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Airport Information For UIII

Terminal Charts For UIII

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: IRKUTSK RUS
ICAO/IATA: UIII / IKT
Lat/Long: N52° 16.0', E104° 23.7'
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: 2117 Z
Sunset: 1241 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: 118.100
Irkutsk Tower: 124.000 Secondary
Irkutsk-Taxiing Ground: 124.000 Secondary
Irkutsk-Taxiing Ground: 121.700

Irkutsk Approach: 125.200
Irkutsk Approach: 124.000 Secondary
Irkutsk Transit Operations: 131.700
Irkutsk Radar: 124.000 Secondary
Irkutsk Radar: 119.300

UIII/IKT
IRKUTSK

JEPPESEN

11 MAY 18

10-1P

Eff 24 May

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: "LVP 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.

Stands 25, 53 are available for helicopters.

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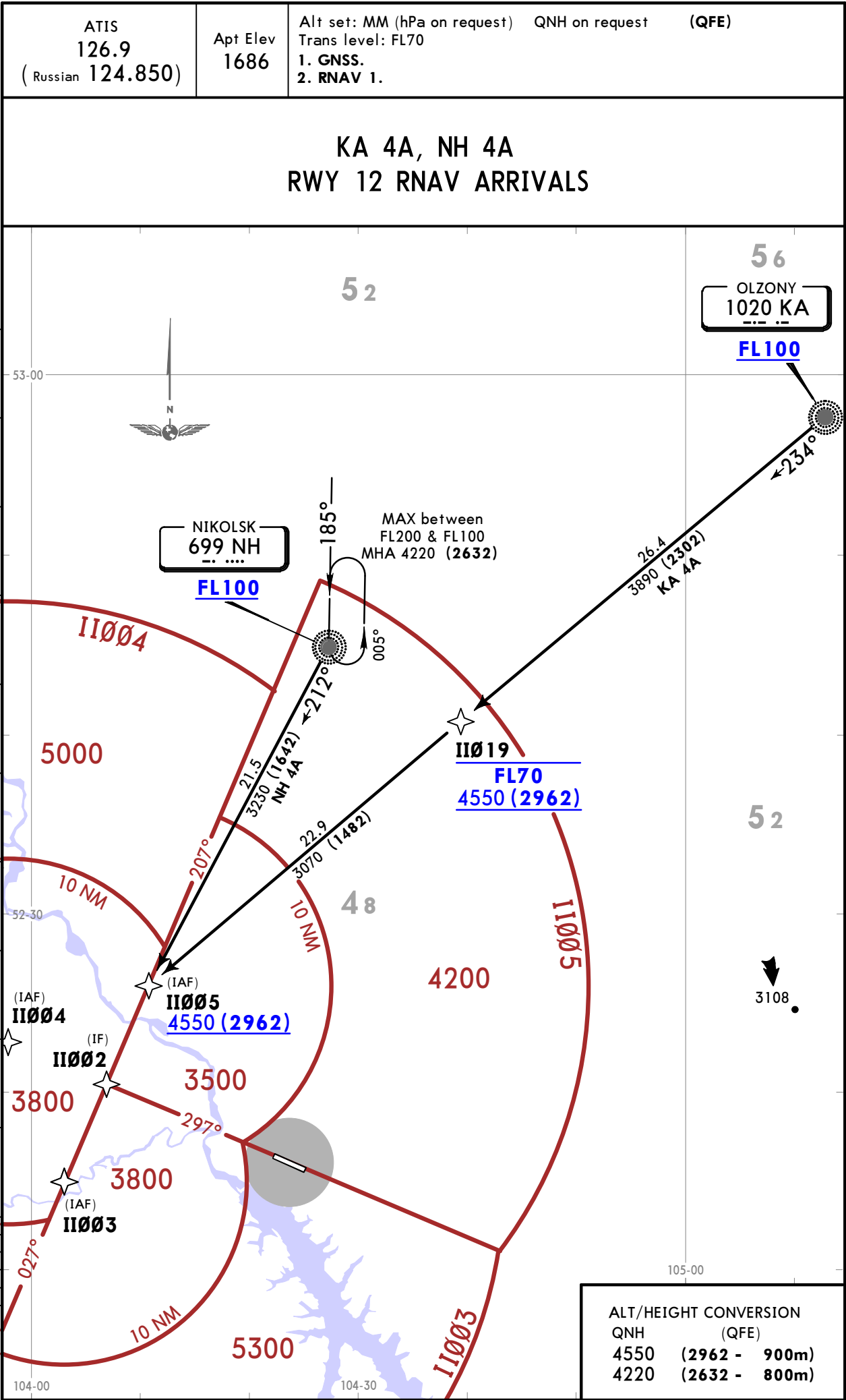
IRKUTSK, RUSSIA

23 MAR 18

10-2

Eff 29 Mar

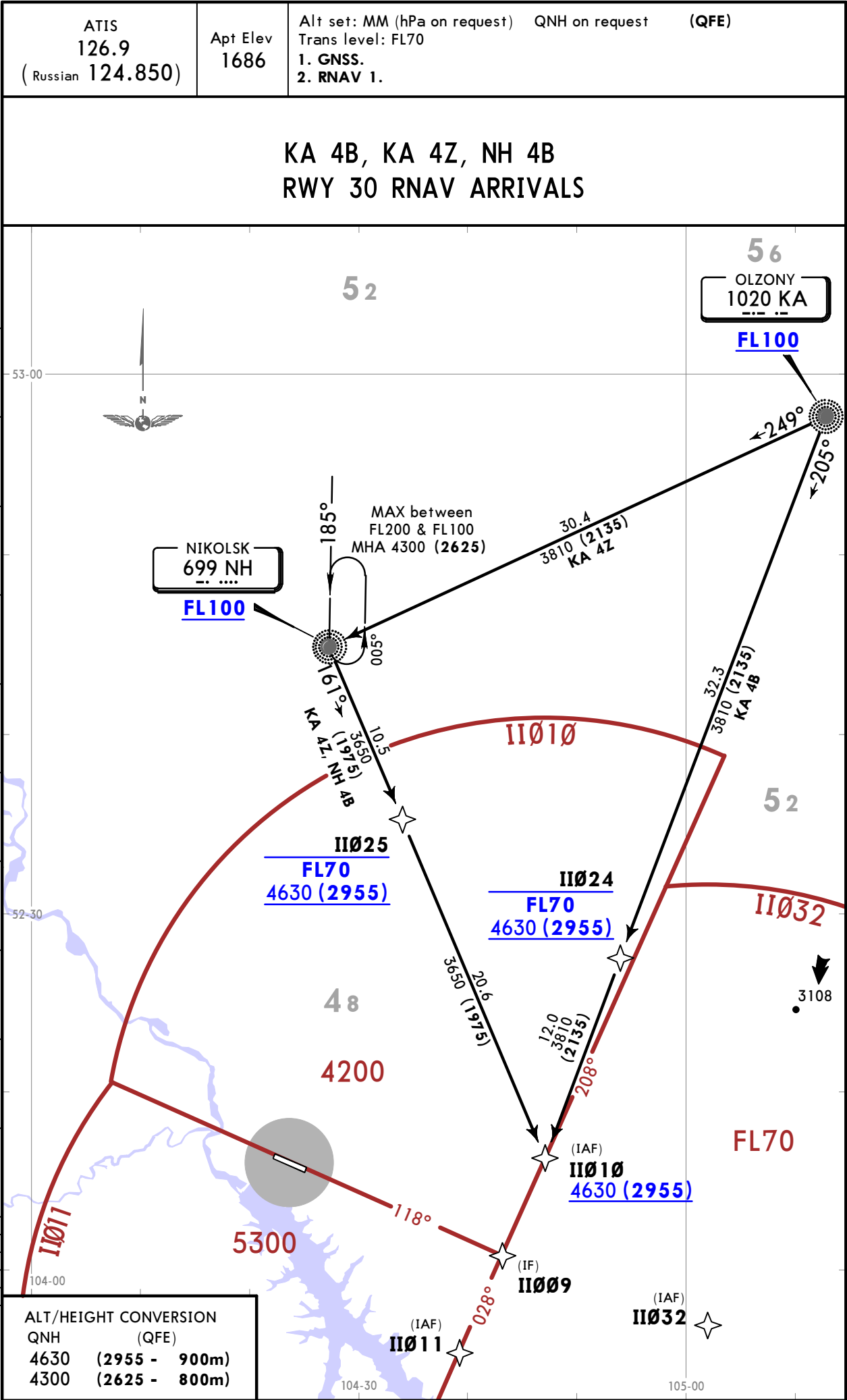
RNAV STAR



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JEPPESSEN
23 MAR 18 10-2A Eff 29 Mar

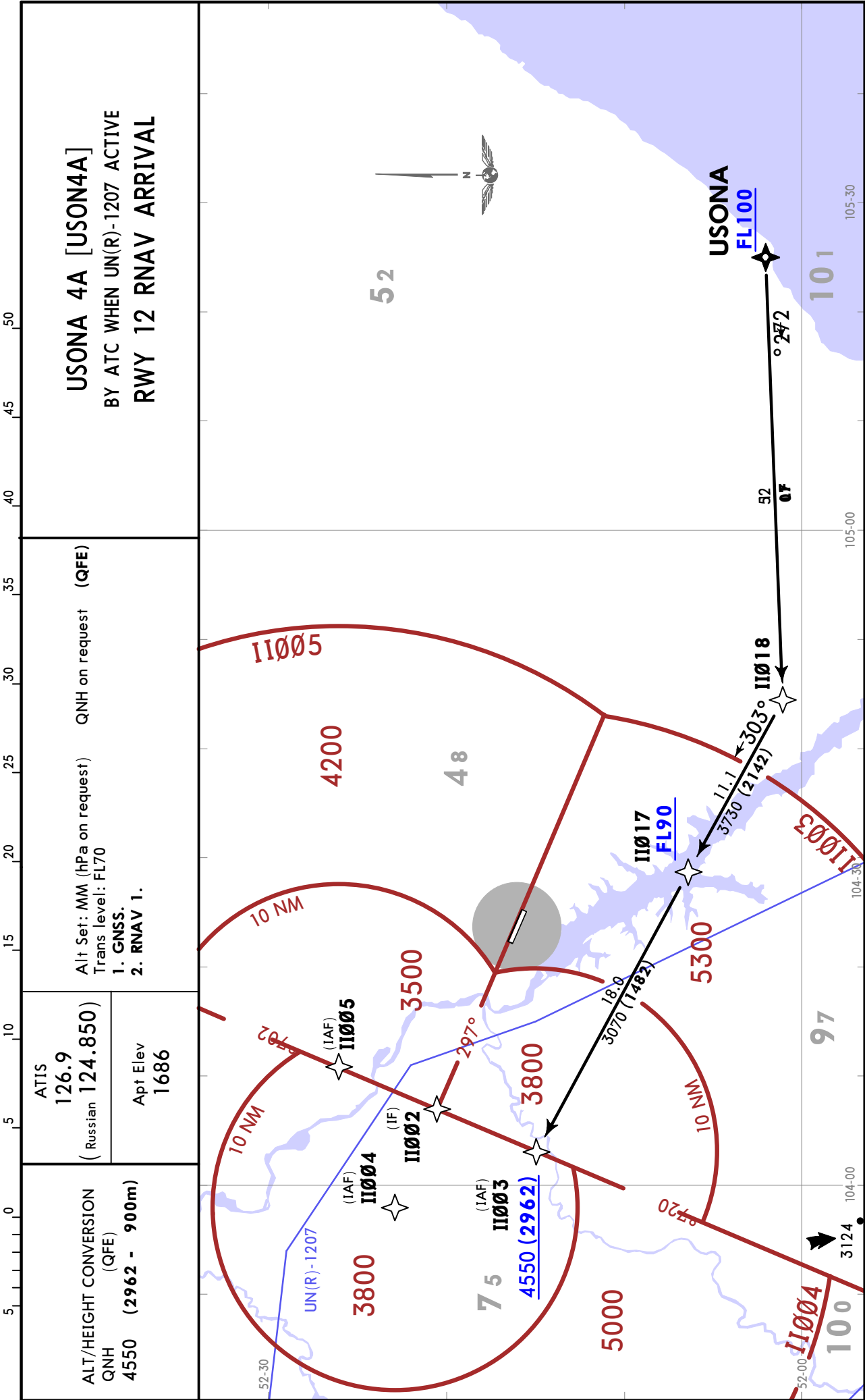
IRKUTSK, RUSSIA
RNAV STAR



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IRKUTSK

JEPPESSEN
23 MAR 18 10-2B Eff 29 Mar

IRKUTSK, RUSSIA
RNAV STAR



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JEPPESSEN

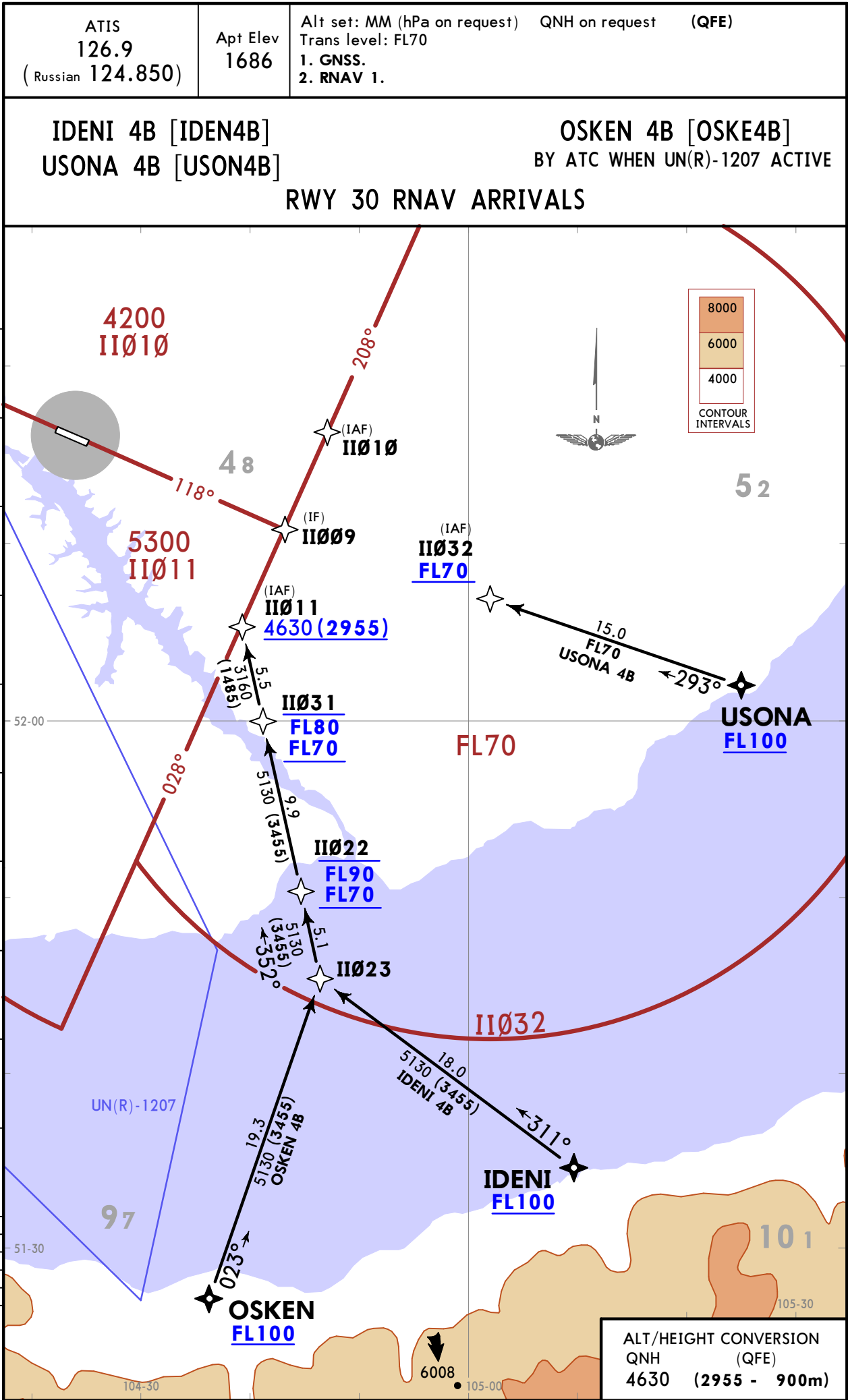
IRKUTSK, RUSSIA

23 MAR 18

10-2C

Eff 29 Mar

RNAV STAR



UIII/IKT
IRKUTSK

JEPPESSEN

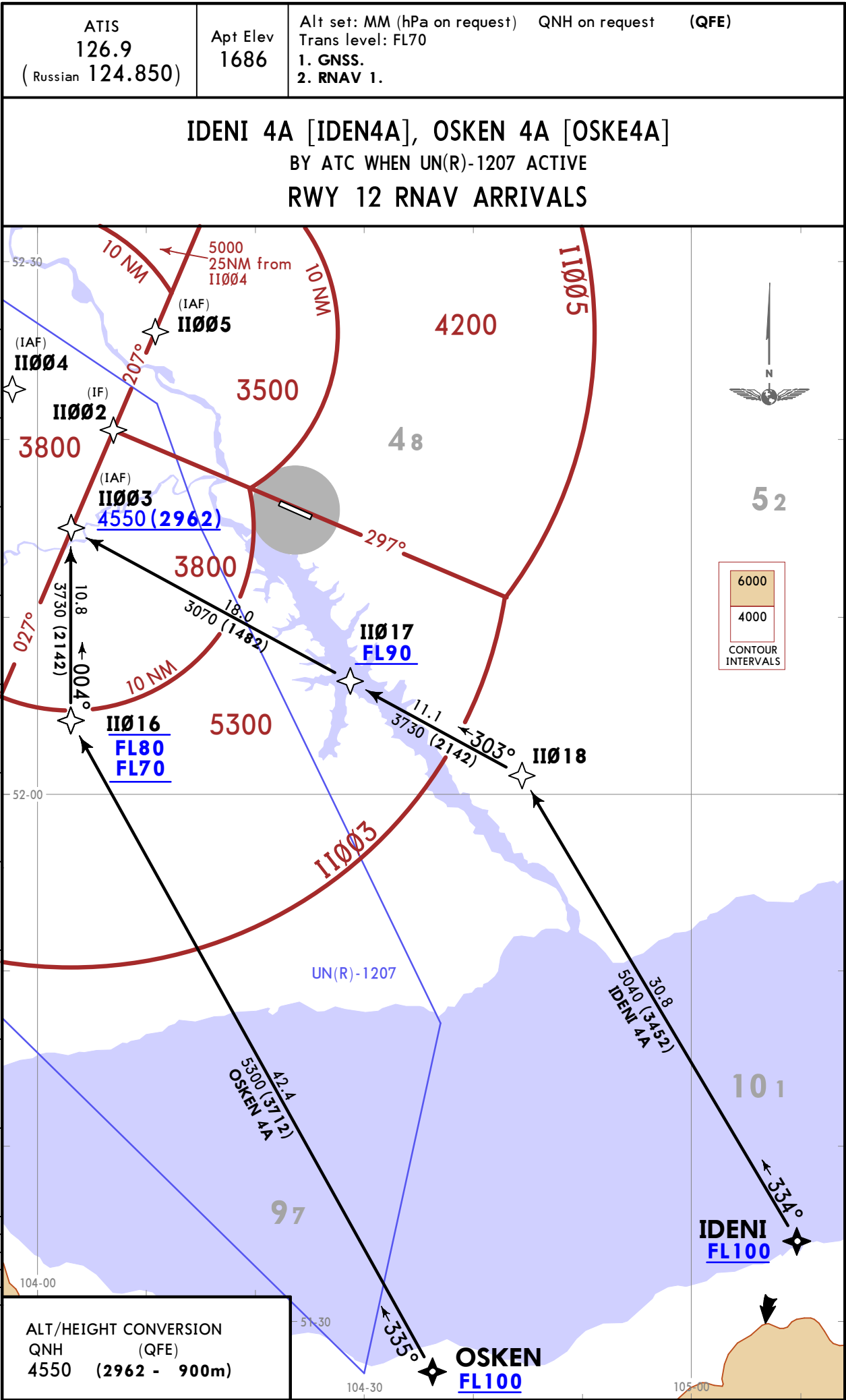
IRKUTSK, RUSSIA

23 MAR 18

10-2D

Eff 29 Mar

RNAV STAR



UIII/IKT
IRKUTSK

JEPPESSEN
23 MAR 18 10-2E Eff 29 Mar

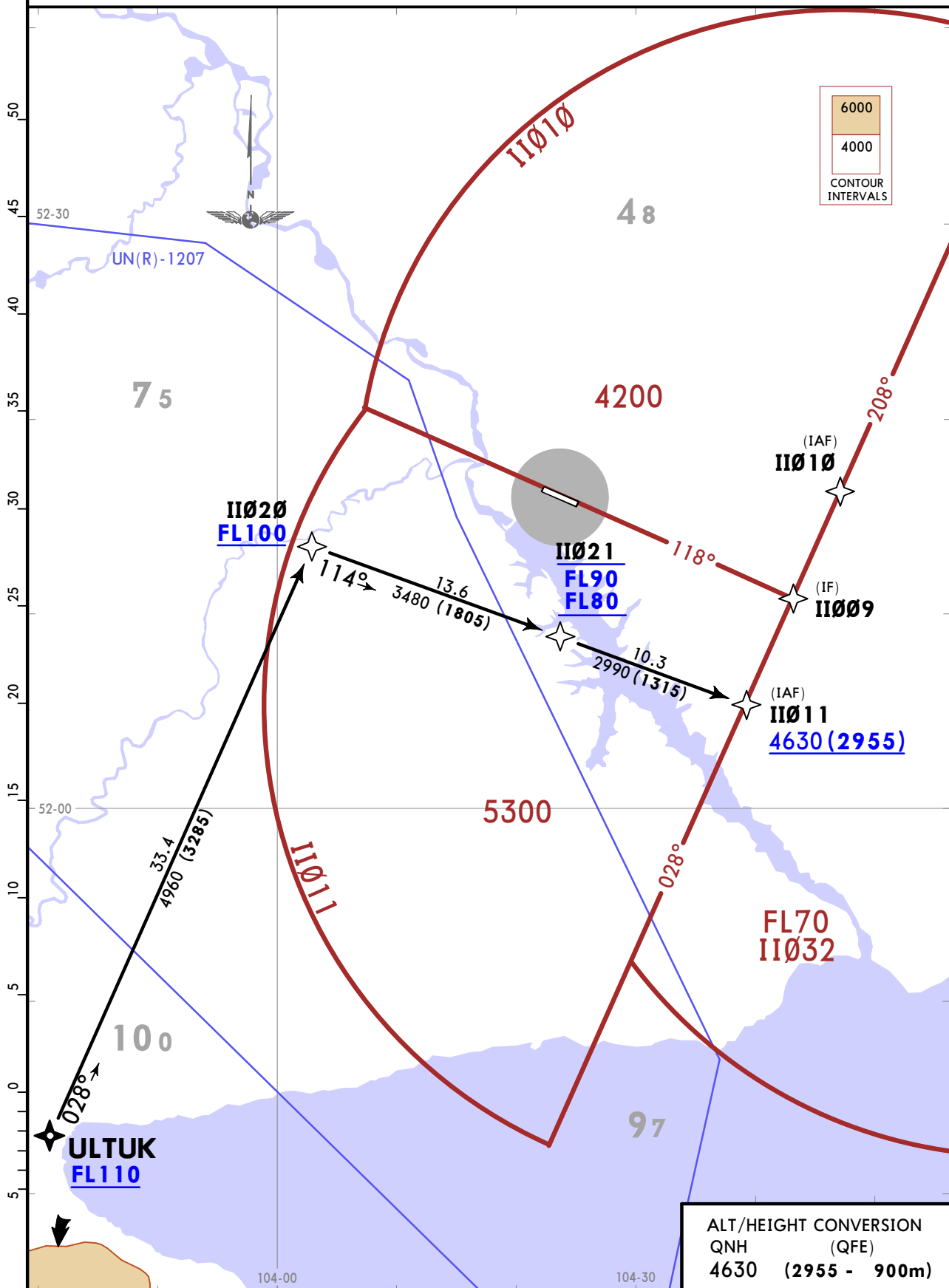
IRKUTSK, RUSSIA
RNAV STAR

ATIS
126.9
(Russian 124.850)

Apt Elev
1686

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70
1. GNSS.
2. RNAV 1.

ULTUK 4B [ULTU4B]
BY ATC WHEN UN(R)-1207 ACTIVE
RWY 30 RNAV ARRIVAL



CHANGES: New format; STARs transferred; RNAV STAR established.

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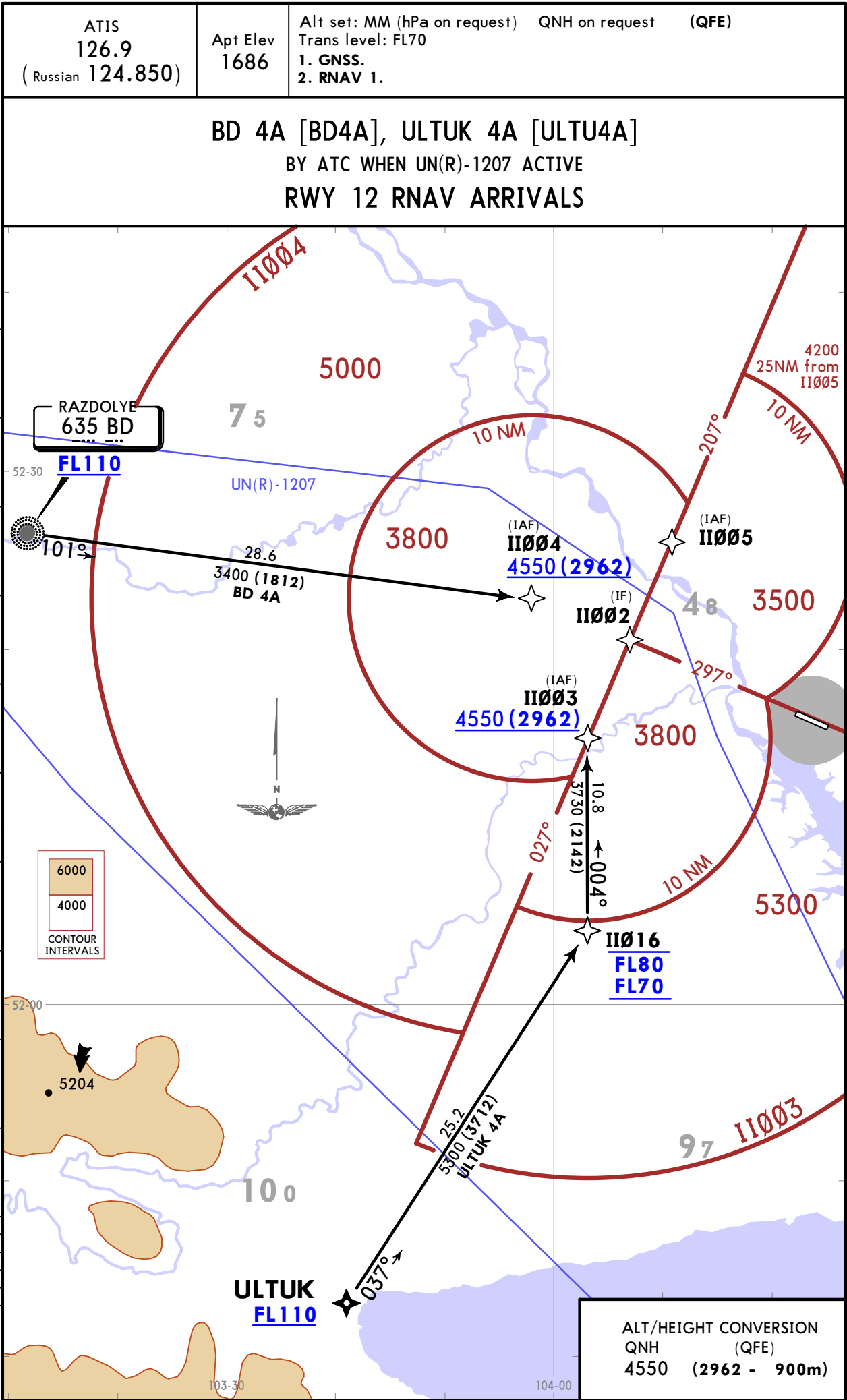
IRKUTSK, RUSSIA

23 MAR 18

10-2F

Eff 29 Mar

RNAV STAR



CHANGES: New chart (RNAV STARs established).

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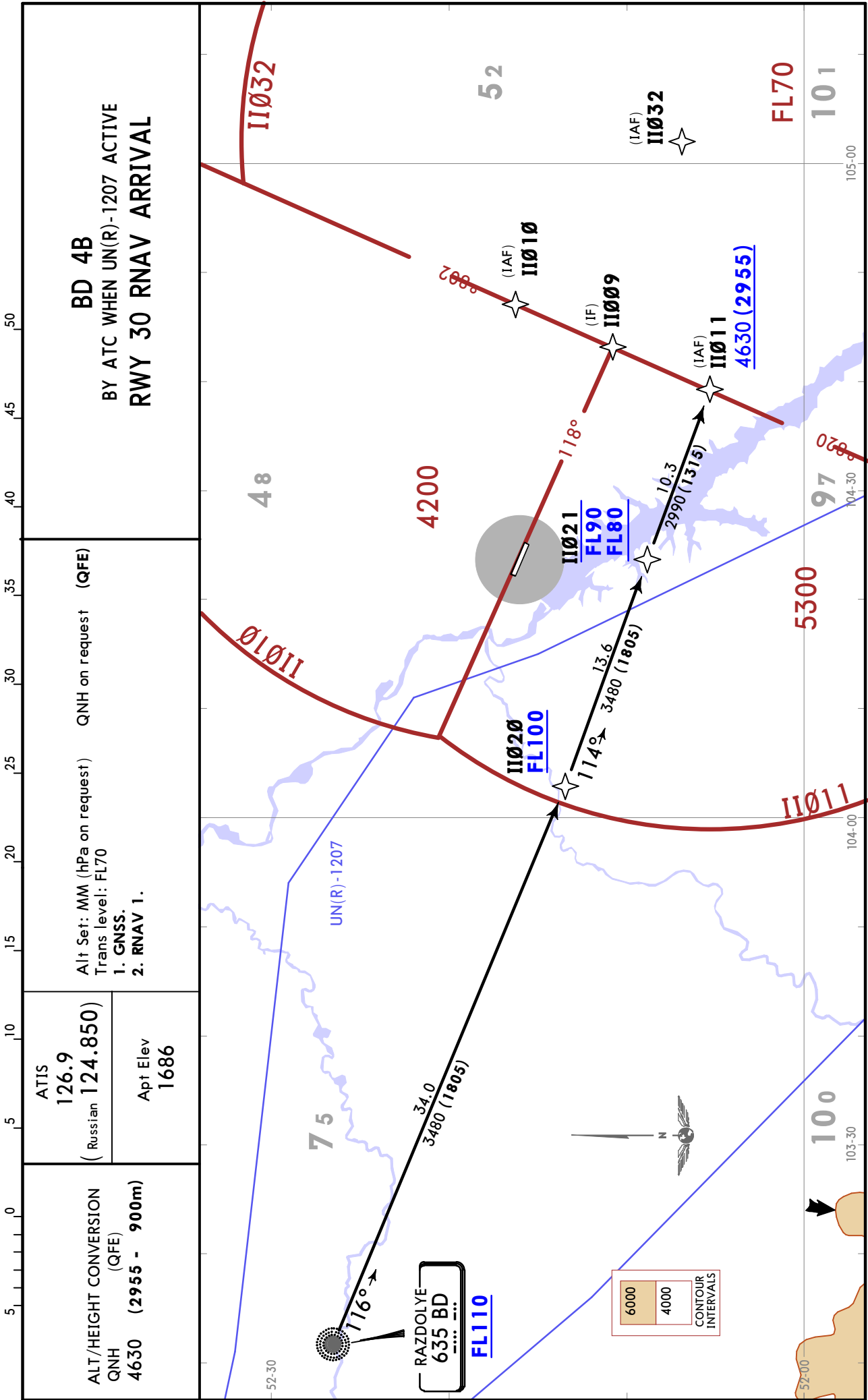
23 MAR 18

10-2G

Eff 29 Mar

IRKUTSK, RUSSIA

RNAV STAR

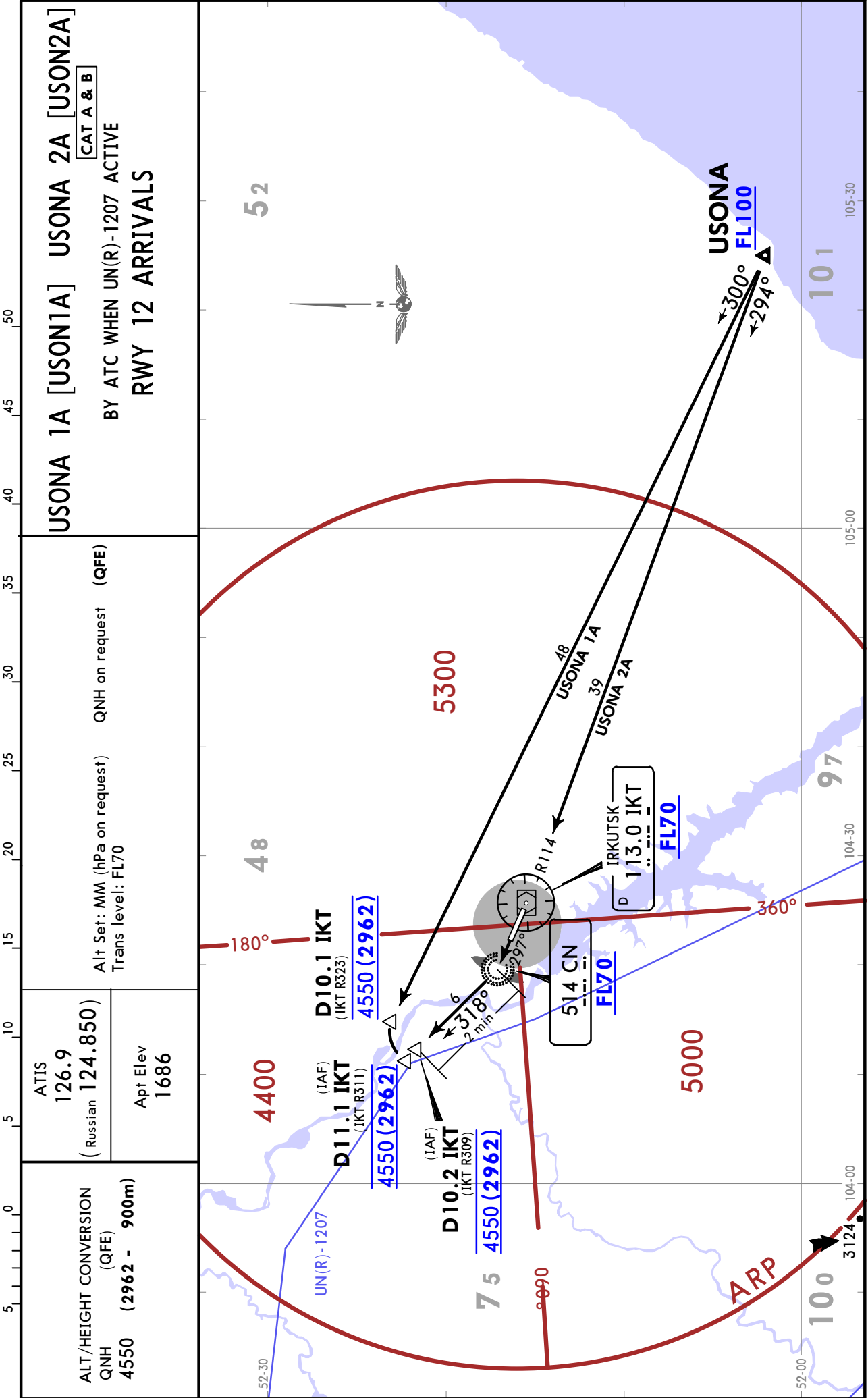


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23 MAR 18 10-2J Eff 29 Mar

IRKUTSK, RUSSIA
STAR



UIII/IKT
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23 MAR 18 **10-2K** **Eff 29 Mar**

IRKUTSK, RUSSIA
STAR

ATIS
126.9
(Russian **124.850**)

Apt Elev
1686

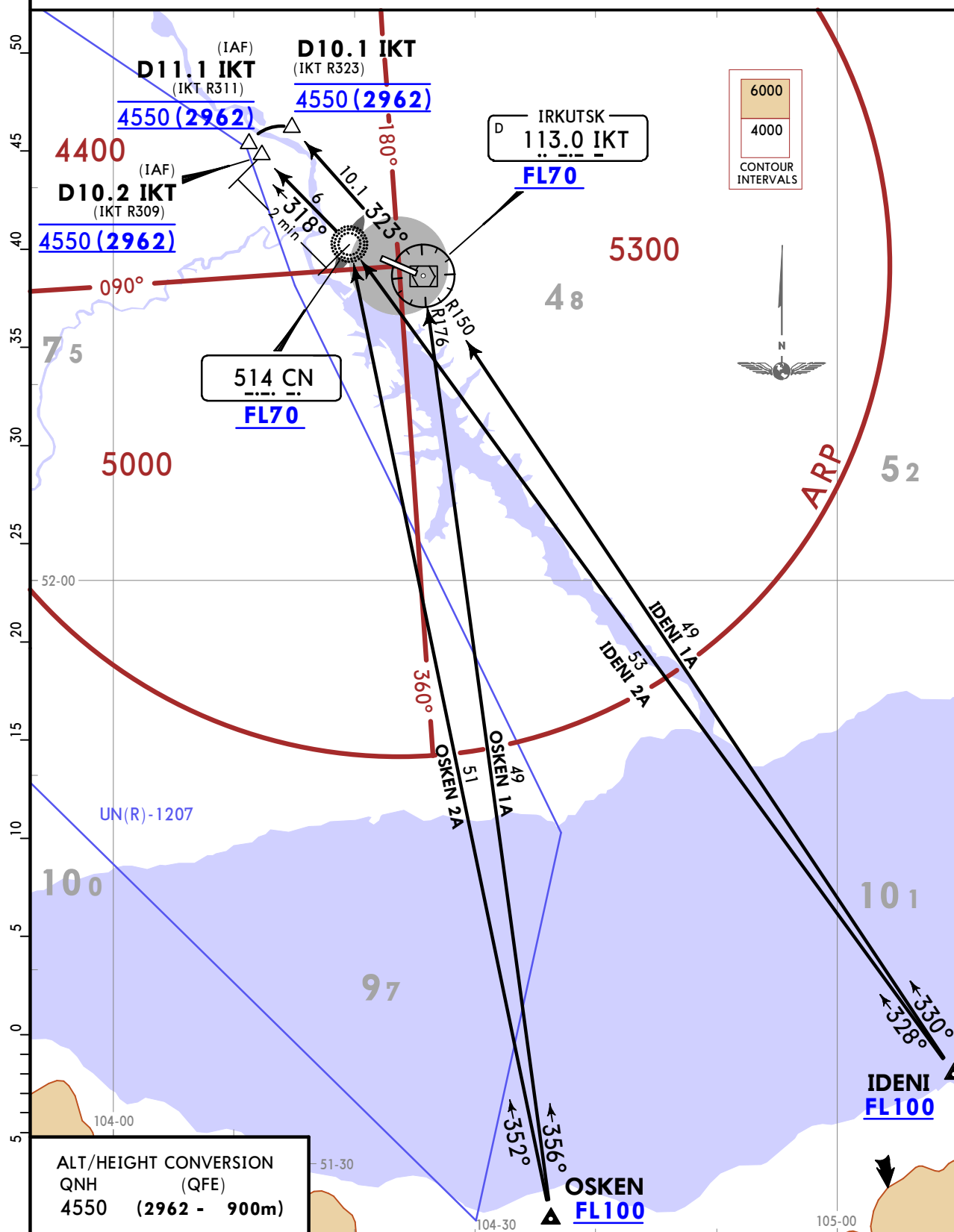
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Trans level: FL70

IDENI 1A [IDEN1A]
OSKEN 1A [OSKE1A]

IDENI 2A [IDEN2A]
OSKEN 2A [OSKE2A]

CAT A & B

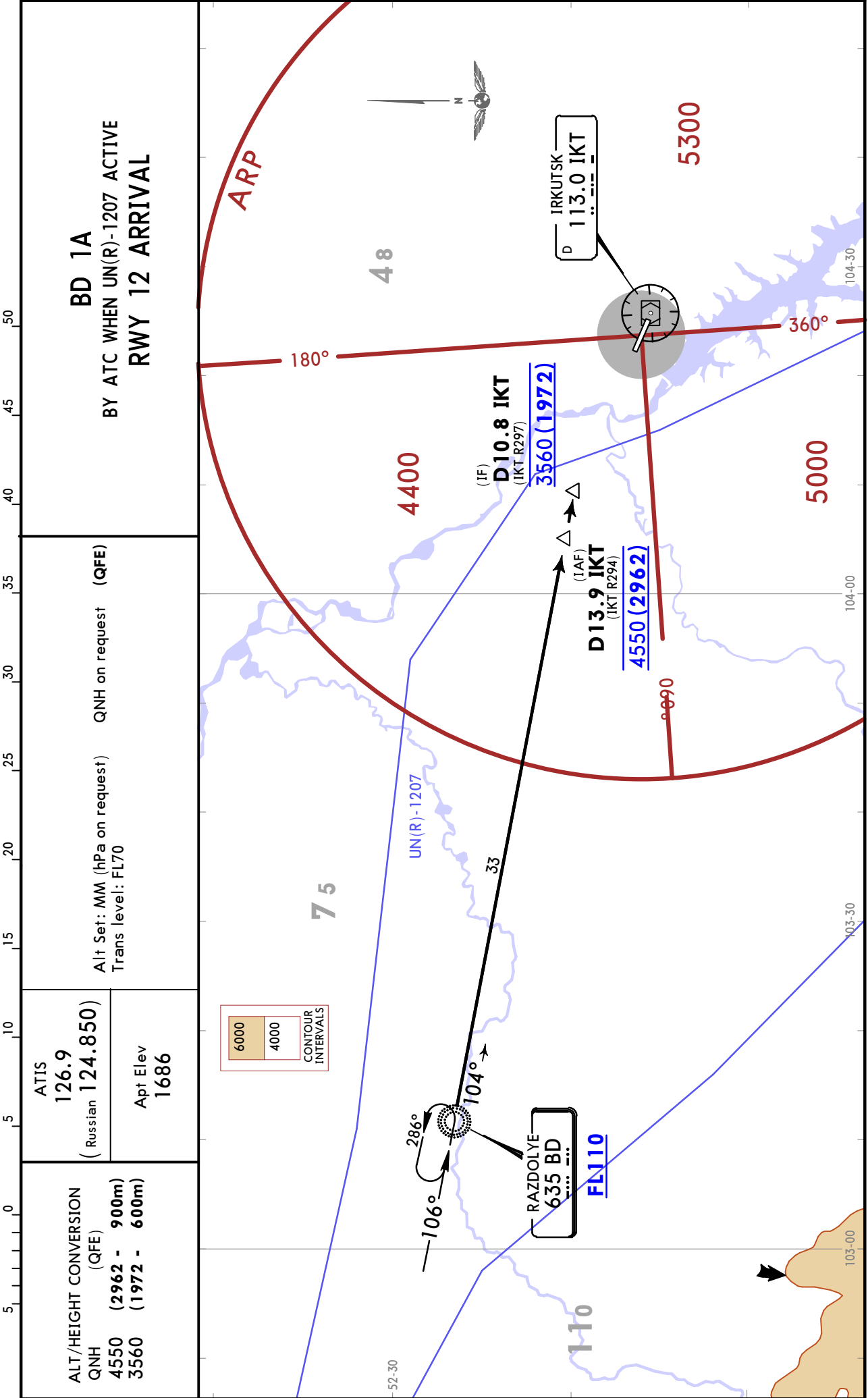
BY ATC WHEN UN(R)-1207 ACTIVE
RWY 12 ARRIVALS



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23 MAR 18 10-2L Eff 29 Mar

IRKUTSK, RUSSIA
STAR



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IRKUTSK, RUSSIA

23 MAR 18

10-2M

Eff 29 Mar

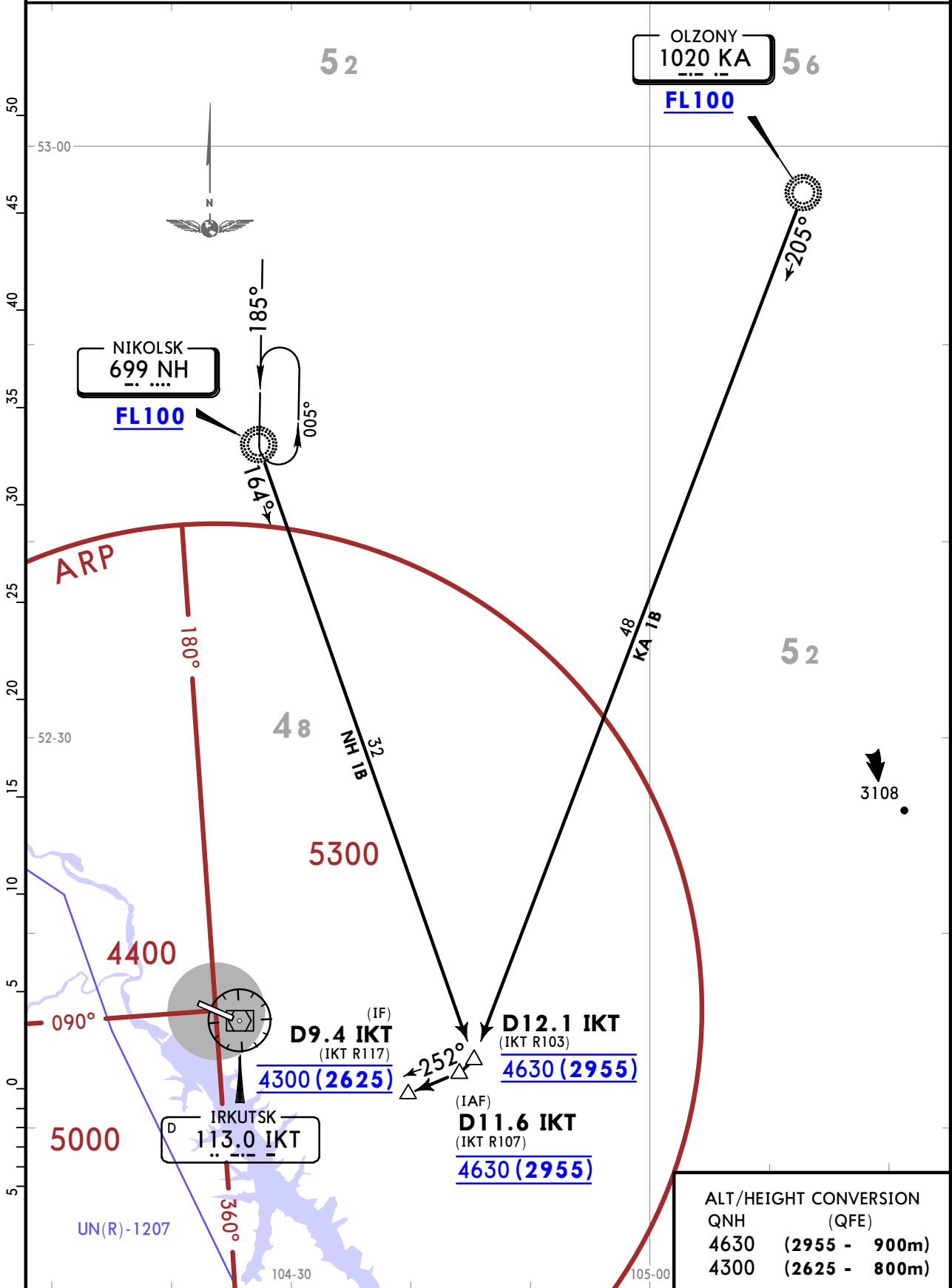
STAR

ATIS
126.9
(Russian 124.850)

Apt Elev
1686

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70

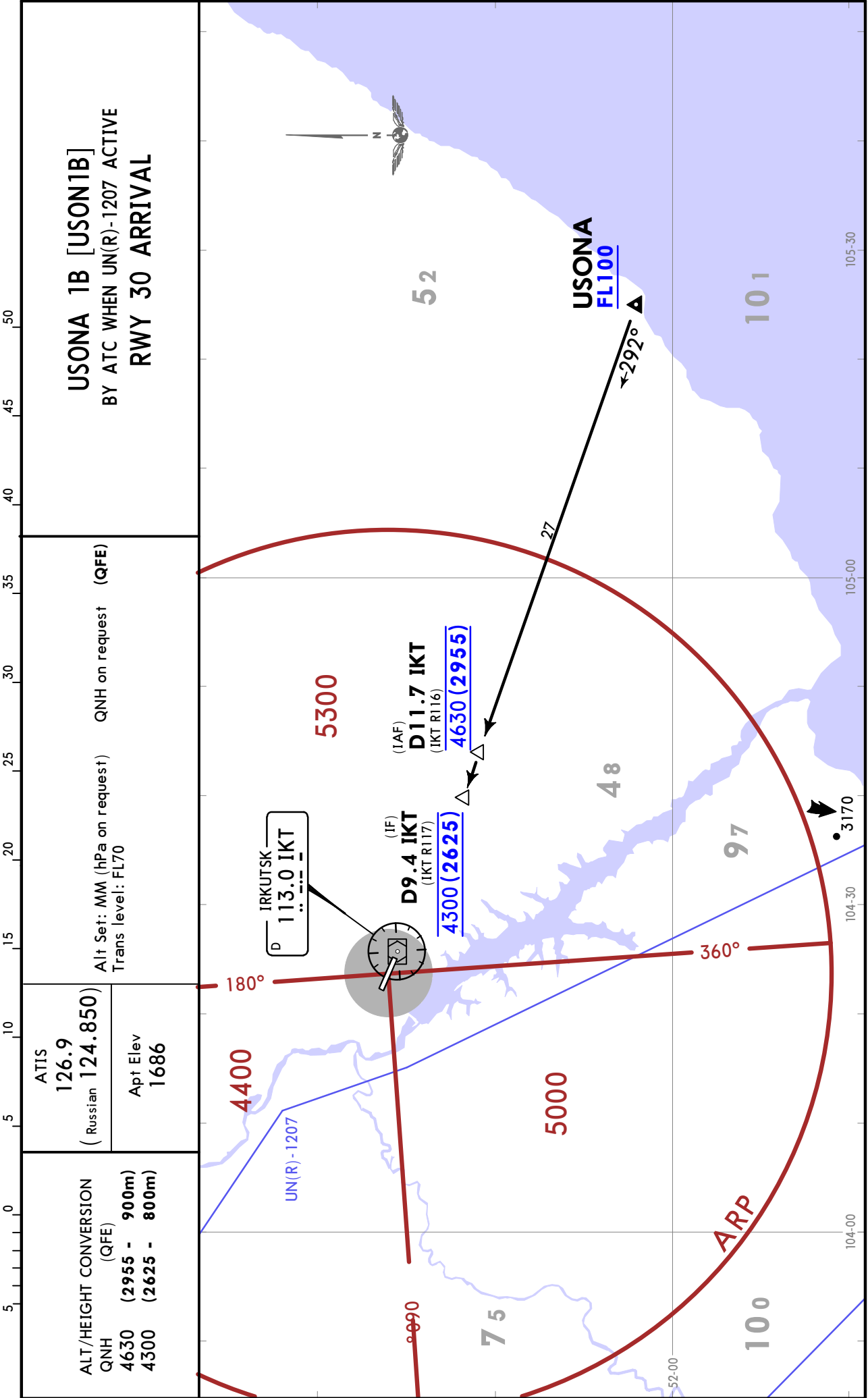
KA 1B, NH 1B
BY ATC WHEN UN(R)-1207 ACTIVE
RWY 30 ARRIVALS



UIII/IKT
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JEPPESSEN
23 MAR 18 10-2N Eff 29 Mar

IRKUTSK, RUSSIA
STAR



UIII/IKT
IRKUTSK



23 MAR 18

10-2P

Eff 29 Mar

IRKUTSK, RUSSIA

STAR

ATIS
126.9
(Russian 124.850)

Apt Elev
1686

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70

IDENI 1B [IDEN1B], OSKEN 1B [OSKE1B]

BY ATC WHEN UN(R)-1207 ACTIVE

RWY 30 ARRIVALS



UIII/IKT
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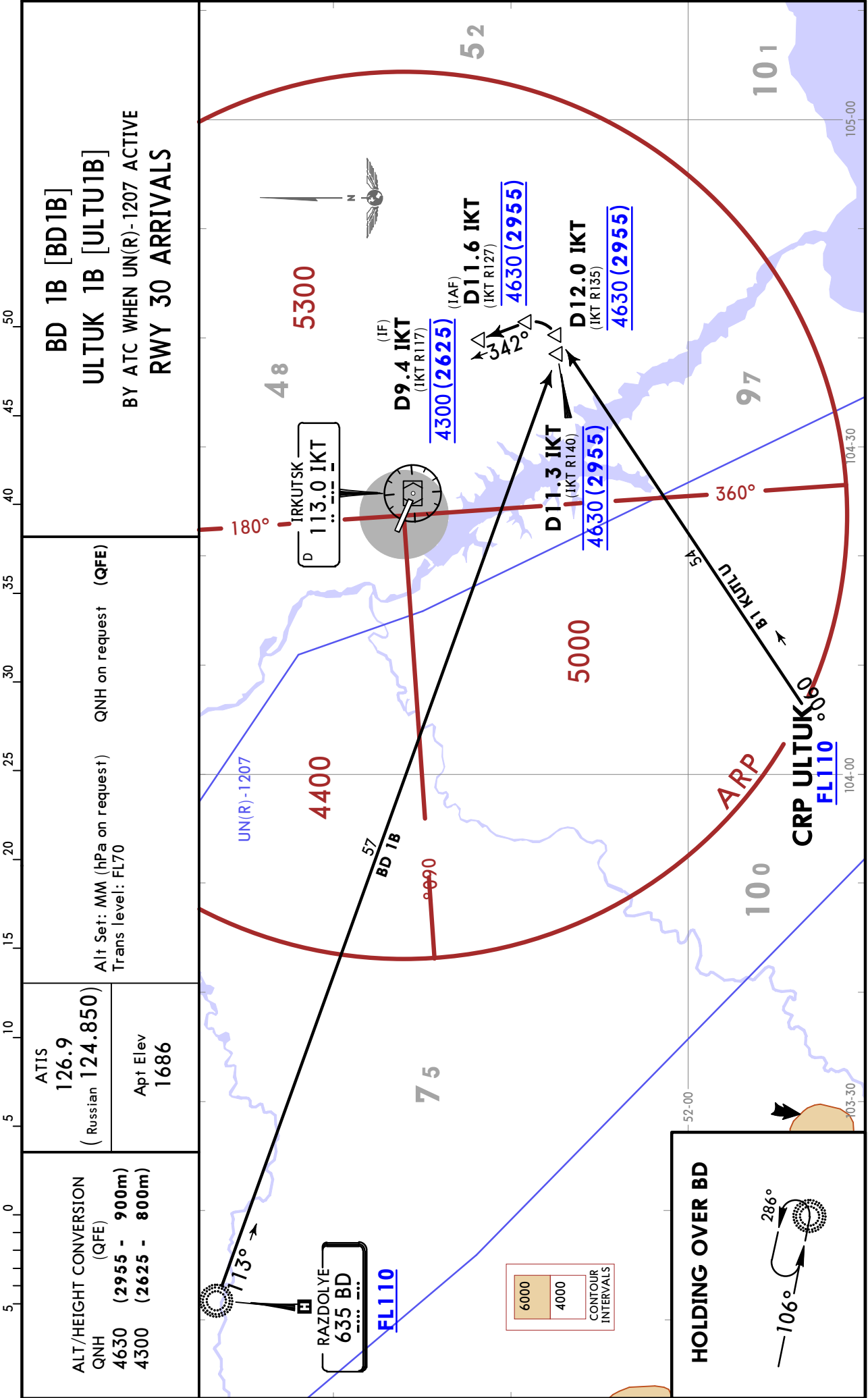
IRKUTSK, RUSSIA

23 MAR 18

10-2Q

Eff 29 Mar

STAR



UIII/IKT
IRKUTSK



IRKUTSK, RUSSIA

23 MAR 18

10-2S

Eff 29 Mar

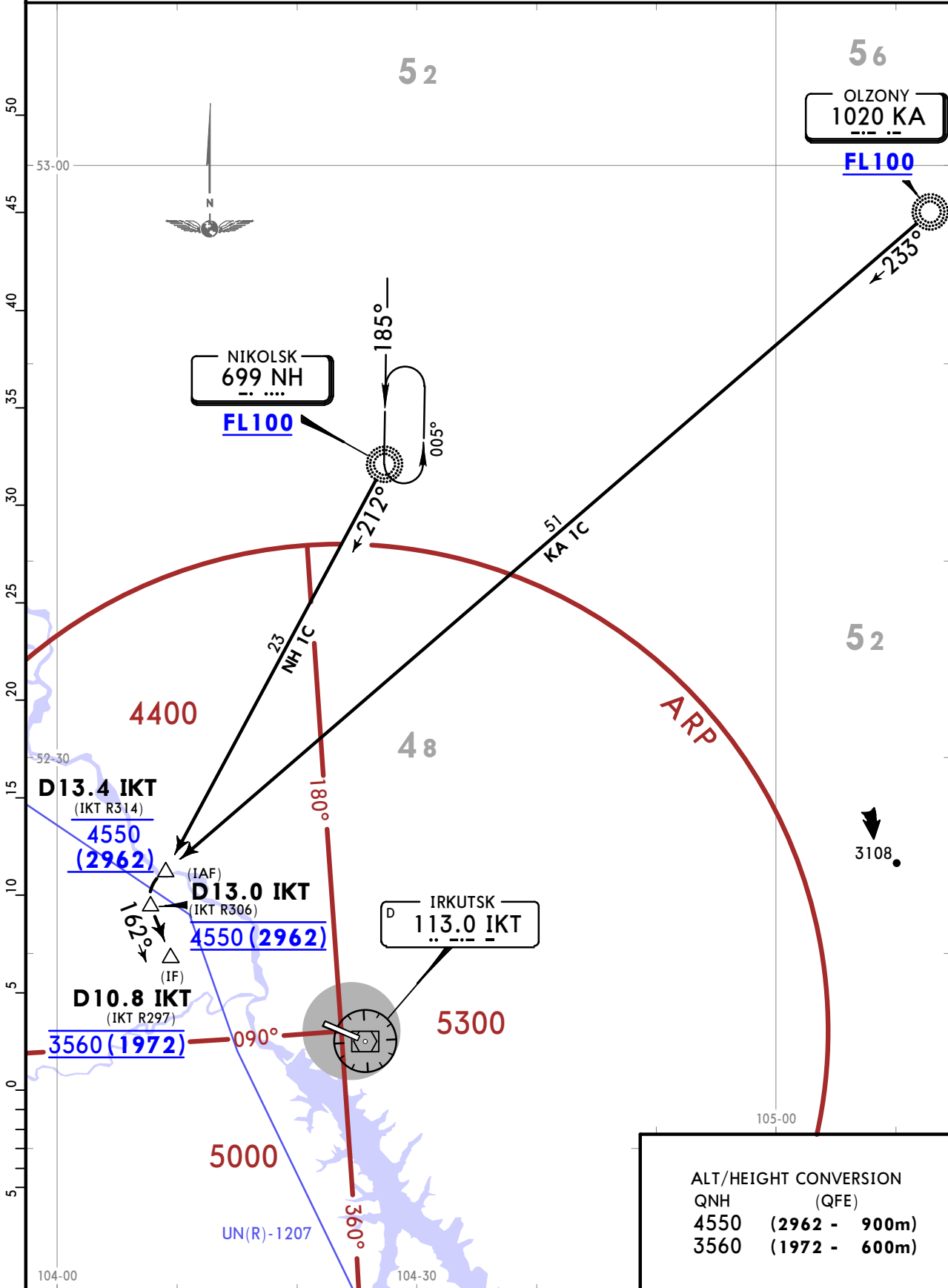
STAR

ATIS
126.9
(Russian 124.850)

Apt Elev
1686

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70

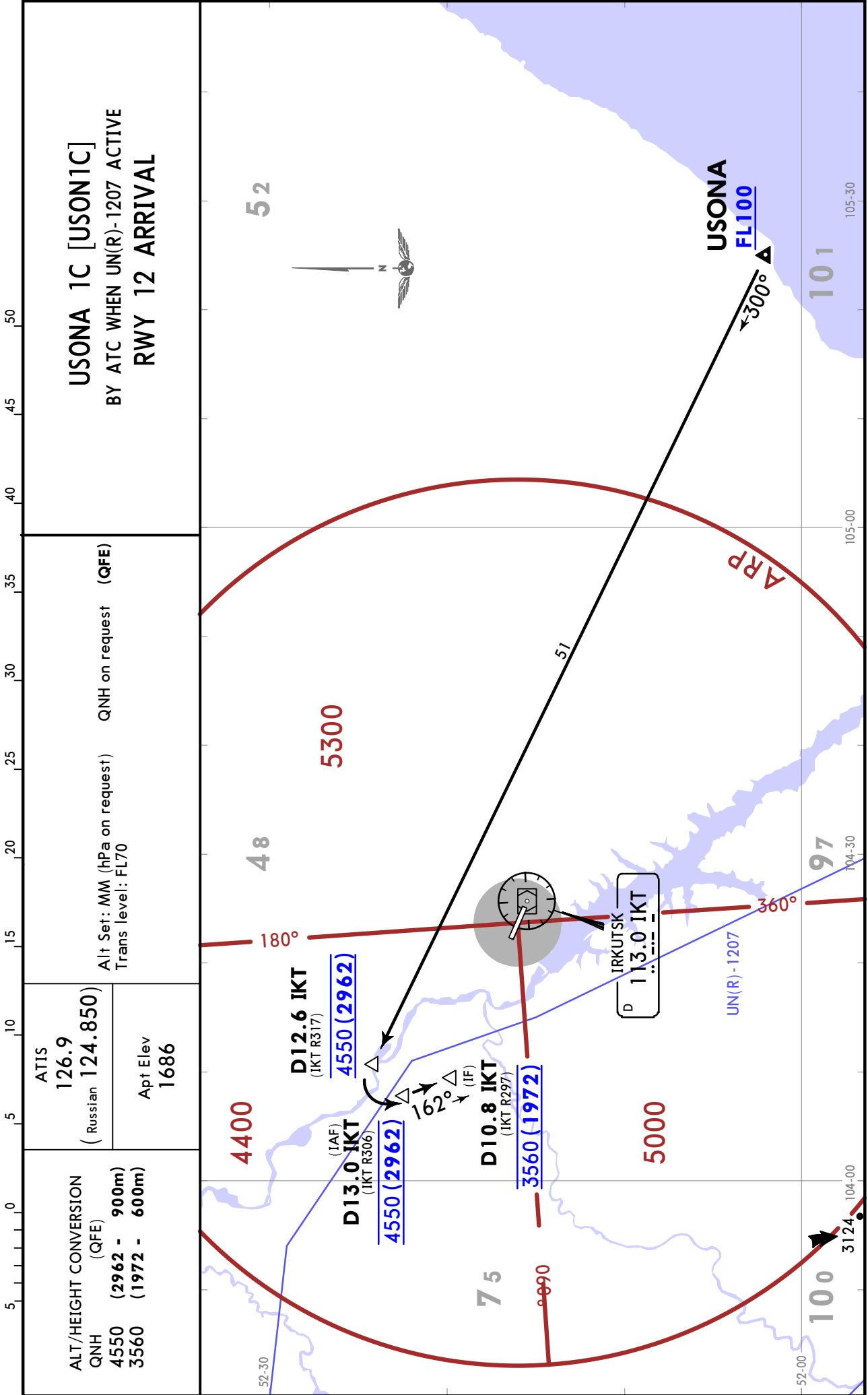
KA 1C, NH 1C
BY ATC WHEN UN(R)-1207 ACTIVE
RWY 12 ARRIVALS



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23 MAR 18 10-2T Eff 29 Mar

IRKUTSK, RUSSIA
STAR



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IRKUTSK

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23 MAR 18 10-2U Eff 29 Mar

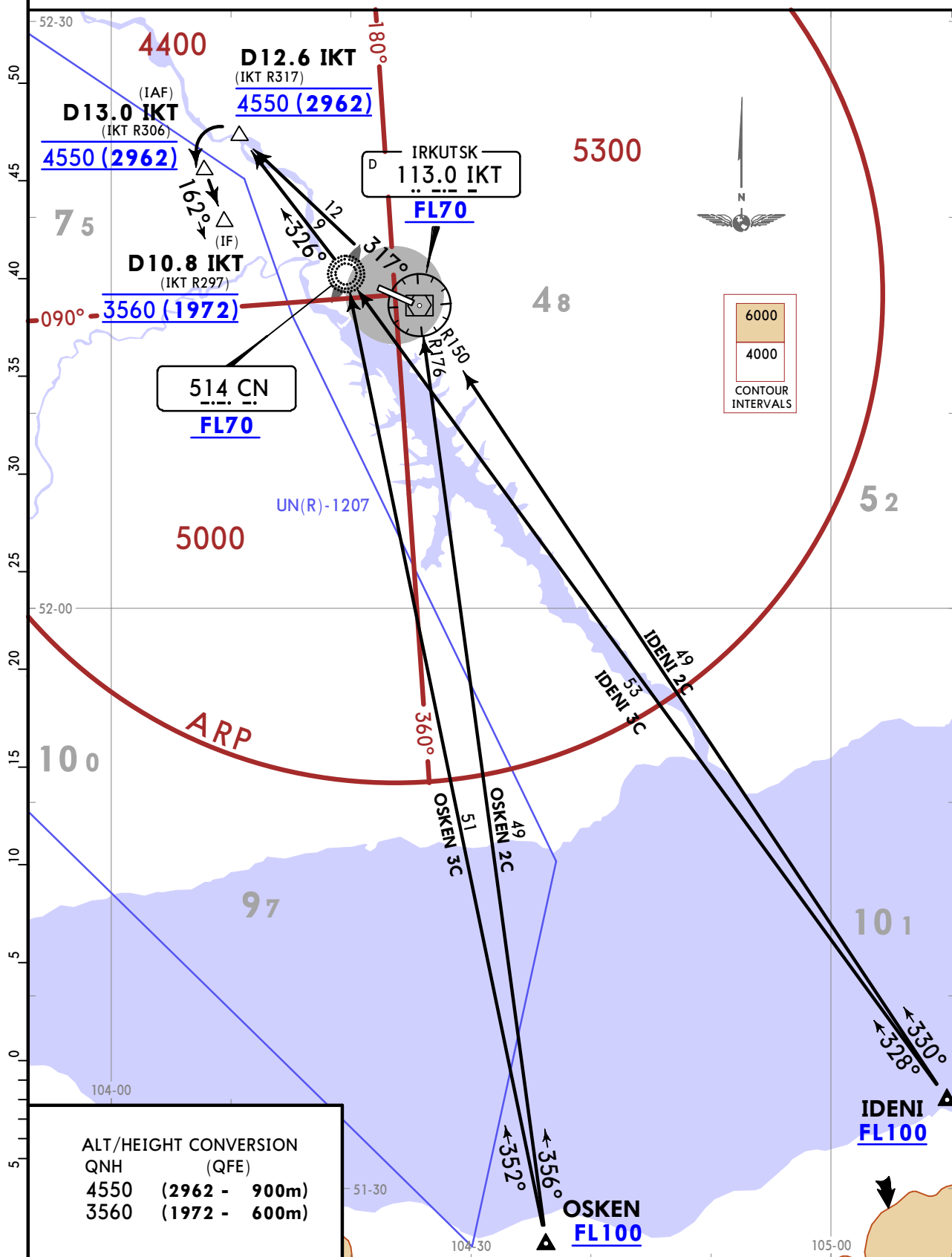
IRKUTSK, RUSSIA
STAR

ATIS
126.9
(Russian 124.850)

Apt Elev
1686

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL70

IDENI 2C [IDEN2C], IDENI 3C [IDEN3C]
OSKEN 2C [OSKE2C], OSKEN 3C [OSKE3C]
BY ATC WHEN UN(R)-1207 ACTIVE
RWY 12 ARRIVALS



CHANGES: New chart (STARs transferred & revised).

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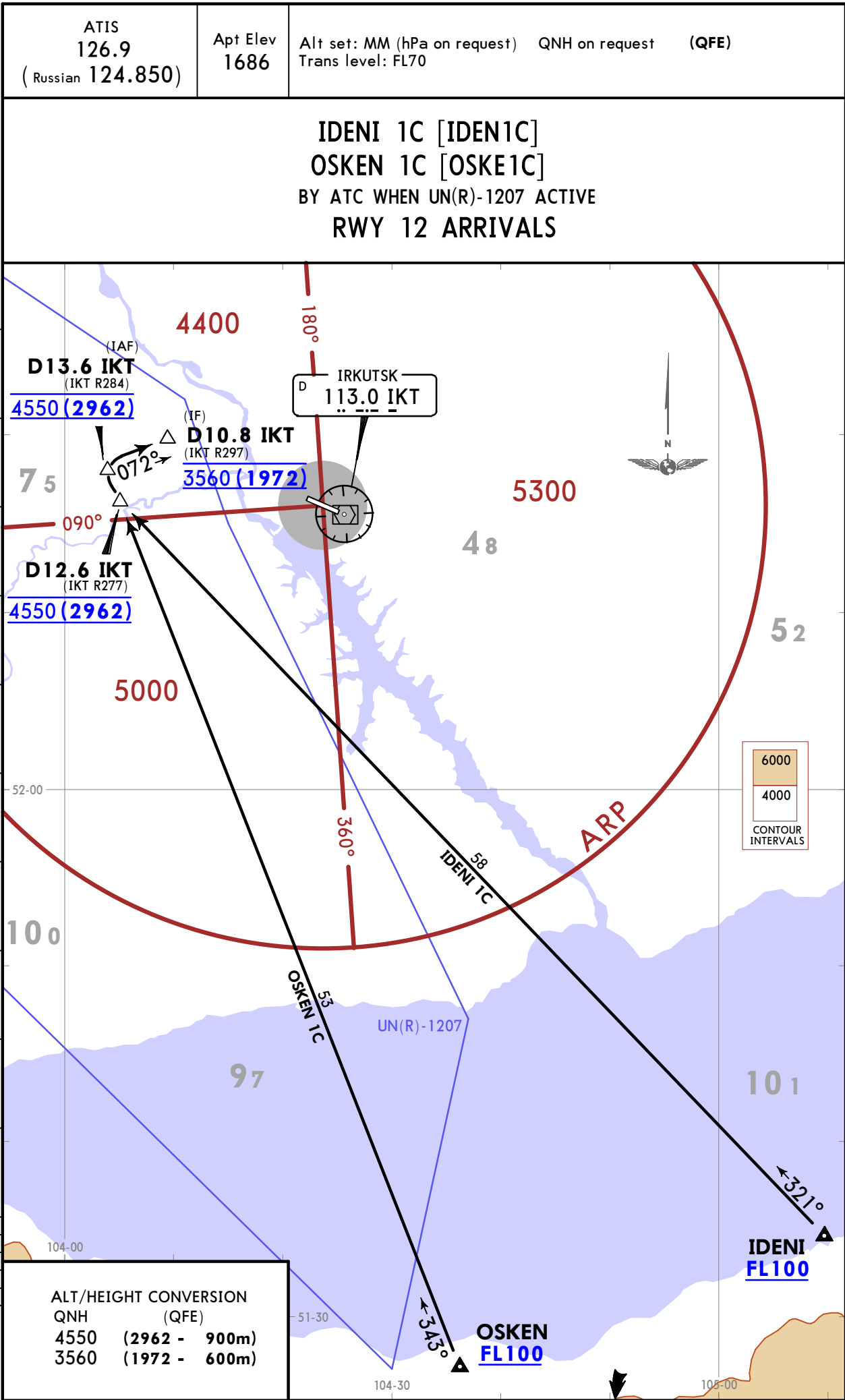
IRKUTSK, RUSSIA

23 MAR 18

10-2V

Eff 29 Mar

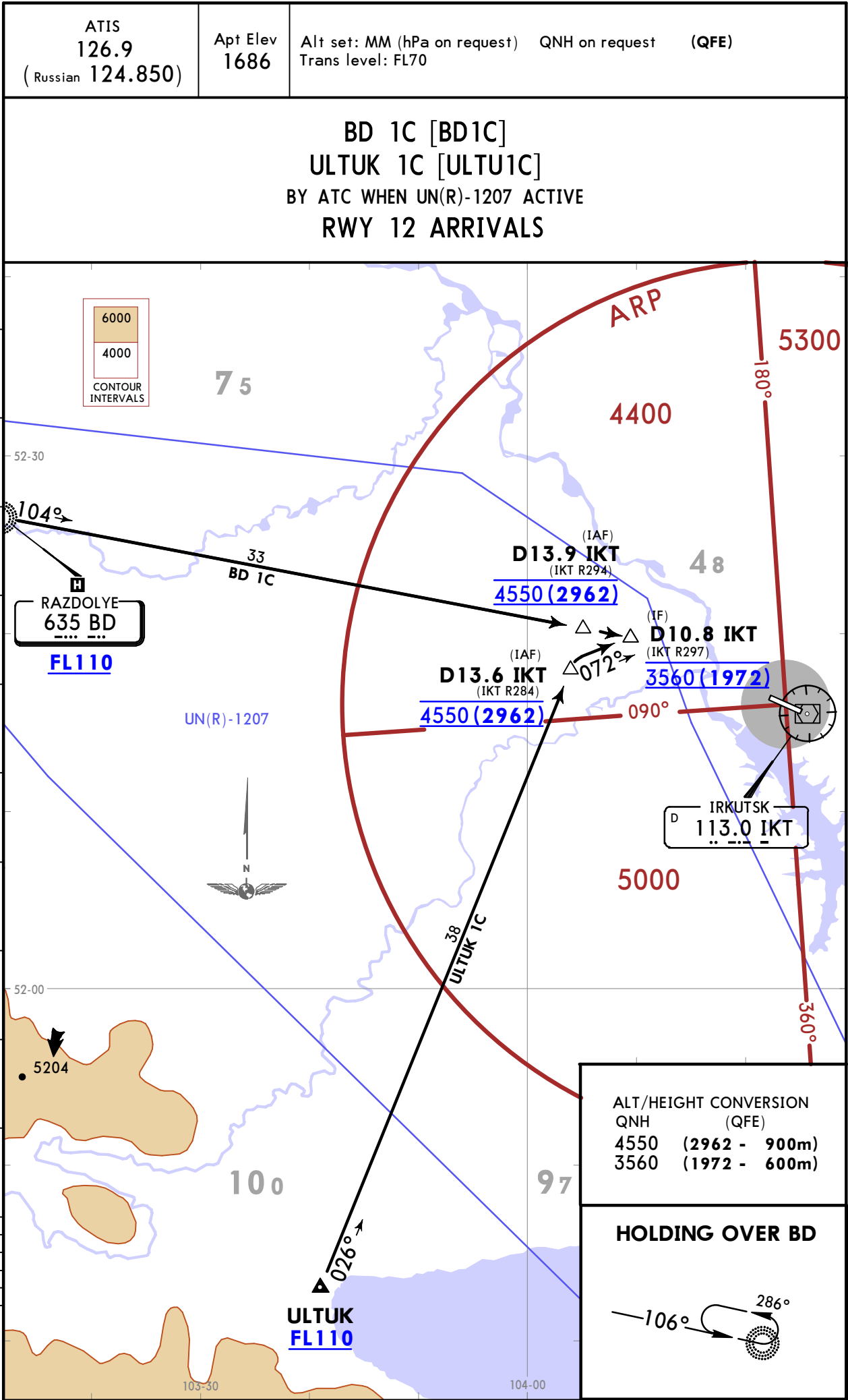
STAR



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23 MAR 18 **10-2W** Eff 29 Mar

IRKUTSK, RUSSIA
STAR



UIII/IKT
IRKUTSK

 **JEPPESEN**

23 MAR 18

10-3

Eff 29 Mar

IRKUTSK, RUSSIA
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
KA 4C	10-3A1
KA 4D	10-3A2
GOLOS 4C, IDENI 4C	10-3B
GOLOS 4D, IDENI 4D	10-3C
OSKEN 4C, ULTUK 4C	10-3D
OSKEN 4D, 4Z	10-3E
BD 4C, 4Z	10-3F
ULTUK 4D, 4Z	10-3G
BOGRA 4C	10-3H
BD 4D, BOGRA 4D	10-3J

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UIII/IKT
IRKUTSK

IRKUTSK, RUSSIA
SID

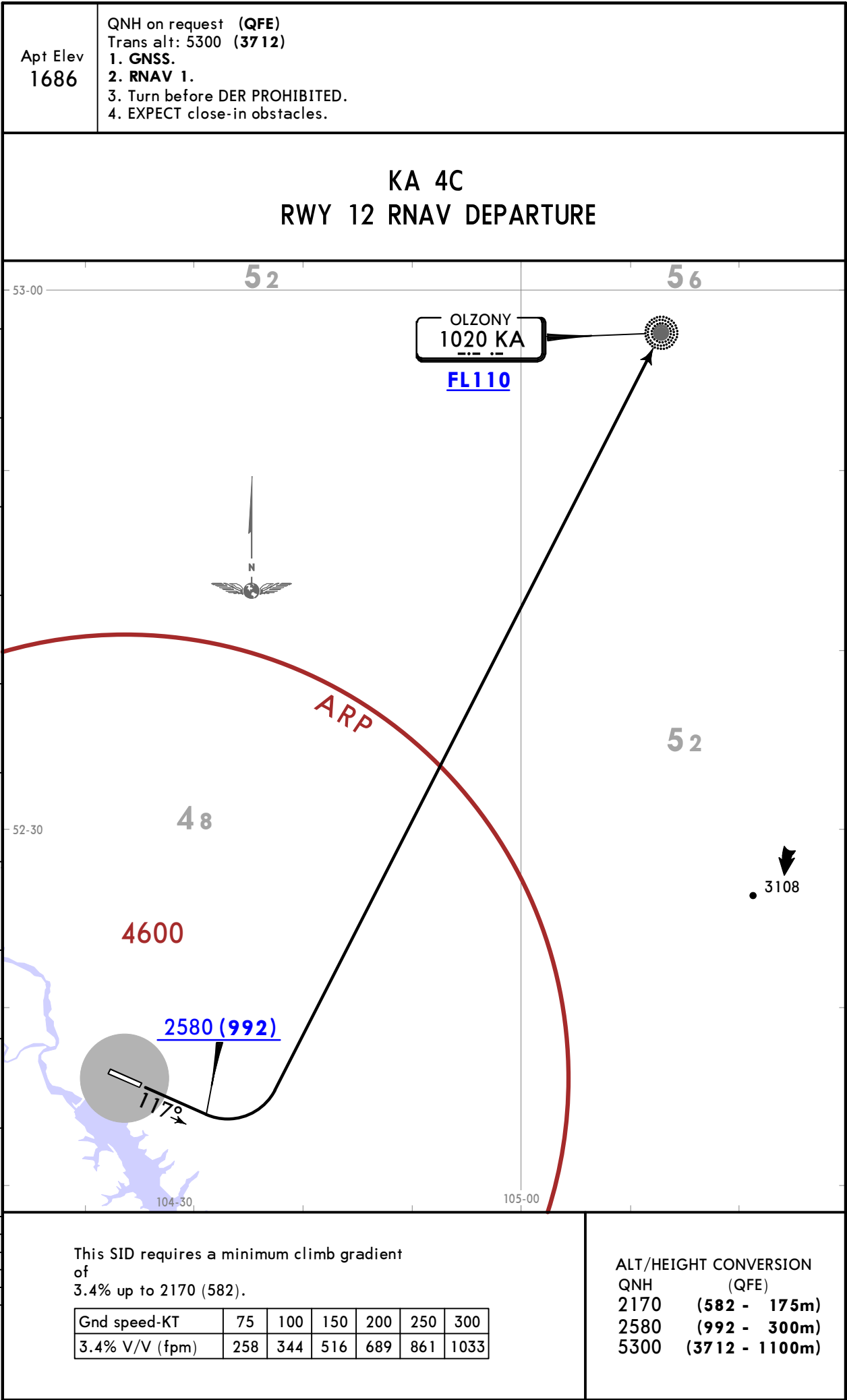
SID DESIGNATION	REFER TO CHART
KA 1D	10-3K
KA 1F	10-3L
GOLOS 1D, IDENI 1D	10-3M
GOLOS 1F, IDENI 1F, 2F	10-3N
OSKEN 1D, ULTUK 1D	10-3P
OSKEN 1F, ULTUK 1F	10-3Q
BD 1D, 2D	10-3S
BD 1F	10-3T
BOGRA 1D	10-3U
BOGRA 1F	10-3V
KA 1E	10-3V1
KA 1G	10-3V2
GOLOS 1E, IDENI 1E	10-3V3
GOLOS 1G, IDENI 1G, 2G	10-3V4
OSKEN 1E, ULTUK 1E	10-3V5
OSKEN 1G, ULTUK 1G	10-3V6
BD 1E, 2E	10-3W
BD 1G	10-3X
BOGRA 1E	10-3X1
BOGRA 1G	10-3X2

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UIII/IKT
IRKUTSK

JEPPESEN
23 MAR 18 10-3A1 Eff 29 Mar

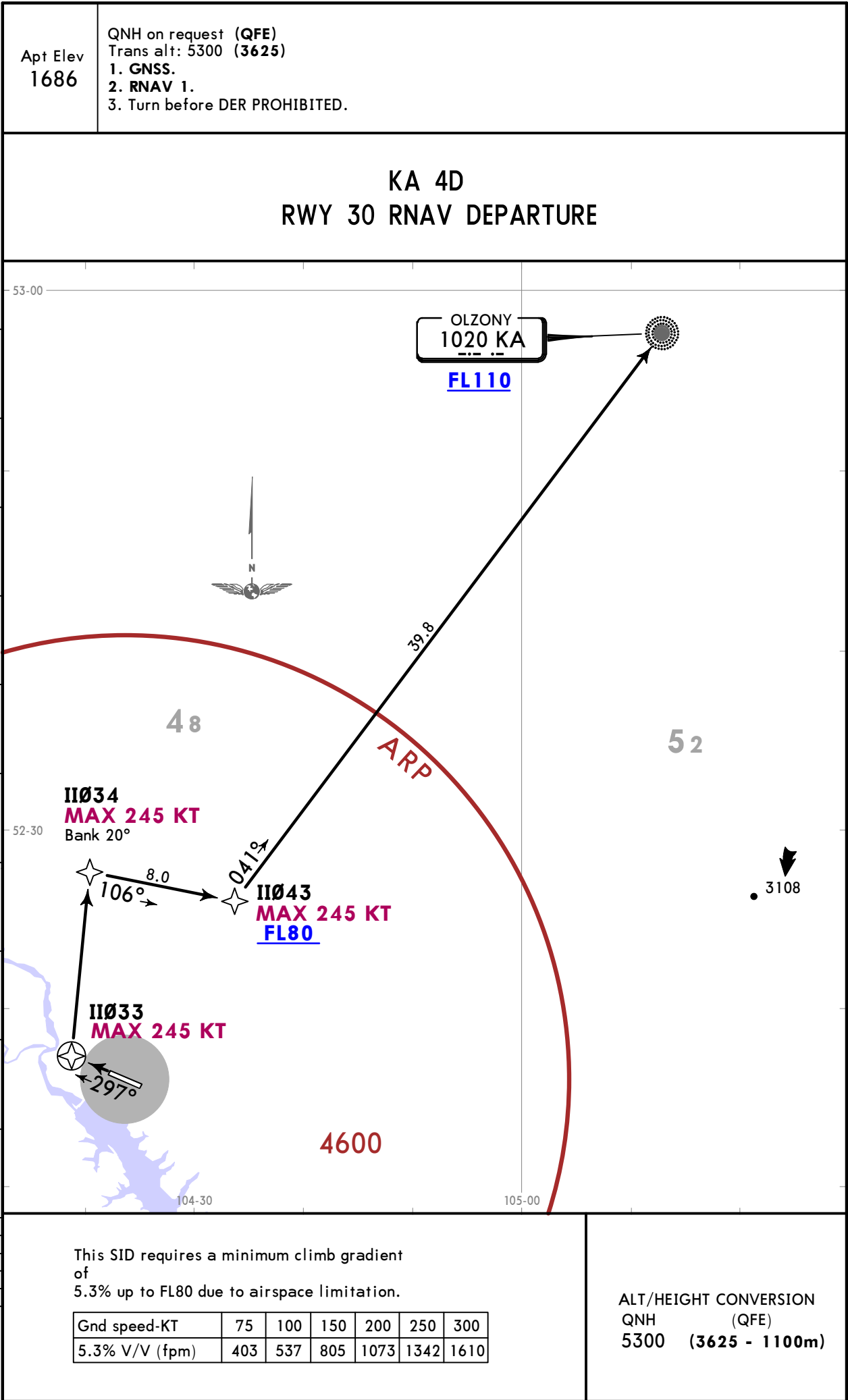
IRKUTSK, RUSSIA
RNAV SID



UIII/IKT
IRKUTSK

JEPPESSEN
23 MAR 18 (10-3A2) Eff 29 Mar

IRKUTSK, RUSSIA
RNAV SID



UIII/IKT
IRKUTSK

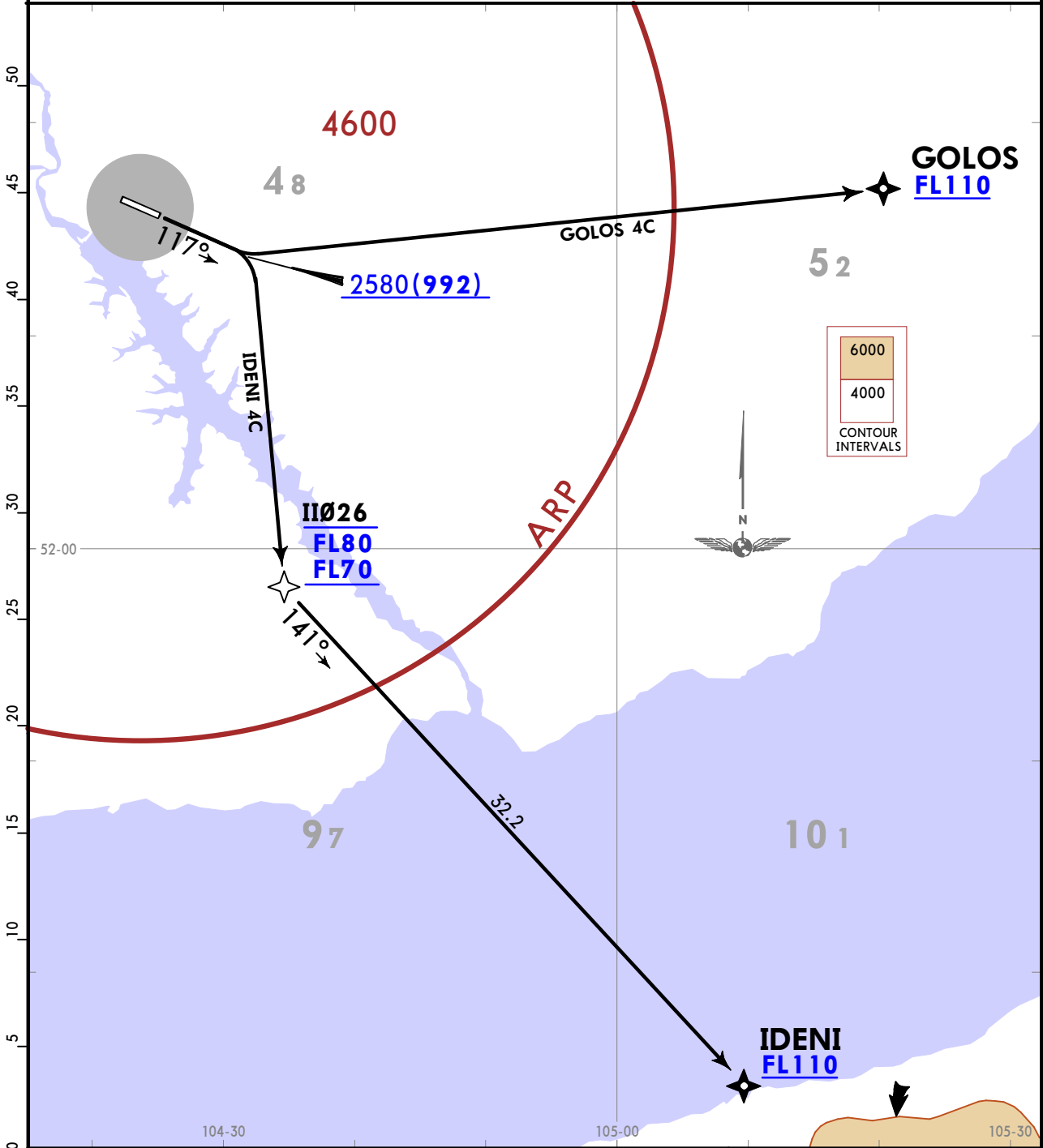
JEPPESSEN
23 MAR 18 (10-3B) Eff 29 Mar

IRKUTSK, RUSSIA
RNAV SID

Apt Elev
1686

QNH on request (QFE)
Trans alt: 5300 (3712)
1. GNSS.
2. RNAV 1.
3. Turn before DER PROHIBITED.
4. EXPECT close-in obstacles.

GOLOS 4C [GOLO4C], IDENI 4C [IDEN4C]
RWY 12 RNAV DEPARTURES



These SIDs require minimum climb gradients of
3.4% up to 2170 (582),
GOLOS 4C: 4.5% up to FL110 due to airspace limitation.
IDENI 4C: 4.5% up to FL70 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.5% V/V (fpm)	342	456	684	911	1139	1367

ALT/HEIGHT CONVERSION

QNH	(QFE)
2170	(582 - 175m)
2580	(992 - 300m)
5300	(3712 - 1100m)

UIII/IKT
IRKUTSK

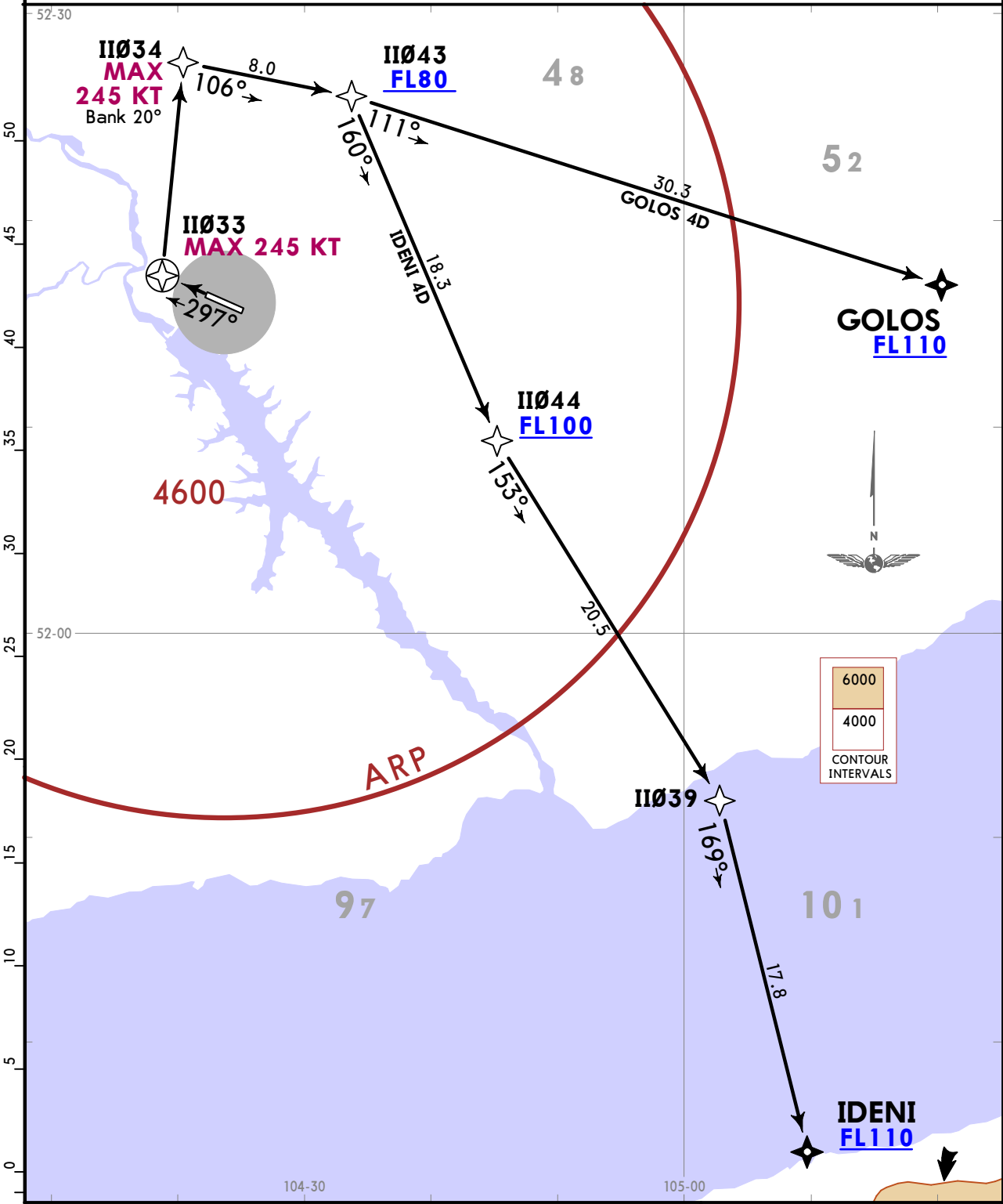
JEPPESSEN
23 MAR 18 (10-3C) Eff 29 Mar

IRKUTSK, RUSSIA
RNAV SID

Apt Elev
1686

QNH on request (QFE)
Trans alt: 5300 (3625)
1. GNSS.
2. RNAV 1.
3. Turn before DER PROHIBITED.

GOLOS 4D [GOLO4D], IDENI 4D [IDEN4D]
RWY 30 RNAV DEPARTURES



These SIDs require a minimum climb gradient of 5.3% up to FL80 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

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

UIII/IKT
IRKUTSK

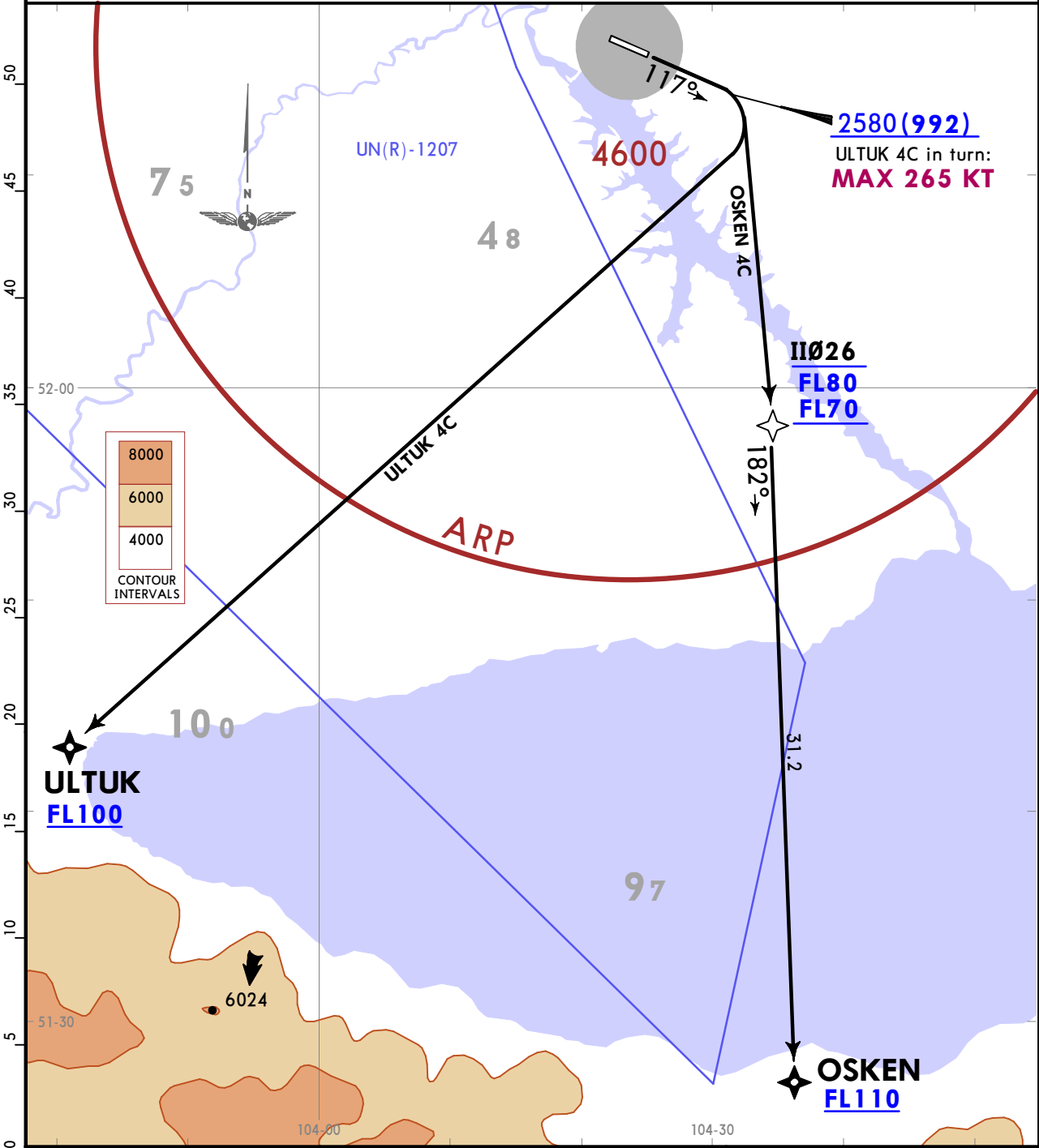
JEPPESSEN
23 MAR 18 10-3D Eff 29 Mar

IRKUTSK, RUSSIA
RNAV SID

Apt Elev
1686

QNH on request (QFE)
Trans alt: 5300 (3712)
1. GNSS.
2. RNAV 1.
3. Turn before DER PROHIBITED.
4. EXPECT close-in obstacles.

OSKEN 4C [OSKE4C], ULTUK 4C [ULTU4C]
BY ATC WHEN UN(R)-1207 ACTIVE
RWY 12 RNAV DEPARTURES



These SIDs require minimum climb gradients
of
3.4% up to 2170 (582),
OSKEN 4C: 4.5% up to FL70 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.5% V/V (fpm)	342	456	684	911	1139	1367

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2170	(582 - 175m)
2580	(992 - 300m)
5300	(3712 - 1100m)

UIII/IKT
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JEPPESSEN
23 MAR 18 (10-3E) Eff 29 Mar

IRKUTSK, RUSSIA
RNAV SID

Apt Elev
1686

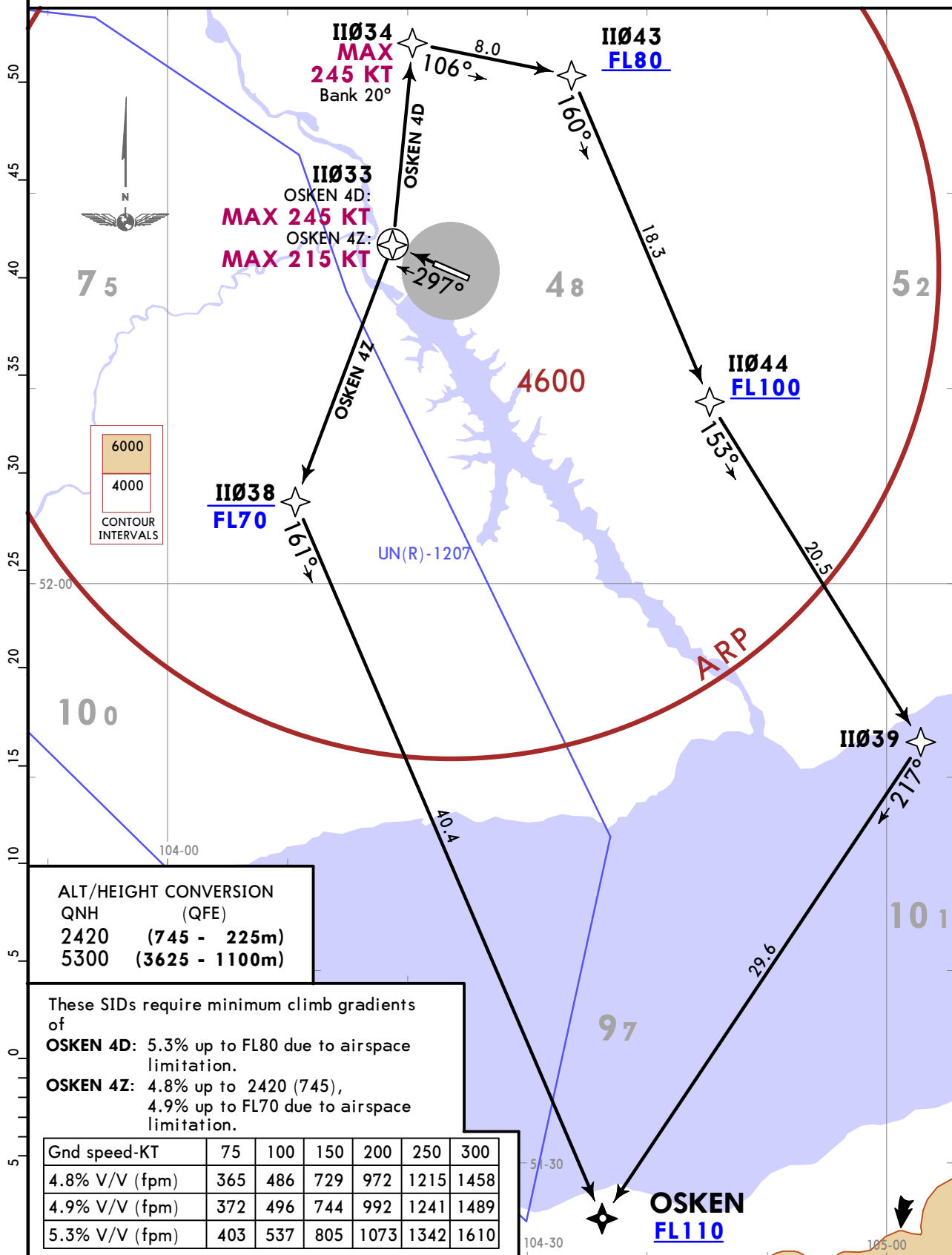
QNH on request (QFE)
Trans alt: 5300 (3625)
1. GNSS.
2. RNAV 1.
3. Turn before DER PROHIBITED.

OSKEN 4D [OSKE4D]

OSKEN 4Z [OSKE4Z]

BY ATC WHEN UN(R)-1207 ACTIVE

RWY 30 RNAV DEPARTURES



CHANGES: New format; SIDs transferred; RNAV SIDs established.

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23 MAR 18 10-3G Eff 29 Mar

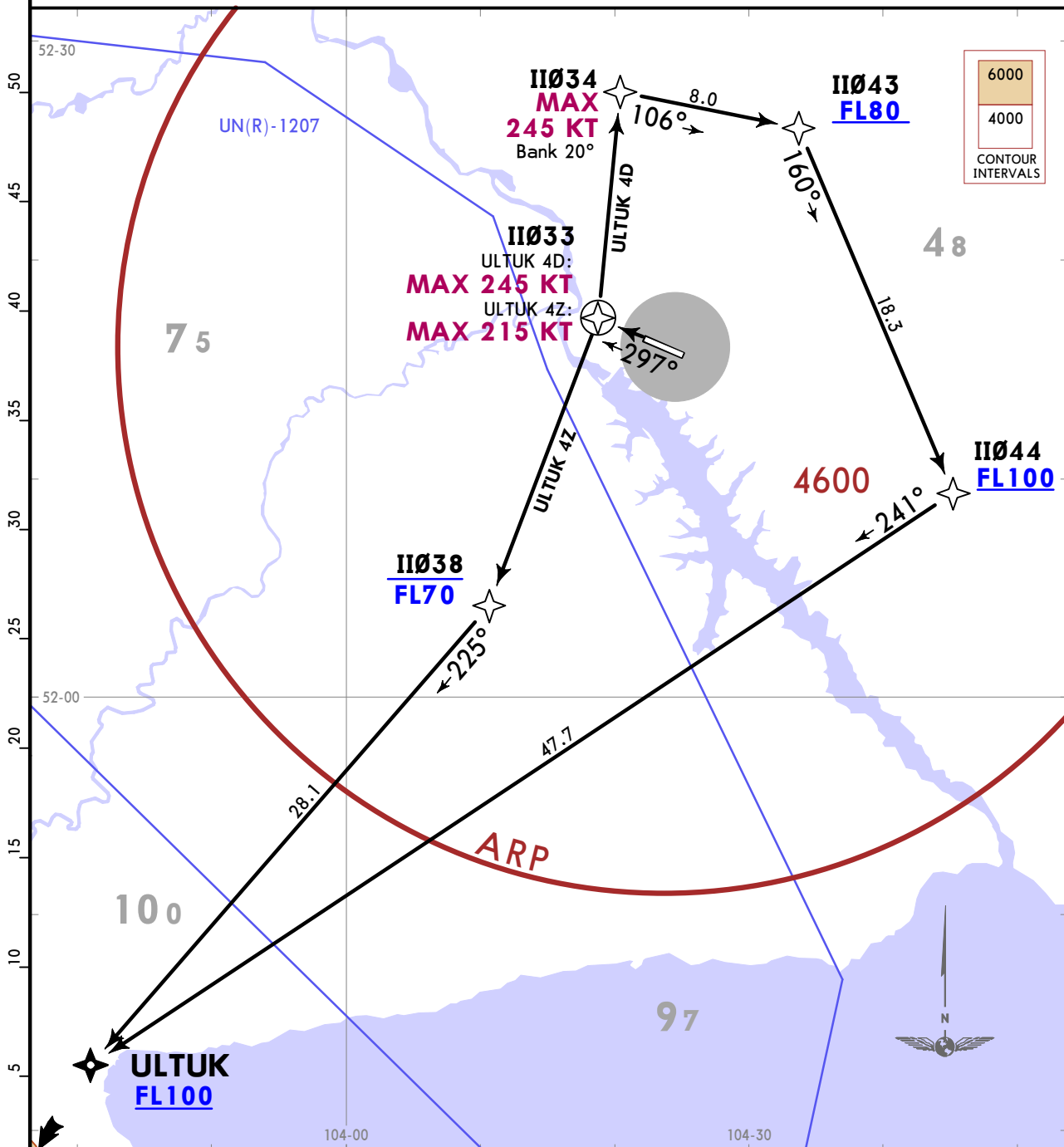
IRKUTSK, RUSSIA
RNAV SID

Apt Elev
1686

QNH on request (QFE)
Trans alt: 5300 (3625)
1. GNSS.
2. RNAV 1.
3. Turn before DER PROHIBITED.

ULTUK 4D [ULTU4D], ULTUK 4Z [ULTU4Z]

BY ATC WHEN UN(R)-1207 ACTIVE
RWY 30 RNAV DEPARTURES



These SIDs require minimum climb gradients of

ULTUK 4D: 5.3% up to FL80 due to airspace limitation.

ULTUK 4Z: 4.8% up to 2420 (745),
4.9% up to FL70 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.3% V/V (fpm)	403	537	805	1073	1342	1610

ALT/HEIGHT CONVERSION

QNH (QFE)

2420 (745 - 225m)

5300 (3625 - 1100m)

UIII/IKT
IRKUTSK

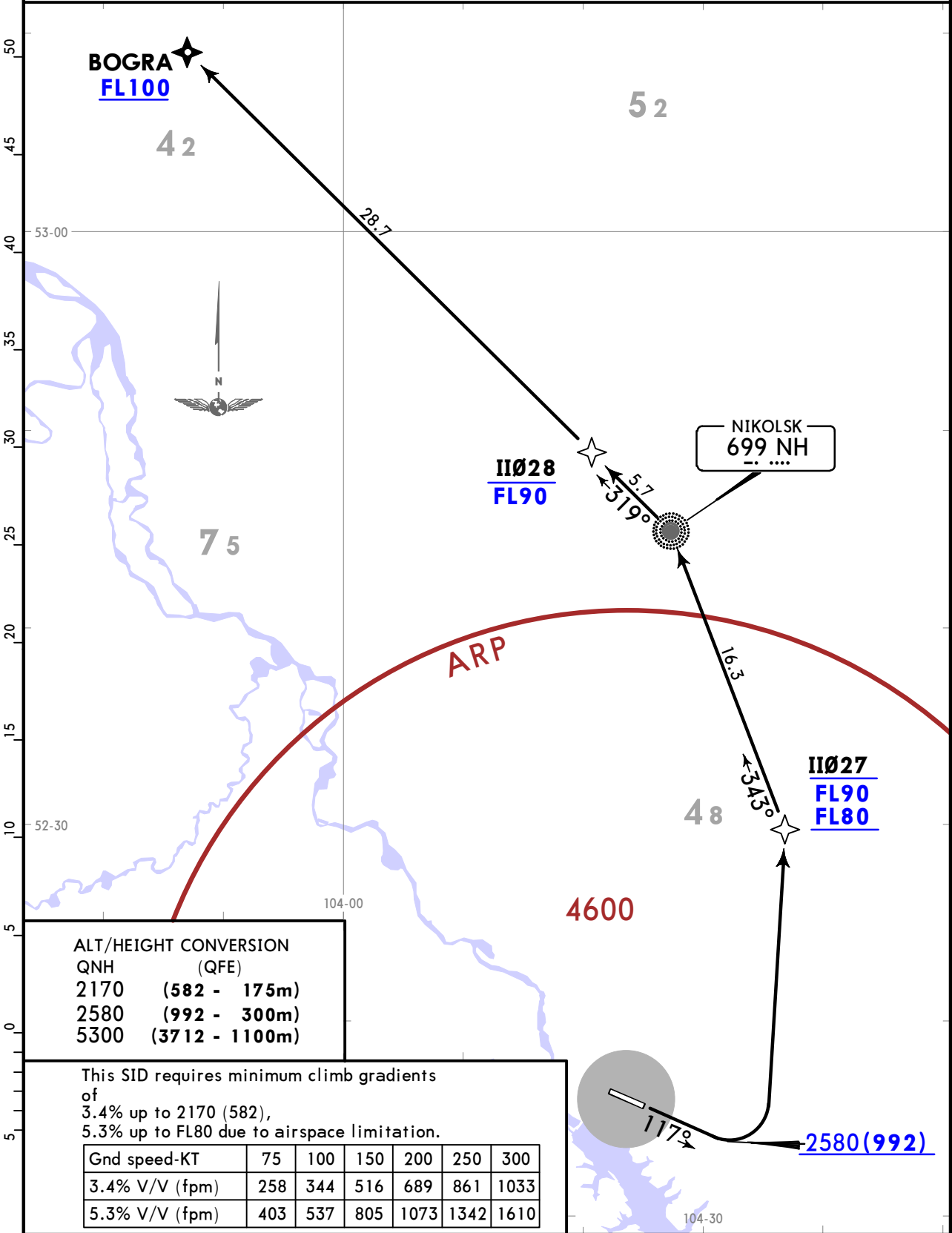
JEPPESSEN
23 MAR 18 (10-3H) Eff 29 Mar

IRKUTSK, RUSSIA
RNAV SID

Apt Elev
1686

QNH on request (QFE)
Trans alt: 5300 (3712)
1. GNSS.
2. RNAV 1.
3. Turn before DER PROHIBITED.
4. EXPECT close-in obstacles.

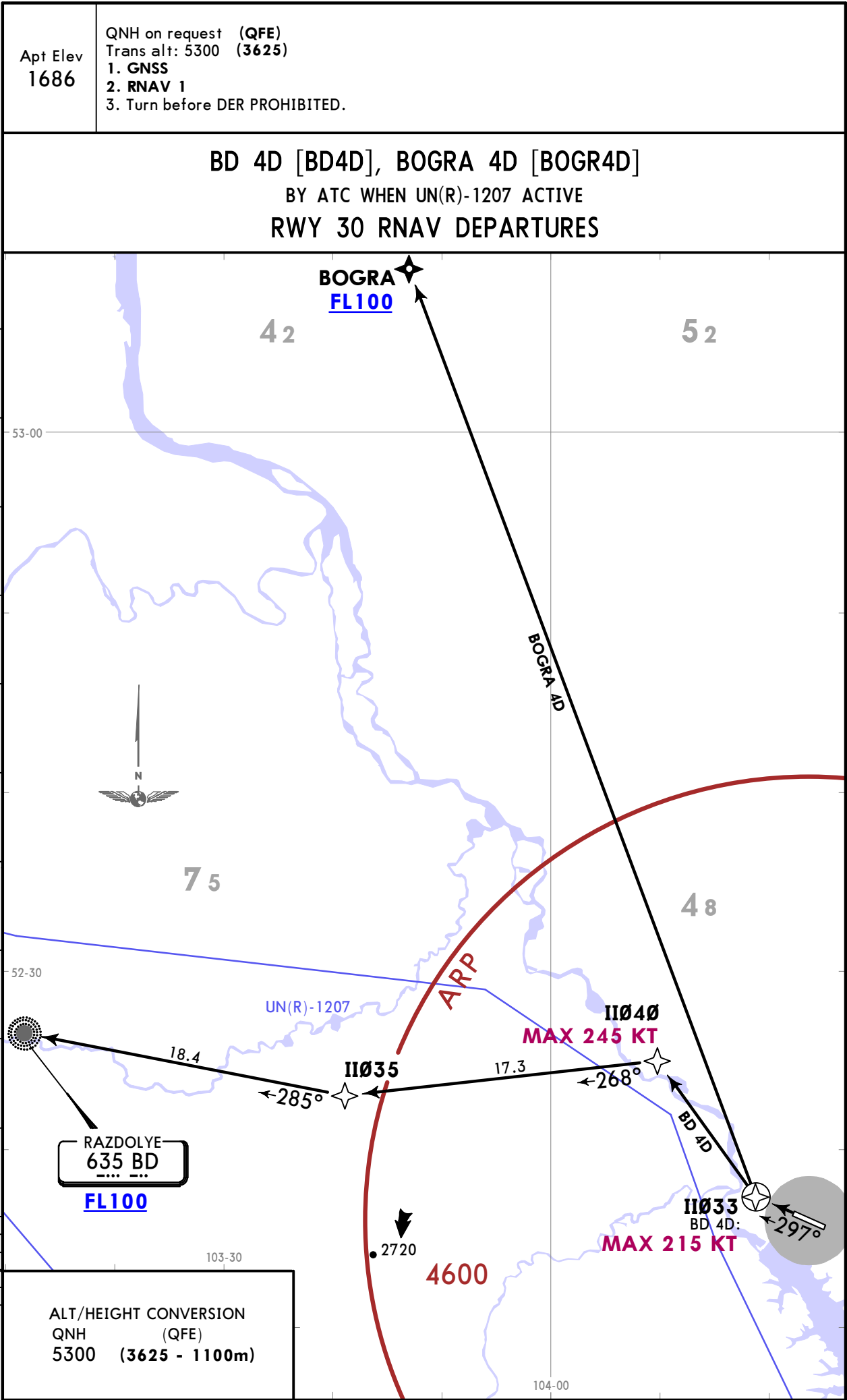
BOGRA 4C [BOGR4C]
RWY 12 RNAV DEPARTURE



UIII/IKT
IRKUTSK

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23 MAR 18 (10-3J) Eff 29 Mar

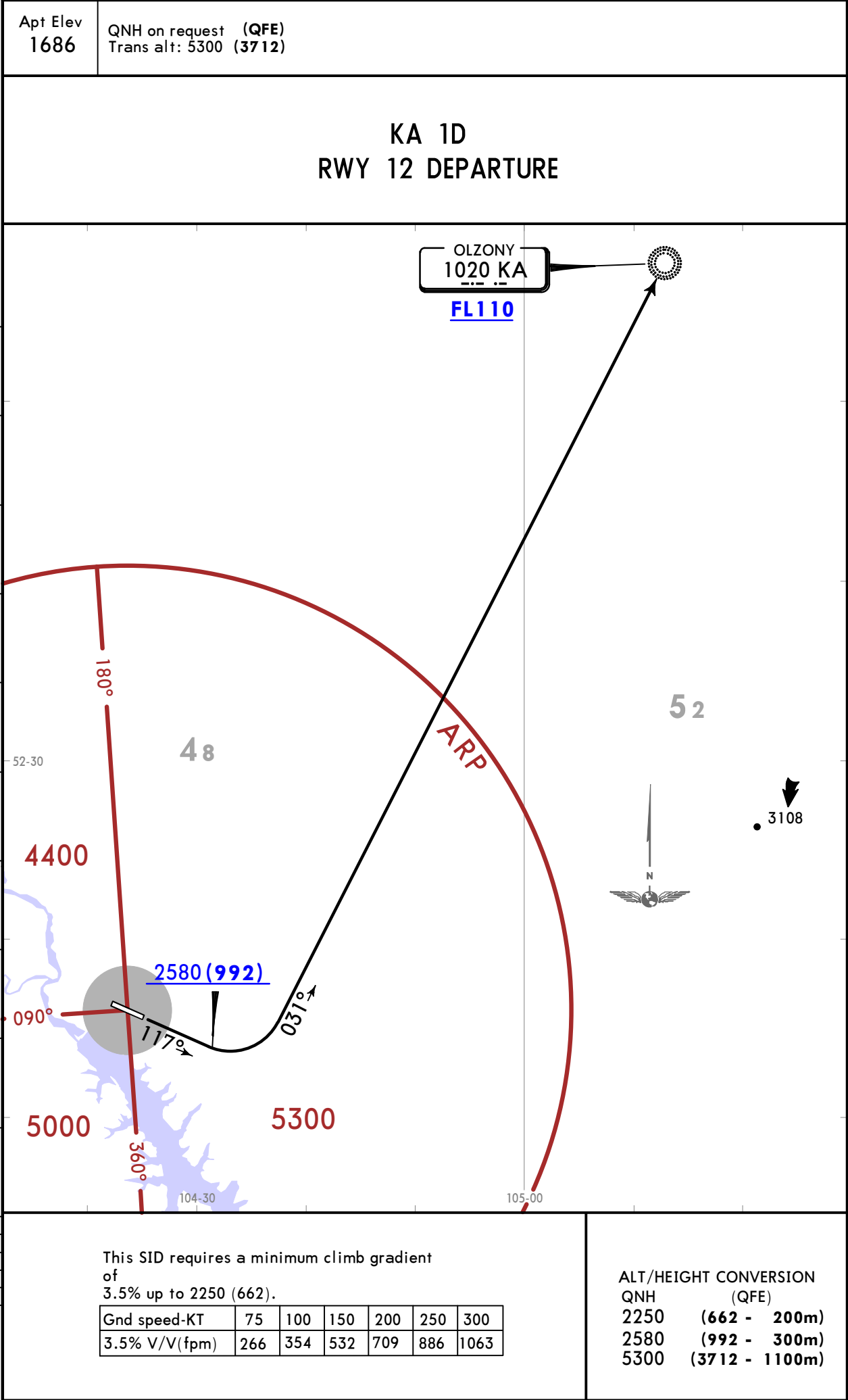
IRKUTSK, RUSSIA
RNAV SID



UIII/IKT
IRKUTSK

JEPPESSEN
23 MAR 18 10-3K Eff 29 Mar

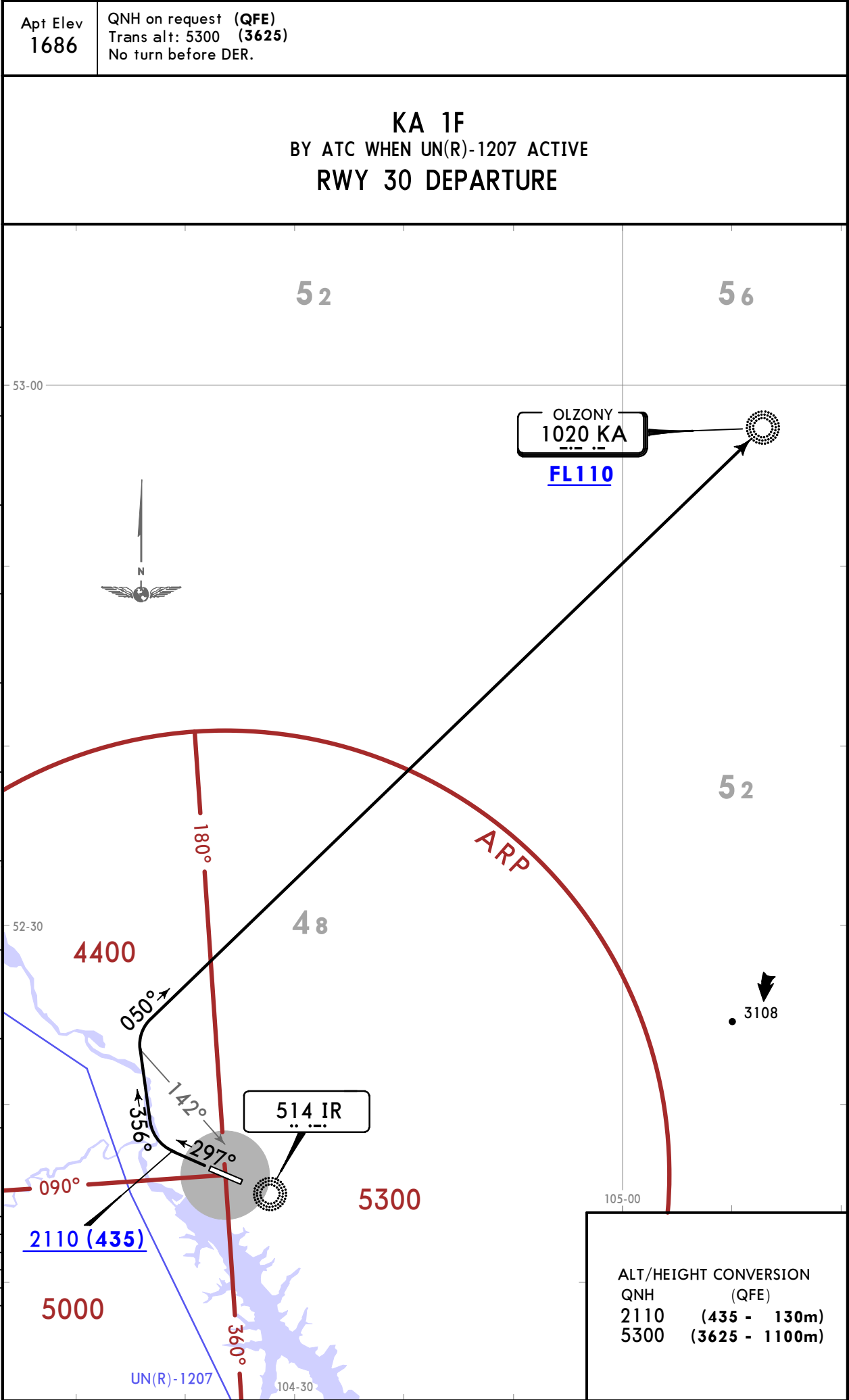
IRKUTSK, RUSSIA
SID



UIII/IKT
IRKUTSK

JEPPESEN
23 MAR 18 10-3L Eff 29 Mar

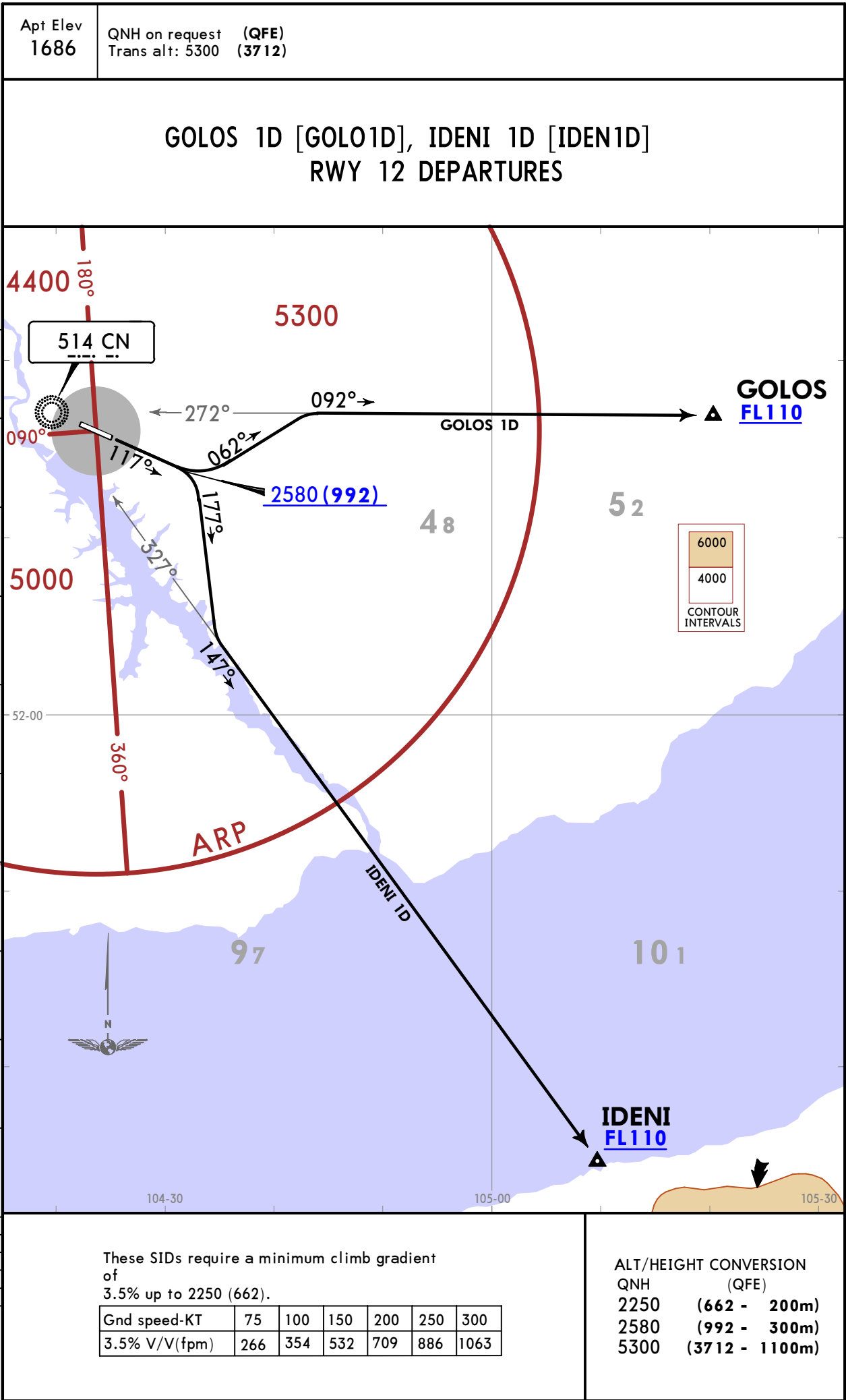
IRKUTSK, RUSSIA
SID



UIII/IKT
IRKUTSK

JEPPESEN
23 MAR 18 (10-3M) Eff 29 Mar

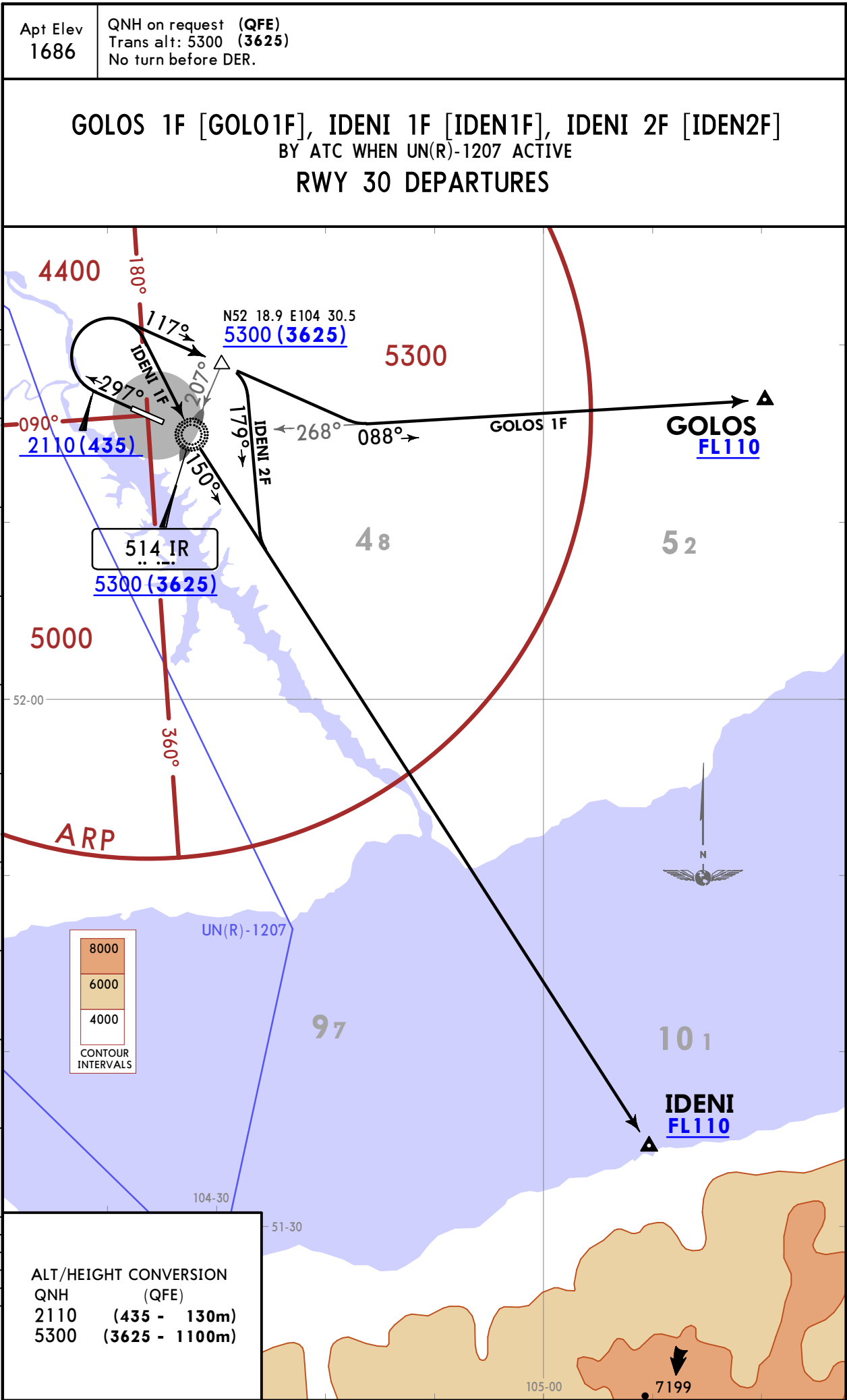
IRKUTSK, RUSSIA
SID



UIII/IKT
IRKUTSK

JEPPESSEN
23 MAR 18 10-3N Eff 29 Mar

IRKUTSK, RUSSIA
SID



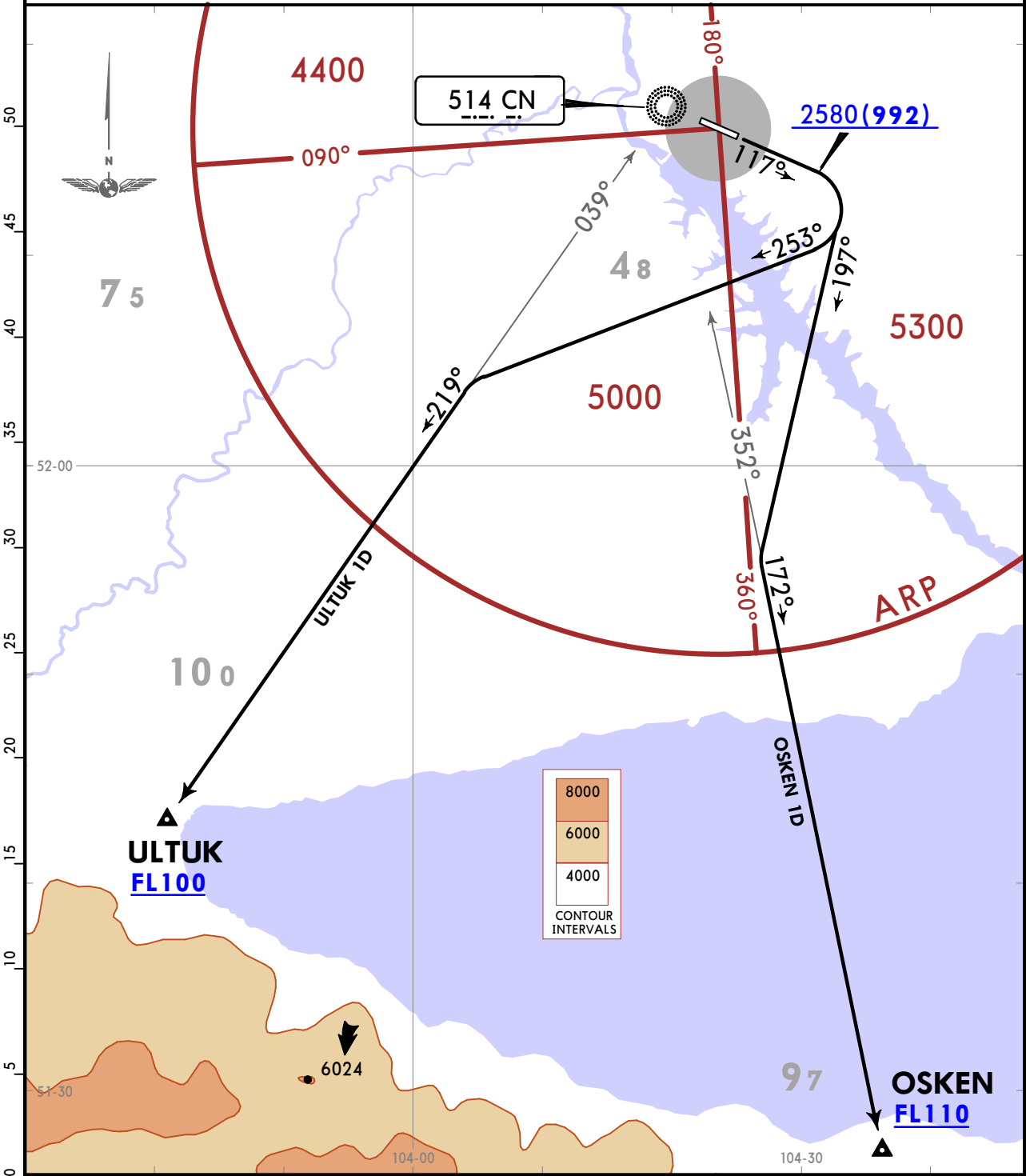
UIII/IKT
IRKUTSK

JEPPESSEN
23 MAR 18 10-3P Eff 29 Mar

IRKUTSK, RUSSIA
SID

Apt Elev
1686
QNH on request (QFE)
Trans alt: 5300 (3712)

OSKEN 1D [OSKE1D], ULTUK 1D [ULTU1D]
RWY 12 DEPARTURES



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

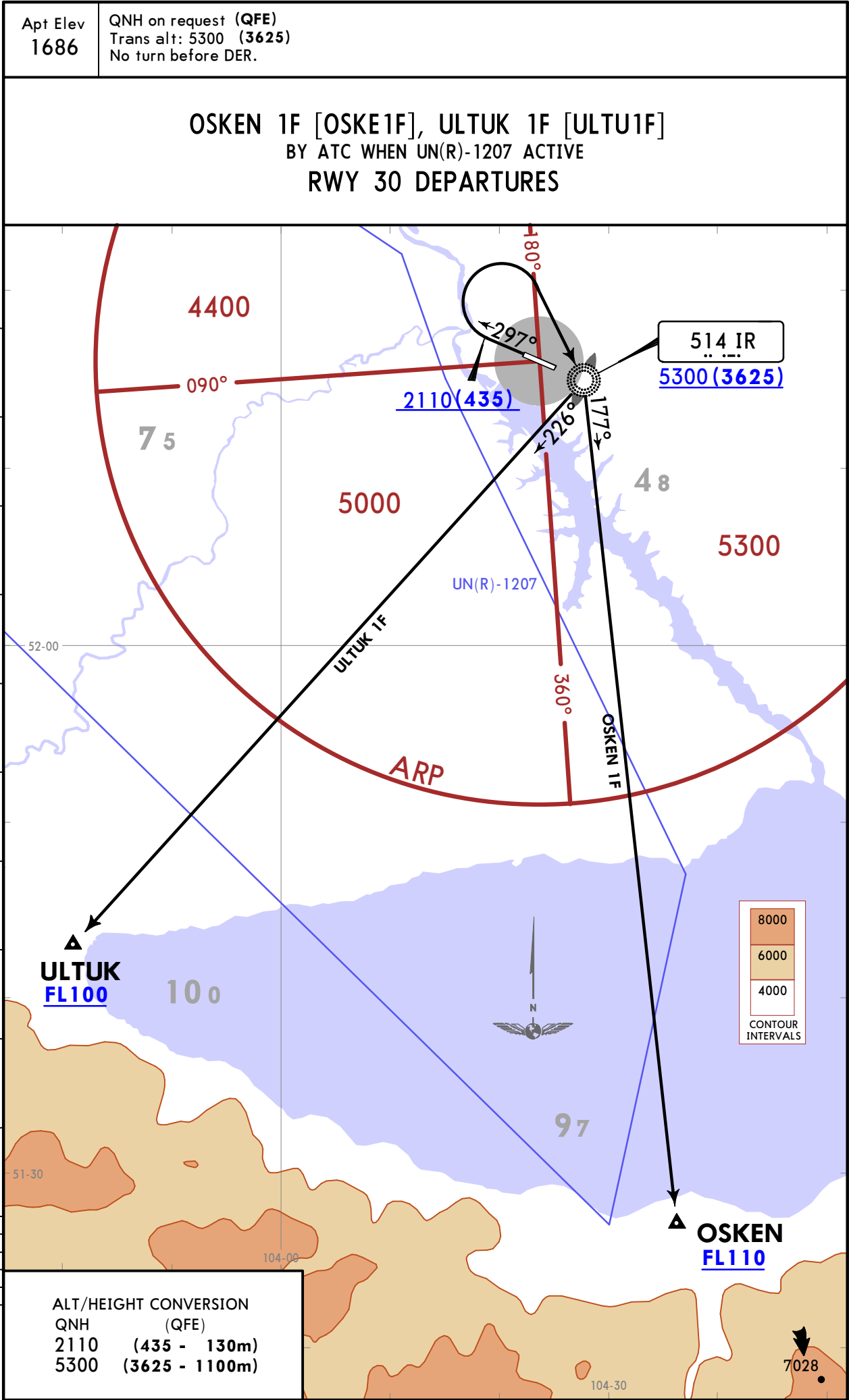
Gnd speed-KT	75	100	150	200	250	300
3.5% V/V(fpm)	266	354	532	709	886	1063

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

UIII/IKT
IRKUTSK

JEPPESSEN
23 MAR 18 10-3Q Eff 29 Mar

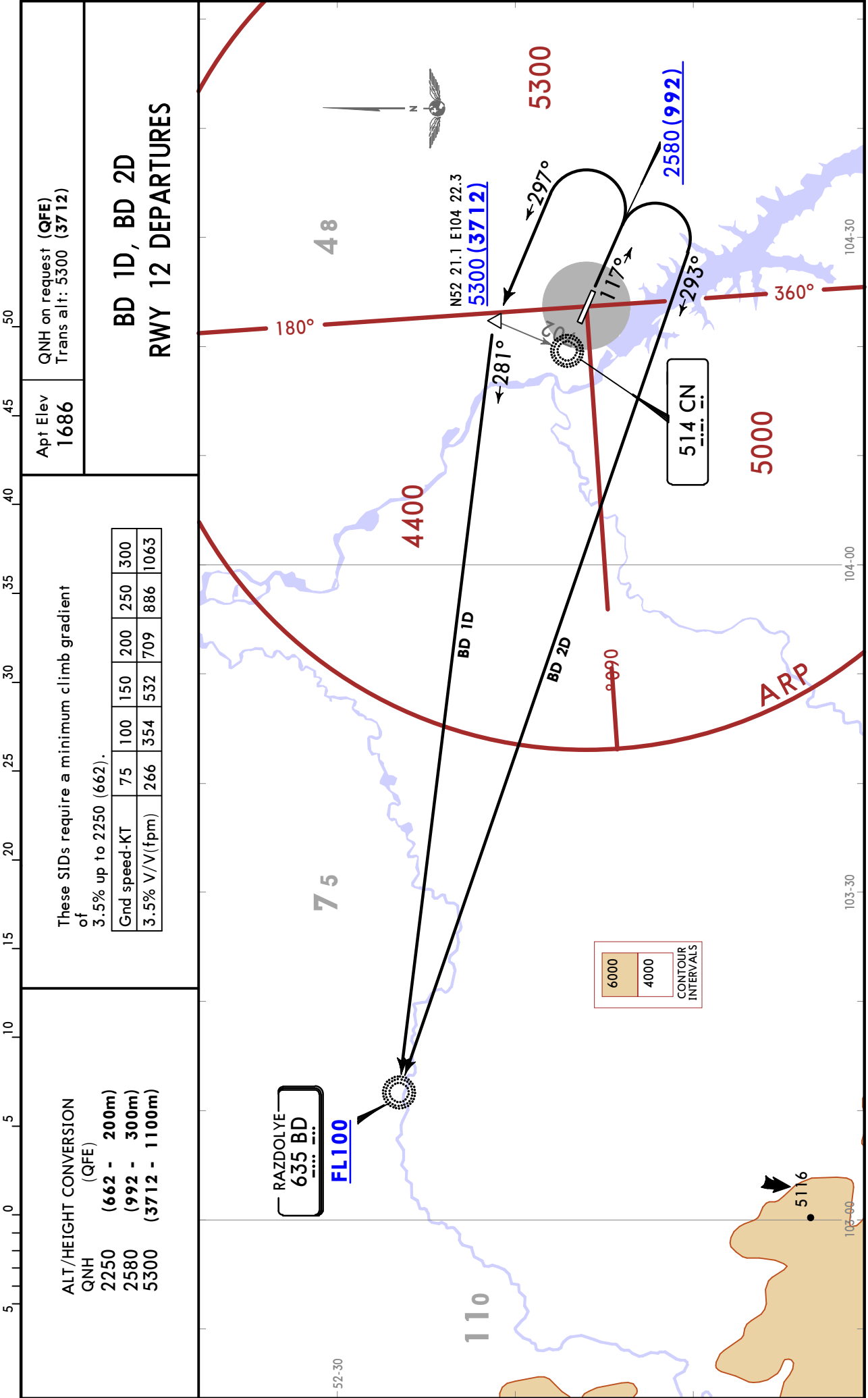
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SID



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23 MAR 18 10-3S Eff 29 Mar

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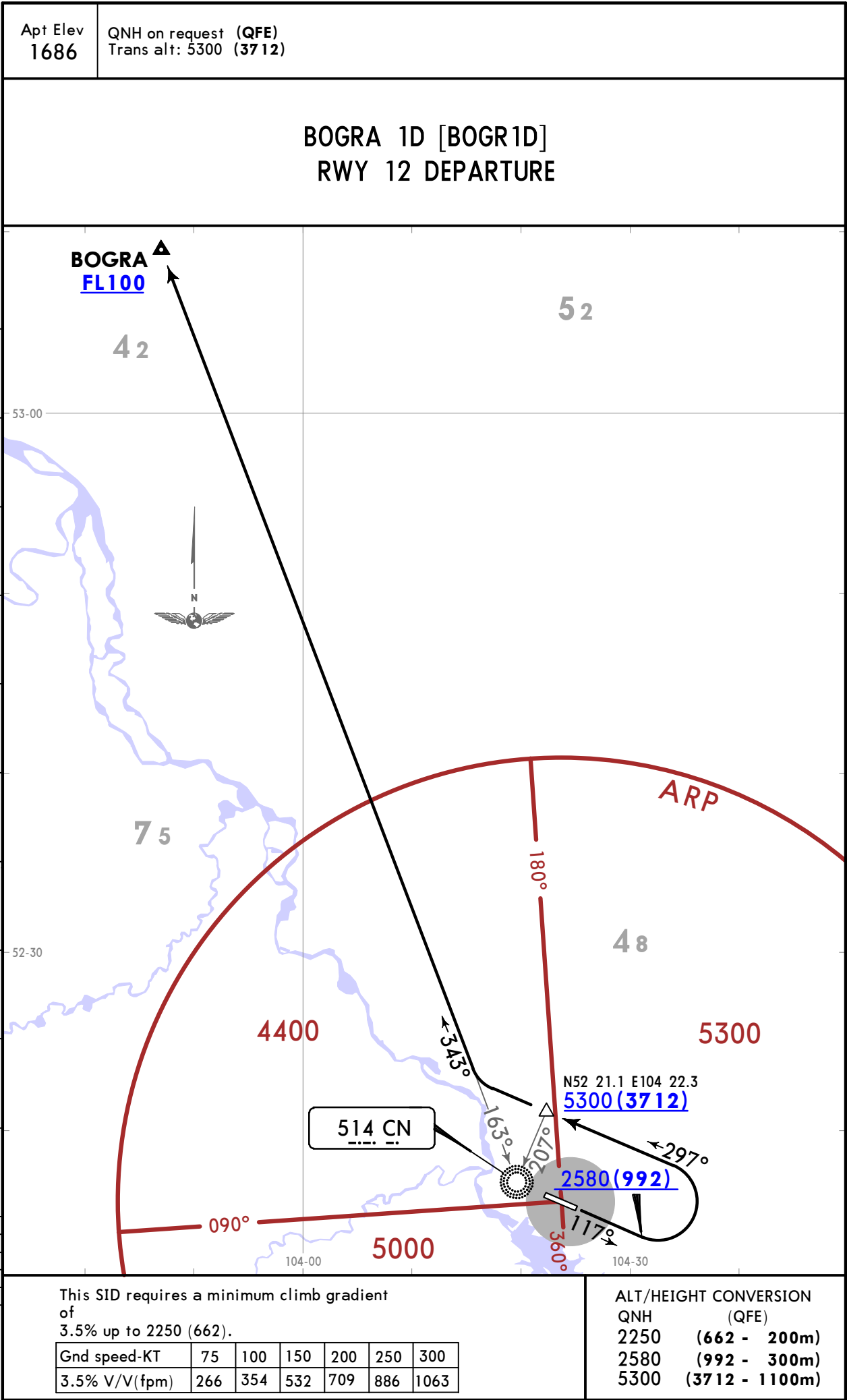


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23 MAR 18 10-3U Eff 29 Mar

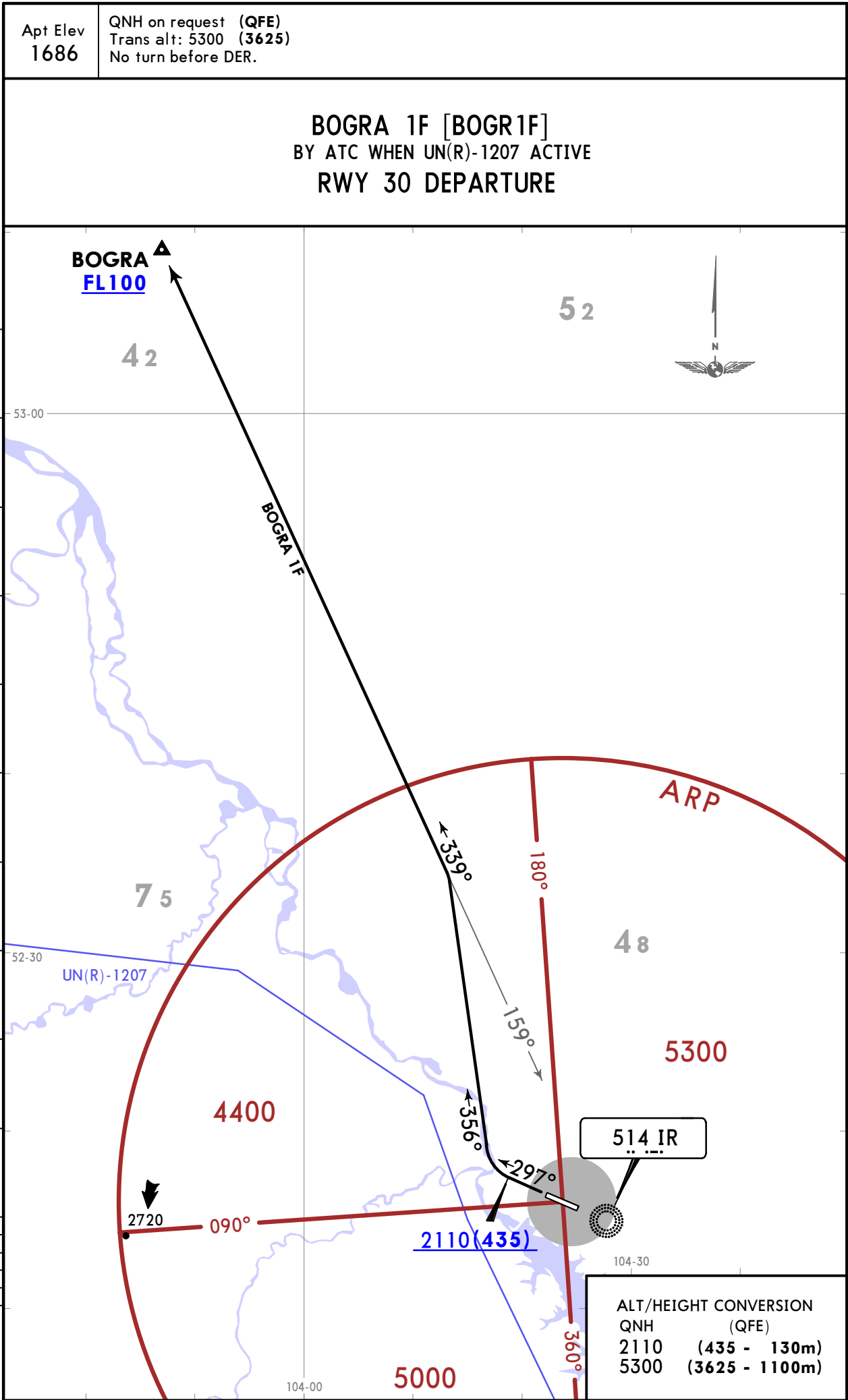
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23 MAR 18 10-3V Eff 29 Mar

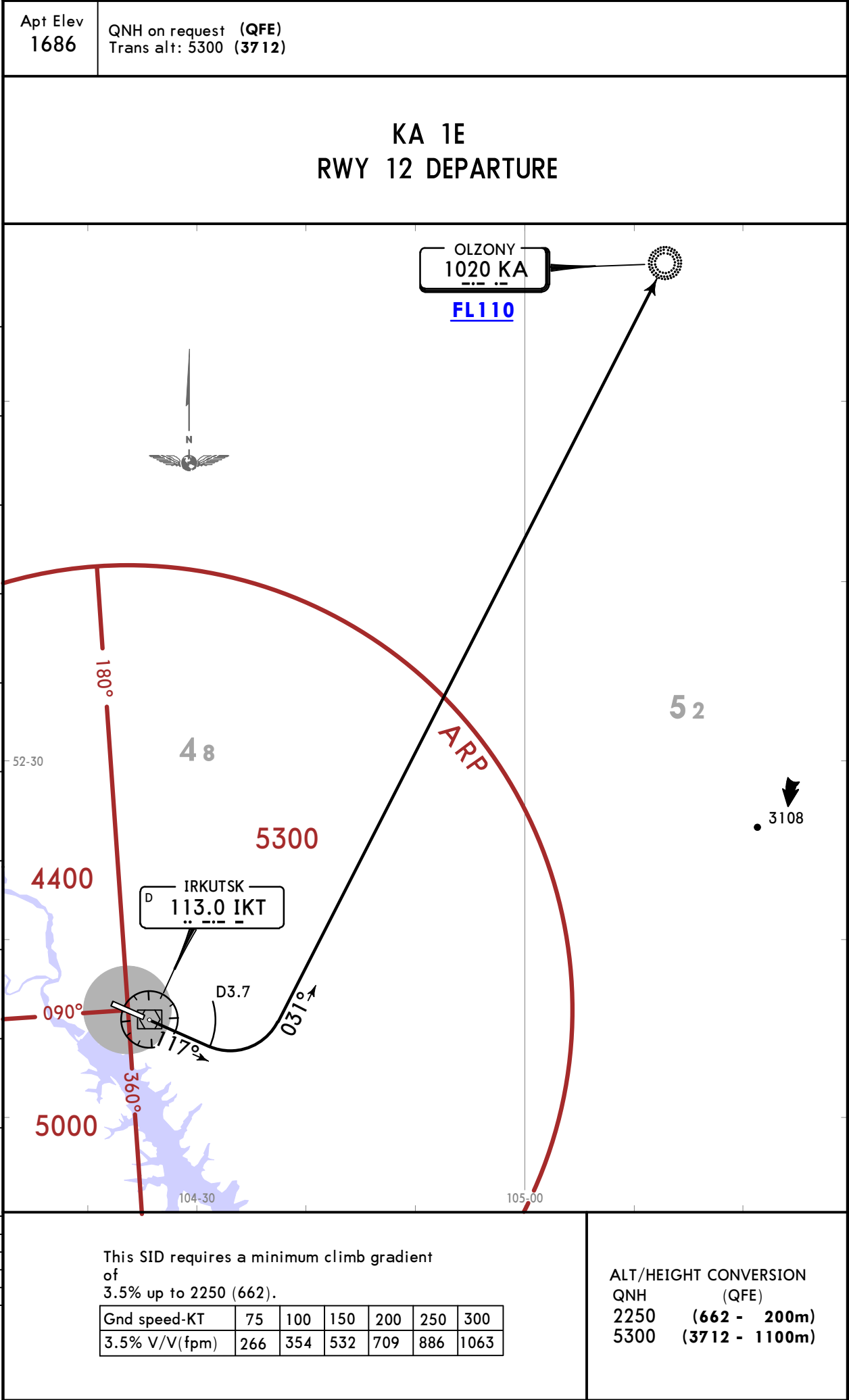
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23 MAR 18 **10-3V1** Eff 29 Mar

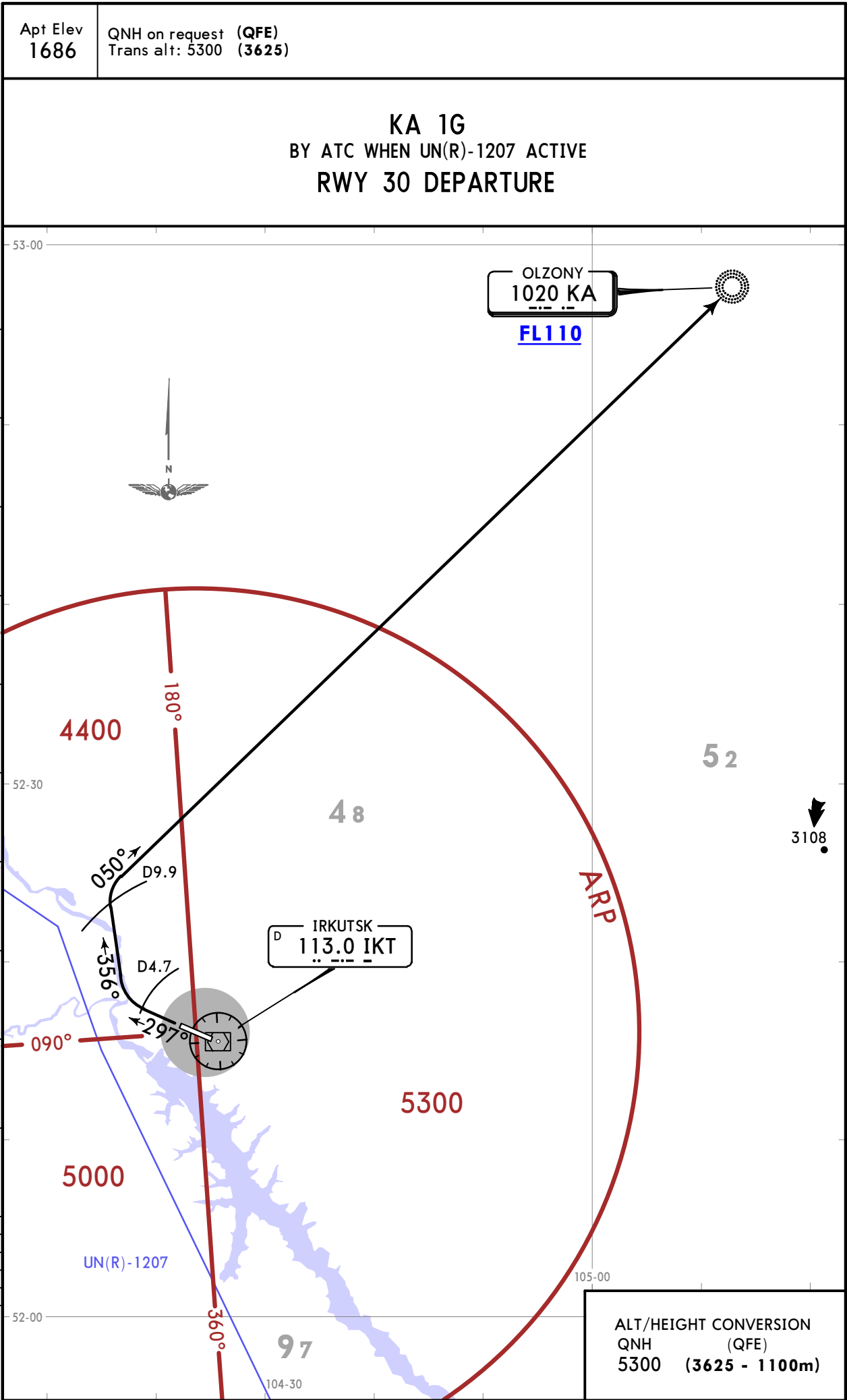
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23 MAR 18 10-3V2 Eff 29 Mar

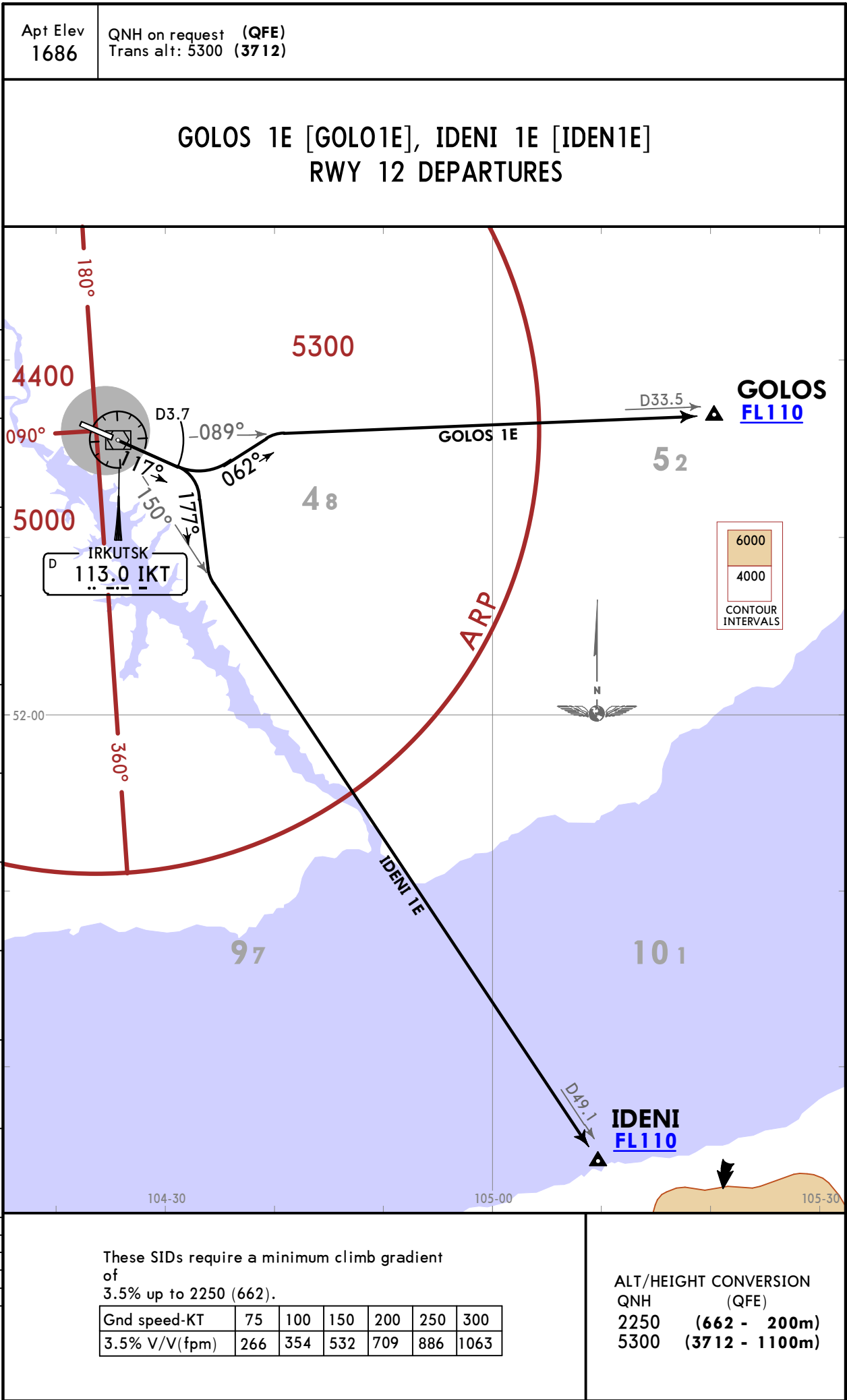
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23 MAR 18 10-3V3 Eff 29 Mar

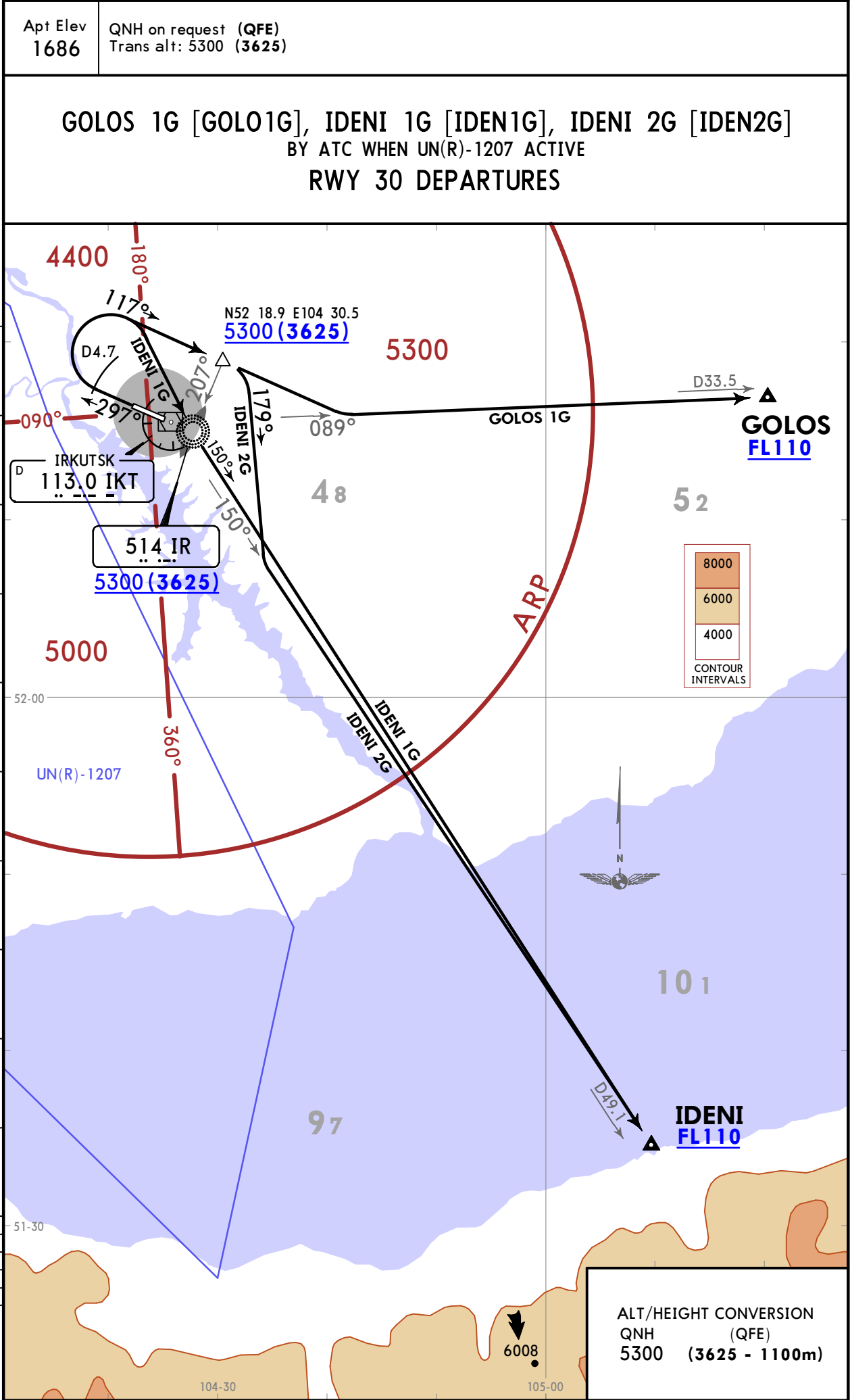
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SID



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23 MAR 18 10-3V4 Eff 29 Mar

IRKUTSK, RUSSIA
SID



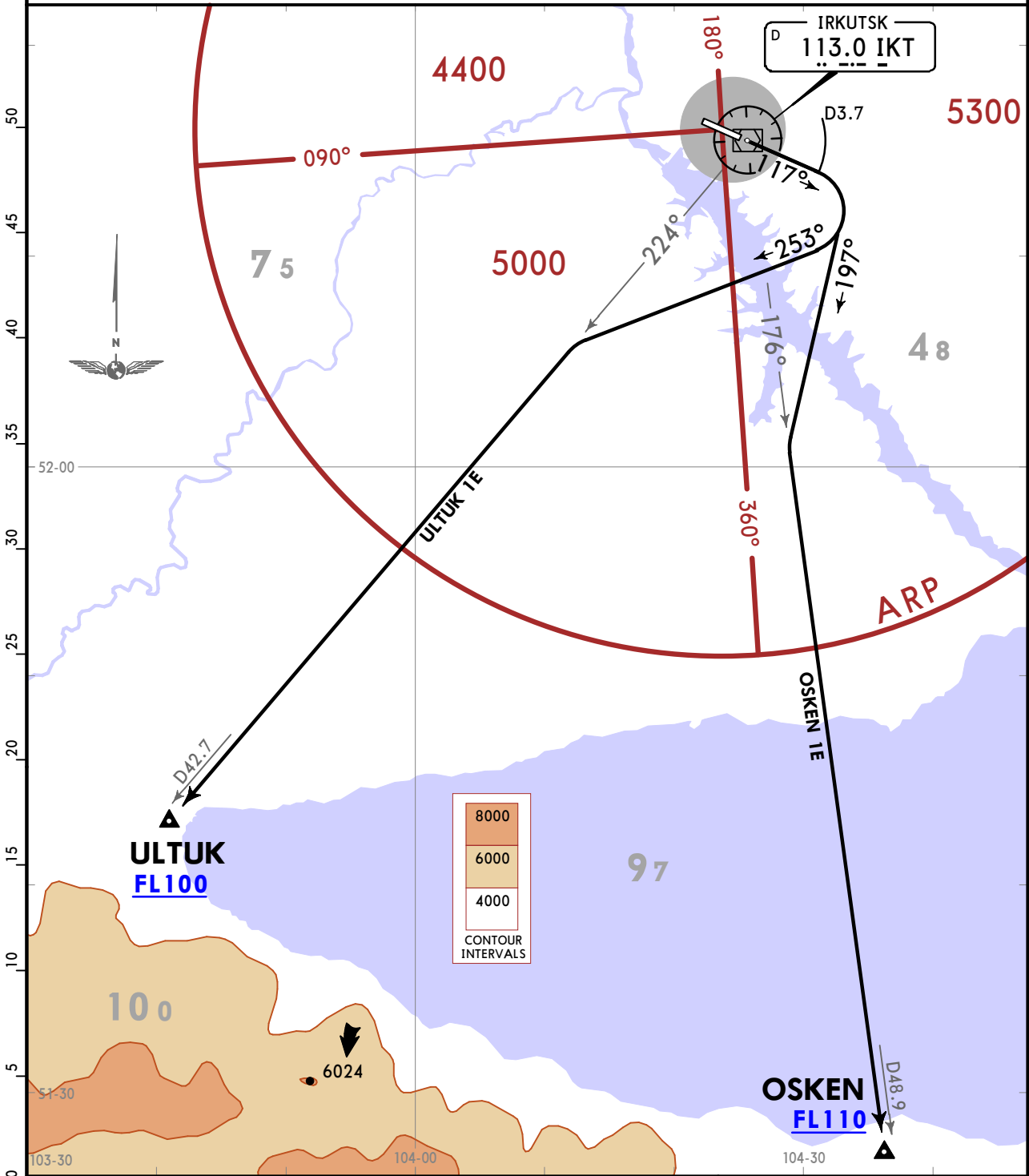
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23 MAR 18 10-3V5 Eff 29 Mar

IRKUTSK, RUSSIA
SID

Apt Elev 1686	QNH on request (QFE) Trans alt: 5300 (3712)
------------------	--

OSKEN 1E [OSKE1E], ULTUK 1E [ULTU1E]
RWY 12 DEPARTURES



These SIDs require a minimum climb gradient of 3.5% up to 2250 (662).							ALT/HEIGHT CONVERSION	
Gnd speed-KT	75	100	150	200	250	300	QNH	(QFE)
3.5% V/V(fpm)	266	354	532	709	886	1063	2250	(662 - 200m)
							5300	(3712 - 1100m)

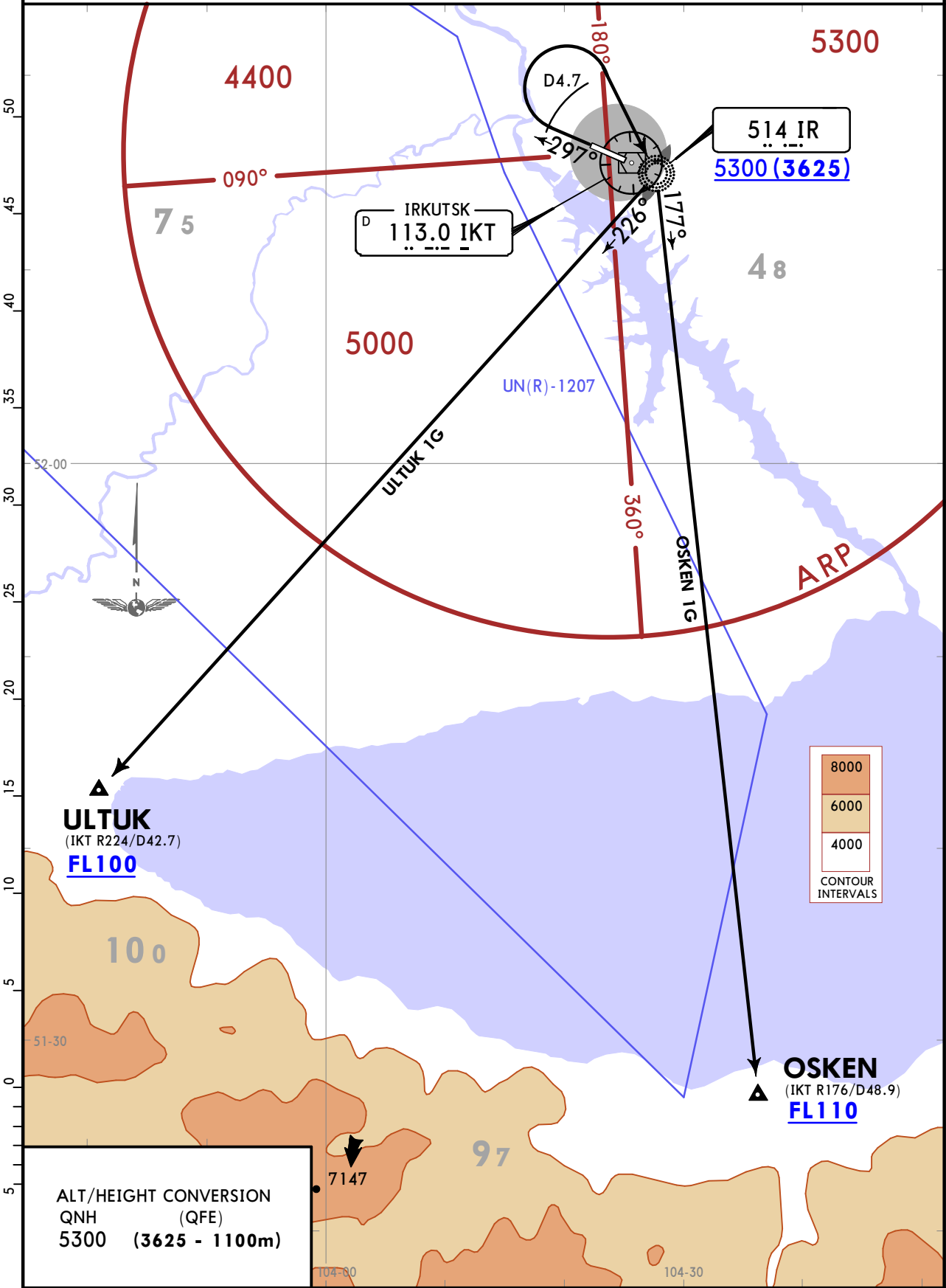
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JEPPESSEN
23 MAR 18 10-3V6 Eff 29 Mar

IRKUTSK, RUSSIA
SID

Apt Elev
1686
QNH on request (QFE)
Trans alt: 5300 (3625)

OSKEN 1G [OSKE1G], ULTUK 1G [ULTU1G]
BY ATC WHEN UN(R)-1207 ACTIVE
RWY 30 DEPARTURES



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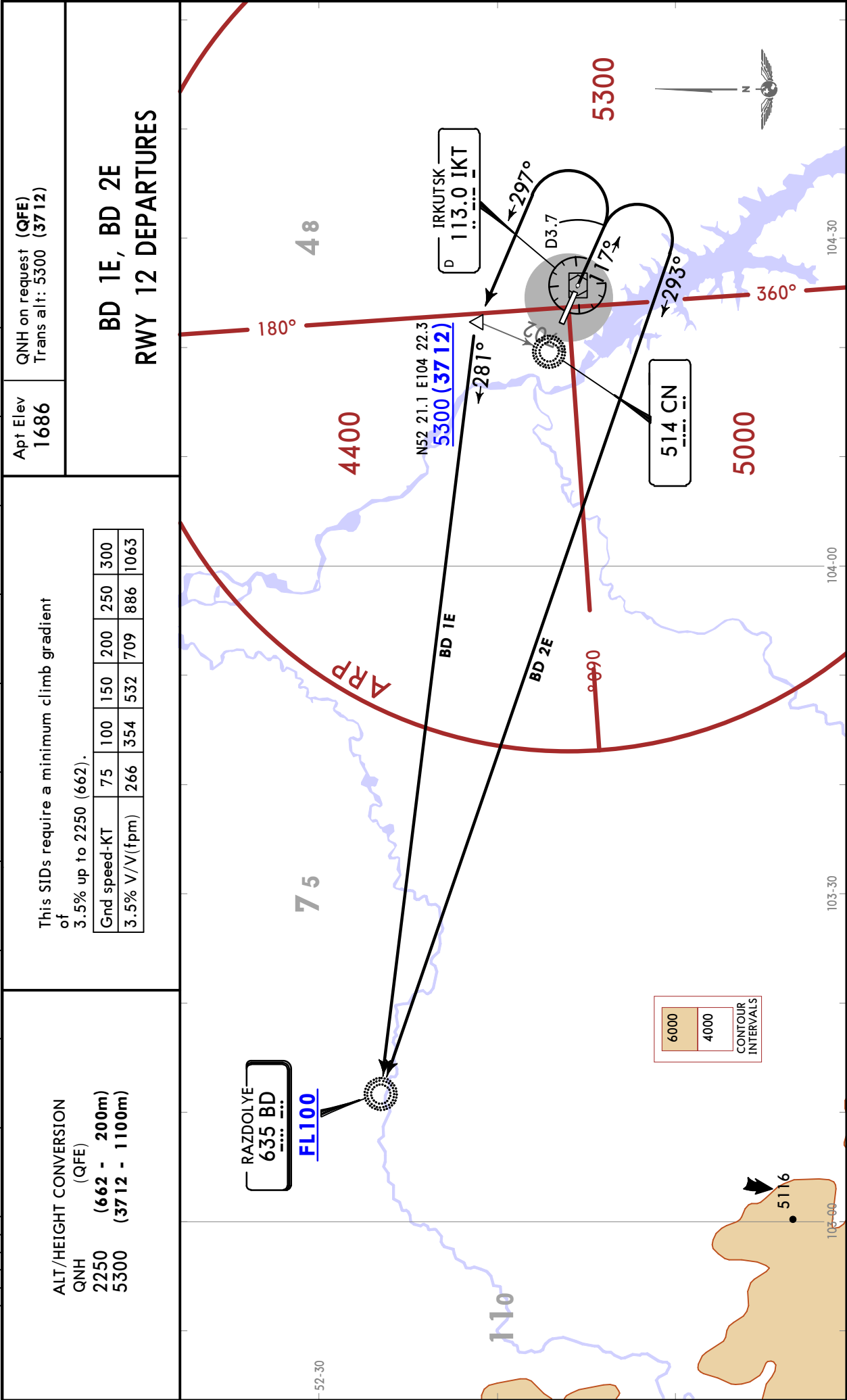
IRKUTSK, RUSSIA

23 MAR 18

10-3W

Eff 29 Mar

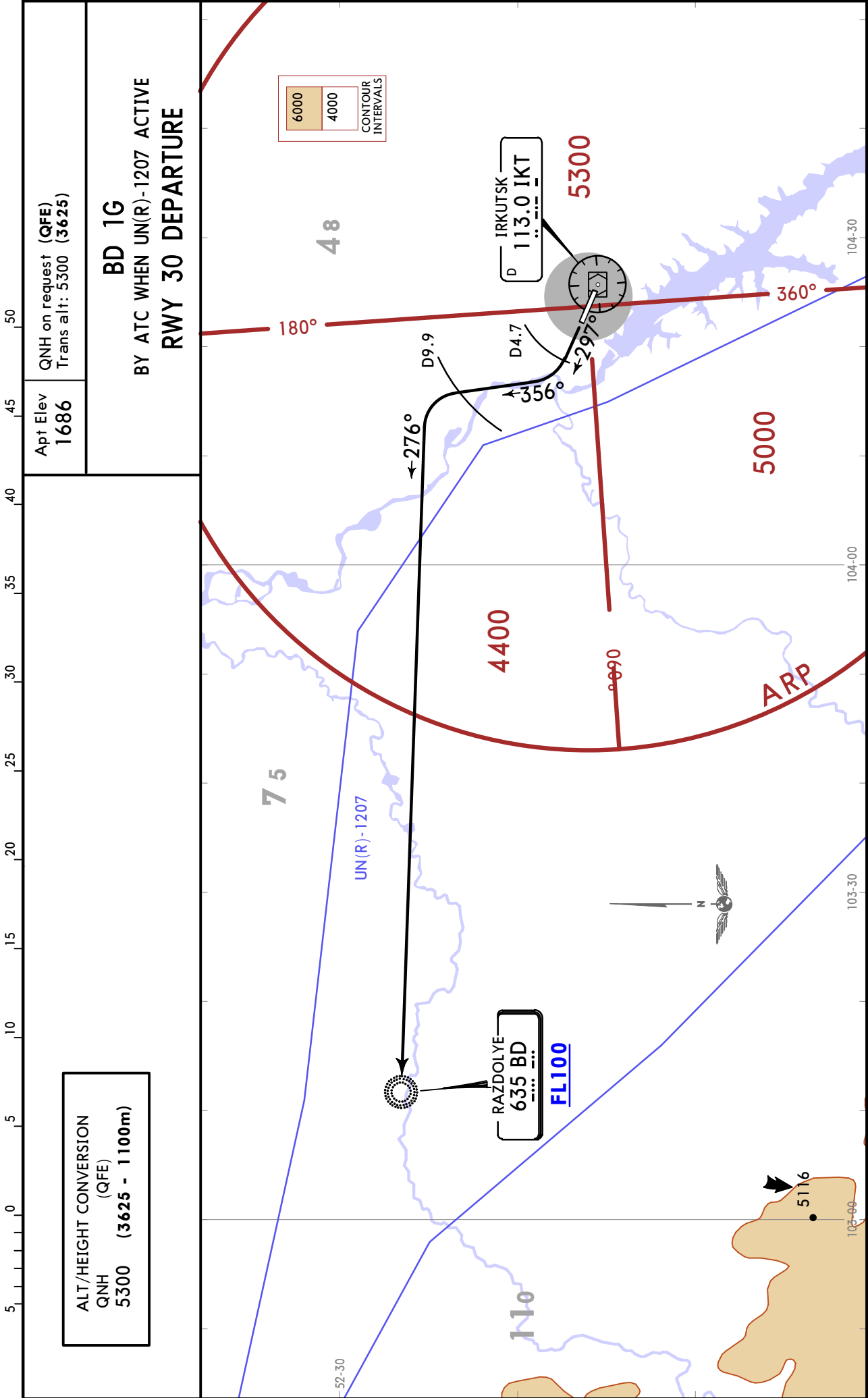
SID



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23 MAR 18 10-3X Eff 29 Mar

IRKUTSK, RUSSIA
SID



104-30

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UIII/IKT
IRKUTSK
 **JEPPesen**
 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 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

UIII/IKT
IRKUTSK

 **JEPPESEN**
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.

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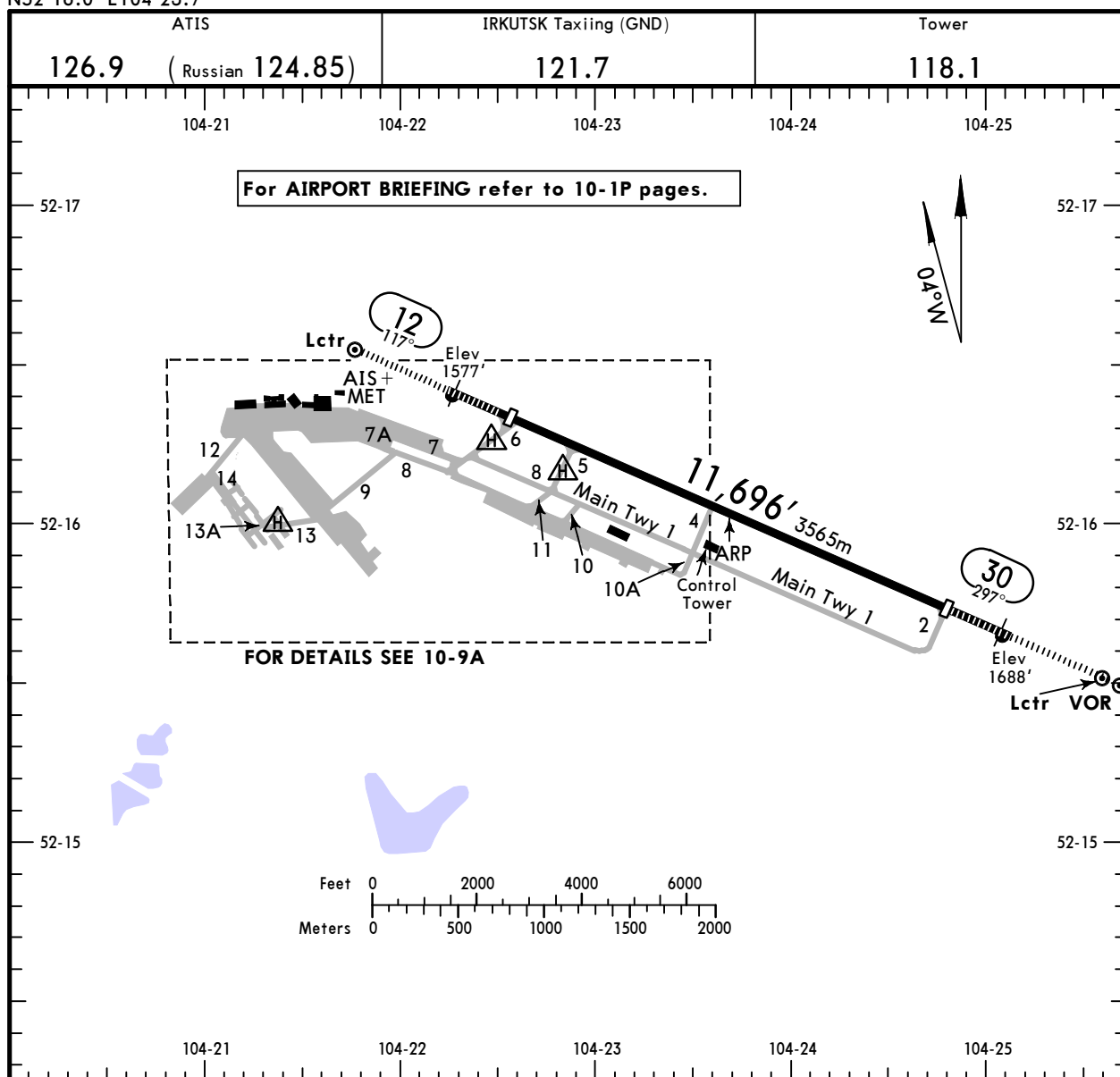
Apt Elev **1686'**
N52 16.0 E104 23.7

JEPPesen

11 MAY 18 **(10-9)** Eff 24 May

IRKUTSK, RUSSIA

IRKUTSK



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12			9716' 2961m	①	148' 45m
30	HIRL (60m) HIALS PAPI-L (3.33°)	10,384' 3165m	9351' 2850m		

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 Rws

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A
B
C
D

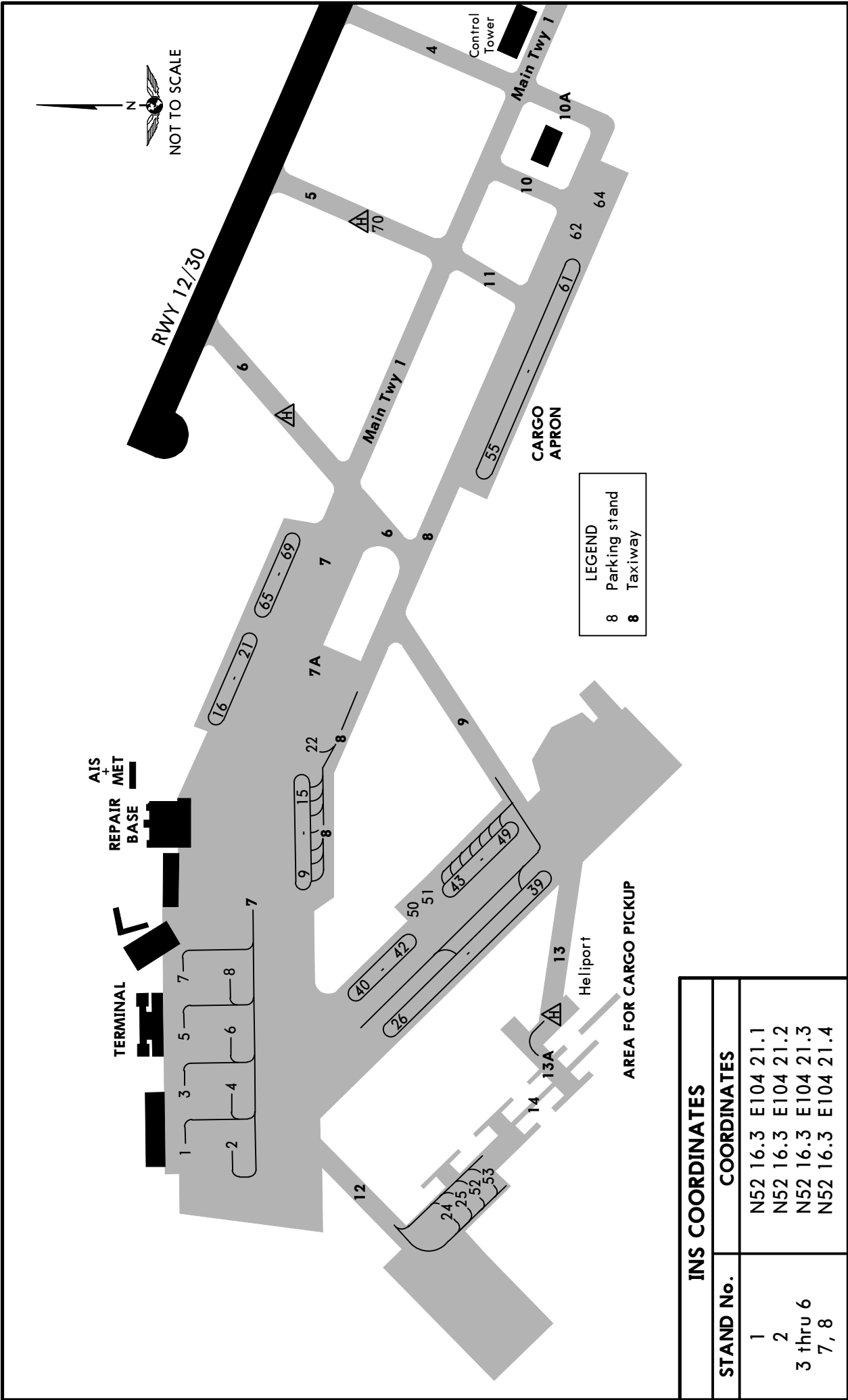
250m

400m

300m

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IRKUTSK, RUSSIA
IRKUTSK



UIII/IKT

JEPPESSEN

16 MAR 18

10-9S

Eff 29 Mar

Standard

IRKUTSK, RUSSIA
IRKUTSK

STRAIGHT-IN RWY	A	B	C	D
12 ILS FULL ALS out	1788'(200') ① R550m R1200m	1788'(200') ① R550m R1200m	1788'(200') ① R550m R1200m	1788'(200') ① R550m R1200m
ILS Z FULL ALS out	1828'(240') ① R550m R1200m	1838'(250') ① R550m R1300m	1851'(263') ① R600m R1300m	1861'(273') ① R600m R1300m
GLS FULL ALS out	1828'(240') ① R550m R1200m	1838'(250') ① R550m R1300m	1851'(263') ① R600m R1300m	1861'(273') ① R600m R1300m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV (GNSS) LNAV/VNAV ALS out	1917'(329') R800m R1500m	1917'(329') R800m R1500m	1917'(329') R800m R1500m	1917'(329') R800m R1500m
② RNAV (GNSS) LNAV ALS out	2010'(422') R1300m R1500m	2010'(422') R1300m R1500m	2010'(422') R1300m R2000m	2010'(422') R1300m R2000m
② VOR with D4.7 ALS out	2070'(482') R1500m R1500m	2070'(482') R1500m R1500m	2070'(482') R1500m R2300m	2070'(482') R1500m R2300m
② VOR w/o D4.7 ALS out	2190'(602') R1500m R1500m	2190'(602') R1500m R1500m	2190'(602') R2100m R2400m	2190'(602') R2100m R2400m
② 2 NDB with FAF ALS out	2000'(412') R1200m R1500m	2000'(412') R1200m R1500m	2000'(412') R1200m R1900m	2000'(412') R1200m R1900m
2 NDB w/o FAF ALS out	2420'(832') R3300m R4000m	2420'(832') R3300m R4000m	2420'(832') R3500m R4200m	2420'(832') R3500m R4200m
② NDB with FAF ALS out	2000'(412') R1200m R1500m	2000'(412') R1200m R1500m	2000'(412') R1200m R1900m	2000'(412') R1200m R1900m
② NDB w/o FAF ALS out	2220'(632') R2200m R2900m	2220'(632') R2200m R2900m	2220'(632') R2200m R2900m	2220'(632') R2200m R2900m

① W/o HUD/AP/FD: RVR 750m.

② Continuous Descent Final Approach.

UIII/IKT
 **JEPPesen**

16 MAR 18

(10-9S)
Eff 29 Mar
Standard
IRKUTSK, RUSSIA
IRKUTSK

STRAIGHT-IN RWY	A	B	C	D
30				
ILS	1875' (200')	1875' (200')	1875' (200')	1875' (200') ①
FULL	② R550m	② R550m	② R550m	② R550m
ALS out	R1200m	R1200m	R1200m	R1200m
ILS Y	1935' (260')	1945' (270')	1958' (283')	1967' (292')
FULL	② R600m	② R600m	② R650m	② R650m
ALS out	R1300m	R1300m	R1400m	R1400m
GLS	1935' (260')	1945' (270')	1958' (283')	1967' (292')
FULL	② R600m	② R600m	② R650m	② R650m
ALS out	R1300m	R1300m	R1400m	R1400m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
RNAV (GNSS)	2036' (361')	2036' (361')	2036' (361')	2036' (361')
LNAV/VNAV	R1000m	R1000m	R1000m	R1000m
ALS out	R1500m	R1500m	R1700m	R1700m
③ RNAV (GNSS)	2120' (445')	2120' (445')	2120' (445')	2120' (445')
LNAV	R1400m	R1400m	R1400m	R1400m
ALS out	R1500m	R1500m	R2100m	R2100m
④ VOR	2110' (435')	2110' (435')	2110' (435')	2110' (435')
with D1.3	R1300m	R1300m	R1300m	R1300m
ALS out	R1500m	R1500m	R2000m	R2000m
⑤ VOR	2330' (655')	2330' (655')	2330' (655')	2330' (655')
w/o D1.3	R1500m	R1500m	R2300m	R2300m
ALS out	R1500m	R1500m	R2400m	R2400m
⑥ 2 NDB	2110' (435')	2110' (435')	2110' (435')	2110' (435')
with FAF	R1300m	R1300m	R1300m	R1300m
ALS out	R1500m	R1500m	R2000m	R2000m
2 NDB	3040' (1365')	3040' (1365')	3040' (1365')	3040' (1365')
w/o FAF	R5000m	R5000m	R5000m	R5000m
⑦ NDB	2110' (435')	2110' (435')	2110' (435')	2110' (435')
with FAF	R1300m	R1300m	R1300m	R1300m
ALS out	R1500m	R1500m	R2000m	R2000m
NDB	2840' (1165')	2840' (1165')	2840' (1165')	2840' (1165')
w/o FAF	R4800m	R4800m	R5000m	R5000m
ALS out	R5000m	R5000m	R5000m	R5000m

① Widebodied acft: DA(H) 1885' (210').

② W/o HUD/AP/FD: RVR 750m.

③ Continuous Descent Final Approach.

CIRCLE-TO-LAND ④	100 KT	135 KT	180 KT	205 KT
	2170' (484')	2330' (644')	2530' (844')	2810' (1124')
	V1500m	V1600m	V2400m	V3600m

④ After ILS Z Rwy 12, ILS Y Rwy 30, GLS & RNAV Rwys 12/30 only.

TAKE-OFF

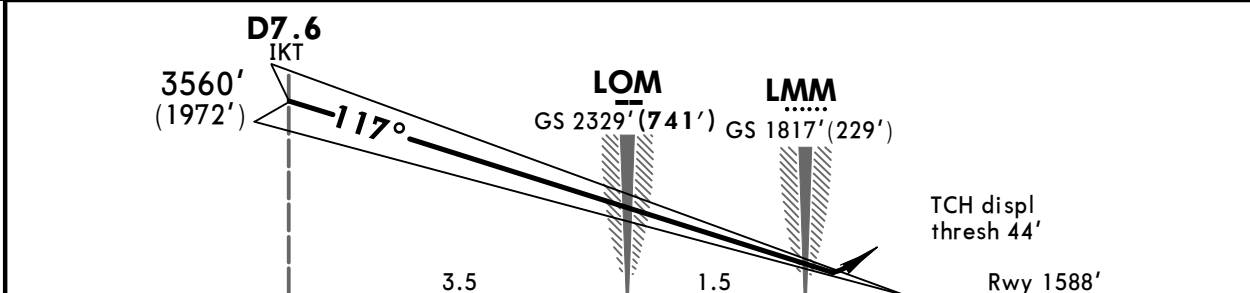
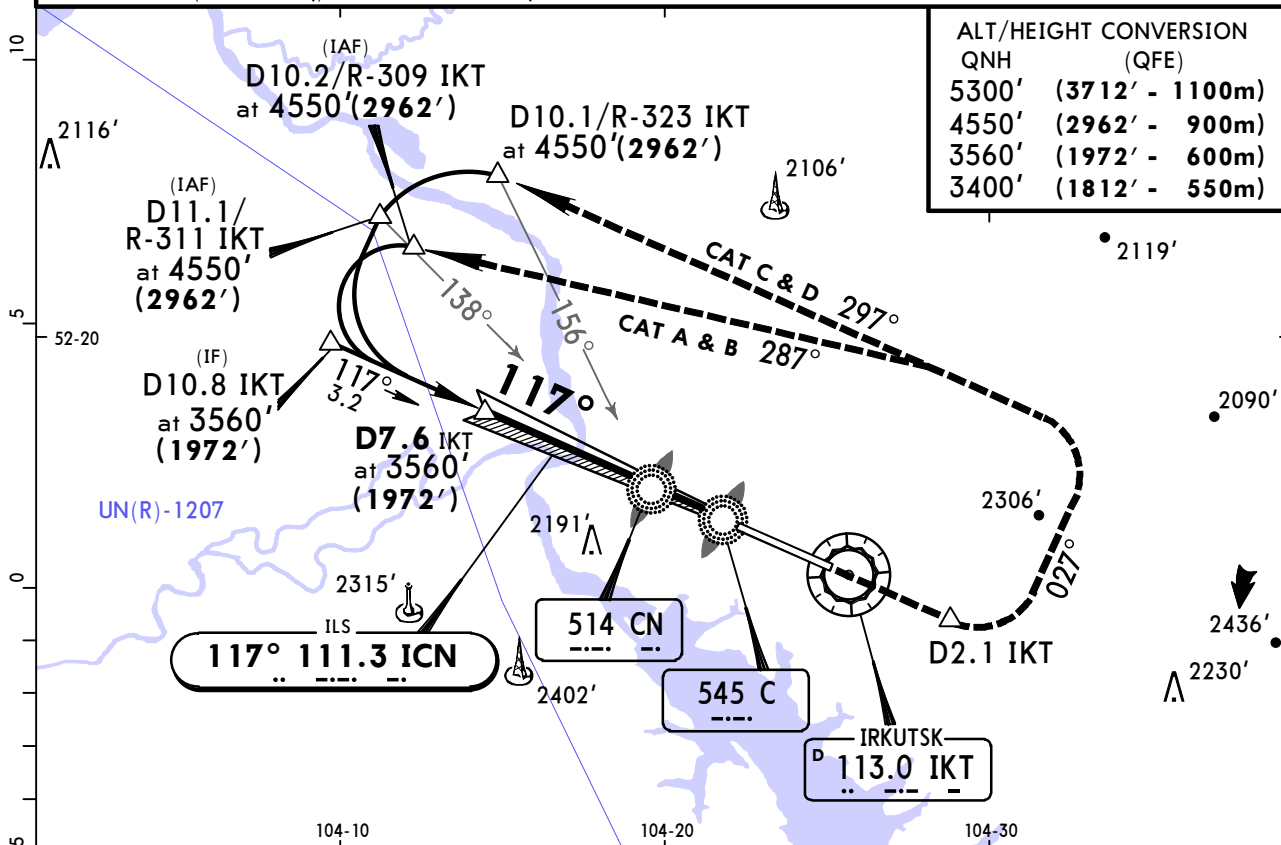
Low Visibility Take-off			
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A			
B			
C	R300m	400m	500m
D			

CHANGES: Minimums.

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IRKUTSK
JEPPESSEN
28 DEC 18 **(11-1)** **Eff 3 Jan**
IRKUTSK, RUSSIA
ILS Rwy 12

ATIS	IRKUTSK Approach (R)	*IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
LOC ICN 111.3	Final Apch Crs 117°	GS LOM 2329' (741')	ILS DA(H) 1788' (200')	Apt Elev 1686' Rwy 1588'
MISSED APCH: Climb STRAIGHT AHEAD to D2.1 IKT (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')



TO DISPLACED THRESHOLD							HIALS PAPI	Refer to Missed Apch above
Gnd speed-Kts	70	90	100	120	140	160		
GS	3.33°	412	530	589	707	825		

STRAIGHT-IN LANDING RWY 12					
ILS			LOC (GS out)		
DA(H) 1788'(200')					
FULL		ALS out			
A	800m	1200m	NOT AUTH		
B					
C					
D					

CHANGES: GS altitudes.

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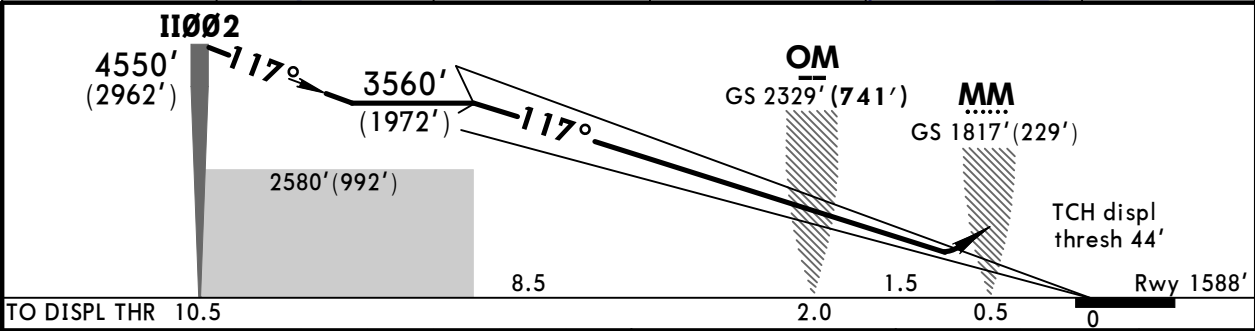
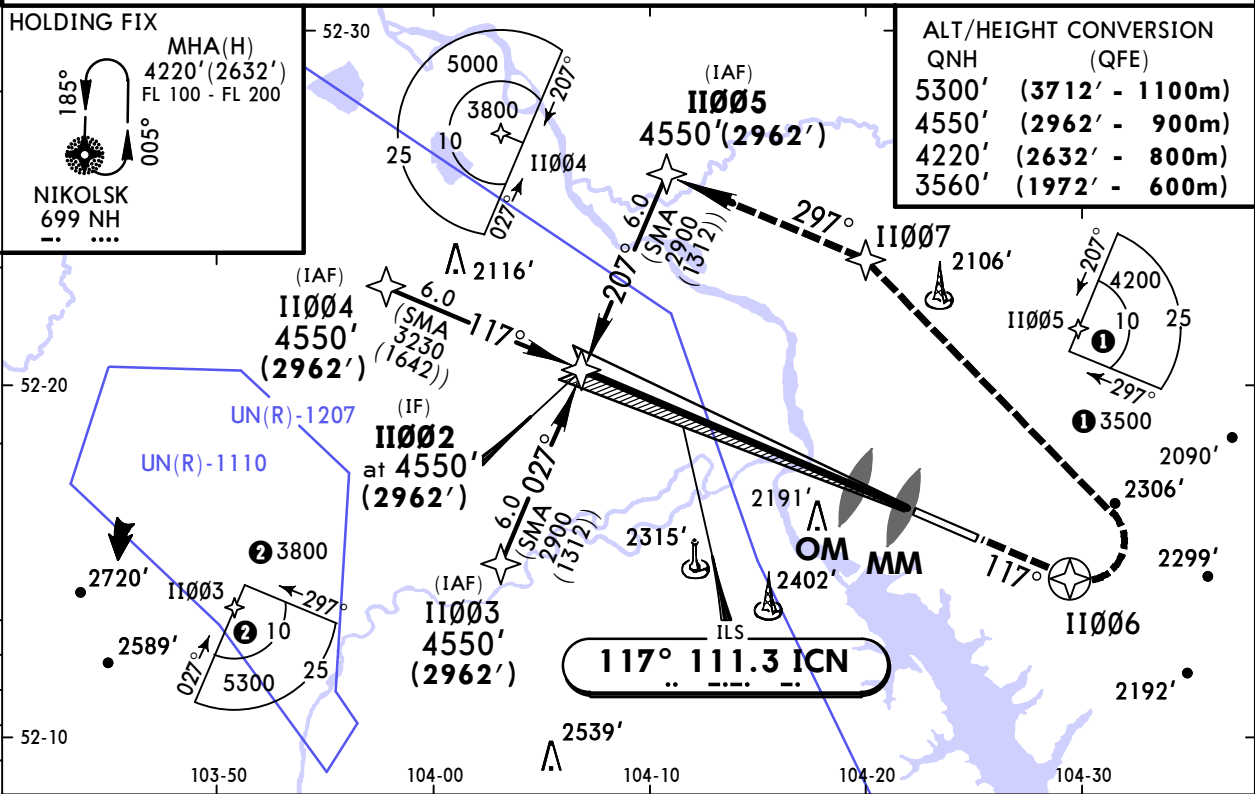
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IRKUTSK

JEPPESEN
28 DEC 18 11-2 Eff 3 Jan

IRKUTSK, RUSSIA
ILS Z Rwy 12

ATIS		IRKUTSK Approach (R)	*IRKUTSK Radar(TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)		125.2	119.3	118.1	121.7
LOC ICN	Final Apch Crs	GS OM	ILS DA(H) Refer to Minimums	Apt Elev 1686' Rwy 1588'	TAA 25 NM IAF
111.3	117°	2329' (741')			
MISSED APCH: Climb on 117° to I1006, then turn LEFT to I1007, then to I1005 climbing to 4550' (2962) or above, then according to chart.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3712')
1. GNSS required. 2. RNAV 1 for initial, intermediate and missed apch. 3. ATC clearance required during UN(R)-1217 activity.



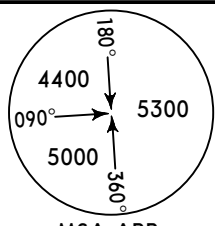
TO DISPL THR 10.5	70	90	100	120	140	160	HIALS	
Gnd speed-Kts	70	90	100	120	140	160	PAPI	
GS 3.30°	409	526	584	701	817	934	I1006 on 117°	

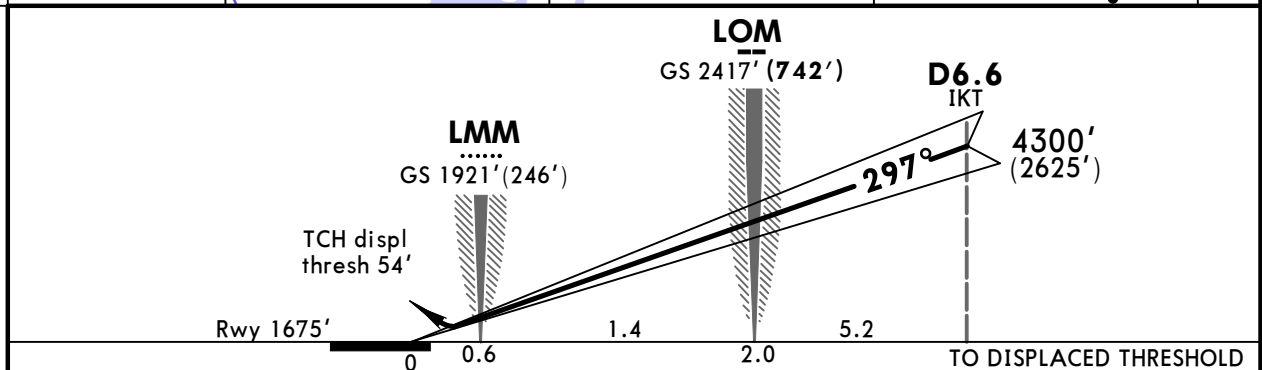
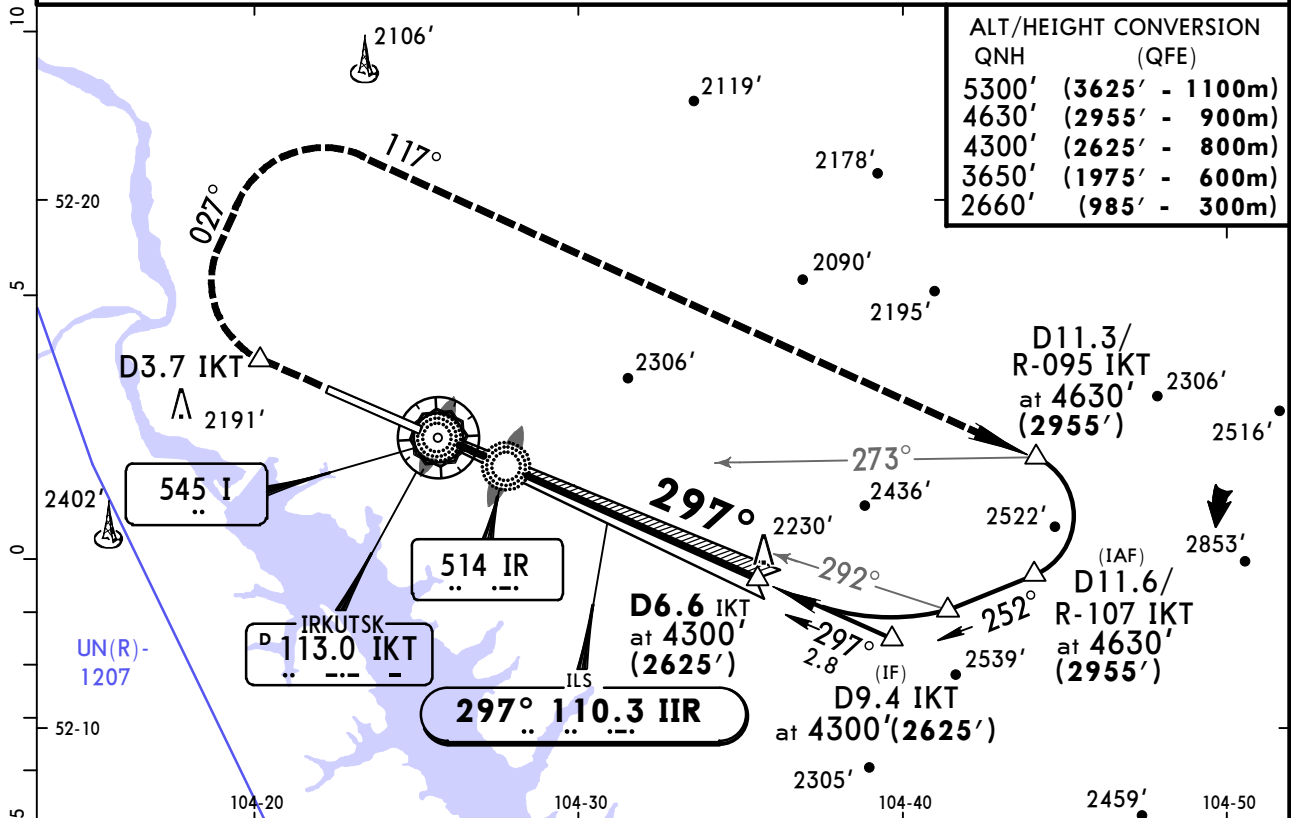
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H)	
A: 1828' (240') C: 1851' (263')							
DA(H) B: 1838' (250') D: 1861' (273')							
FULL		ALS out					
A							
B							
C	800m	1200m					
D							

UIII/IKT
IRKUTSK

JEPPESEN
28 DEC 18 (11-3) Eff 3 Jan

IRKUTSK, RUSSIA
ILS Rwy 30

ATIS	IRKUTSK Approach (R)	*IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
LOC IIR 110.3	Final Apch Crs 297°	GS LOM 2417' (742')	ILS DA(H) Refer to Minimums	Apt Elev 1686' Rwy 1675'
MISSED APCH: Climb STRAIGHT AHEAD to D3.7 IKT (CAT A & B: 2660' (985')), then turn RIGHT onto 027° climbing to 3650' (1975'), then turn RIGHT onto 117° climbing to 4630' (2955'), then according to chart, or as directed.				 MSA ARP
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 70	Trans alt: 5300' (3625')	



Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 30		LOC (GS out)	
ILS	LOC	NOT AUTH	
DA(H) 1875' (200') I	DA(H) 1875' (200') I	NOT AUTH	
FULL	ALS out	NOT AUTH	
A	800m	NOT AUTH	
B	1200m	NOT AUTH	
C		NOT AUTH	
D		NOT AUTH	

I Widebodied acft: DA(H) 1885' (210').

CHANGES: GS altitude.

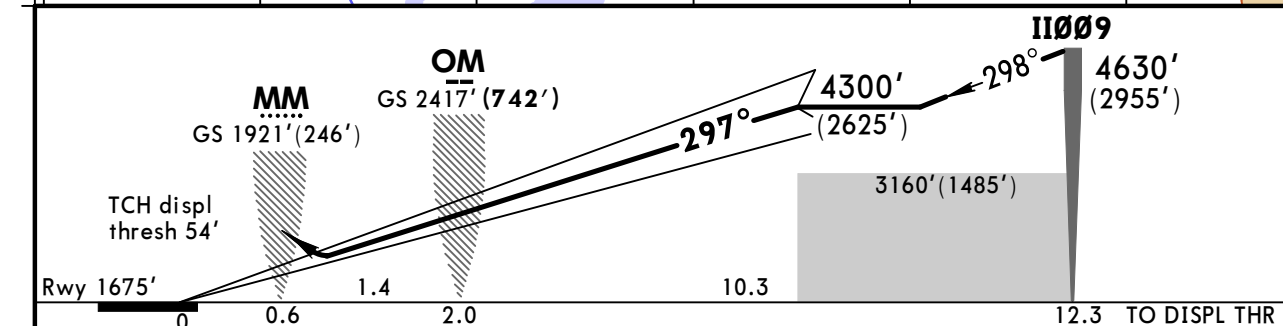
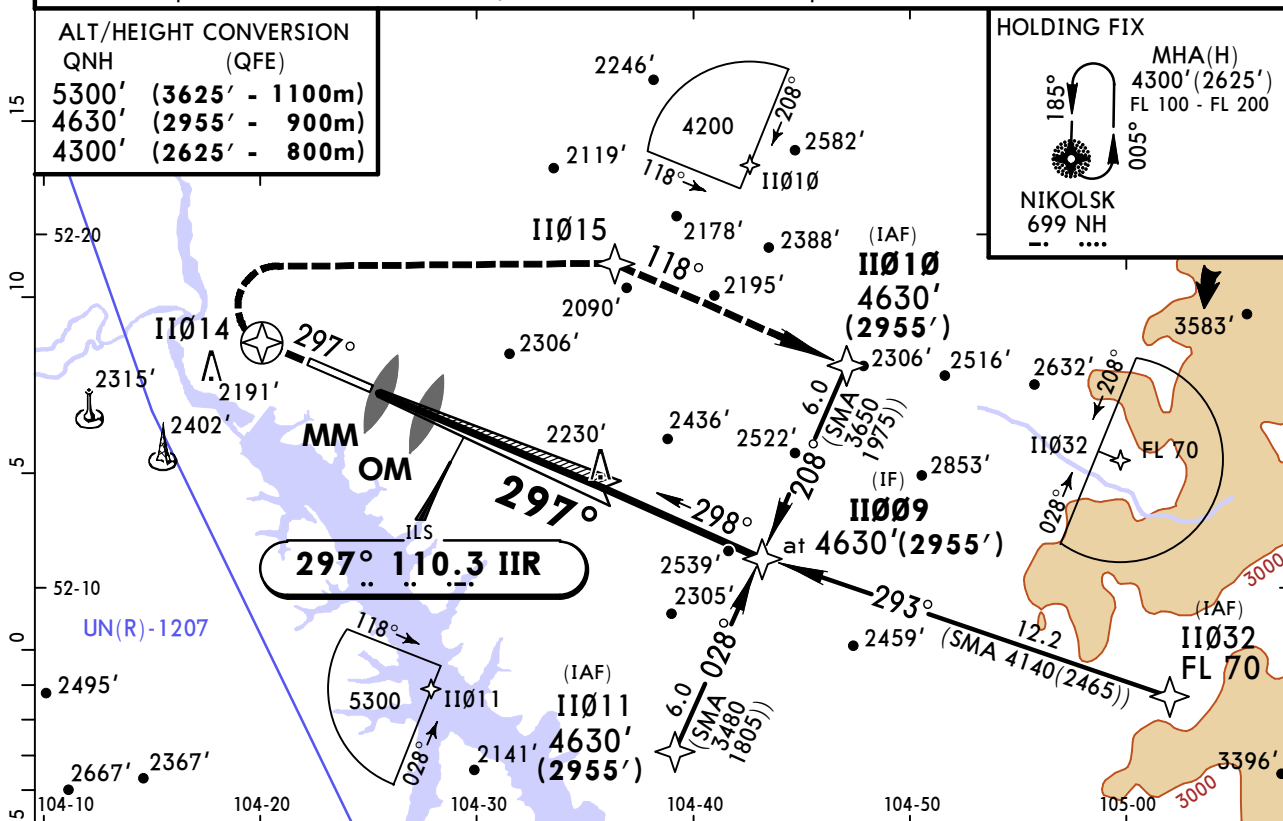
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UIII/IKT
IRKUTSK
JEPPESSEN
 28 DEC 18 **11-4** Eff 3 Jan

IRKUTSK, RUSSIA
ILS Y Rwy 30

BRIEFING STRIP™

ATIS		IRKUTSK Approach (R)		*IRKUTSK Radar(TWR)		IRKUTSK Tower		Ground	
126.9 (Russian 124.85)		125.2		119.3		118.1		121.7	
LOC IIR 110.3		Final Apch Crs 297°		GS OM 2417' (742')		ILS DA(H) Refer to Minimums		Apt Elev 1686' Rwy 1675'	
MISSED APCH: Climb on 297° to II014, then turn RIGHT (MAX 195 KT) to II015, then to II010 climbing to 4630'(2955') or above, then according to chart.								TAA 25 NM IAF	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 70		Trans alt: 5300'(3625')			
1. GNSS required. 2. RNAV 1 for initial, intermediate and missed apch.									



Gnd speed-Kts	70	90	100	120	140	160		HIALS	II014 on 297°
GS	3.33°	412	530	589	707	825	943	PAPI	

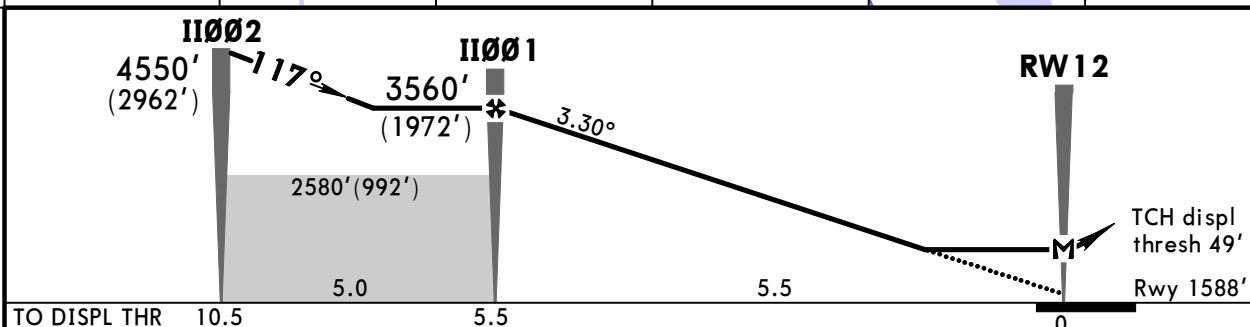
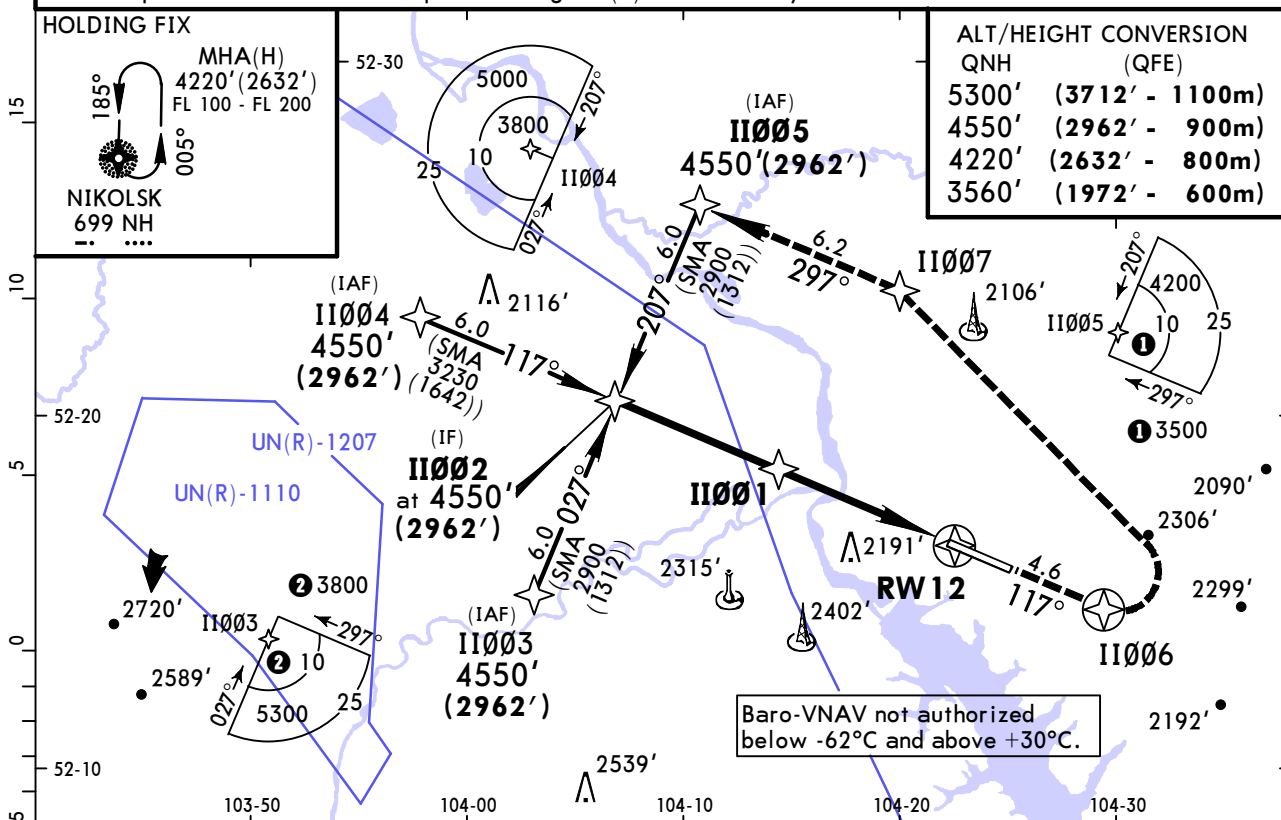
STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
A: 1935' (260') C: 1958' (283')							
DA(H) B: 1945' (270') D: 1967' (292')							
FULL		ALS out					
A				Max Kts	MDA(H)		
B				100	2170' (484')	1600m	
C	800m	1200m		135	2330' (644')	1600m	
D				180	2530' (844')	4000m	
				205	2810' (1124')	4800m	

CHANGES: GS altitude.

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UIII/IKT
IRKUTSK
JEPPESSEN
11 MAY 18 **(12-1)** **Eff 24 May**
IRKUTSK, RUSSIA
RNAV (GNSS) Rwy 12

ATIS	IRKUTSK Approach (R)	*IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
RNAV	Final Apch Crs 117°	Procedure Alt 11001 3560' (1972')	LNAV/VNAV DA(H) 1917' (329') Apt Elev 1686' Rwy 1588'	TAA 25 NM IAF
MISSED APCH: Climb on 117° to 11006, then turn LEFT to 11007, then to 11005 climbing to 4550' (2962) or above, then according to chart.				
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 70
1. RNP apch. 2. ATC clearance required during UN(R)-1217 activity.		Trans alt: 5300' (3712')		



TO DISPL THR		10.5		5.5		0	
Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817	934
MAP at RW12							

HIALS

PAPI

11006 on 117°

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 1917' (329')		MDA(H) 2010' (422')			
ALS out		ALS out			
A		800m	1600m	Max Kts	MDA(H)
B				100	2170' (484') 1600m
C	800m	1500m	1200m	135	2330' (644') 1600m
D			1600m	180	2530' (844') 4000m
				205	2810' (1124') 4800m

UIII/IKT
IRKUTSK
JEPPESSEN

11 MAY 18

(12-2)

Eff 24 May
IRKUTSK, RUSSIA
RNAV (GNSS) Rwy 30

ATIS	IRKUTSK Approach (R)	*IRKUTSK Radar(TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
RNAV	Final Apch Crs 297°	Procedure Alt 11008 4300'(2625')	LNAV/VNAV DA(H) 2036'(361')	Apt Elev 1686' Rwy 1675'
MISSED APCH: Climb on 297° to 11014, then turn RIGHT (MAX 195 KT) to 11015, then to 11010 climbing to 4630'(2955') or above, then according to chart.				TAA 25 NM IAF

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70
 1. RNP apch. 2. Baro-VNAV not authorized below -55° C and above +28° C. Trans alt: 5300'(3625')

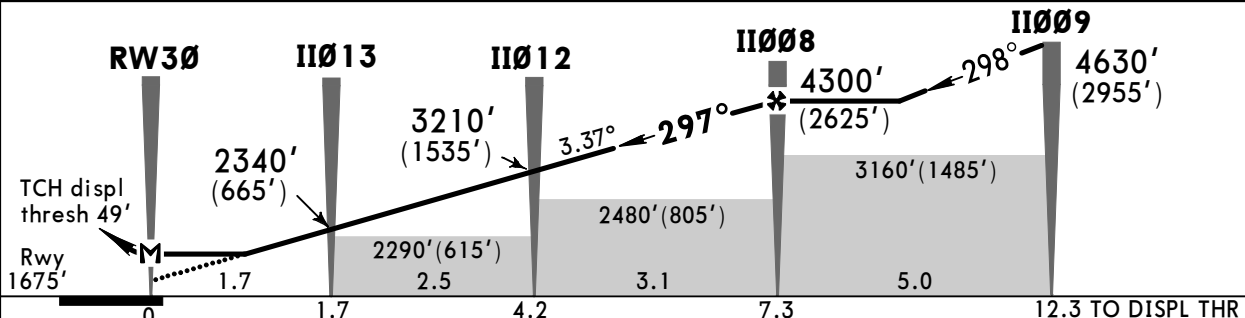
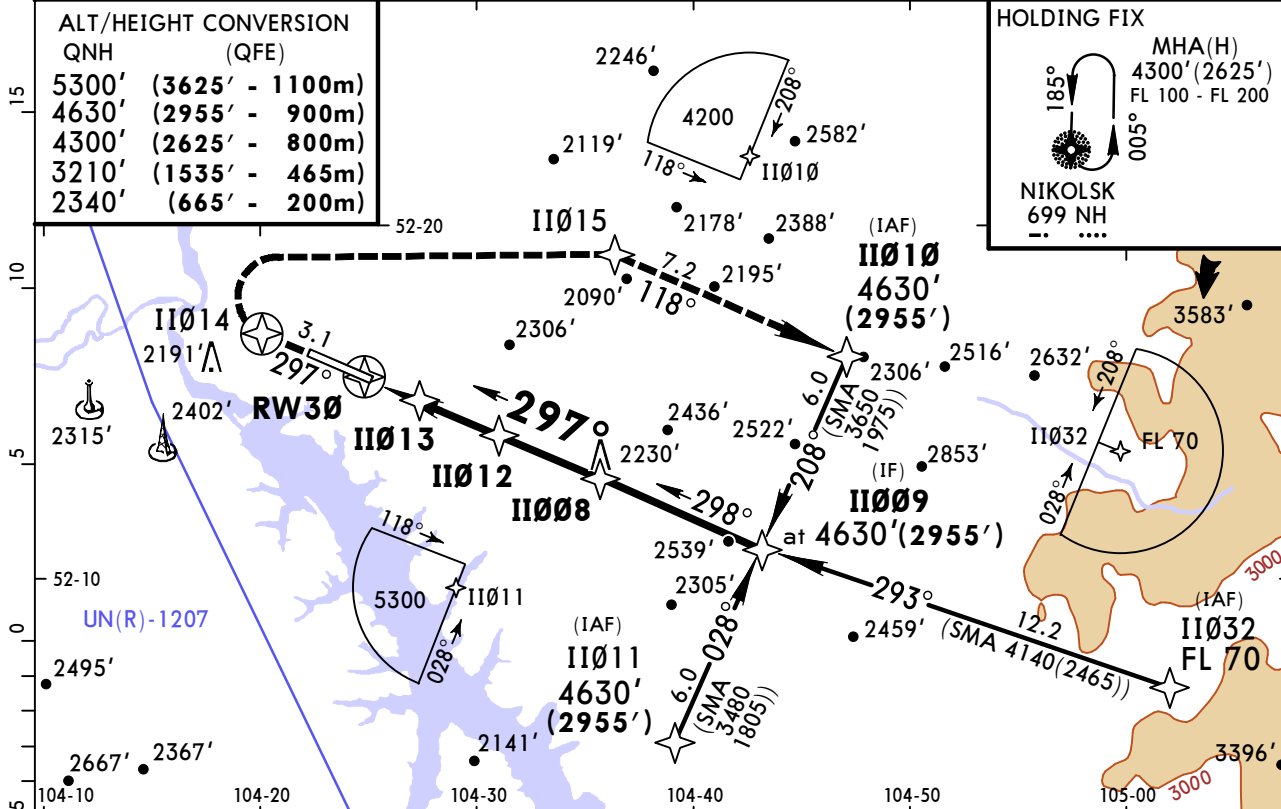
ALT/HEIGHT CONVERSION

QNH (QFE)

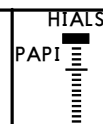
5300'	(3625' - 1100m)
4630'	(2955' - 900m)
4300'	(2625' - 800m)
3210'	(1535' - 465m)
2340'	(665' - 200m)

HOLDING FIX

MHA(H)
4300'(2625')
FL 100 - FL 200

NIKOLSK
699 NH


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.37°	417	537	596	716	835
MAP at RW30						


11014
on **297°**
STRAIGHT-IN LANDING RWY 30
CIRCLE-TO-LAND

LNAV/VNAV		LNAV		CIRCLE-TO-LAND	
DA(H) 2036'(361')		MDA(H) 2120'(445')			
ALS out		ALS out		Max Kts	MDA(H)
800m	1600m	800m		100	2170'(484')
		1600m		135	2330'(644')
		1200m		180	2530'(844')
		1600m		205	2810'(1124')

UIII/IKT
IRKUTSK
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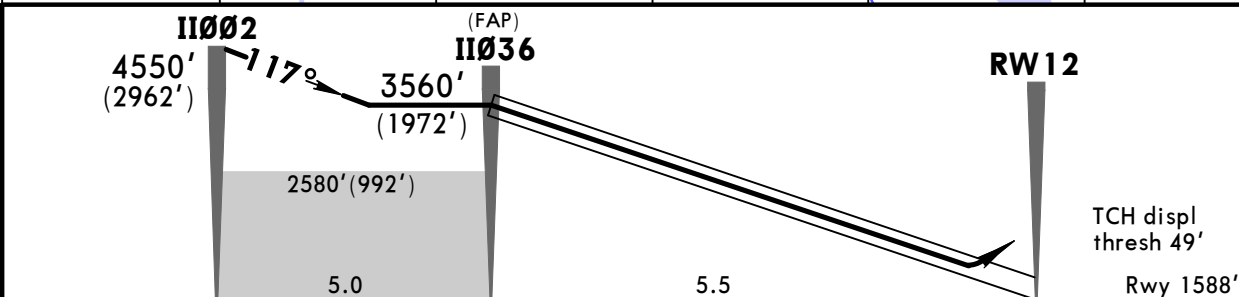
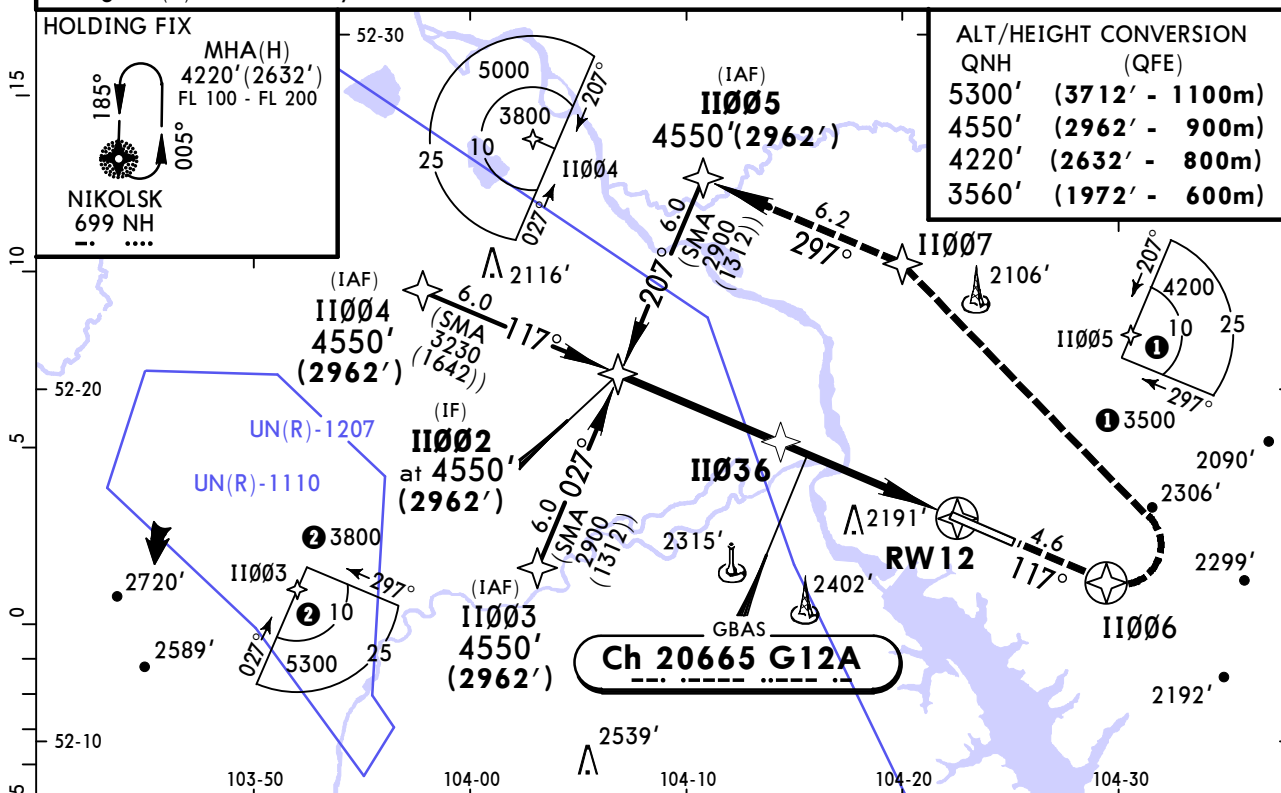
16 MAR 18

12-40
Eff 29 Mar
IRKUTSK, RUSSIA
GLS Rwy 12

ATIS	IRKUTSK Approach (R)	*IRKUTSK Radar(TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
GBAS Ch 20665 G12A	Final Apt Crs 117°	Procedure Alt 11036 3560'(1972')	GLS DA(H) Refer to Minimums	Apt Elev 1686' Rwy 1588'
MISSED APCH: Climb on 117° to 11006, then turn LEFT to 11007, then to 11005 climbing to 4550'(2962) or above, then according to chart.				TAA 25 NM IAF

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

1. **GNSS required.** 2. RNAV 1 for initial, intermediate and missed apch. 3. ATC clearance required during UN(R)-1217 activity.



TO DISPL THR		10.5		5.5		0	
Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.30°	409	526	584	701	817	934
MAP at DA							

HIALS

PAPI

11006 on 117°

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
A: 1828'(240') C: 1851'(263')							
DA(H) B: 1838'(250') D: 1861'(273')							

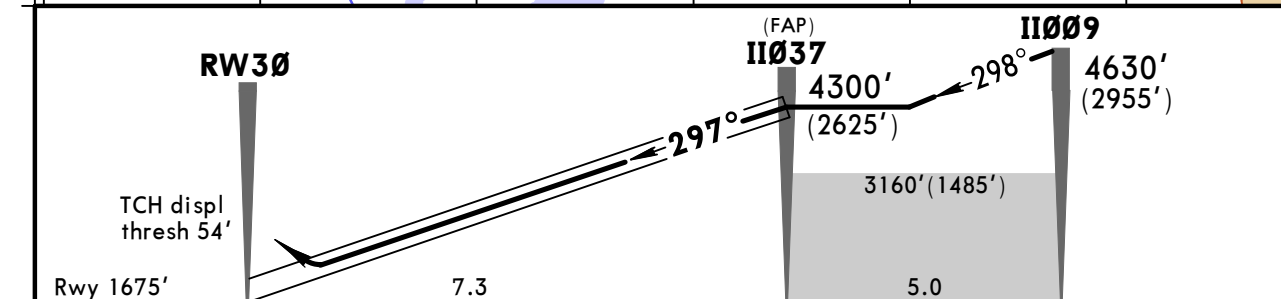
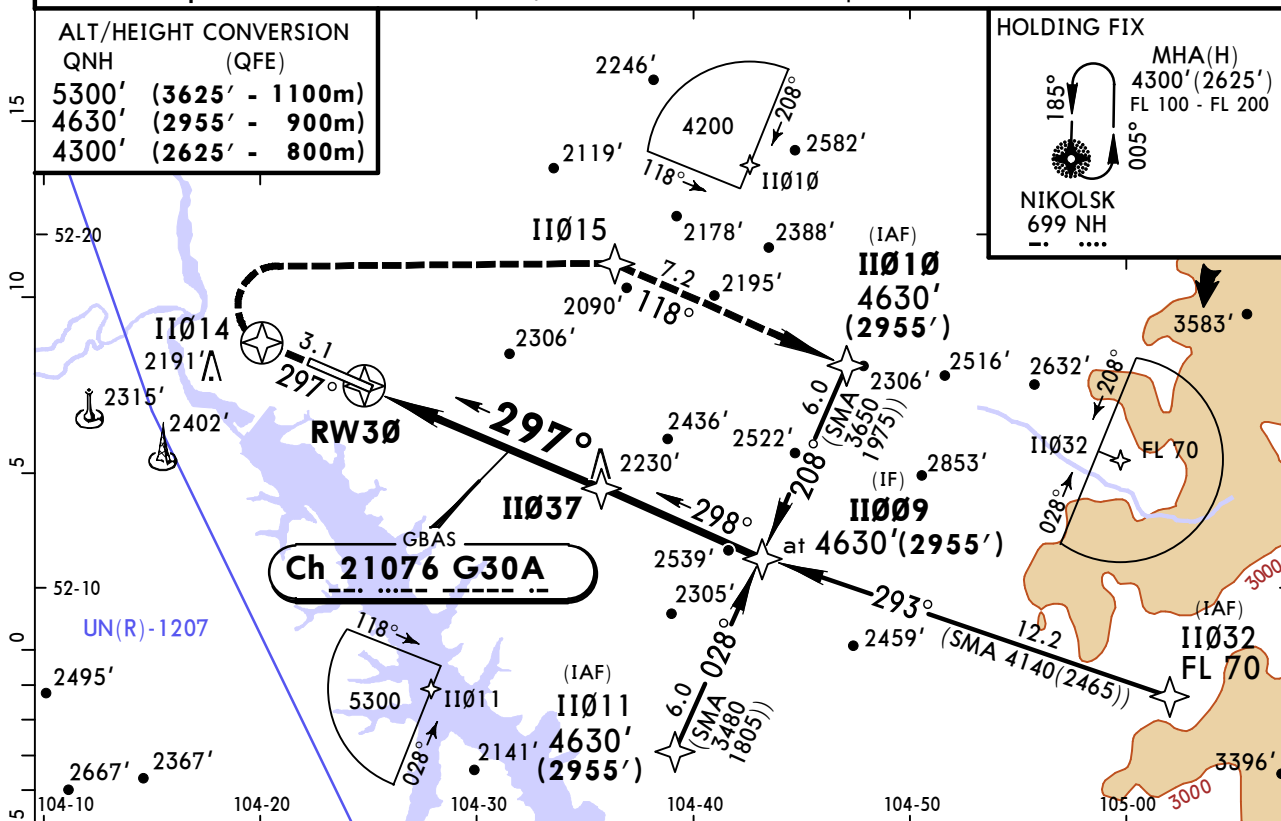
FULL		ALS out		Max Kts	MDA(H)	
A				100	2170'(484')	1600m
B				135	2330'(644')	1600m
C	800m		1200m	180	2530'(844')	4000m
D				205	2810'(1124')	4800m

UIII/IKT
IRKUTSK
JEPPESSEN

16 MAR 18

12-41
Eff 29 Mar
IRKUTSK, RUSSIA
GLS Rwy 30

ATIS	IRKUTSK Approach (R)	*IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
GBAS Ch 21076 G30A	Final Apch Crs 297°	Procedure Alt 11037 4300' (2625')	GLS DA(H) Refer to Minimums	Apt Elev 1686' Rwy 1675'
MISSED APCH: Climb on 297° to 11014, then turn RIGHT (MAX 195 KT) to 11015, then to 11010 climbing to 4630' (2955') or above, then according to chart.				TAA 25 NM IAF
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 1. GNSS required. 2. RNAV 1 for initial, intermediate and missed apch.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	11014 on 297°
Glide Path Angle	3.30°	409	526	584	701	817	PAPI	
MAP at DA								

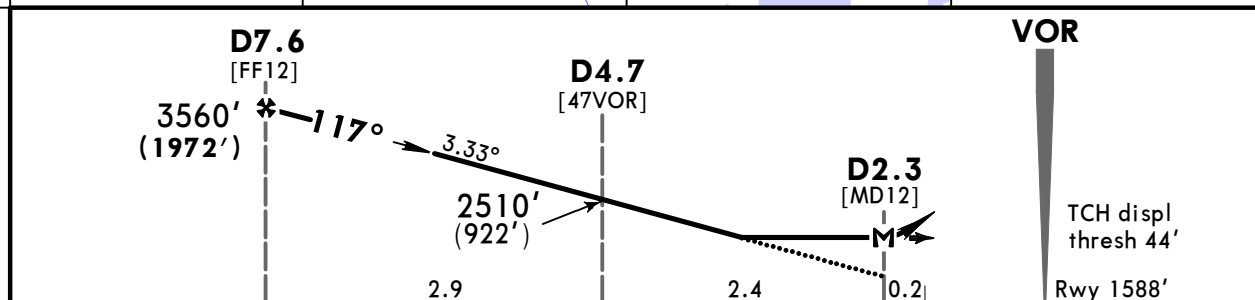
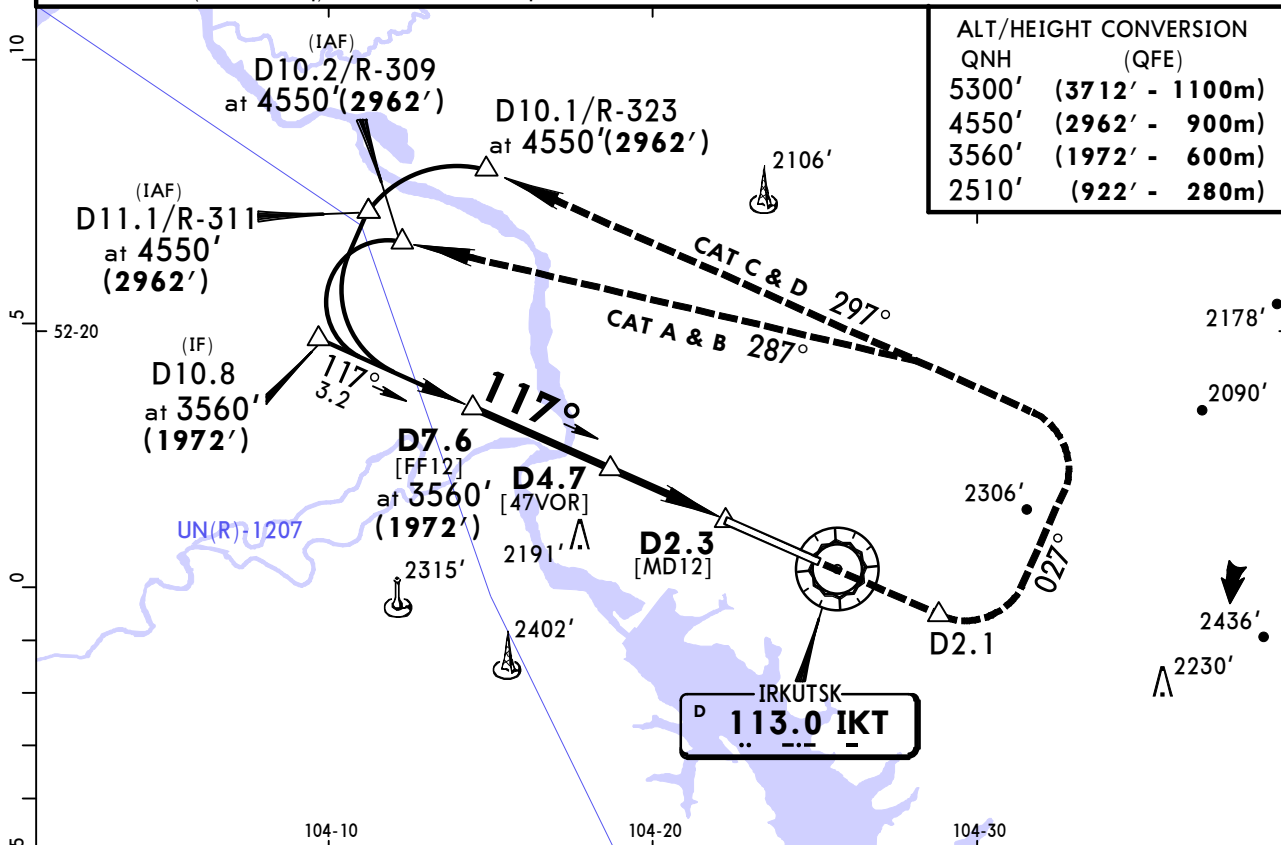
STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
A: 1935' (260') C: 1958' (283')							
DA(H) B: 1945' (270') D: 1967' (292')							
FULL		ALS out		Max Kts	MDA(H)		
A	800m			100	2170' (484')	1600m	
B		1200m		135	2330' (644')	1600m	
C				180	2530' (844')	4000m	
D		1300m		205	2810' (1124')	4800m	

CHANGES: New procedure.

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UIII/IKT
IRKUTSK
JEPPESSEN
16 MAR 18 **(13-1)** **Eff 29 Mar**
IRKUTSK, RUSSIA
VOR DME Rwy 12

ATIS	IRKUTSK Approach (R)	*IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
VOR IKT 113.0	Final Apch Crs 117°	Minimum Alt D7.6 3560' (1972')	MDA(H) (CONDITIONAL) 2070' (482')	Apt Elev 1686' Rwy 1588'
MISSED APCH: Climb STRAIGHT AHEAD to D2.1, 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			
Descent Angle	3.33°	412	530	589	707	825	943	PAPI		D2.1	027°
MAP at D2.3										LT	3560' (1972')

STRAIGHT-IN LANDING RWY 12

with D4.7			w/o D4.7		
MDA(H) 2070'(482')			MDA(H) 2190'(602')		
		ALS out			ALS out
A	800m	1600m	800m	1600m	
B					
C	1200m	2000m	2000m	2800m	
D	1600m	2400m	2400m	3200m	

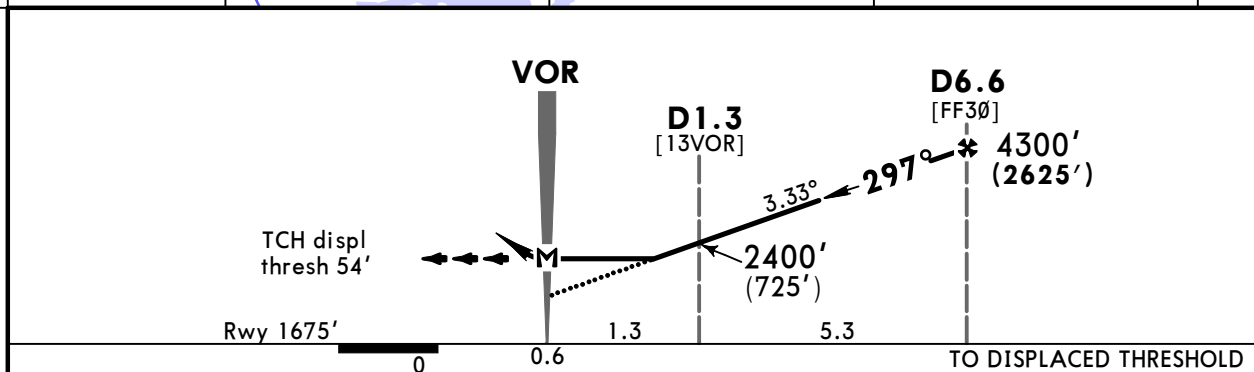
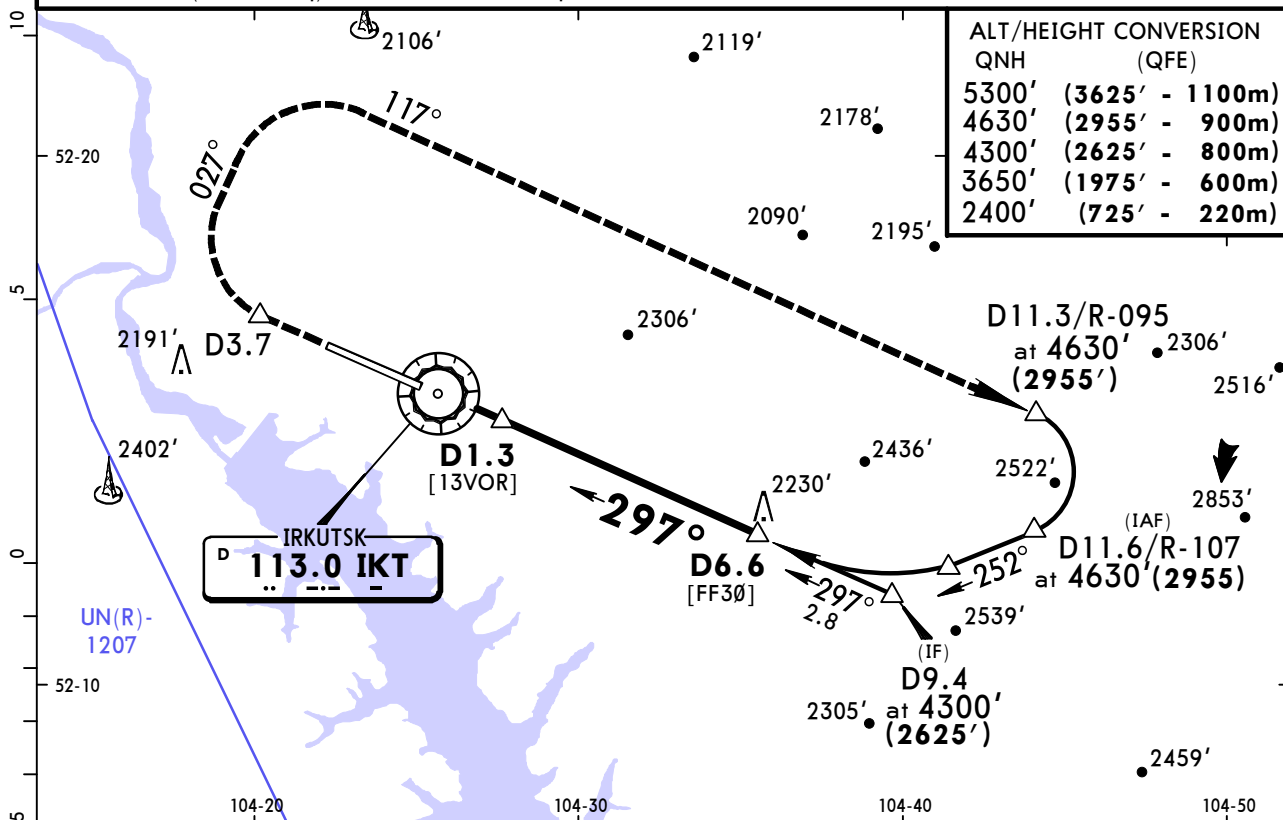
PANS OPS

CHANGES: Procedure transferred from 11-1.

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UIII/IKT
IRKUTSK
JEPPESEN
 16 MAR 18 **(13-2)** **Eff 29 Mar**
IRKUTSK, RUSSIA
VOR DME Rwy 30

ATIS	IRKUTSK Approach (R)	*IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7
VOR IKT 113.0	Final Apch Crs 297°	Minimum Alt D6.6 4300' (2625')	MDA(H) (CONDITIONAL) 2110' (435')	Apt Elev 1686' Rwy 1675'
MISSED APCH: Climb STRAIGHT AHEAD to D3.7, then turn RIGHT onto 027° climbing to 3650' (1975'), then turn RIGHT onto 117° climbing to 4630' (2955'), then according to chart, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 70 Trans alt: 5300' (3625')				



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

STRAIGHT-IN LANDING RWY 30				
with D1.3		w/o D1.3		
MDA(H) 2110' (435')		MDA(H) 2330' (655')		
ALS out		ALS out		
A	800m	1600m	800m	1600m
B				
C	1200m	2000m	2000m	2800m
D	1600m	2400m	2400m	3200m

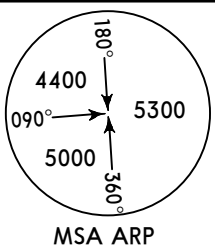
CHANGES: Procedure transferred from 11-3. Rwy elevation.

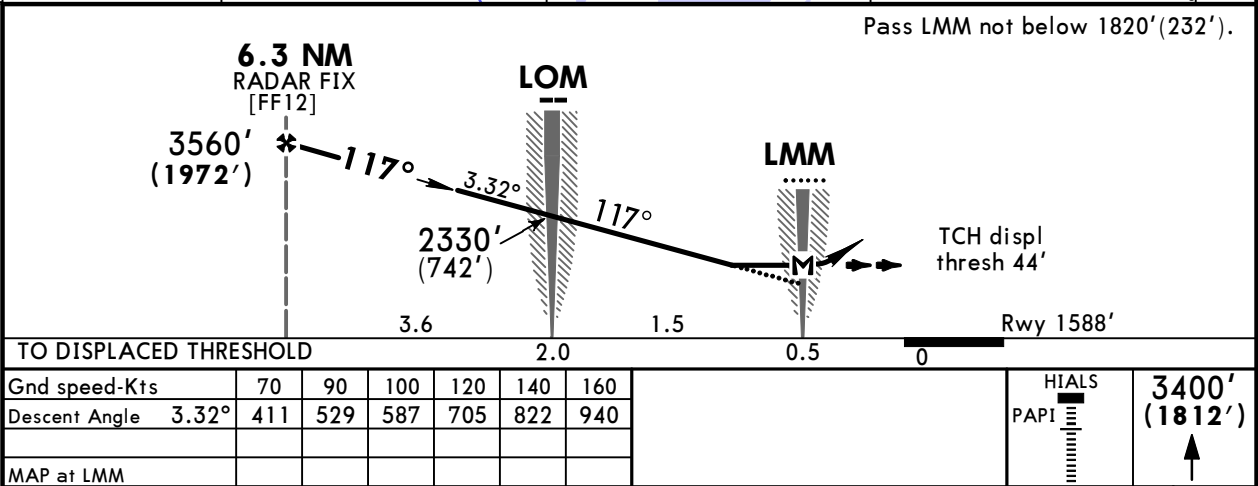
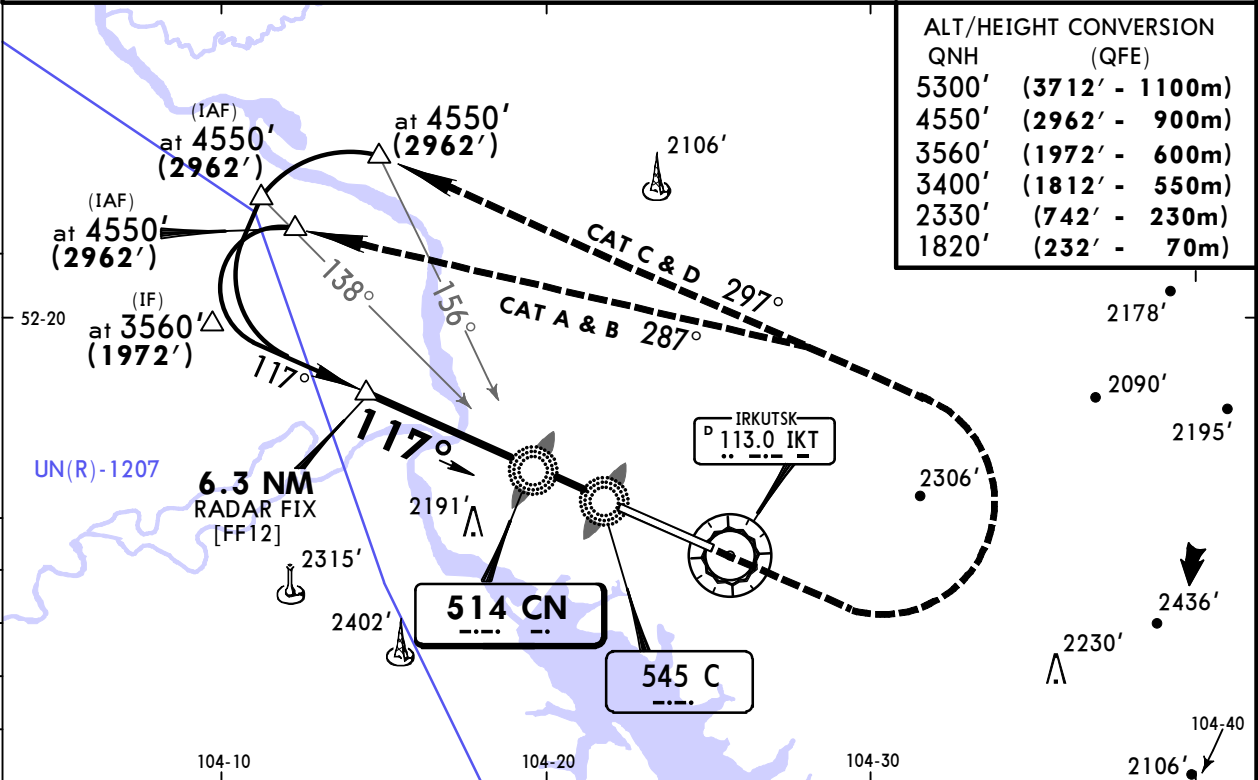
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UIII/IKT
IRKUTSK

JEPPESSEN
28 DEC 18
Eff 3 Jan (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 514	Final Apch Crs 117°	Minimum Alt 6.3 NM RADAR FIX 3560'(1972')	MDA(H) (CONDITIONAL) 2000'(412')	Apt Elev 1686' 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.				 MSA ARP
Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 70	Trans alt: 5300' (3712')	



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			1600m		1600m		1600m
B	1200m	1200m	2000m	1200m	1600m	1200m	1600m
C		3200m	4000m		2000m	2000m	2800m
D	1600m	4000m	4400m	1600m		2800m	3200m

Chart changes since cycle 08-2019

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 Ulll