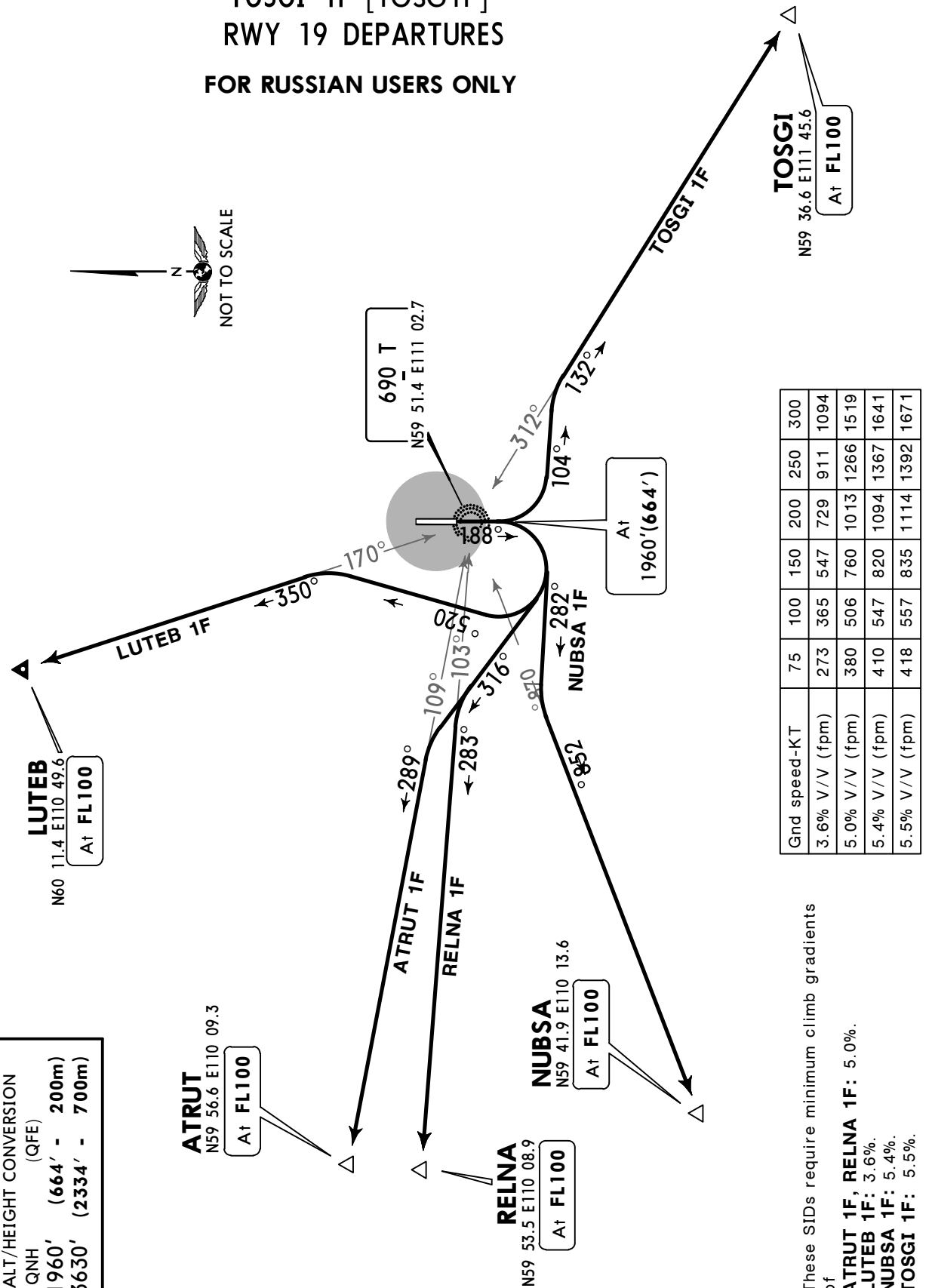
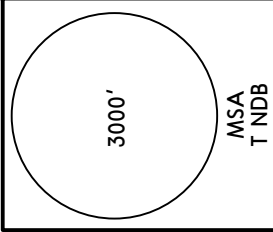
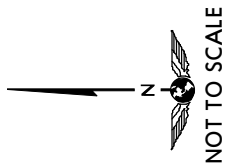
SID

Apt Elev
1329'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3630' (2334')

ATRUT 1F [ATRU1F]
LUTEB 1F [LUTE1F]
NUBSA 1F [NUBS1F]
RELNA 1F [RELN1F]
TOSGI 1F [TOSG1F]
RWY 19 DEPARTURES

FOR RUSSIAN USERS ONLY



Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.4% V/V (fpm)	410	547	820	1094	1367	1641
5.5% V/V (fpm)	418	557	835	1114	1392	1671

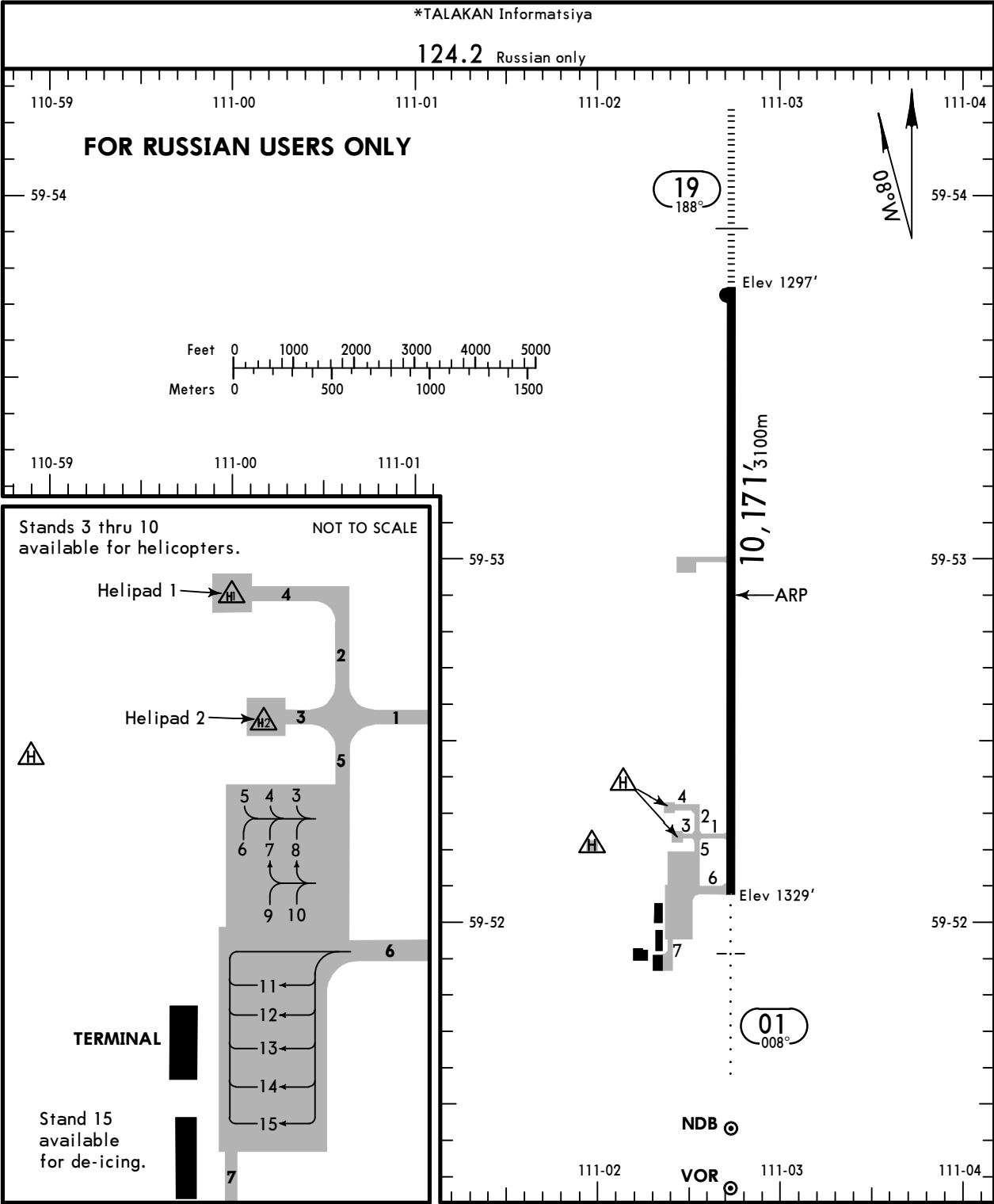
These SIDs require minimum climb gradients of

ATRUT 1F, RELNA 1F: 5.0%.
LUTEB 1F: 3.6%.
NUBSA 1F: 5.4%.
TOSGI 1F: 5.5%.

UCT
Apt Elev **1329'**
N59 52.9 E111 02.7

JEPPESSEN
22 MAY 15 **(10-9)** Eff 28 May

TALAKAN, RUSSIA
TALAKAN



ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		
RWY				LANDING BEYOND	TAKE-OFF	WIDTH
	Threshold	Glide Slope				
01	RL (59m) ALS PAPI-L (2.67°)					138'
19	RL (59m) HIALS PAPI-L (2.67°)			9077' 2767 m		42m

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

UECT

 **JEPPESSEN**

22 MAY 15

10-9A

Eff 28 May

TALAKAN, RUSSIA

TALAKAN

AIRPORT REGULATIONS

Engines start-up, warm-up, run-up and acft movement shall be carried out by the decision of pilot-in-command with reporting to the controller of TALAKAN FIS.

The responsibility for maintaining the safe intervals between acft during engines start-up, warm-up, run-up and taxiing procedures shall be imposed on the pilot-in-command.

DEPARTURE

Departure clearance shall be given by the controller.

Having taken the decision on carrying out the departure the pilot-in-command shall:

- inform the controller 5 min before engines start-up about:
 - acft type (if the flight plan was not submitted),
 - acft position,
 - EOBT,
 - aerodrome of first landing,
 - flight number,
 - acft identification (call sign),
 - SID designation.
- request and receive from controller the information about:
 - all changes of the operative and meteorological information,
 - air situation, positions of departing and approaching aircraft, meteorological and ornithological situations,
 - availability of permission and instructions for climbing to flight level (altitude),
 - positions of aircraft on the manoeuvring area relative to each other,
 - recommended time of take-off.

UECT/TLK



25 MAY 18 **(10-9S)**
Standard
TALAKAN, RUSSIA
TALAKAN

STRAIGHT-IN RWY		A	B	C	D
01	① VOR DME	1680' (351')	1680' (351')	1680' (351')	1680' (351')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	① NDB	1960' (631')	1960' (631')	1960' (631')	1960' (631')
		R1500m	R1500m	R2400m	R2400m
	NDB	1960' (631')	1960' (631')	1960' (631')	1960' (631')
19		R2900m	R2900m	R3100m	R3100m
	ALS out	R3100m	R3100m	R3300m	R3300m
	ILS	1504' (207')	1514' (217')	1533' (236')	1543' (246')
	FULL	R550m②	R550m②	R550m②	R550m②
	ALS out	R1200m	R1200m	R1200m	R1300m
	① VOR DME	1650' (353')	1650' (353')	1650' (353')	1650' (353')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	① NDB	1740' (443')	1740' (443')	1740' (443')	1740' (443')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	NDB	1740' (443')	1740' (443')	1740' (443')	1740' (443')
		R1600m	R1600m	R1800m	R1800m
	ALS out	R2300m	R2300m	R2500m	R2500m

① Continuous Descent Final Approach.

② W/o HUD/AP/FD: RVR 750m.

CIRCLE-TO-LAND	100 KT	135 KT	180KT	205 KT
	1740' (411') ③ V1500m	1830' (501') ③ V1600m	1930' (601') ③ V2400m	2070' (741') V3600m

③ or higher minimums of preceding straight-in approach.

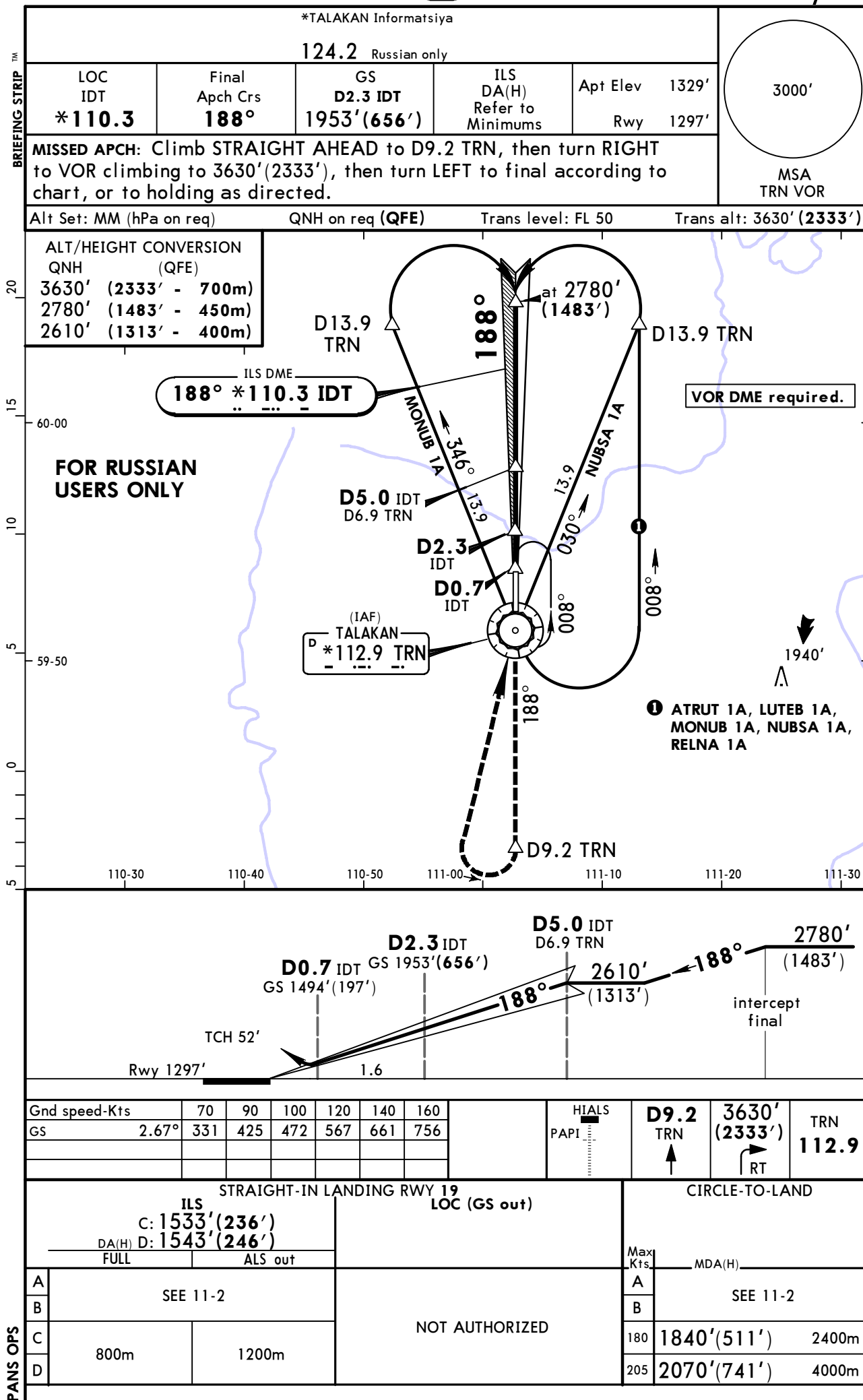
TAKE-OFF

	RCLM (Day only)	Adequate vis ref (Day only)
A		
B		
C	400m	500m
D		

UECT/TLK
TALAKAN

JEPPESSEN
10 NOV 17 11-1 CAT C & D

TALAKAN, RUSSIA
ILS DME Rwy 19

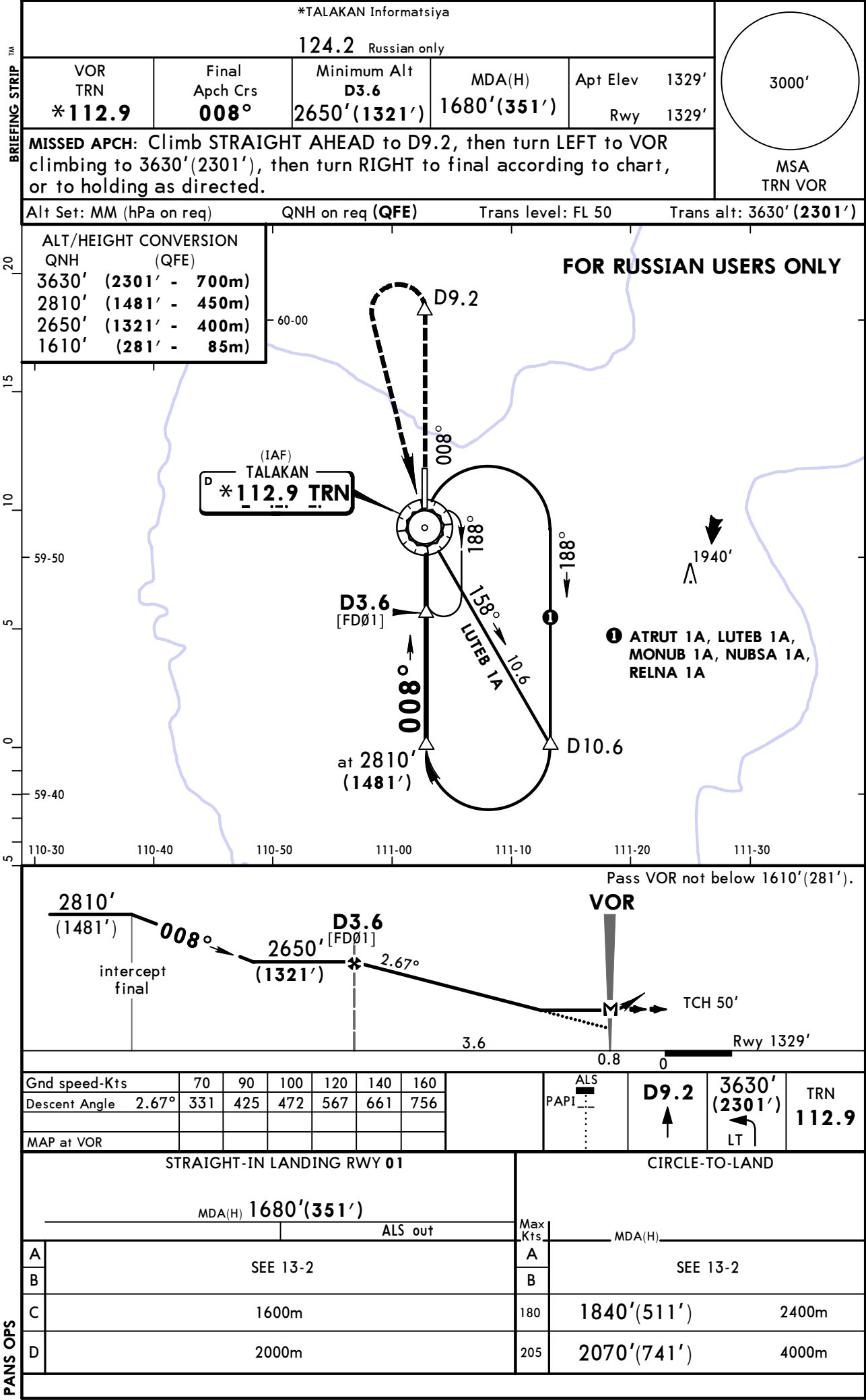


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TALAKAN

JEPPESSEN
10 NOV 17 (13-1) CAT C & D

TALAKAN, RUSSIA
VOR DME Rwy 01

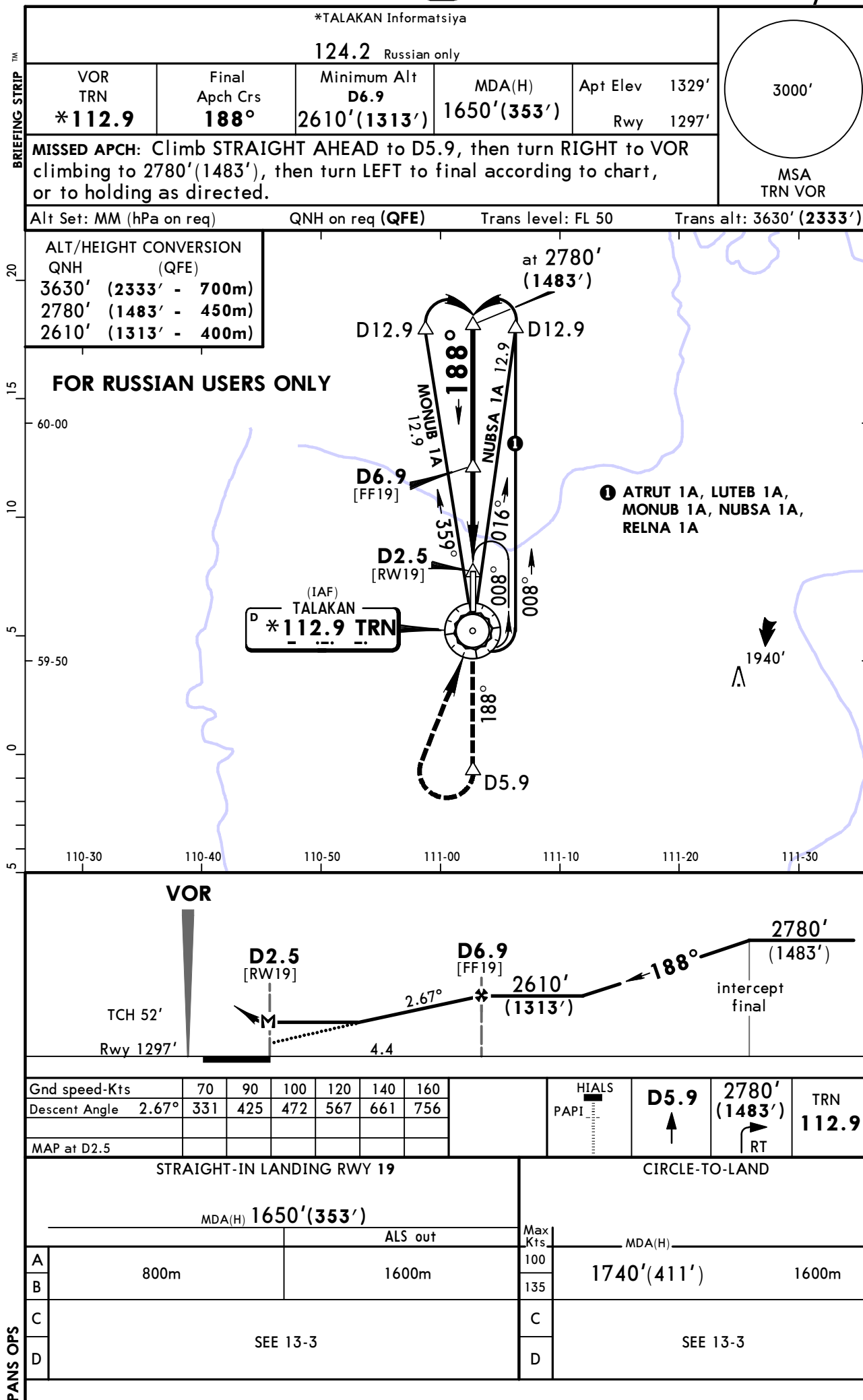


PANS OPS

UECT/TLK
TALAKAN

JEPPesen
10 NOV 17 **13-4** **CAT A & B**

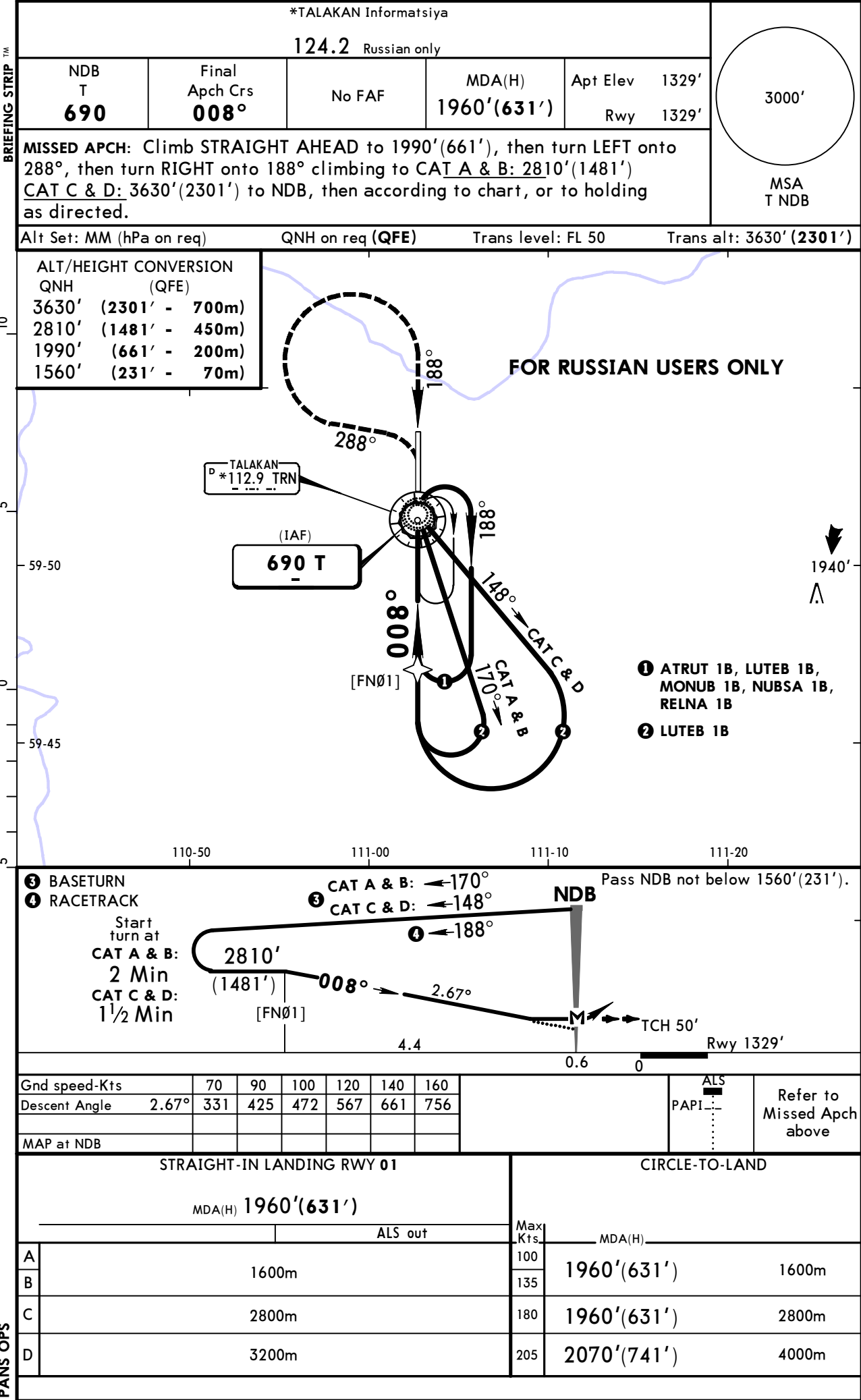
TALAKAN, RUSSIA
VOR DME Rwy 19



UECT/TLK
TALAKAN

JEPPESSEN
10 NOV 17 (16-1)

TALAKAN, RUSSIA
NDB Rwy 01



STRAIGHT-IN LANDING RWY 19			CIRCLE-TO-LAND	
MDA(H) 1740'(443')			Max Kts	MDA(H)
A	1200m	ALS out	100	1740'(411')
B		1600m	135	
C		2000m	180	1840'(511')
D	2000m	2400m	205	2070'(741')

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Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TALAKAN, (TALAKAN - UECT)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UECT