JEPPESEN
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List of pages in this Trip Kit

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: asphalt
TDZ-Elev: 1620 ft
Lighting: Edge, ALS
Displaced Threshold: 1312 ft

Runway: 30
Length x Width: 11696 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1671 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
Irkutsk Ground: 121.700
Irkutsk Ground: 124.000 Secondary

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

1. GENERAL

1.1. ATIS

ATIS 126.9
124.85 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Noise abatement procedures shall be executed by all ACFT, except in case of reduction of flight safety.

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 engines without acoustic liners;
- IL-62M with NK-8-4 or D-30KU engines (except D-30KU II series with acoustic liners);
- IL-76 with D-30KP, Yak-42 with D-36 engines without acoustic liners.

This restriction does not apply for VIP flights, medical, search and rescue flights and flights with slots confirmed earlier.

1.2.1 PREFERENTIAL RWY SYSTEM

RWY 30 is preferential under suitable weather and operational conditions and air situation.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is less than 550m at least at one of the three observation points.

ATS unit includes the following message in ATIS broadcast or informs the flight crew: ″LVP in progress. Check your minimum.″

RVR values in the middle and at the end of the RWY are transmitted, if at least one of the values is below 550m or these values have been requested by the flight crew.

When LVP are in force it is prohibited:

- to take off not from RWY beginning;
- to take off without stop at the line-up position.

ACFT shall taxi after the Follow-me car.

Flight crew shall report RWY vacation to ATS unit controller only after ACFT vacates RWY critical area.

ACFT must vacate ILS critical area as quickly as possible.

Flight crew shall report parking on stand to the ATS unit controller using the phrase: ″ACFT call sign, on stand number...″.

1.4. TAXI PROCEDURES

Taxiing and towing are subject to TWR controller's (IRKUTSK Ground) clearance.

Taxiing via MAIN TWY M, TWY A, TWY B thru H and W shall be carried out strictly along the taxi guideline, at reduced speed and with increased caution.

1.5. EMERGENCY PROCEDURES FOR IFR FLIGHTS WITHIN IRKUTSK CTA

When a threat to flight safety arises at assigned flight level pilot can change FL at own discretion immediately reporting it to ATS unit providing a direct control over the air traffic.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

Stands 25, 53 are available for helicopters.

Helicopter stands 1 thru 8 are located between TWY R and TWY T.

Stands designated for state aviation helicopters are located along TWY S.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

Proceed along rectangular traffic pattern of the active RWY approach procedure.

2.2. NOISE ABATEMENT PROCEDURES

Landing Restrictions

Excessive descent speeds should be avoided if possible immediately prior to final approach.

Change of ACFT configuration and speed within noise abatement procedures shall be carried out in accordance with the Aeroplane Flight Manual.

3. DEPARTURE

3.1. DE-ICING

For de-icing positions refer to Parking stands and Coords chart.

De-icing with running engines prohibited.

Need for de-icing is determined by ACFT operator.

The following areas for de-icing treatment are established:

- On TWY F (opposite stands 68, 69), designated for index 6 and smaller ACFT;
- between TWY W and K, designated for index 4 and smaller ACFT;
- on stand 62, designated for index 6, 7 ACFT.

3.2. START-UP PROCEDURES

When requesting start-up clearance for take-off from RWY 30, pilot-in-command shall report that ACFT is not carrying payload on board to the ATS unit controller.

3.3. NOISE ABATEMENT PROCEDURES

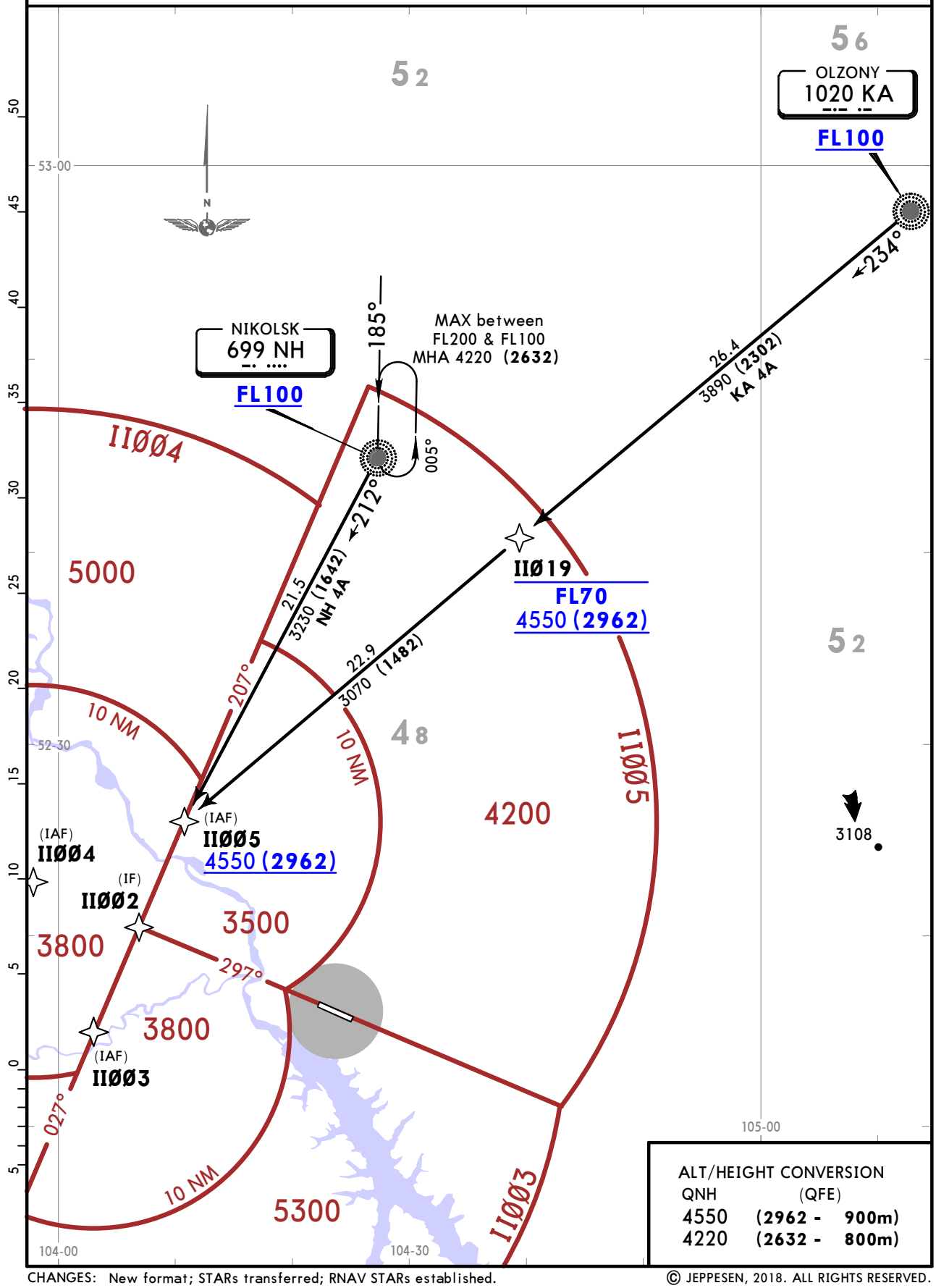
Noise abatement procedures shall not be executed in case of one of ACFT engines failure during take-off.

Take-off Restrictions

Minimum speed of steady climb must not be less than prescribed by the Aeroplane Flight Manual.

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 **1. GNSS.** **2. RNAV 1.**

KA 4A, NH 4A
RWY 12 RNAV ARRIVALS



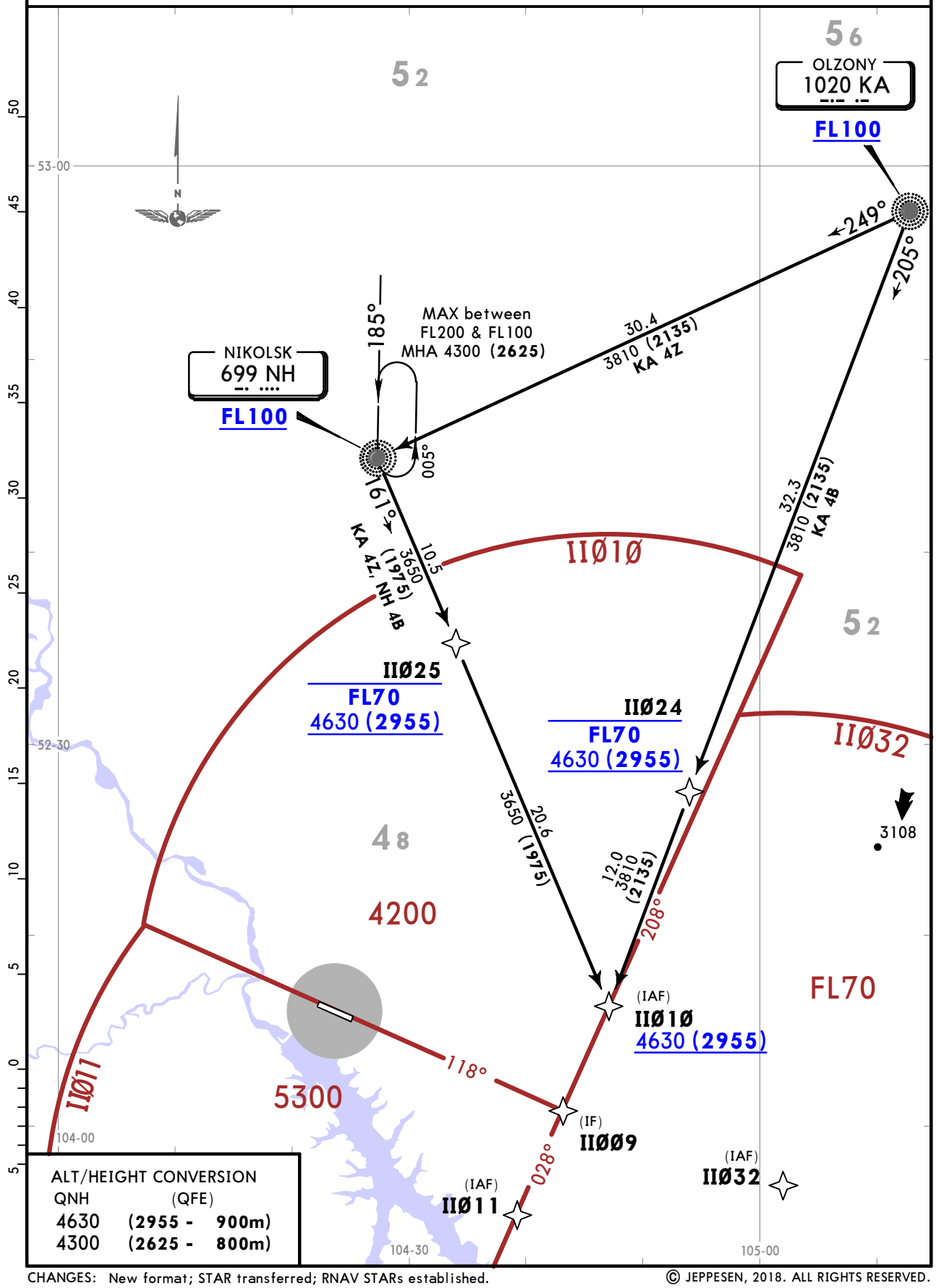
ALT/HEIGHT CONVERSION

QNH	(QFE)
4550	(2962 - 900m)
4220	(2632 - 800m)

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

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 **1. GNSS.** **2. RNAV 1.**

KA 4B, KA 4Z, NH 4B
RWY 30 RNAV ARRIVALS



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

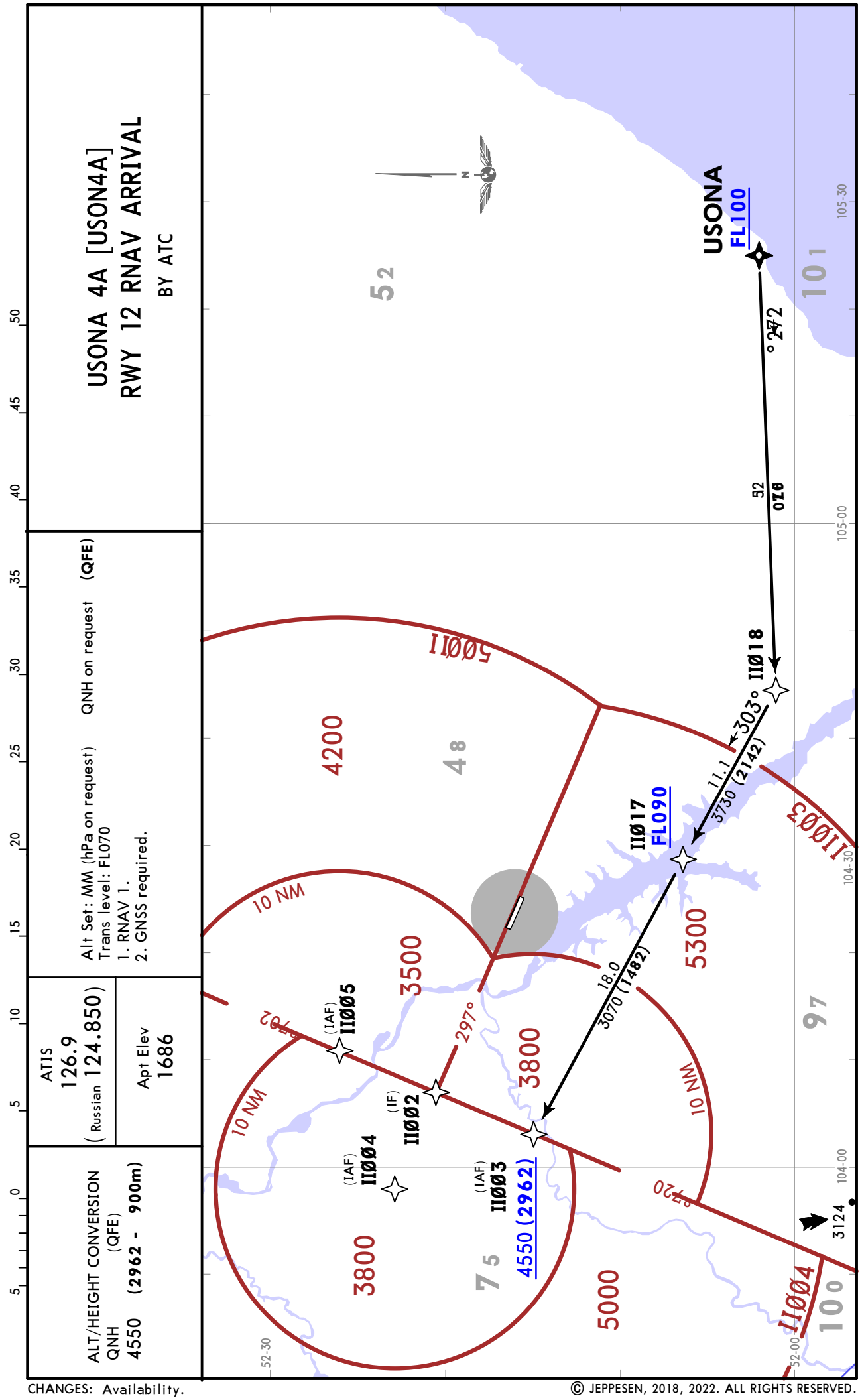
USONA 4A [USON4A]
RWY 12 RNAV ARRIVAL
BY ATC

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL070
1. RNAV 1.
2. GNSS required.

ATIS 126.9
(Russian 124.850)

Apt Elev 1686

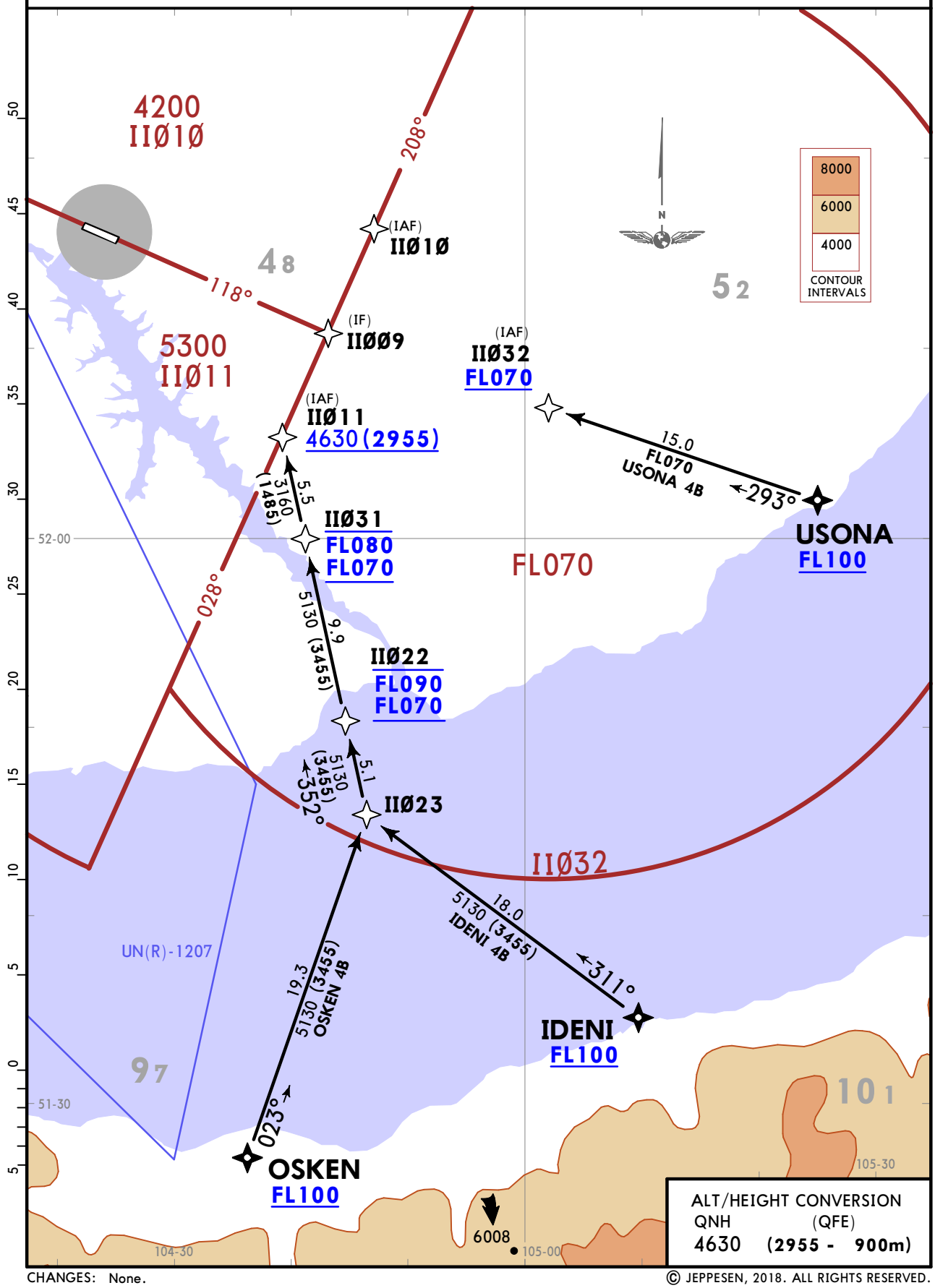
ALT/HEIGHT CONVERSION (QFE)
QNH 4550 (2962 - 900m)



ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 1. RNAV 1. 2. GNSS required.

IDENI 4B [IDEN4B]
USONA 4B [USON4B]
OSKEN 4B [OSKE4B]
BY ATC WHEN UN(R)-1207 ACTIVE

RWY 30 RNAV ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
4630 (2955 - 900m)

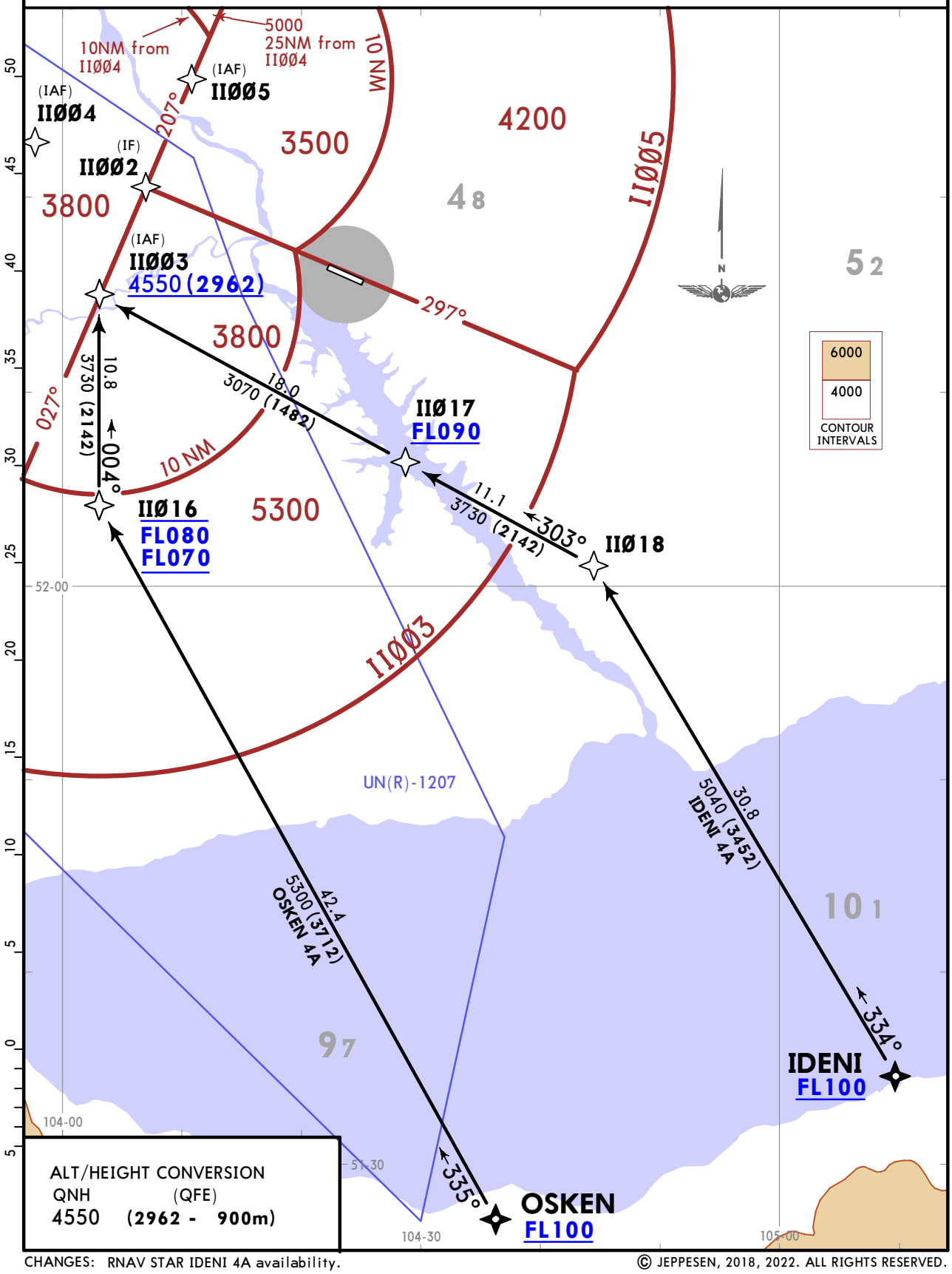
CHANGES: None.

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 1. RNAV 1. 2. GNSS required.

IDENI 4A [IDEN4A]
BY ATC

OSKEN 4A [OSKE4A]
BY ATC WHEN UN(R)-1207 ACTIVE

RWY 12 RNAV ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
4550 (2962 - 900m)

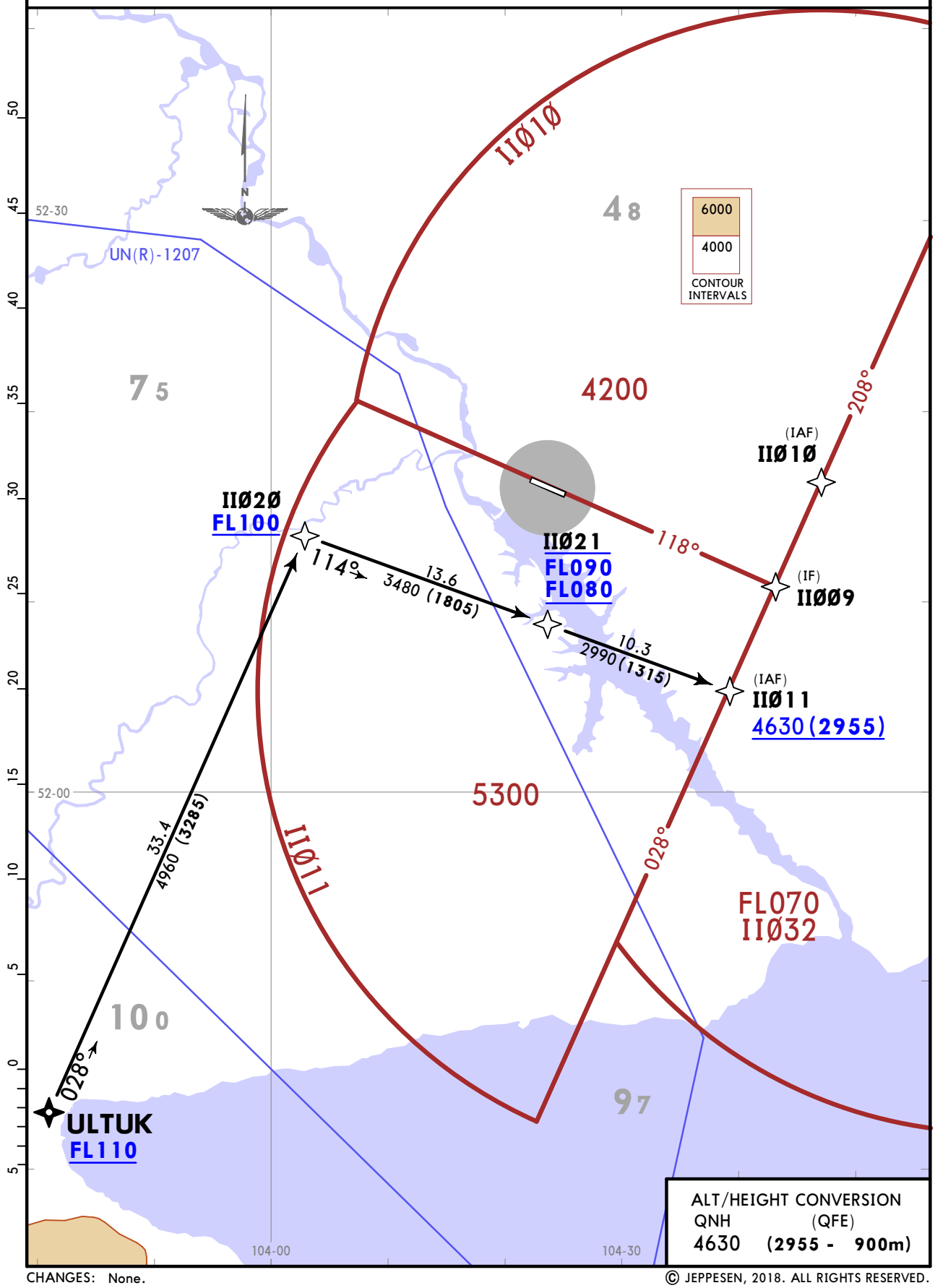
CHANGES: RNAV STAR IDENI 4A availability.

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 1. RNAV 1. 2. GNSS required.

ULTUK 4B [ULTU4B]

BY ATC WHEN UN(R)-1207 ACTIVE

RWY 30 RNAV ARRIVAL



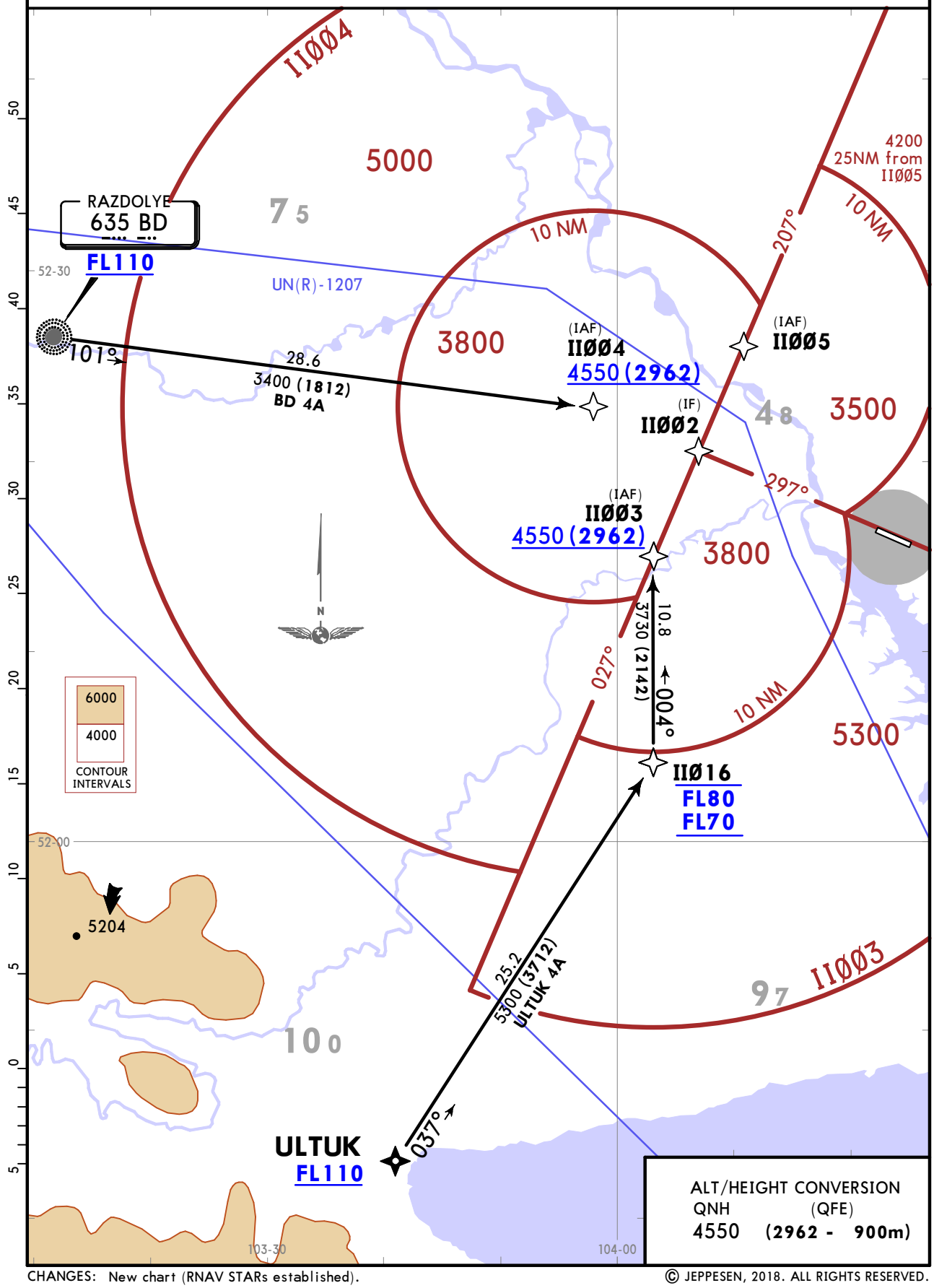
CHANGES: None.

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL70 **1. GNSS.** **2. RNAV 1.**

BD 4A [BD4A], ULTUK 4A [ULTU4A]

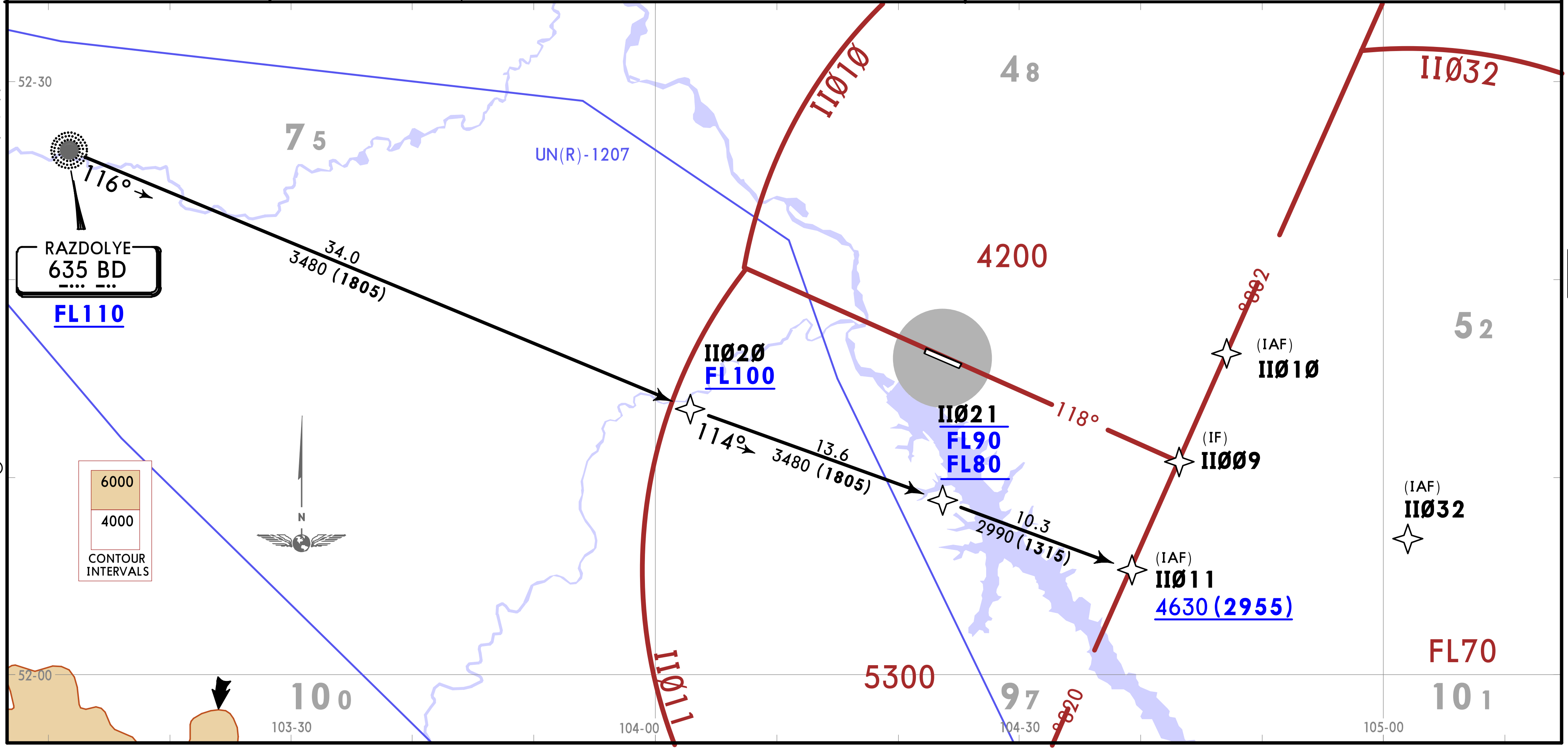
BY ATC WHEN UN(R)-1207 ACTIVE

RWY 12 RNAV ARRIVALS



CHANGES: New chart (RNAV STARs established).

ALT/HEIGHT CONVERSION QNH (QFE) 4630 (2955 - 900m)	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.	BD 4B BY ATC WHEN UN(R)-1207 ACTIVE RWY 30 RNAV ARRIVAL



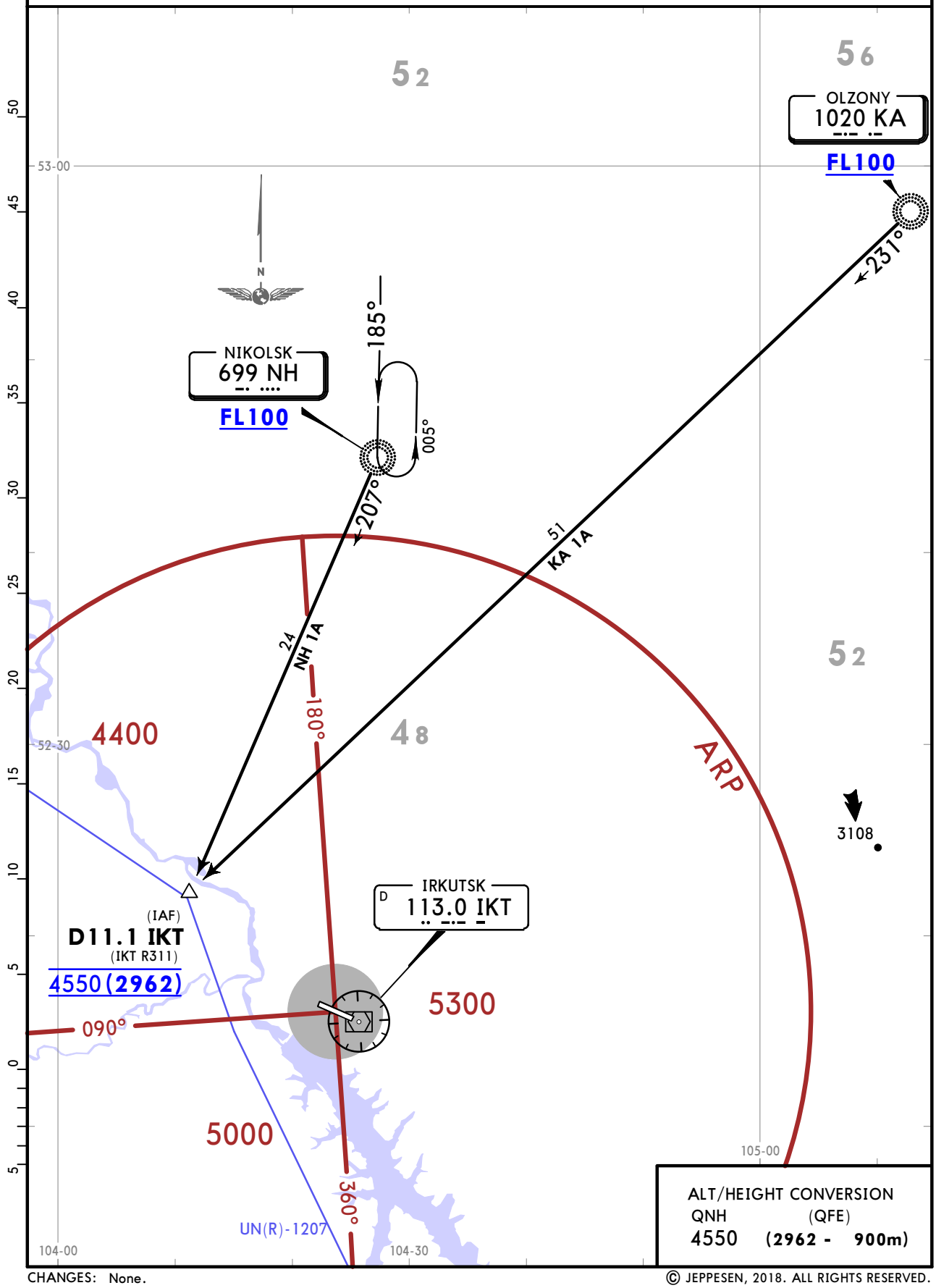
CHANGES: New chart (RNAV STAR established).

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070

KA 1A, NH 1A

BY ATC WHEN UN(R)-1207 ACTIVE

RWY 12 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4550	(2962 - 900m)

CHANGES: None.

USONA 1A [USON1A] USONA 2A [USON2A]

CAT A & B

BY ATC WHEN UN(R)-1207 ACTIVE

RWY 12 ARRIVALS

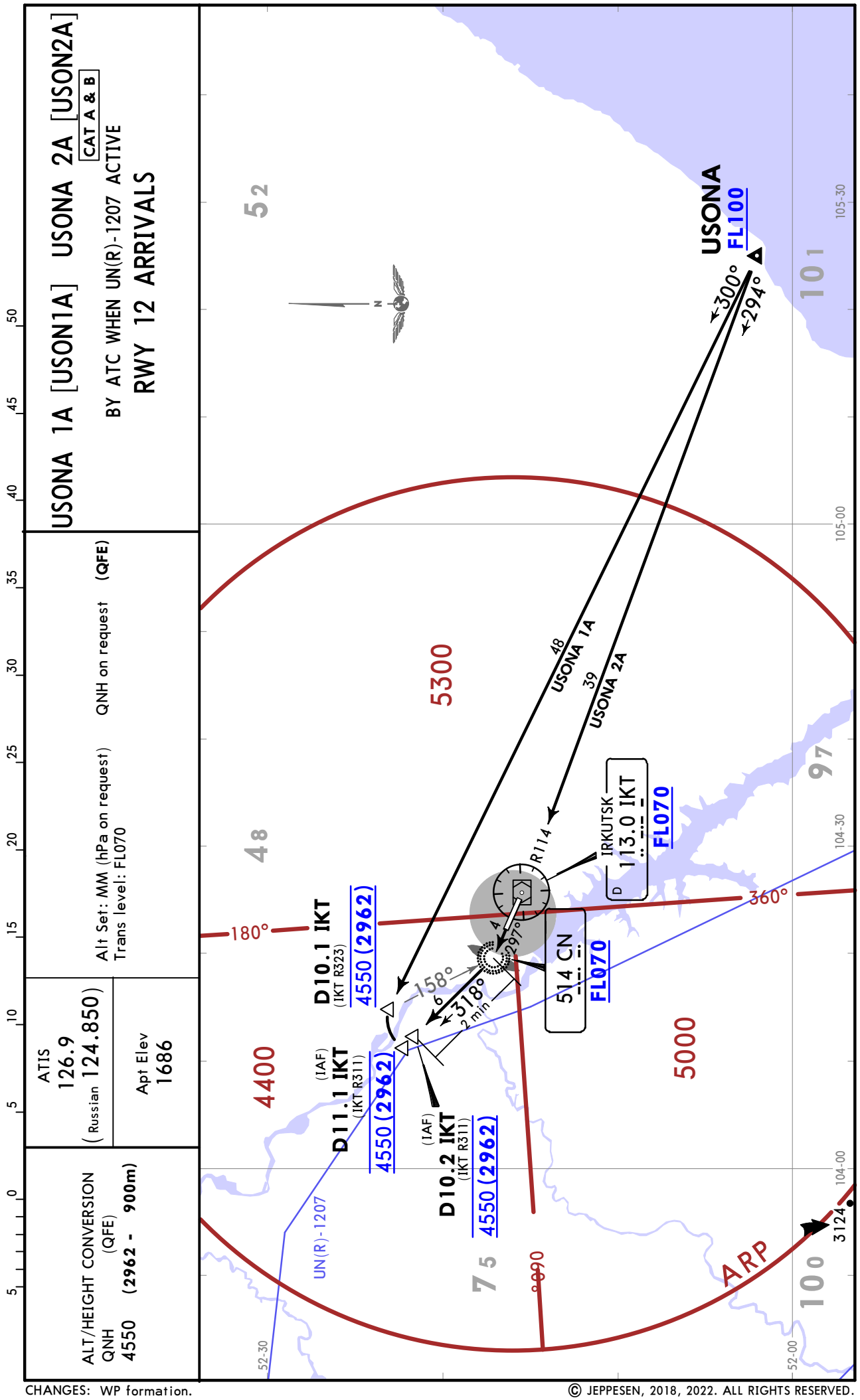
Alt Set: MM (hPa on request)
Trans level: FL070

QNH on request (QFE)

ATIS 126.9
(Russian 124.850)

Apt Elev 1686

ALT/HEIGHT CONVERSION (QFE)
QNH 4550 (2962 - 900m)



CHANGES: WP formation.

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070

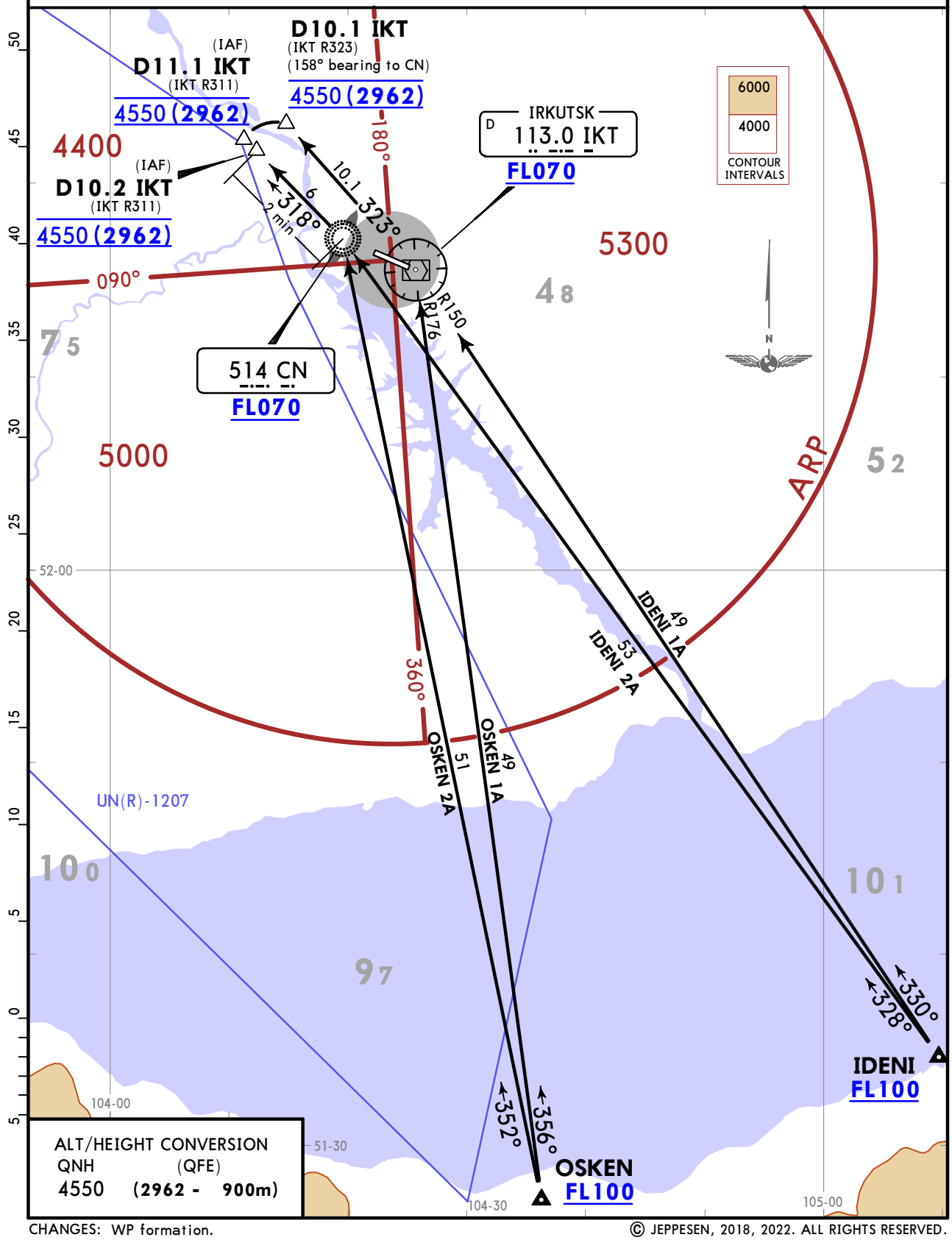
IDENI 1A [IDEN1A]
OSKEN 1A [OSKE1A]

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

CAT A & B

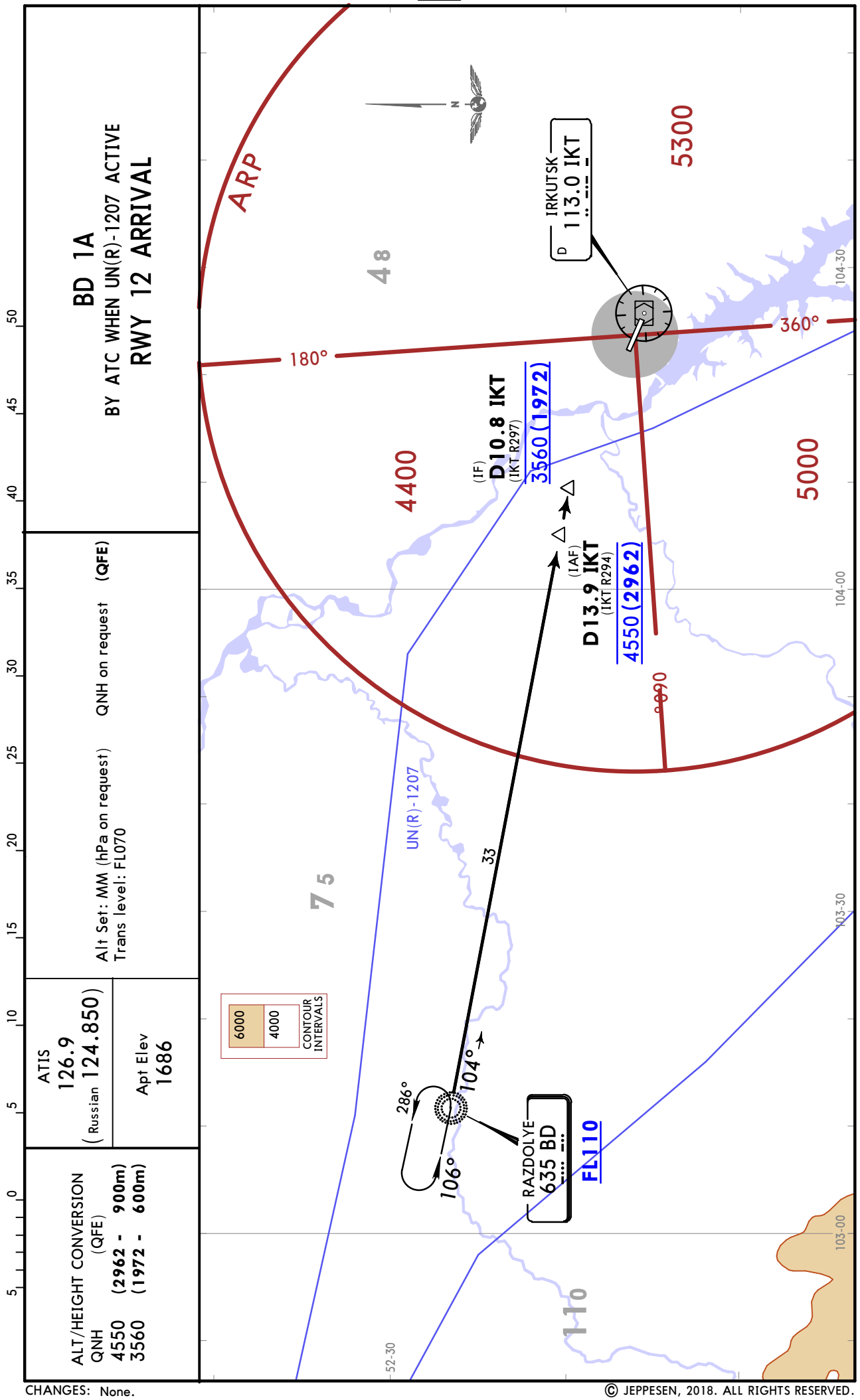
BY ATC WHEN UN(R)-1207 ACTIVE

RWY 12 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
4550 (2962 - 900m)

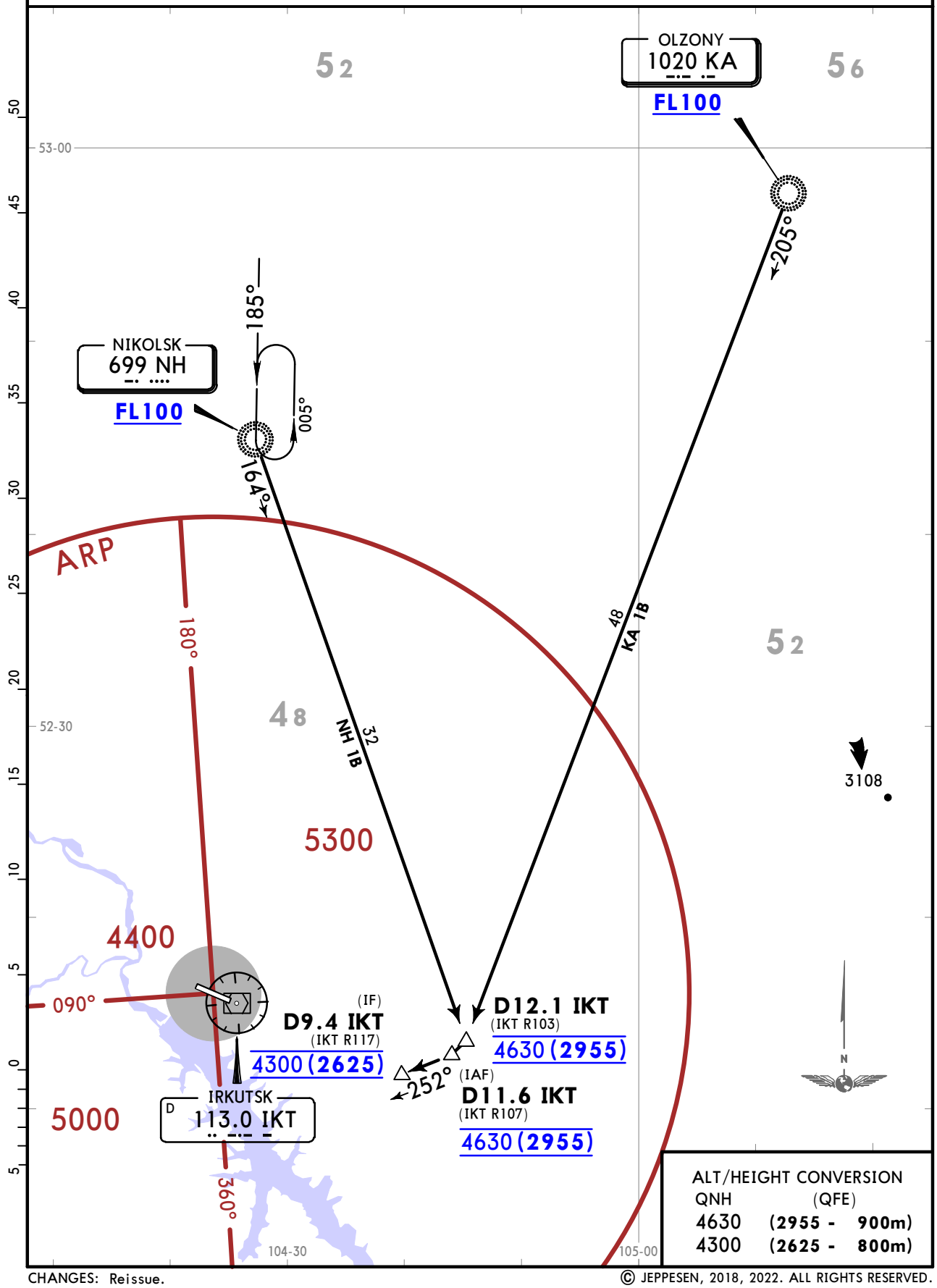
CHANGES: WP formation.



CHANGES: None.

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070

KA 1B, NH 1B
RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
4630	(2955 -	900m)
4300	(2625 -	800m)

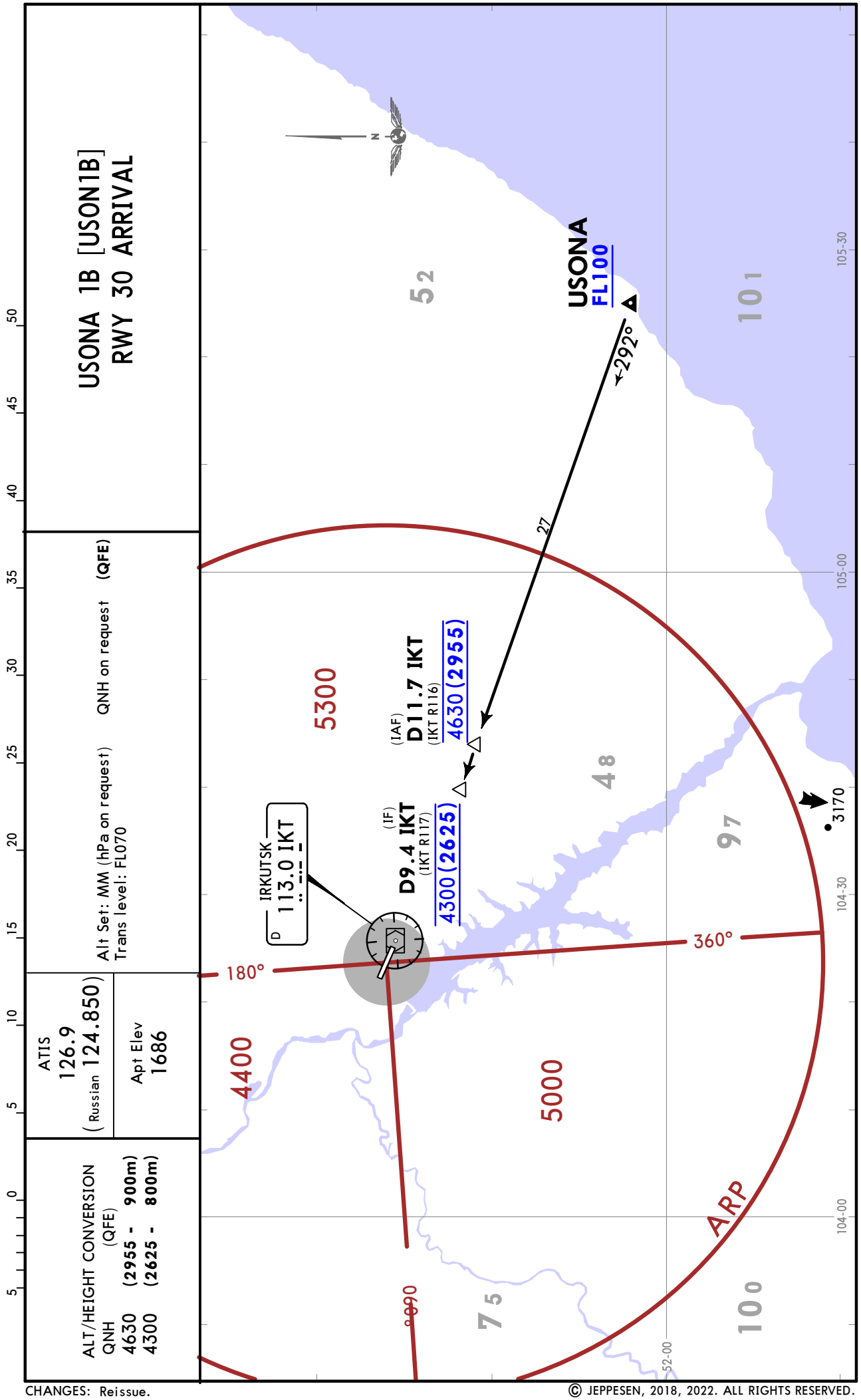
CHANGES: Reissue.

UIII/IKT
IRKUTSK

JEPPESEN
21 JAN 22 10-2N Eff 27 Jan

IRKUTSK, RUSSIA
STAR

USONA 1B [USON1B]
RWY 30 ARRIVAL



Alt Set: MM (hPa on request)
Trans level: FL070

QNH on request (QFE)

ATIS
126.9
(Russian 124.850)

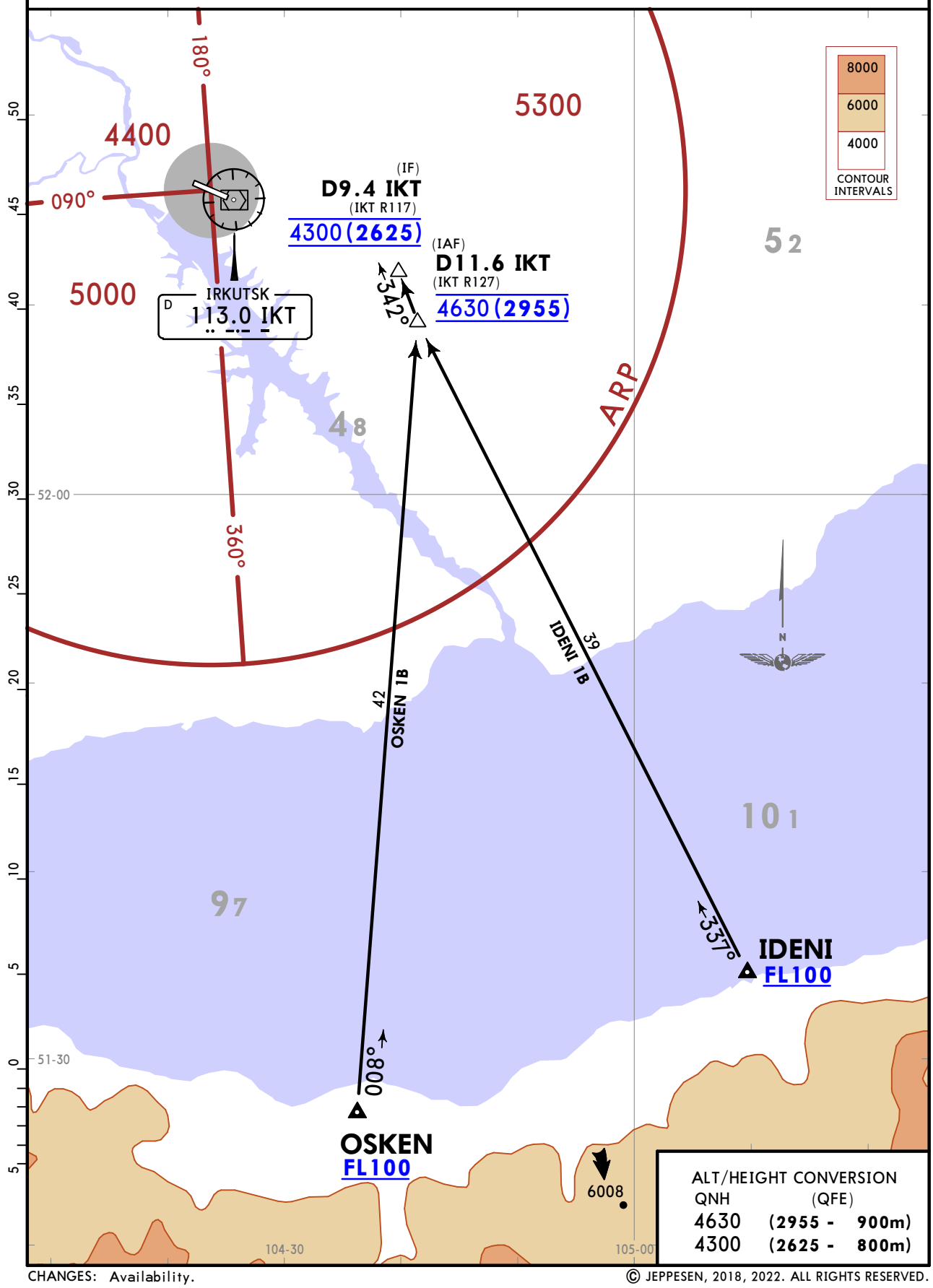
Apt Elev
1686

ALT/HEIGHT CONVERSION (QFE)
QNH
4630 (2955 - 900m)
4300 (2625 - 800m)

CHANGES: Reissue.

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070

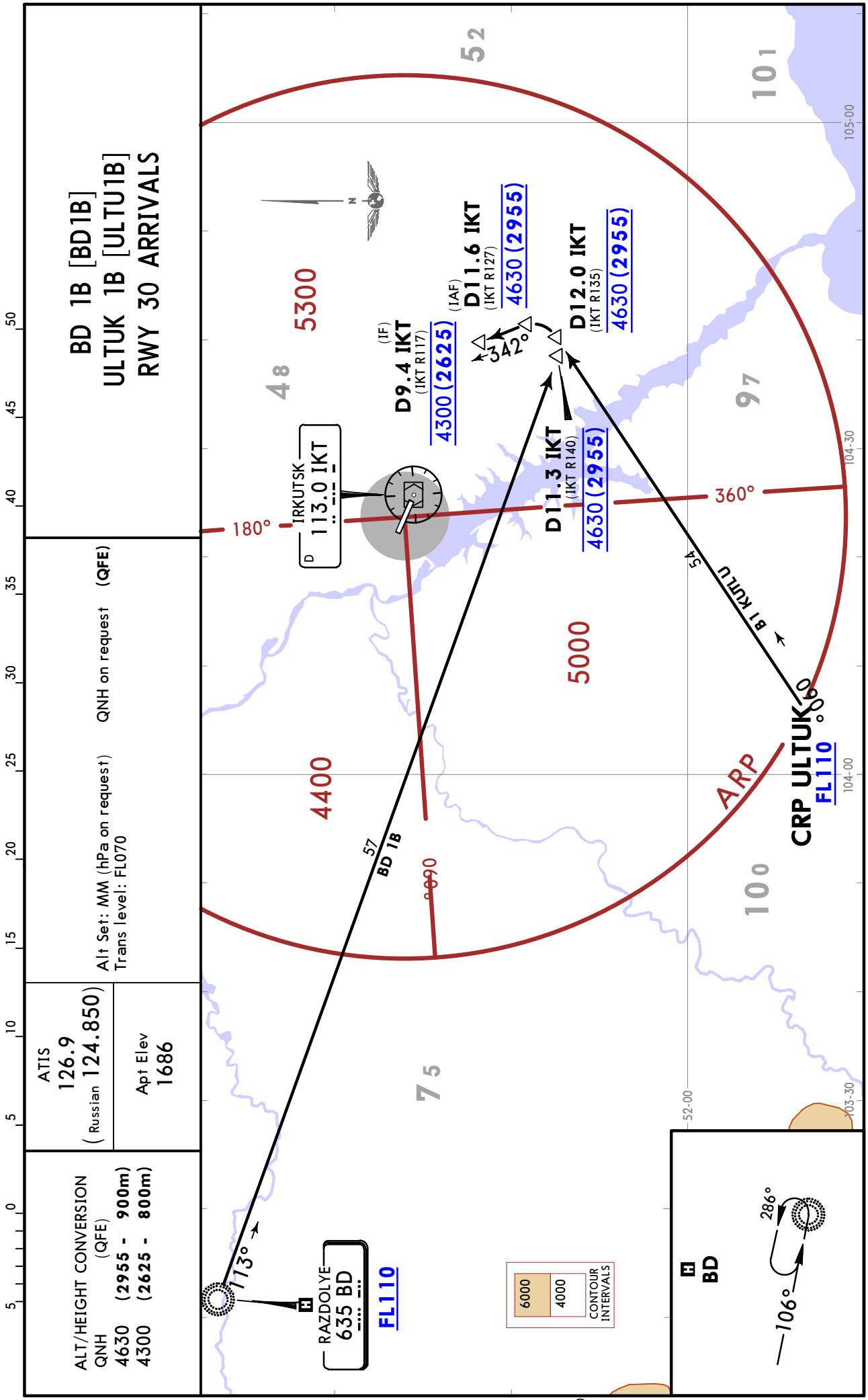
IDENI 1B [IDEN1B], OSKEN 1B [OSKE1B]
RWY 30 ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
4630	(2955 -	900m)
4300	(2625 -	800m)

CHANGES: Availability.

BD 1B [BD1B]
ULTUK 1B [ULTU1B]
RWY 30 ARRIVALS



ATIS 126.9 (Russian 124.850)

Apt Elev 1686

Alt Set: MM (hPa on request)
Trans level: FL070

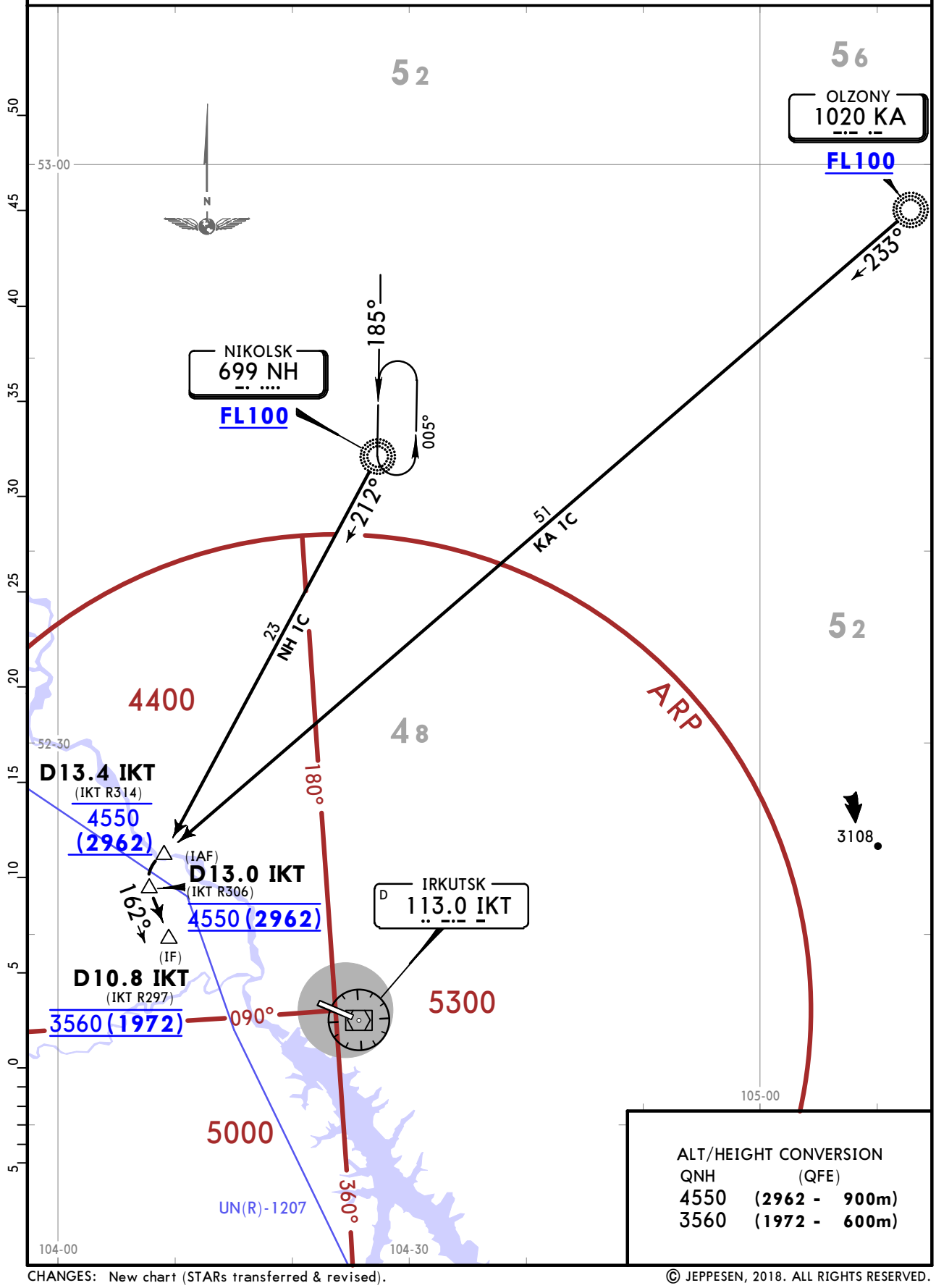
QNH on request (QFE)

ALT/HEIGHT CONVERSION (QFE)
QNH 4630 (2955 - 900m)
4300 (2625 - 800m)

CHANGES: Availability.

ATIS	Apt Elev	
126.9 (Russian 124.850)	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



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

CHANGES: New chart (STARs transferred & revised).

USONA 1C [USON1C]

BY ATC WHEN UN(R)-1207 ACTIVE

RWY 12 ARRIVAL

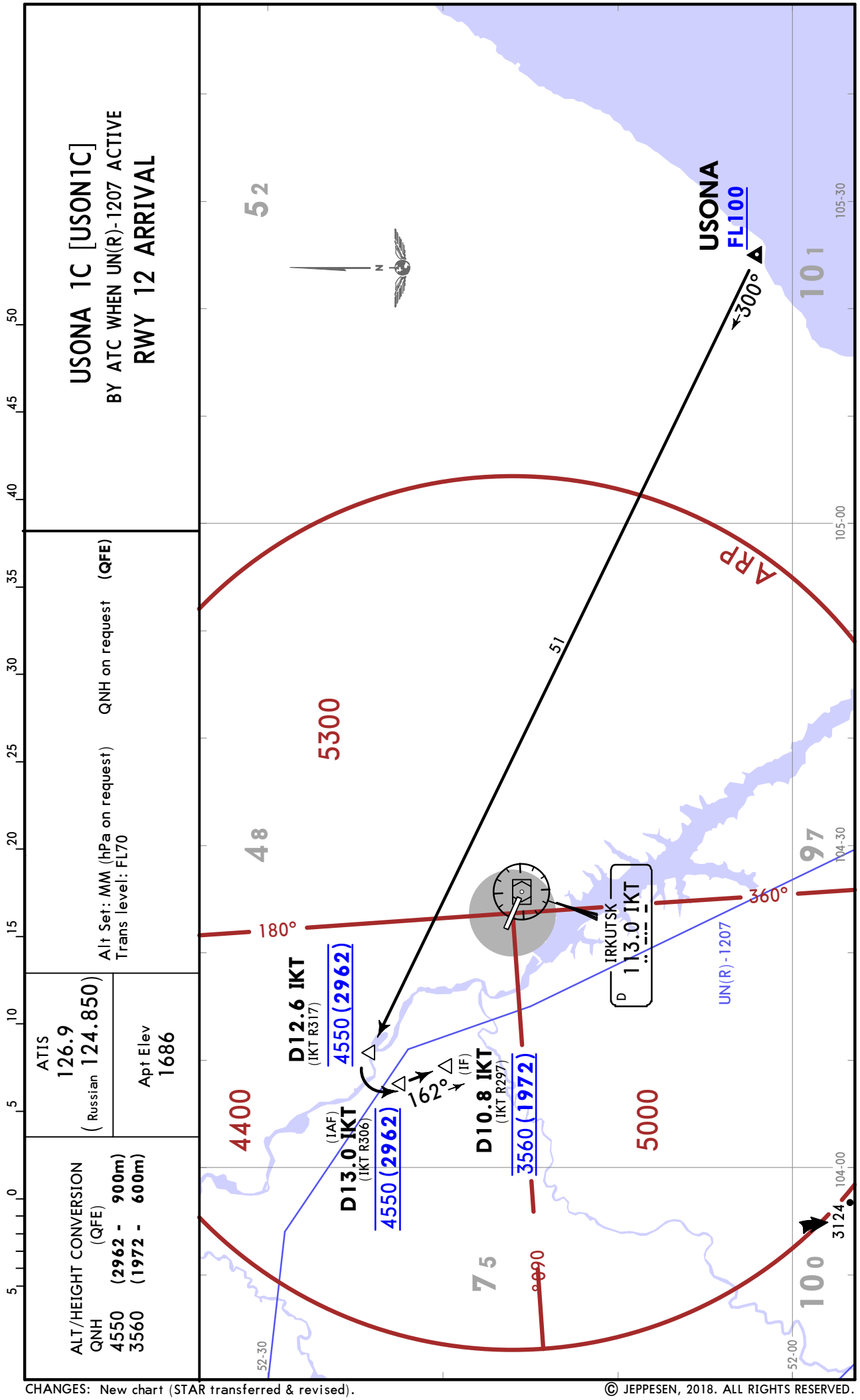
Alt Set: MM (hPa on request)
Trans level: FL70

QNH on request (QFE)

ATIS 126.9
(Russian 124.850)

Apt Elev 1686

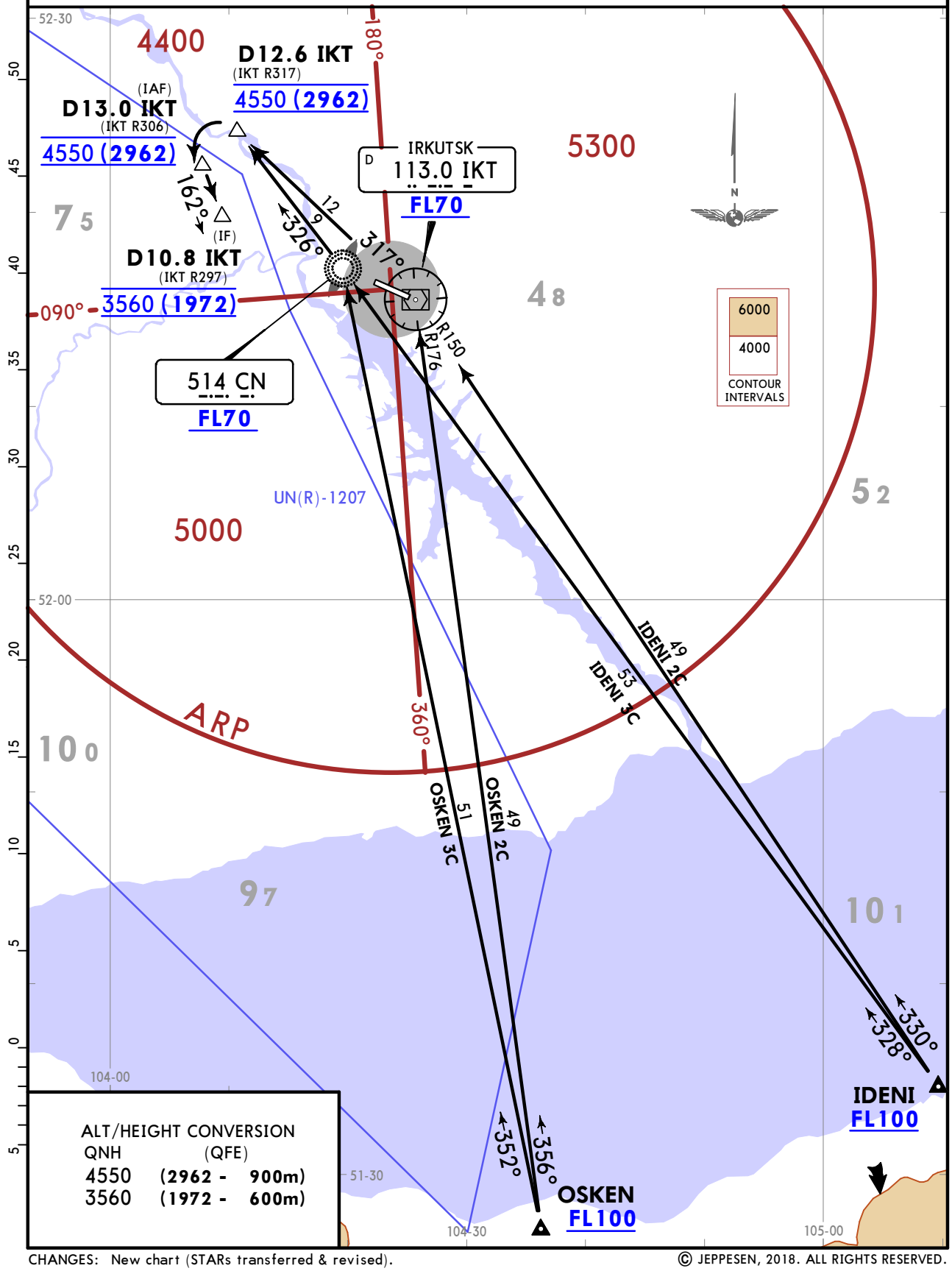
ALT/HEIGHT CONVERSION (QFE)
QNH (2962 - 900m)
3560 (1972 - 600m)



CHANGES: New chart (STAR transferred & revised).

ATIS	Apt Elev	
126.9 (Russian 124.850)	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

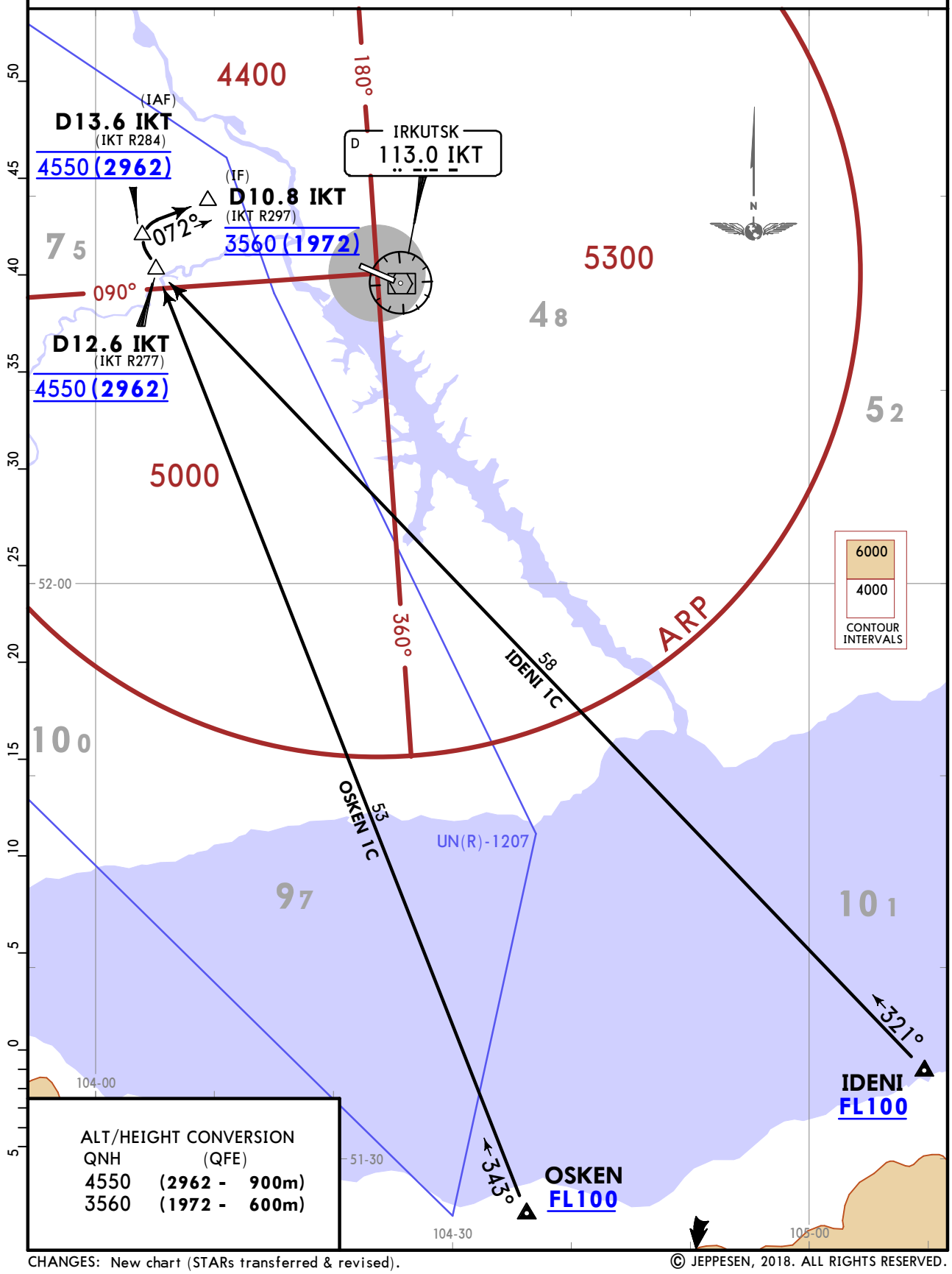


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
4550	(2962 -	900m)
3560	(1972 -	600m)

CHANGES: New chart (STARs transferred & revised).

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL70

IDENI 1C [IDEN1C]
OSKEN 1C [OSKE1C]
BY ATC WHEN UN(R)-1207 ACTIVE
RWY 12 ARRIVALS

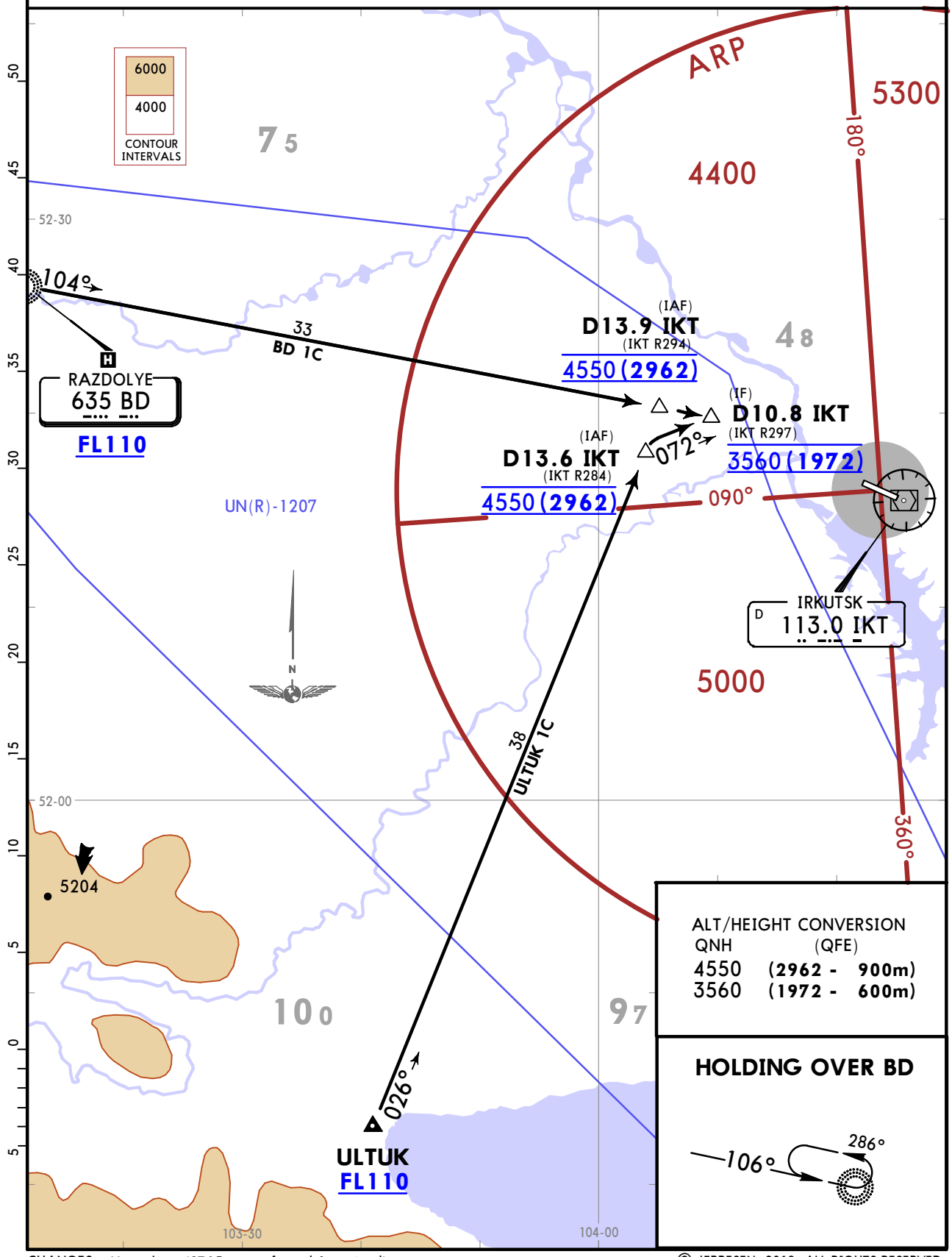


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
4550	(2962 -	900m)
3560	(1972 -	600m)

CHANGES: New chart (STARs transferred & revised).

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL70

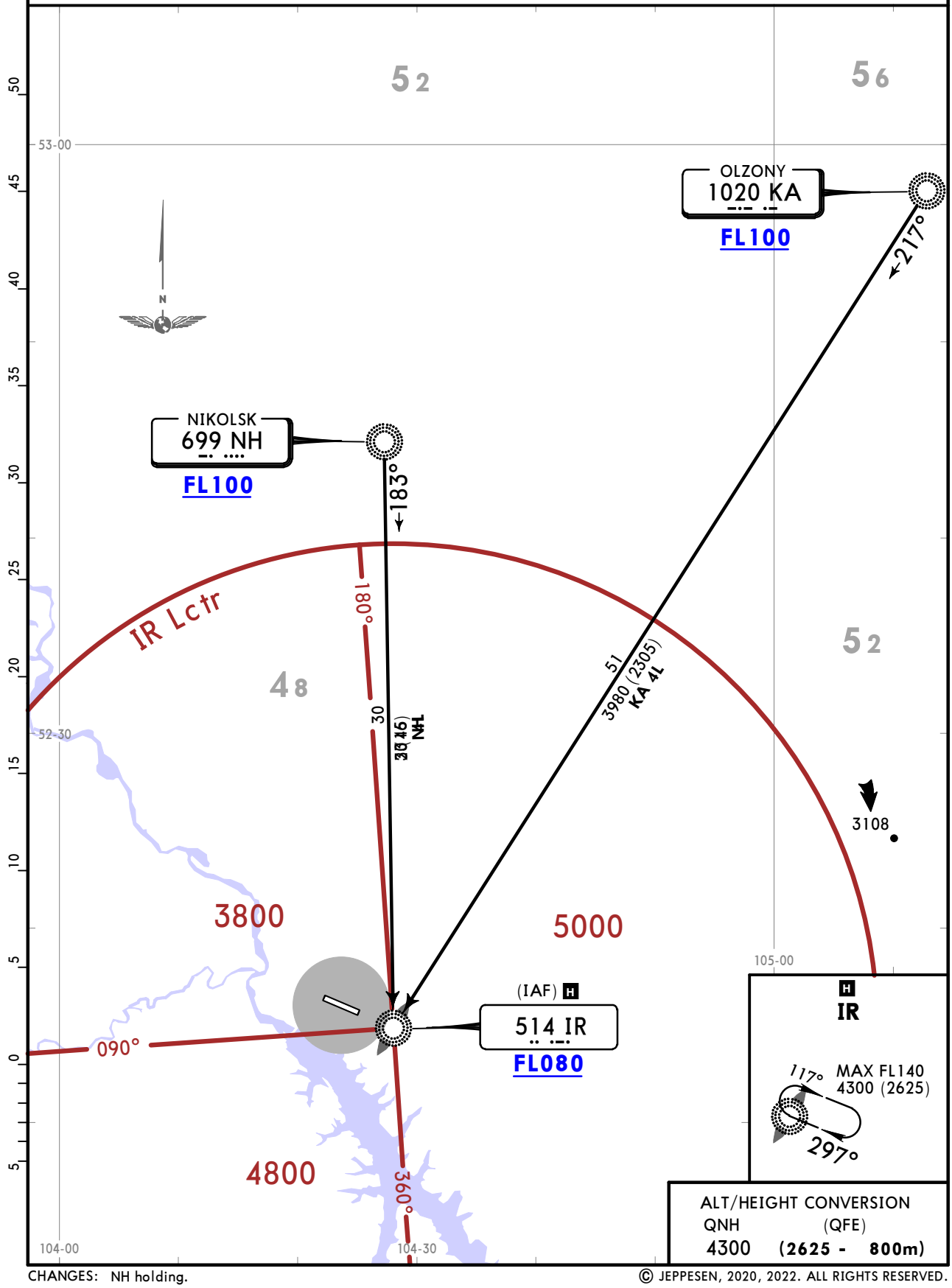
BD 1C [BD1C]
ULTUK 1C [ULTU1C]
BY ATC WHEN UN(R)-1207 ACTIVE
RWY 12 ARRIVALS



CHANGES: New chart (STARs transferred & revised).

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070

KA 4L, NH 4L
ARRIVALS
(RWY 30)
UNDER RADAR CONTROL



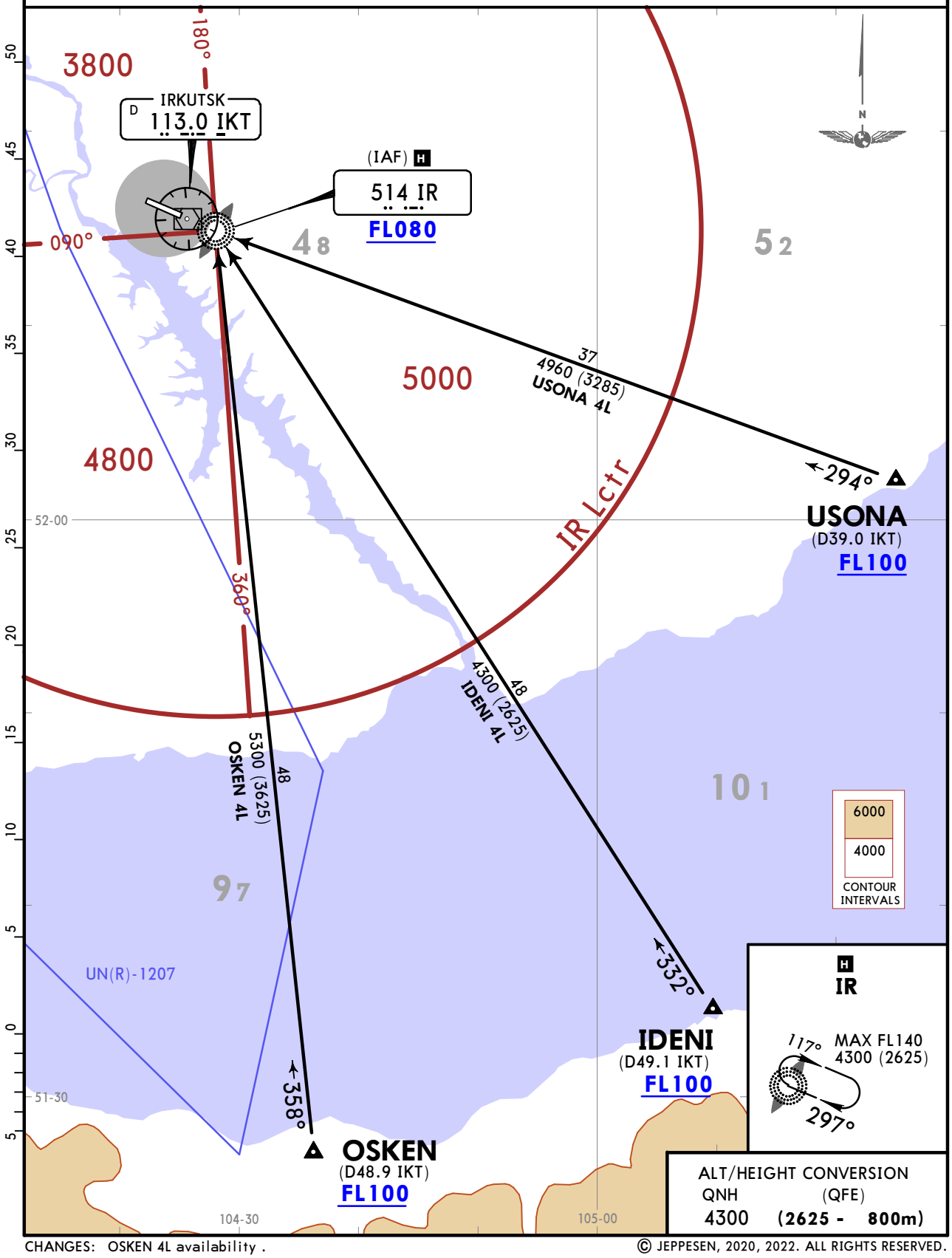
CHANGES: NH holding.

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 DME required.

IDENI 4L [IDEN4L]
USONA 4L [USON4L]

OSKEN 4L [OSKE4L]
BY ATC WHEN UN(R)-1207 ACTIVE

ARRIVALS (RWY 30)
UNDER RADAR CONTROL



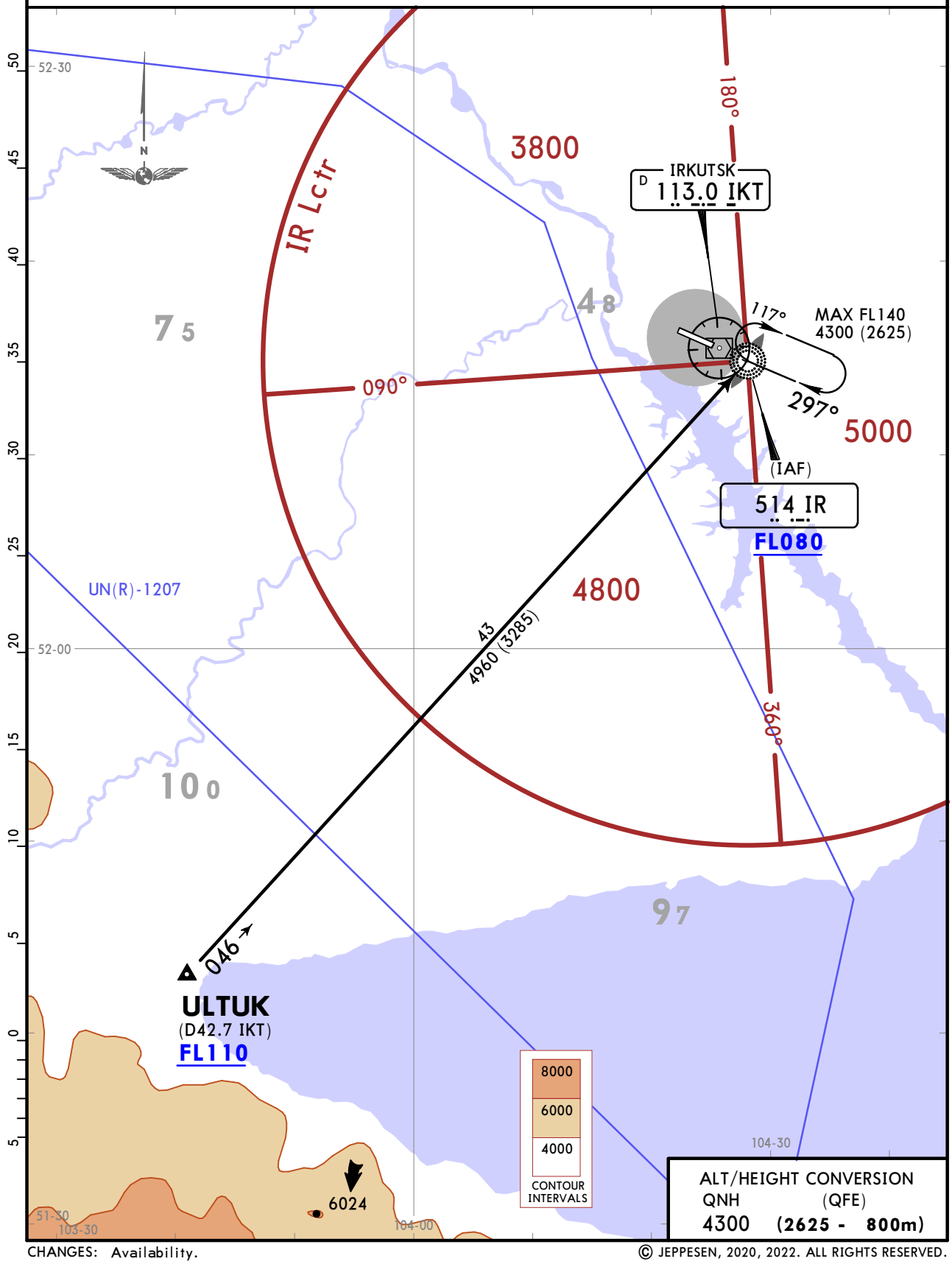
ALT/HEIGHT CONVERSION

QNH	(QFE)
4300	(2625 - 800m)

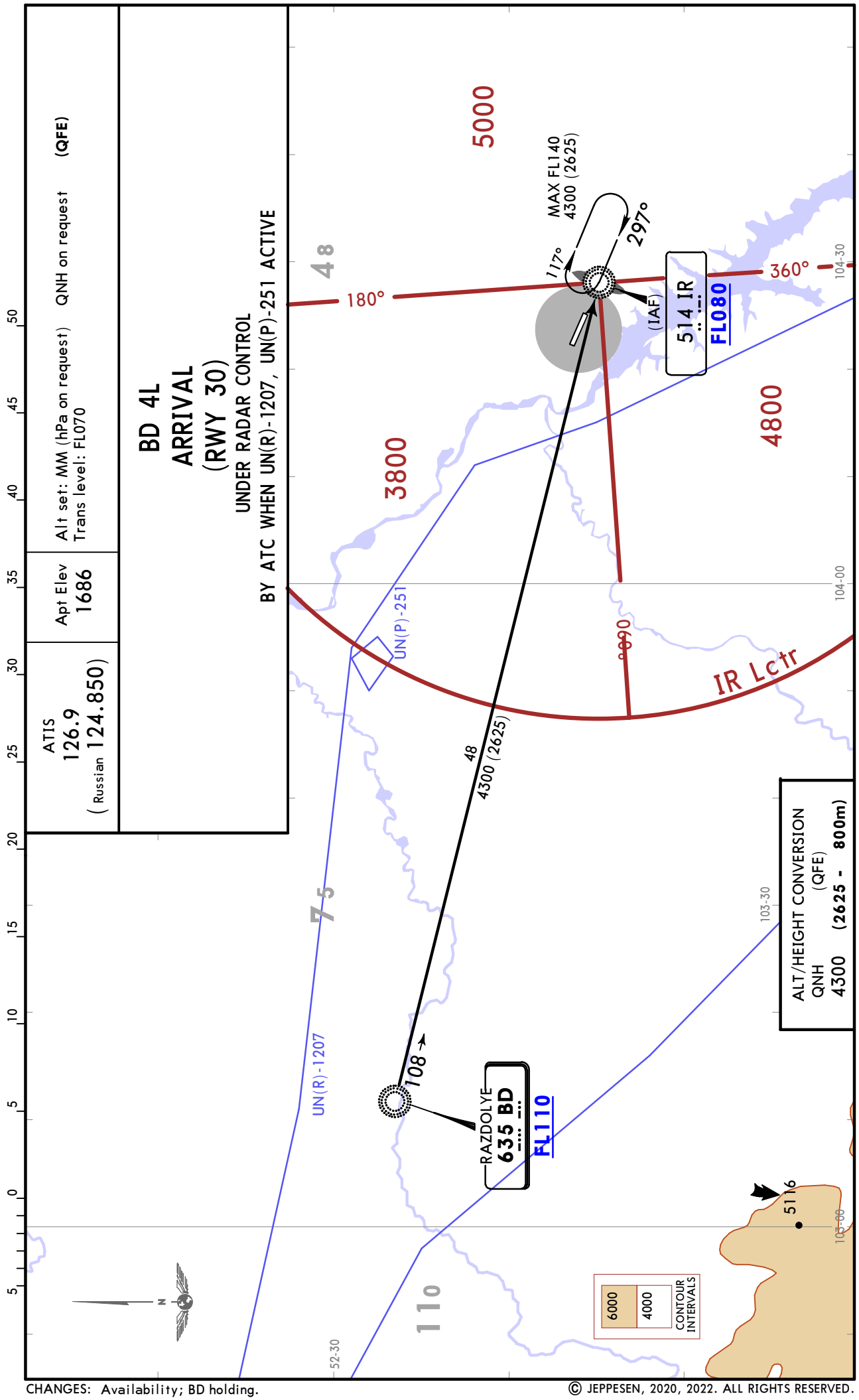
CHANGES: OSKEN 4L availability .

ATIS	Apt Elev	
126.9 (Russian 124.850)	1686	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL070 DME required.

ULTUK 4L [ULTU4L]
ARRIVAL
(RWY 30)
UNDER RADAR CONTROL
BY ATC WHEN UN(R)-1207 ACTIVE



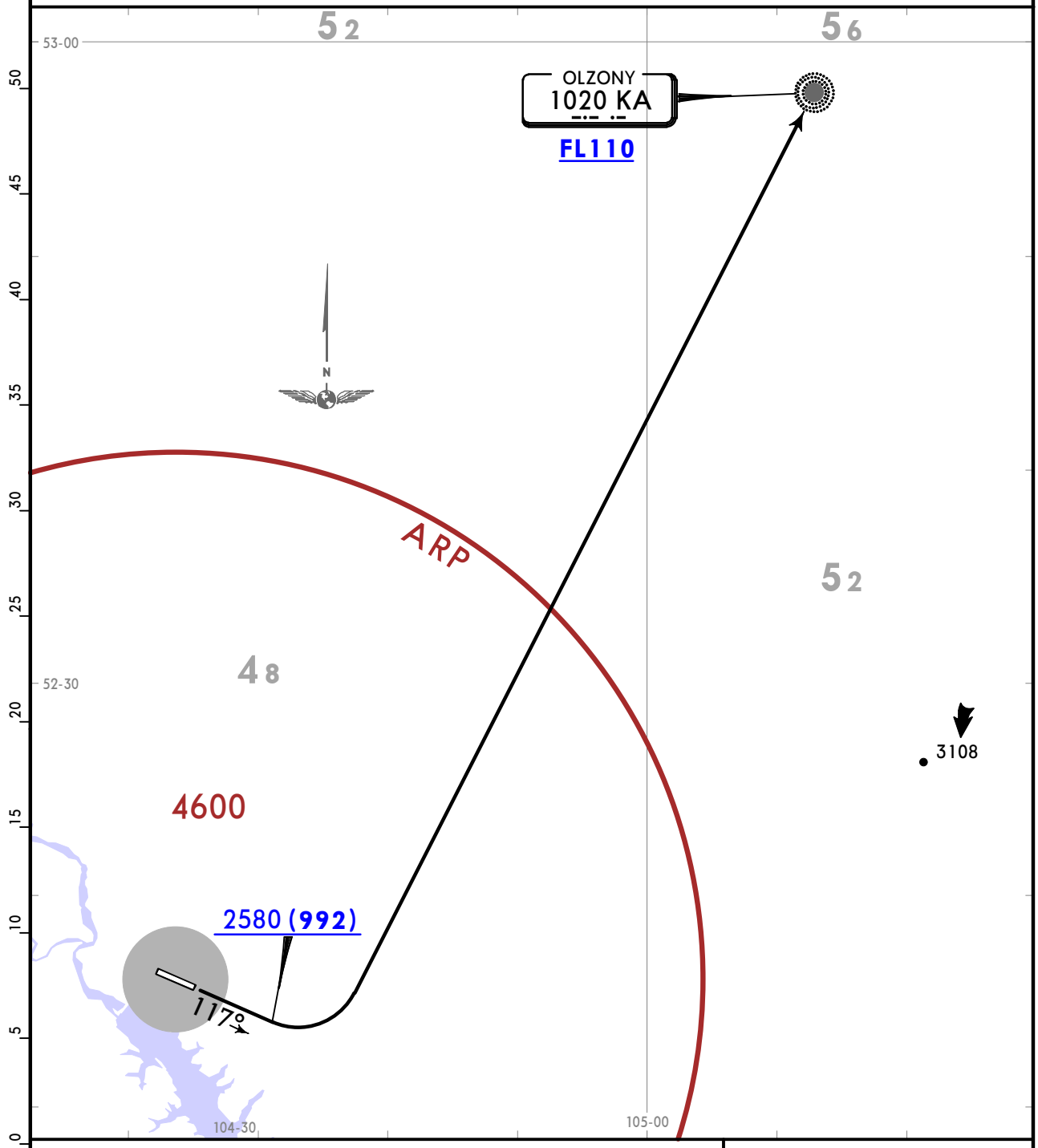
CHANGES: Availability.



CHANGES: Availability; BD holding.

Apt Elev 1686	QNH on request (**QFE**) Trans alt: 5300 (**3712**) 1. RNAV 1. 2. GNSS required. 3. Turn before DER PROHIBITED. 4. EXPECT close-in obstacles.

KA 4C
RWY 12 RNAV DEPARTURE



This SID requires a minimum climb gradient of
3.4% up to 2170 (582).

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

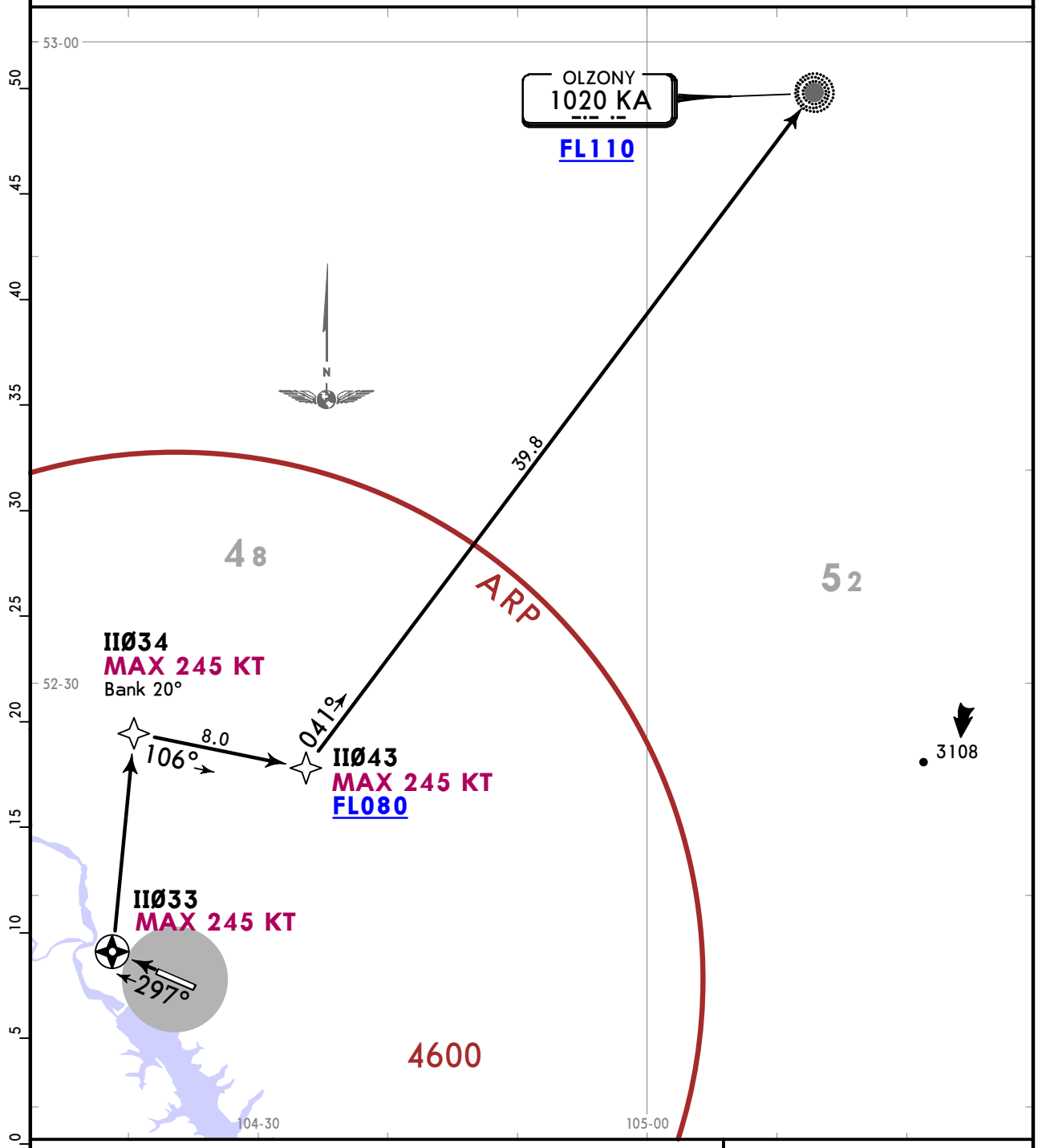
ALT/HEIGHT CONVERSION

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

CHANGES: Chart reindexed.

Apt Elev 1686	QNH on request (**QFE**) Trans alt: 5300 (**3625**) 1. RNAV 1. 2. GNSS required. 3. Turn before DER PROHIBITED.

KA 4D
RWY 30 RNAV DEPARTURE



This SID requires a minimum climb gradient of 5.3% up to FL080 due to airspace limitation.

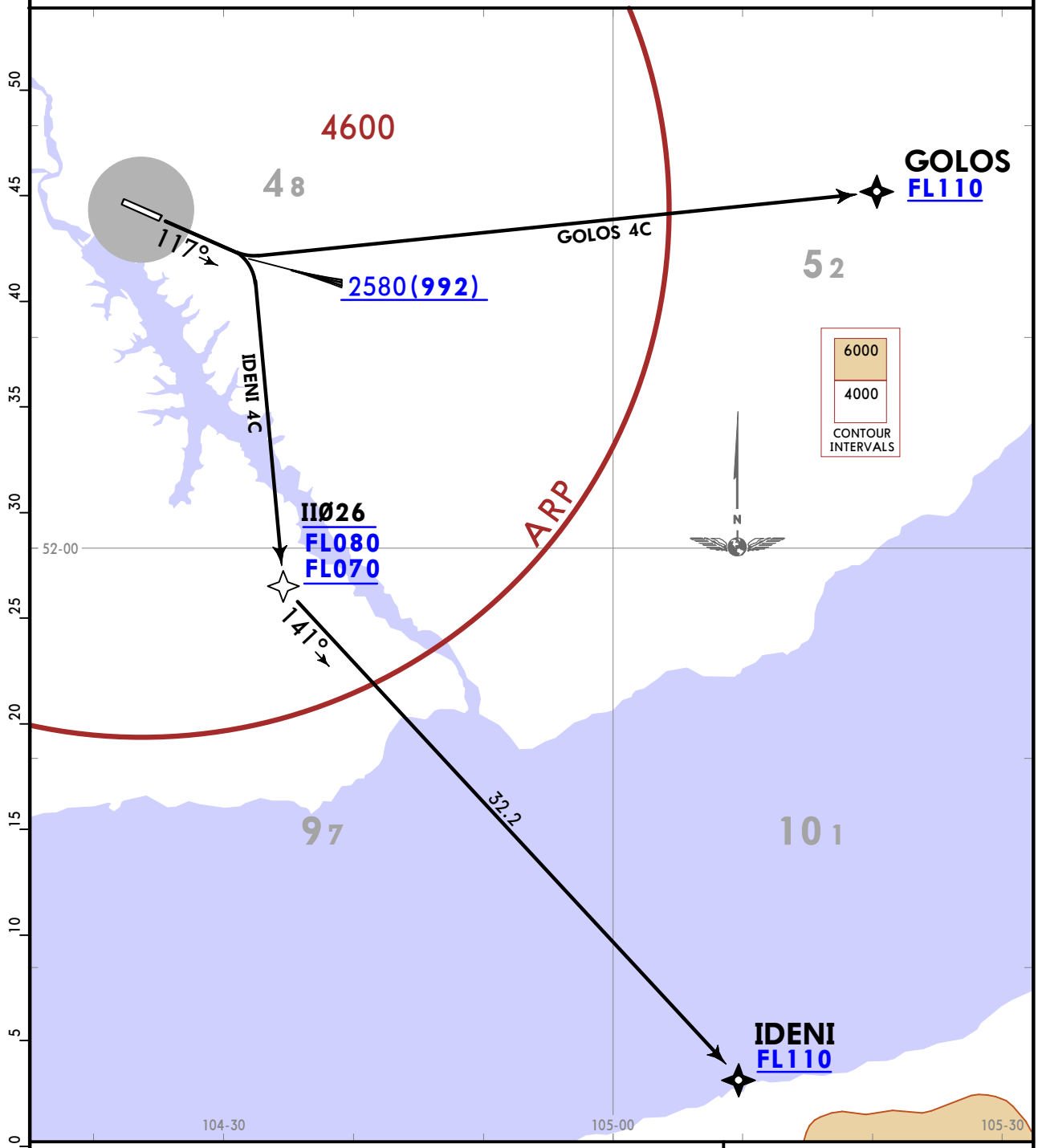
Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

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

CHANGES: Chart reindexed; IIØ33 NCRP to CRP.

Apt Elev 1686	QNH on request (**QFE**) Trans alt: 5300 (**3712**) 1. RNAV 1. 2. GNSS required. 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 FL070 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

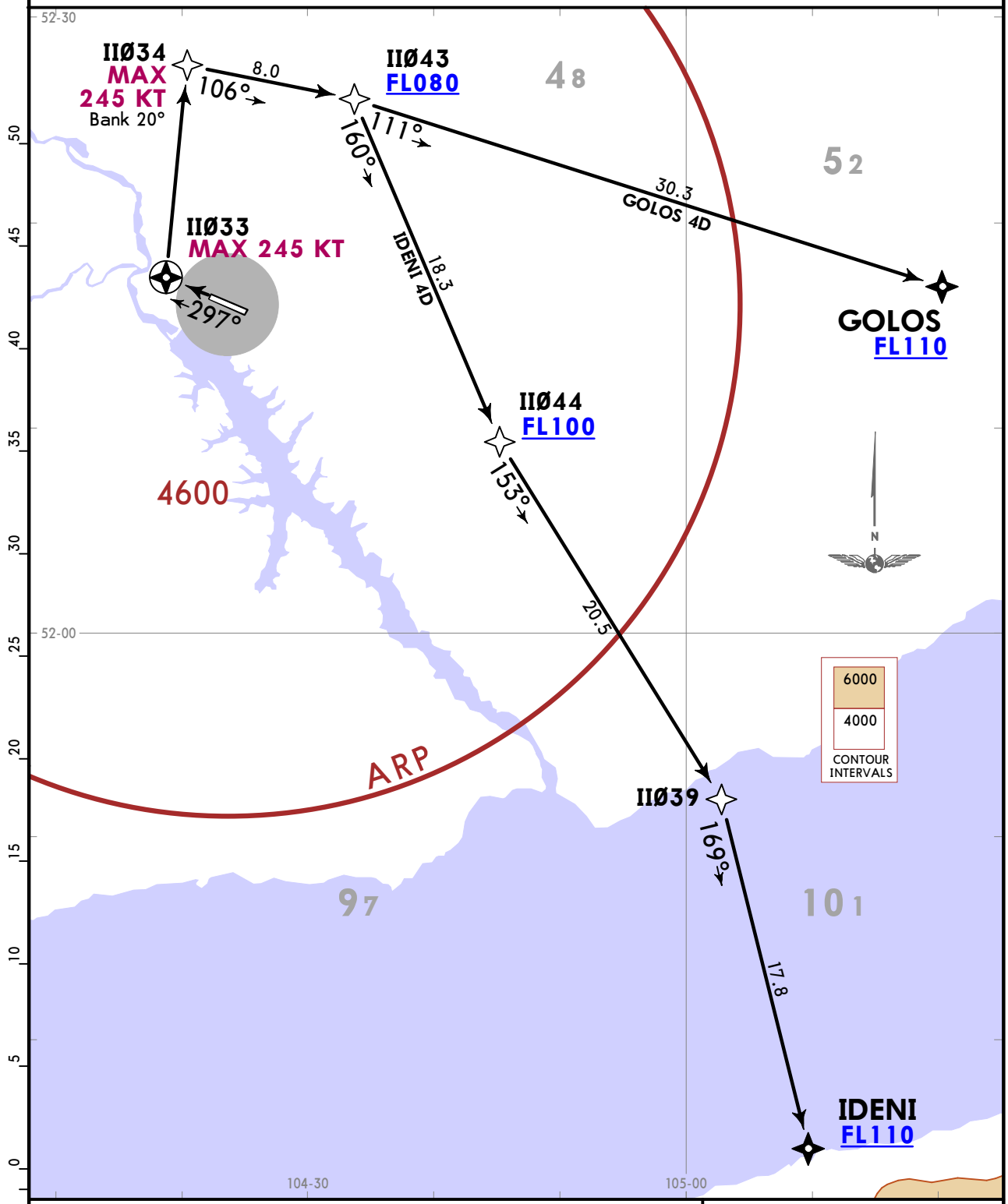
ALT/HEIGHT CONVERSION

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

CHANGES: None.

Apt Elev 1686	QNH on request (**QFE**) Trans alt: 5300 (**3625**) 1. RNAV 1. 2. GNSS required. 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 FL080 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)**

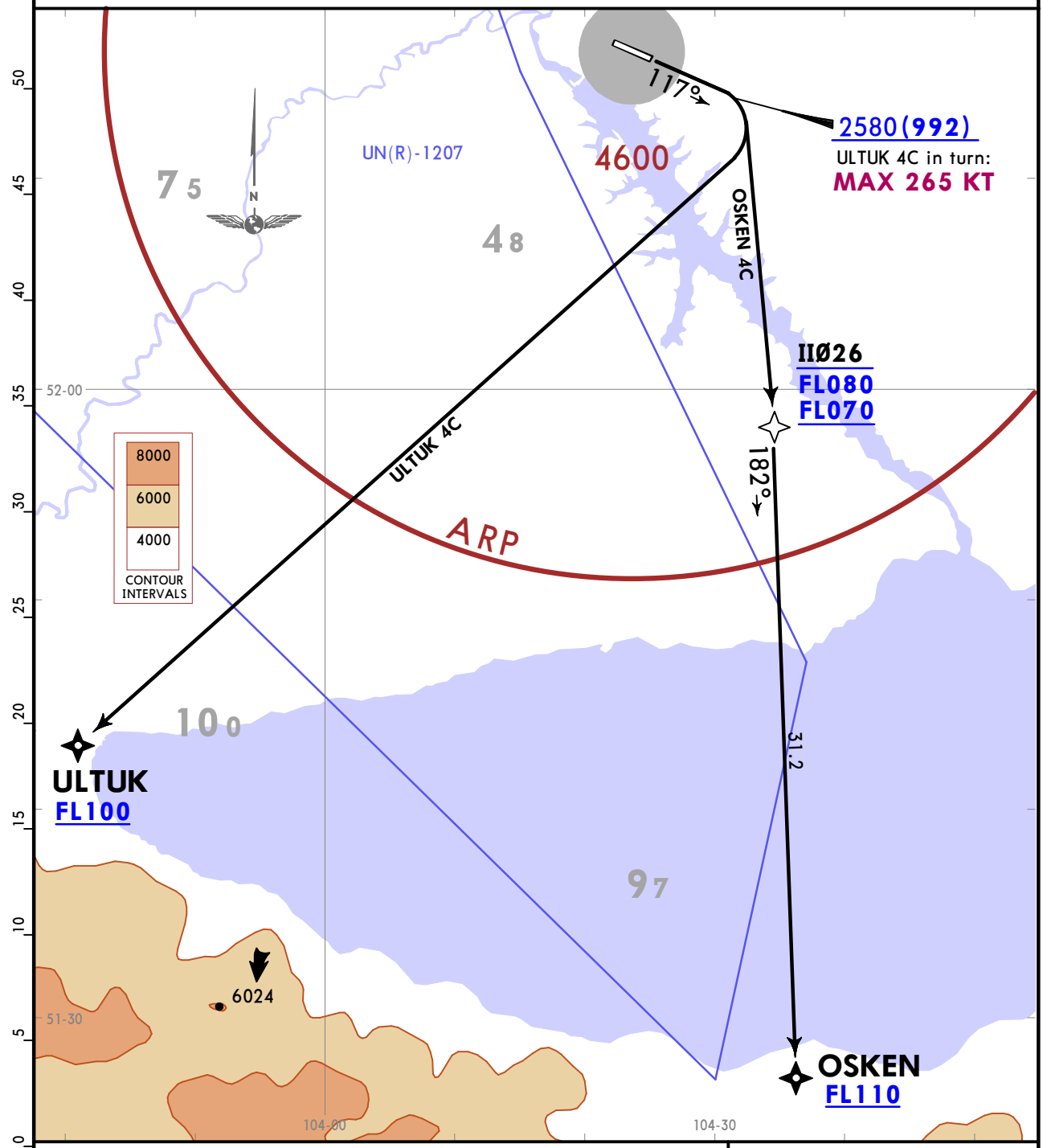
CHANGES: IIØ33 NCRP to CRP.

Apt Elev 1686	QNH on request (**QFE**) Trans alt: 5300 (**3712**) 1. RNAV 1. 2. GNSS required. 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 FL070 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)

CHANGES: None.

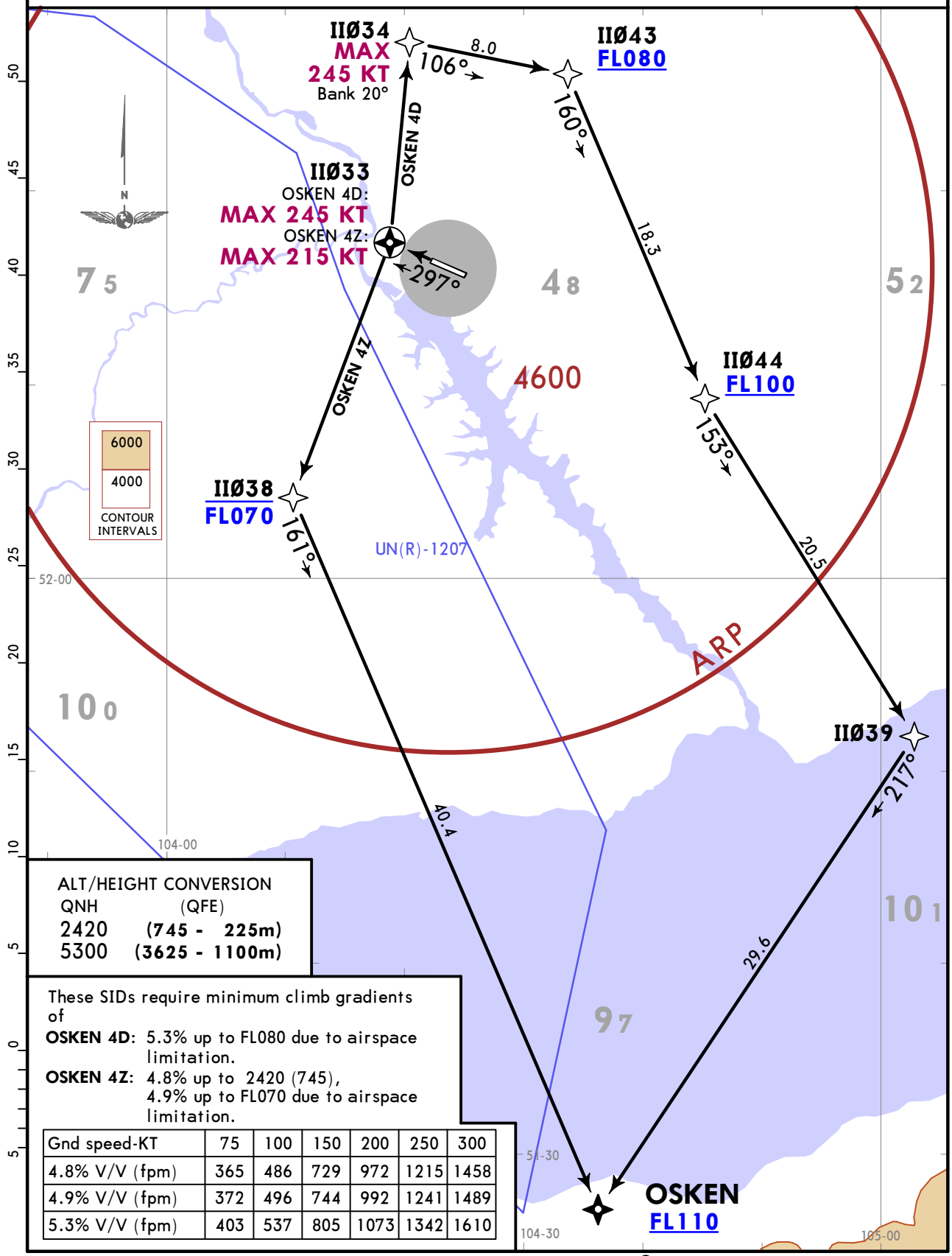
Apt Elev	
1686	QNH on request (**QFE**) Trans alt: 5300 (**3625**) 1. RNAV 1. 2. GNSS required. 3. Turn before DER PROHIBITED.

OSKEN 4D [OSKE4D]

OSKEN 4Z [OSKE4Z]

BY ATC WHEN UN(R)-1207 ACTIVE

RWY 30 RNAV DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
2420	**(745 - 225m)**
5300	**(3625 - 1100m)**

These SIDs require minimum climb gradients of

OSKEN 4D: 5.3% up to FL080 due to airspace limitation.

OSKEN 4Z: 4.8% up to 2420 (745), 4.9% up to FL070 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

CHANGES: IIØ33 NCRP to CRP.

RWY 12 RNAV DEPARTURES

BD 4C, BD 4Z

BY ATC WHEN UN(R)-1207 ACTIVE

Apt Elev 1686

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

These SIDs require minimum climb gradients of
3.4% up to 2170 (582),
BD 4C:5.3% up to FL080 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
5.3% V/V (fpm)	403	537	805	1073	1342	1610

ALT/HEIGHT CONVERSION (QFE)

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

II027
FL090
FL080

II029

II030

FL100

RAZDOLYE
635 BD

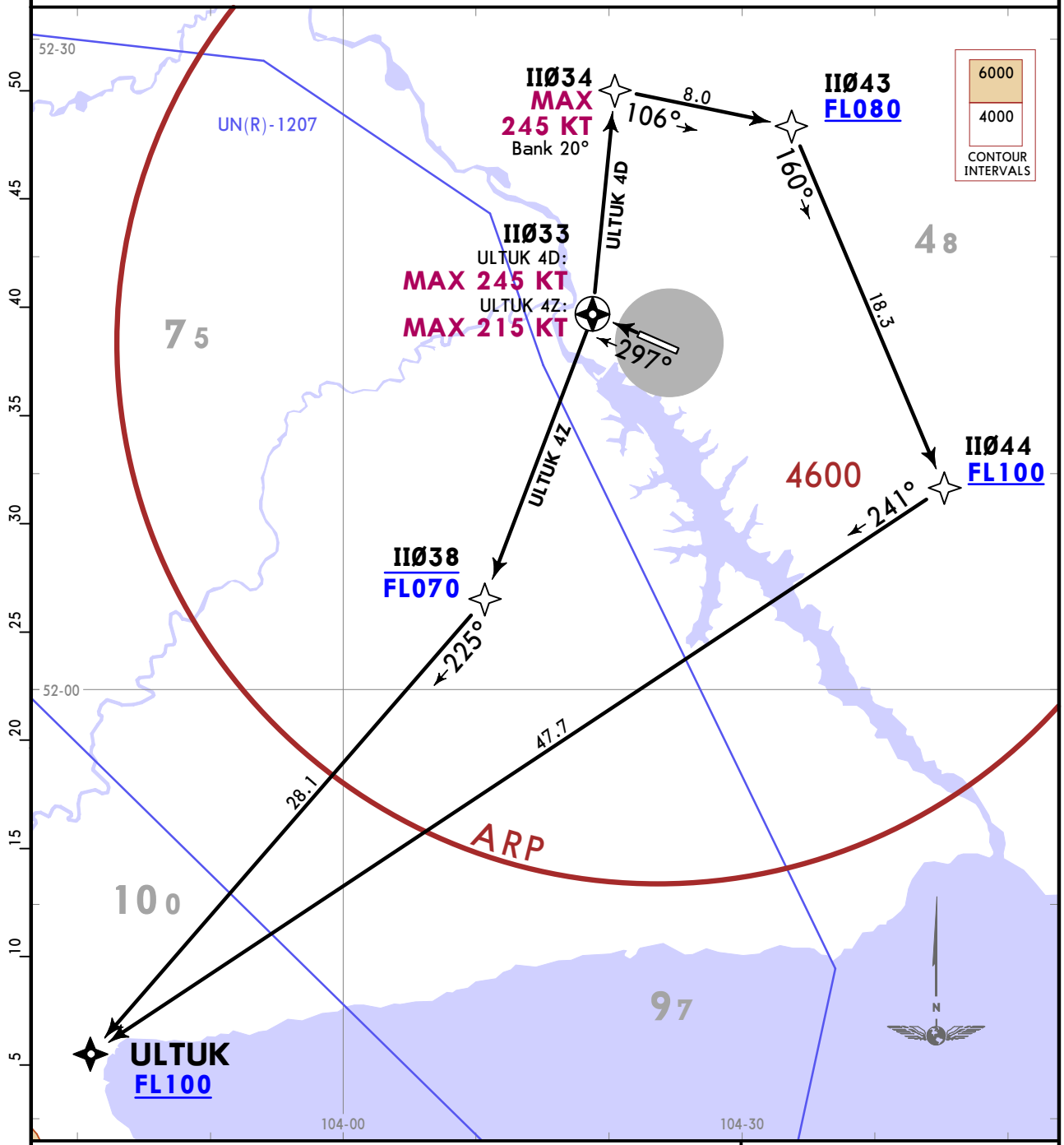
280°
24.4
C4 DB
117°
2580(992)
in turn:
MAX 265 KT
BD 4Z
ARP
4600
UN(R)-1207
CONTOUR INTERVALS
6000
4000

Apt Elev 1686	QNH on request (**QFE**) Trans alt: 5300 (**3625**) 1. RNAV 1. 2. GNSS required. 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 FL080 due to airspace limitation.

ULTUK 4Z: 4.8% up to 2420 (745), 4.9% up to FL070 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

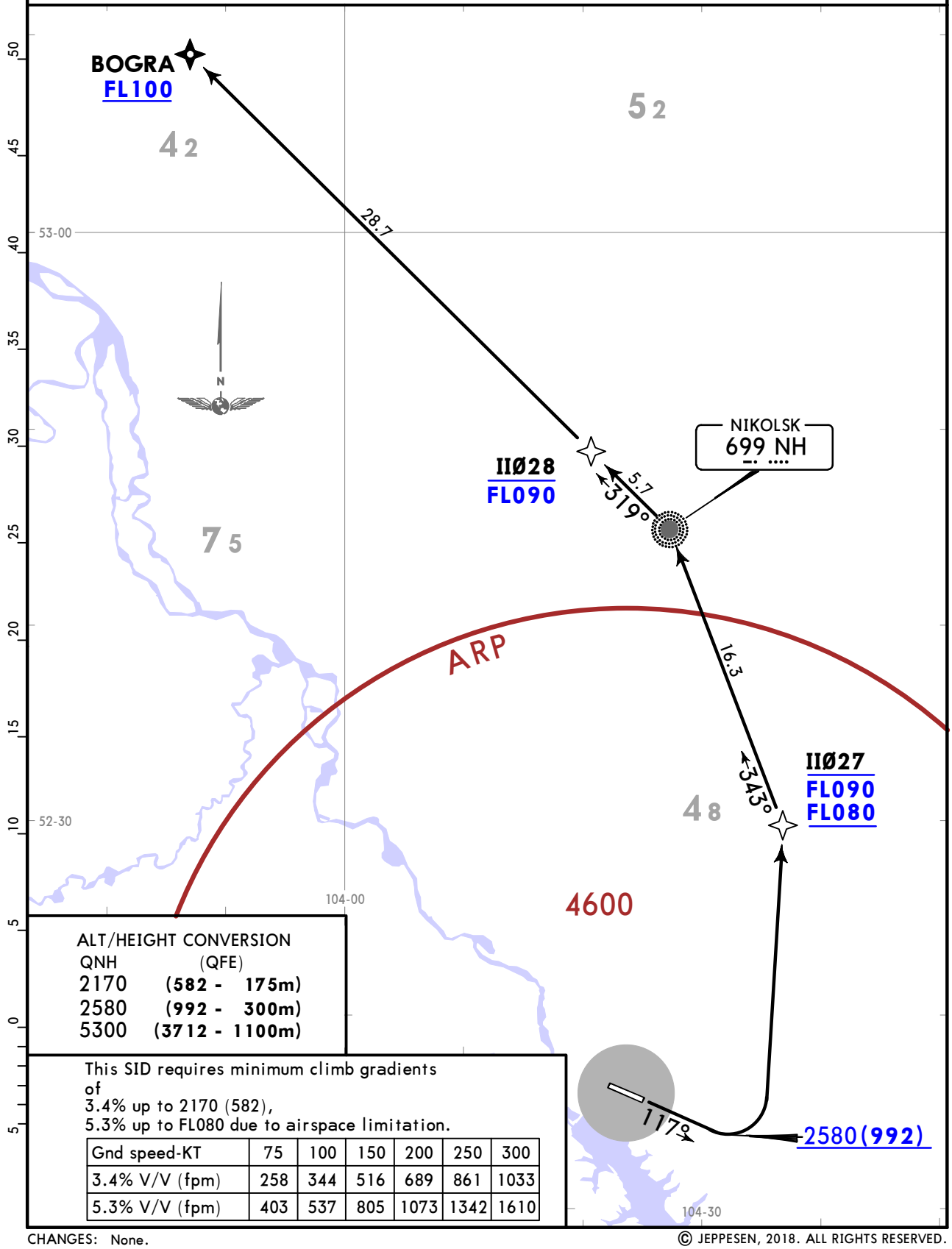
ALT/HEIGHT CONVERSION

QNH	(QFE)
2420	(745 - 225m)
5300	(3625 - 1100m)

CHANGES: IIØ33 NCRP to CRP.

Apt Elev 1686	QNH on request (**QFE**) Trans alt: 5300 (**3712**) 1. RNAV 1. 2. GNSS required. 3. Turn before DER PROHIBITED. 4. EXPECT close-in obstacles.

BOGRA 4C [BOGR4C]
RWY 12 RNAV DEPARTURE



ALT/HEIGHT CONVERSION

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

This SID requires minimum climb gradients of
3.4% up to 2170 (582),
5.3% up to FL080 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
5.3% V/V (fpm)	403	537	805	1073	1342	1610

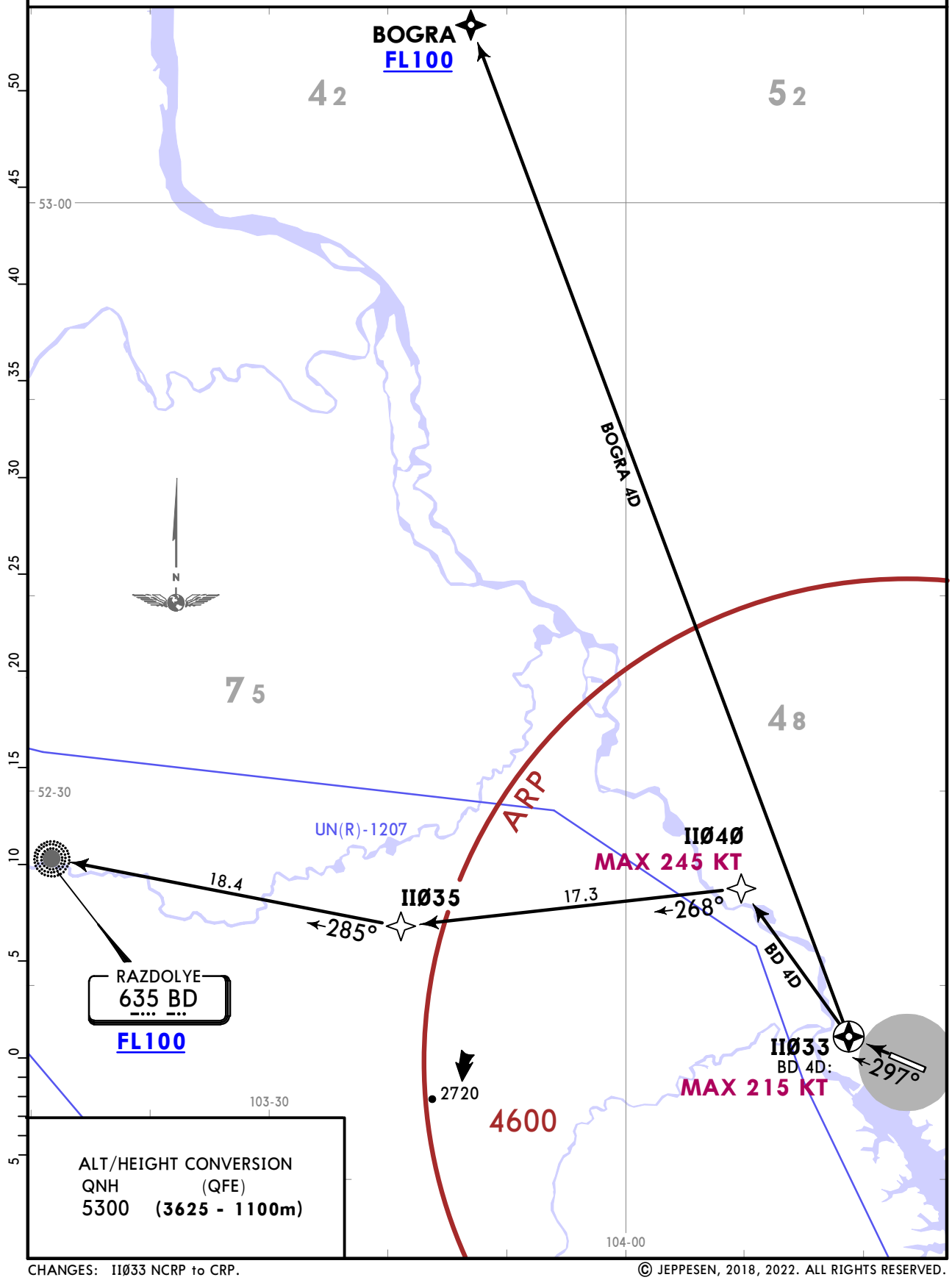
CHANGES: None.

Apt Elev	
1686	QNH on request (**QFE**) Trans alt: 5300 (**3625**) 1. RNAV 1. 2. GNSS required. 3. Turn before DER PROHIBITED.

BD 4D [BD4D], BOGRA 4D [BOGR4D]

BY ATC WHEN UN(R)-1207 ACTIVE

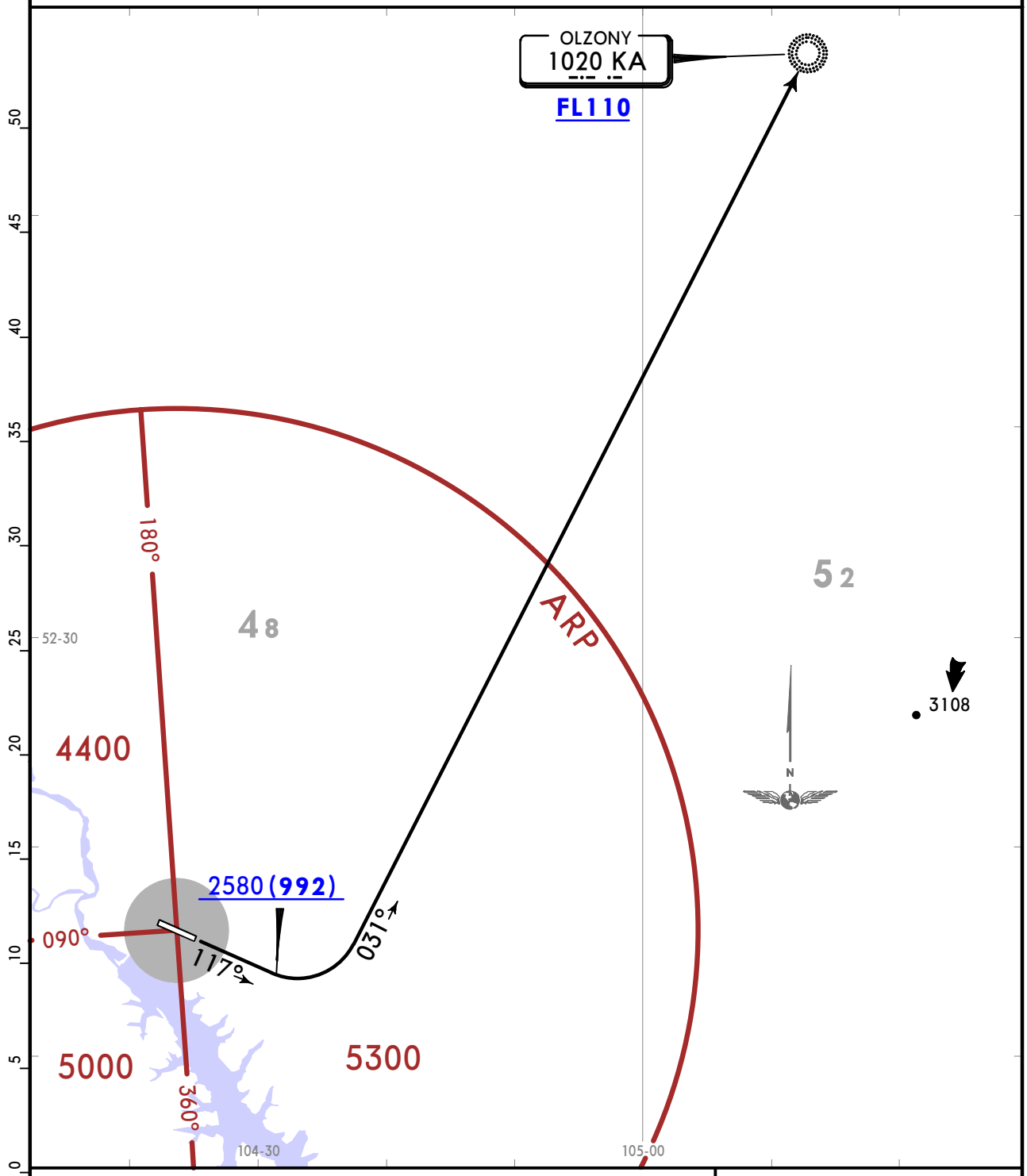
RWY 30 RNAV DEPARTURES



CHANGES: II033 NCRP to CRP.

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

KA 1D
DEPARTURE
(RWY 12)



This SID requires 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

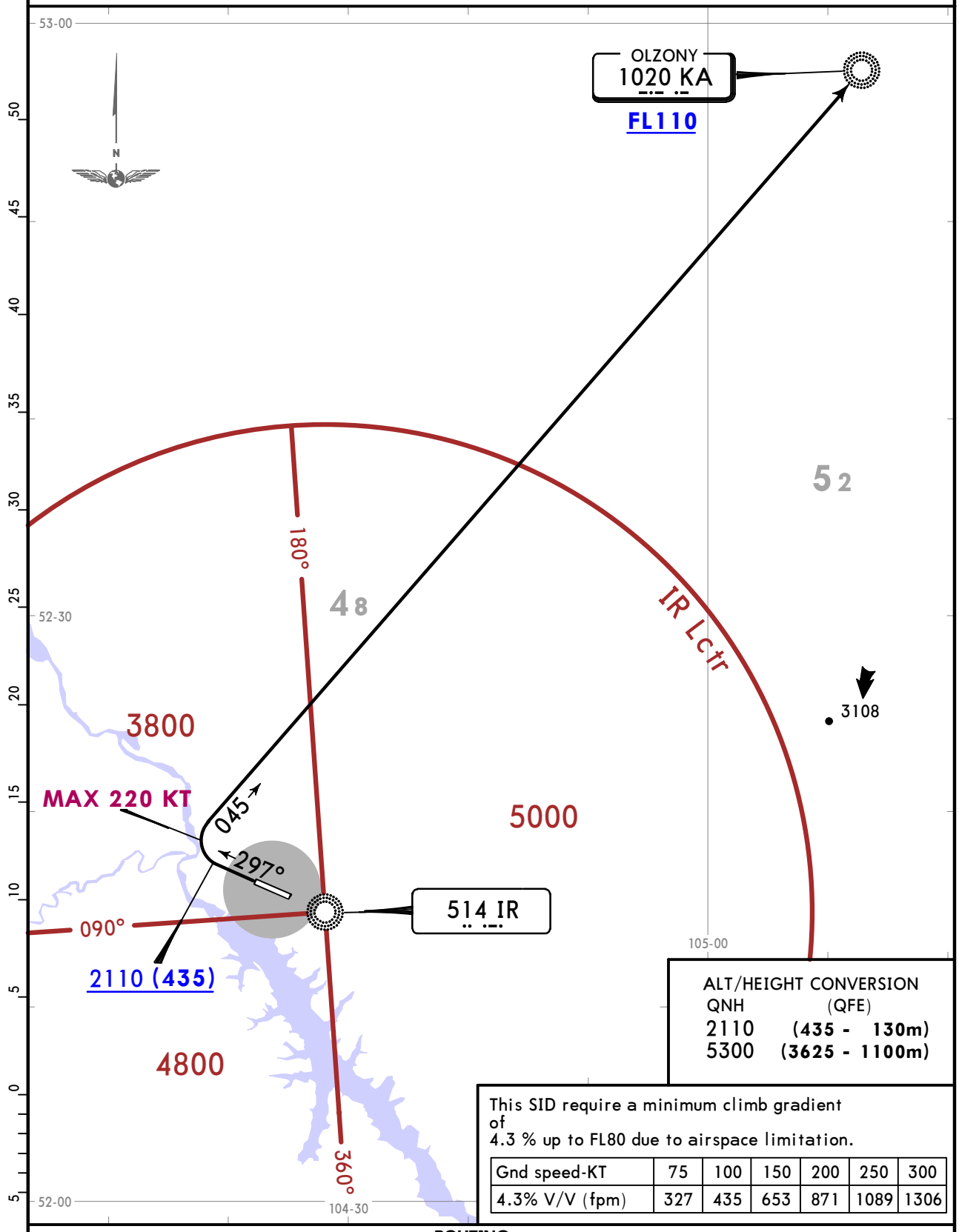
ALT/HEIGHT CONVERSION

QNH	(QFE)
2250	(662 - 200m)
2580	(992 - 300m)
5300	(3712 - 1100m)

CHANGES: None.

Apt Elev	
1686	QNH on request (**QFE**) Trans alt: 5300 (**3625**) No turn before DER.

KA 4F
DEPARTURE
(RWY 30)
UNDER RADAR CONTROL



ALT/HEIGHT CONVERSION

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

This SID require a minimum climb gradient of
4.3 % up to FL80 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

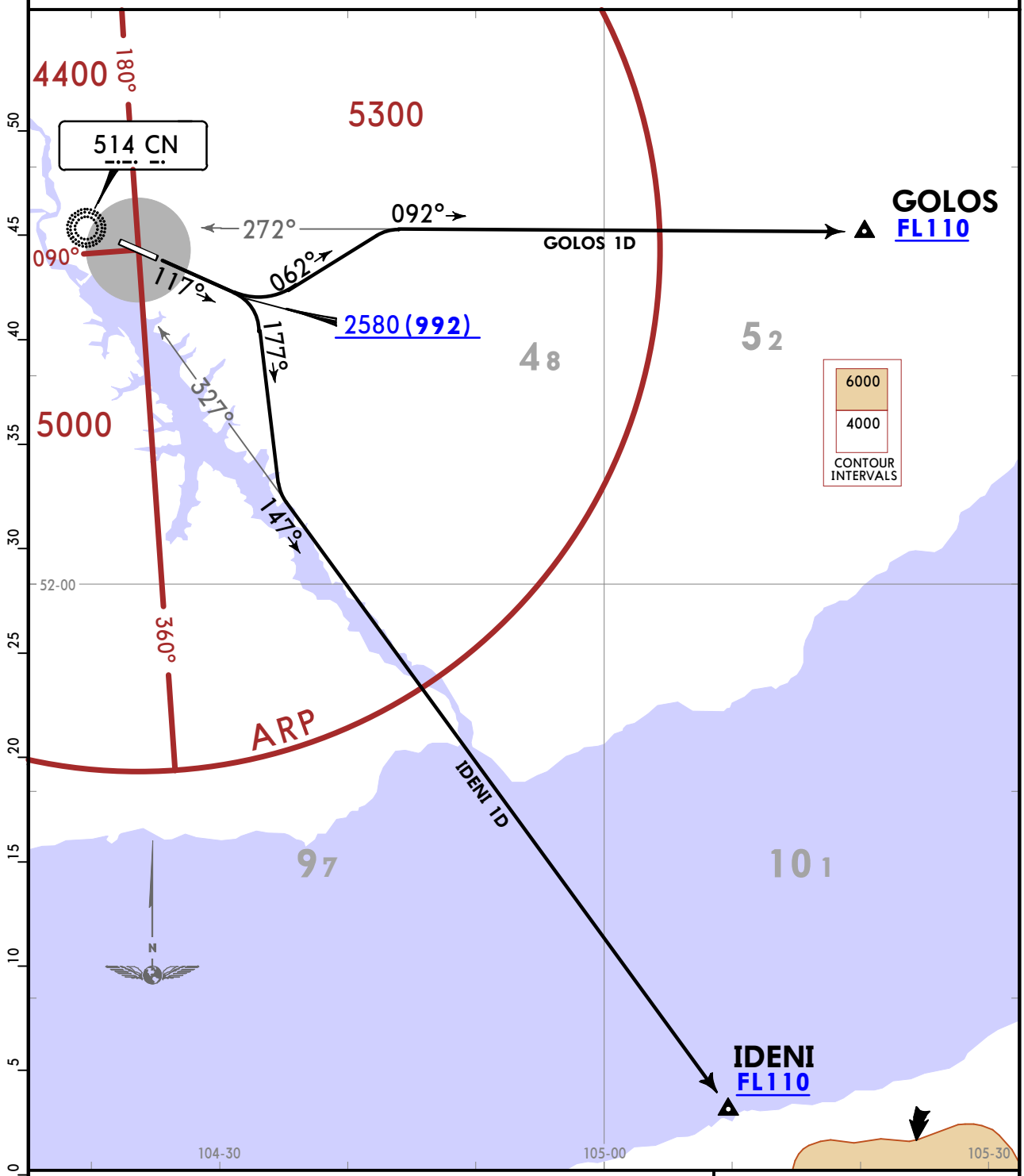
ROUTING

Climb straight ahead to 2110 (435) or above, turn RIGHT to intercept 045° bearing to KA.

CHANGES: SIDs RWY 30 completely revised.

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

GOLOS 1D [GOLO1D], IDENI 1D [IDEN1D] DEPARTURES (RWY 12)



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

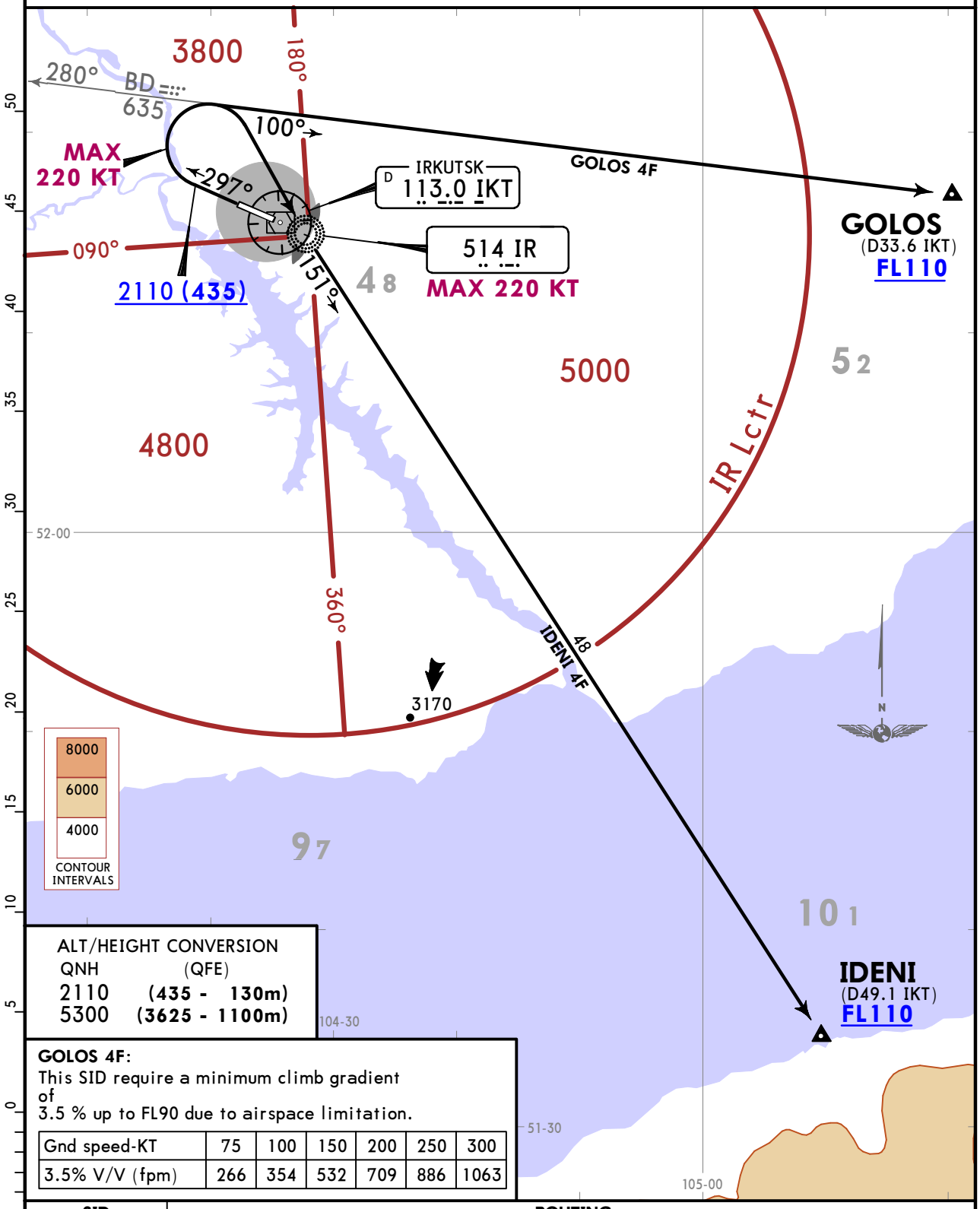
ALT/HEIGHT CONVERSION

QNH	(QFE)
2250	(662 - 200m)
2580	(992 - 300m)
5300	(3712 - 1100m)

CHANGES: None.

Apt Elev	
1686	QNH on request (QFE) Trans alt: 5300 (3625) 1. DME required. 2. No turn before DER.

GOLOS 4F [GOLO4F], IDENI 4F [IDEN4F]
DEPARTURES
(RWY 30)
UNDER RADAR CONTROL



ALT/HEIGHT CONVERSION

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

GOLOS 4F:
This SID require a minimum climb gradient of
3.5 % up to FL90 due to airspace limitation.

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

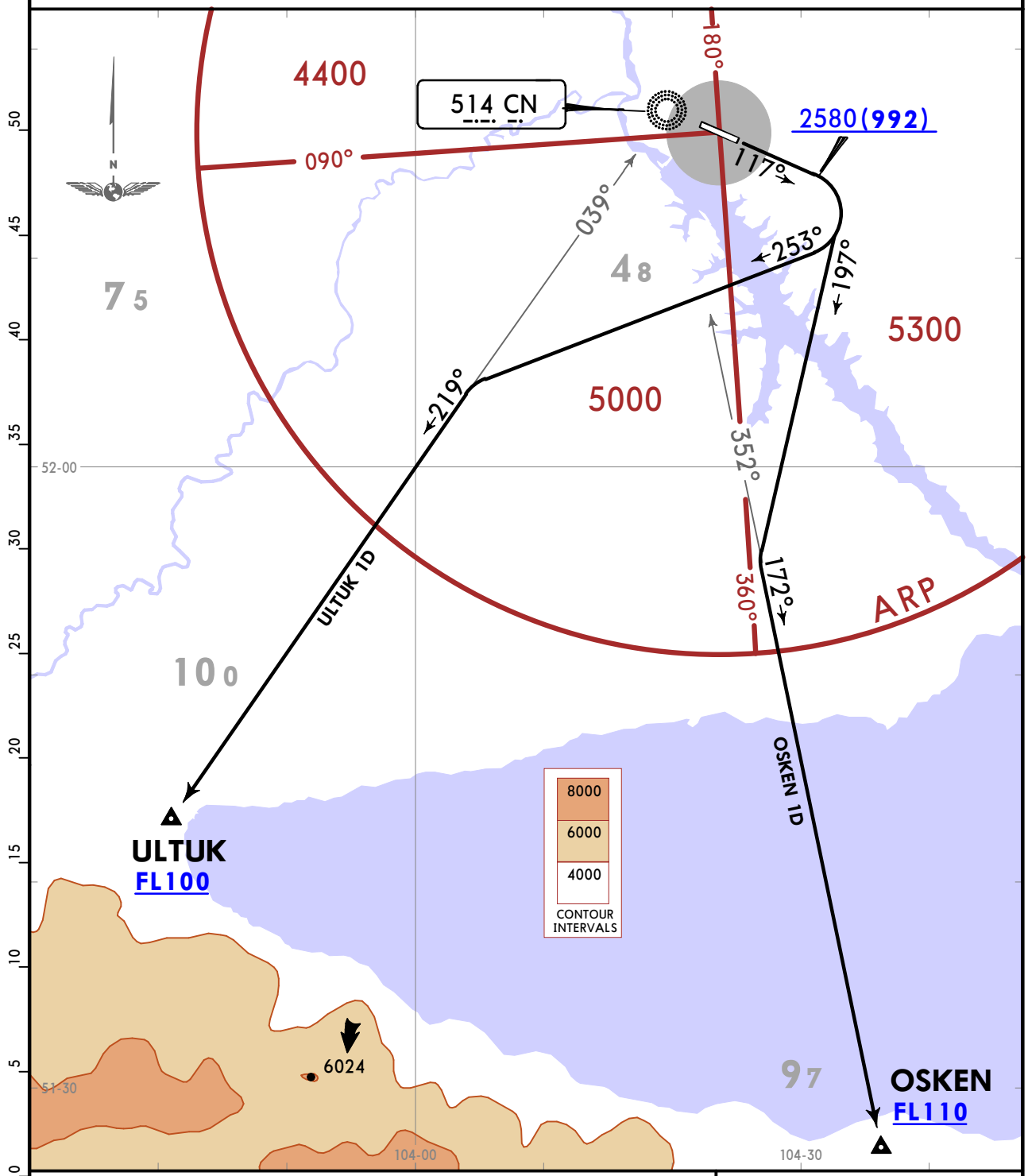
SID	ROUTING
GOLOS 4F	Climb straight ahead to 2110 (435) or above, turn RIGHT to intercept 100° bearing from BD to GOLOS.
IDENI 4F	Climb straight ahead to 2110 (435) or above, turn RIGHT to IR, then 151° bearing from IR to IDENI.

CHANGES: SIDs RWY 30 completely revised.

Apt Elev 1686

QNH on request (QFE)
Trans alt: 5300 (3712)

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



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

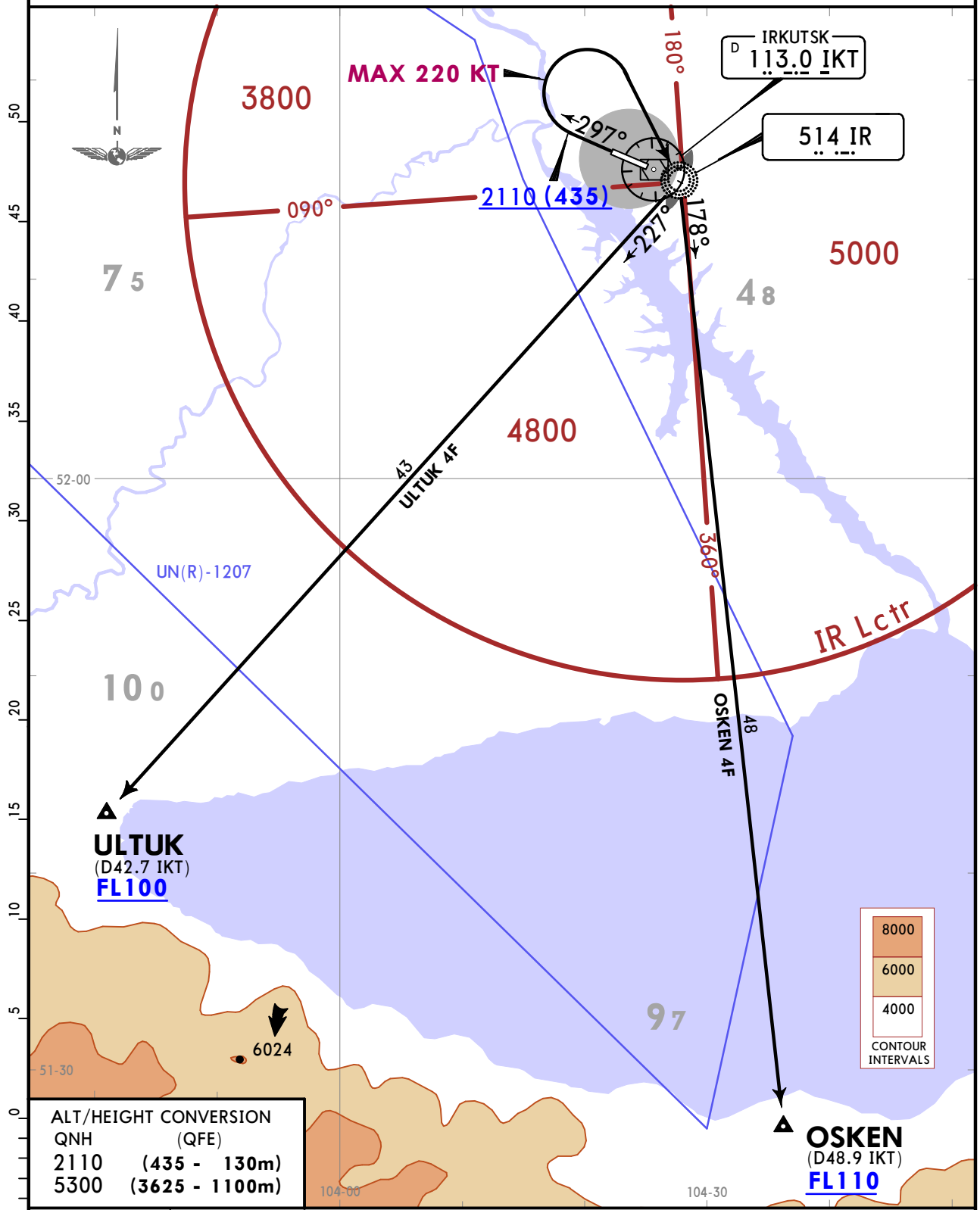
QNH	(QFE)
2250	(662 - 200m)
2580	(992 - 300m)
5300	(3712 - 1100m)

CHANGES: None.

Apt Elev	
1686	QNH on request (**QFE**) Trans alt: 5300 (**3625**) 1. DME required. 2. No turn before DER.

OSKEN 4F [OSKE4F], ULTUK 4F [ULTU4F] DEPARTURES (RWY 30)

UNDER RADAR CONTROL
BY ATC WHEN UN(R)01207 ACTIVE



ALT/HEIGHT CONVERSION

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

SID	ROUTING
OSKEN 4F	Climb straight ahead to 2110 (435) or above, turn RIGHT to IR, then 178° bearing to OSKEN.
ULTUK 4F	Climb straight ahead to 2110 (435) or above, turn RIGHT to IR, then 227° bearing to ULTUK.

CHANGES: Availability.

BD 1D, BD 2D DEPARTURES (RWY 12)

QNH on request (QFE)
Trans alt: 5300 (3712)

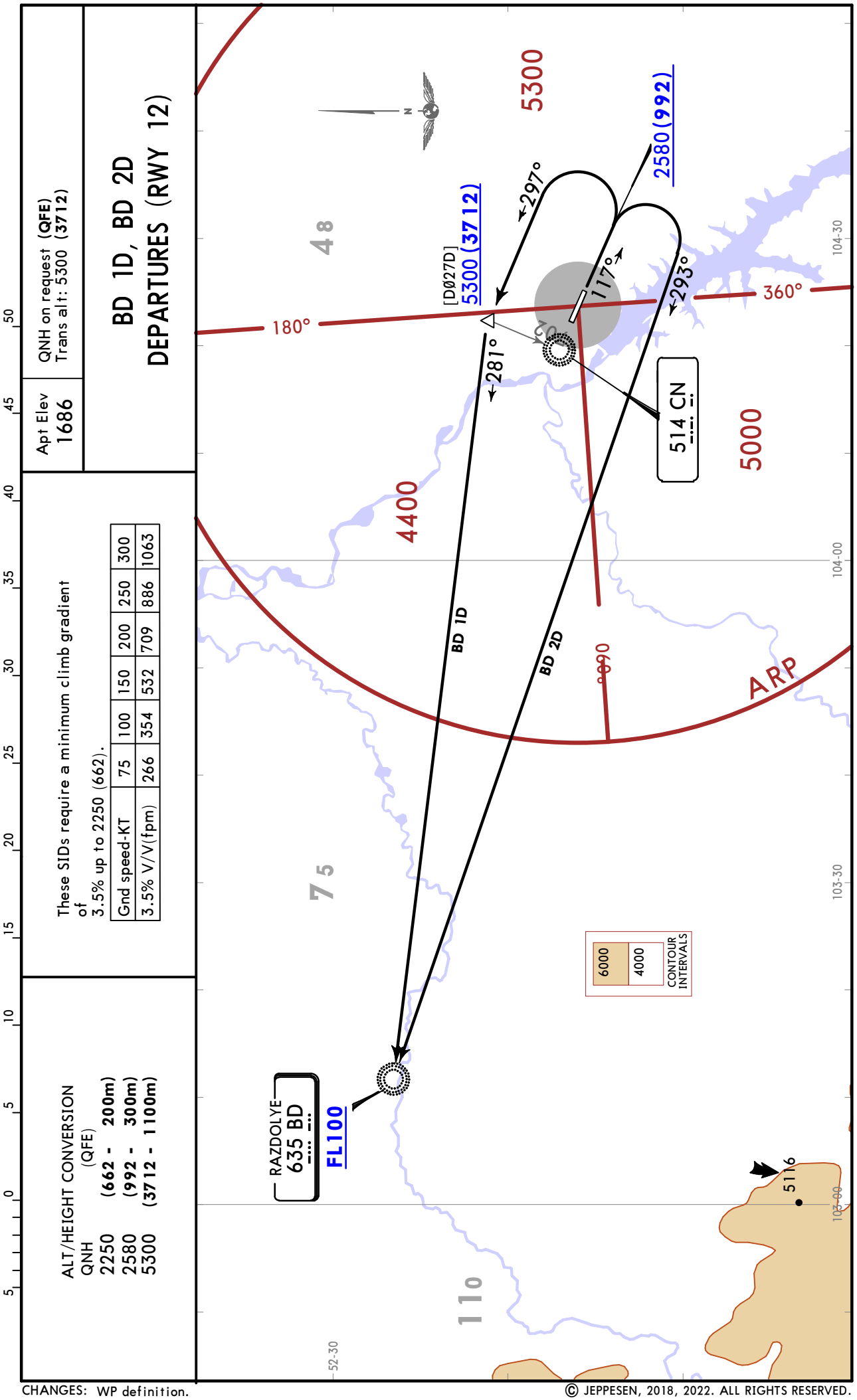
Apt Elev 1686

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 (QFE)

QNH	(662 - 200m)
2250	(992 - 300m)
2580	(3712 - 1100m)
5300	



CHANGES: WP definition.

BD 4F, BD 4W DEPARTURES (RWY 30)

UNDER RADAR CONTROL
BY ATC WHEN UN(R)-1207 ACTIVE

Apt Elev 1686

QNH on request (QFE)
Trans alt: 5300 (3625)
No turn before DER.

BY ATC WHEN UN(P)-251 ACTIVE.

These SIDs require minimum climb gradients of
BD 4F: 4.1% up to FL080 due to airspace limitation.
BD 4W: 5.8% up to FL080 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.8% V/V (fpm)	441	587	881	1175	1468	1762

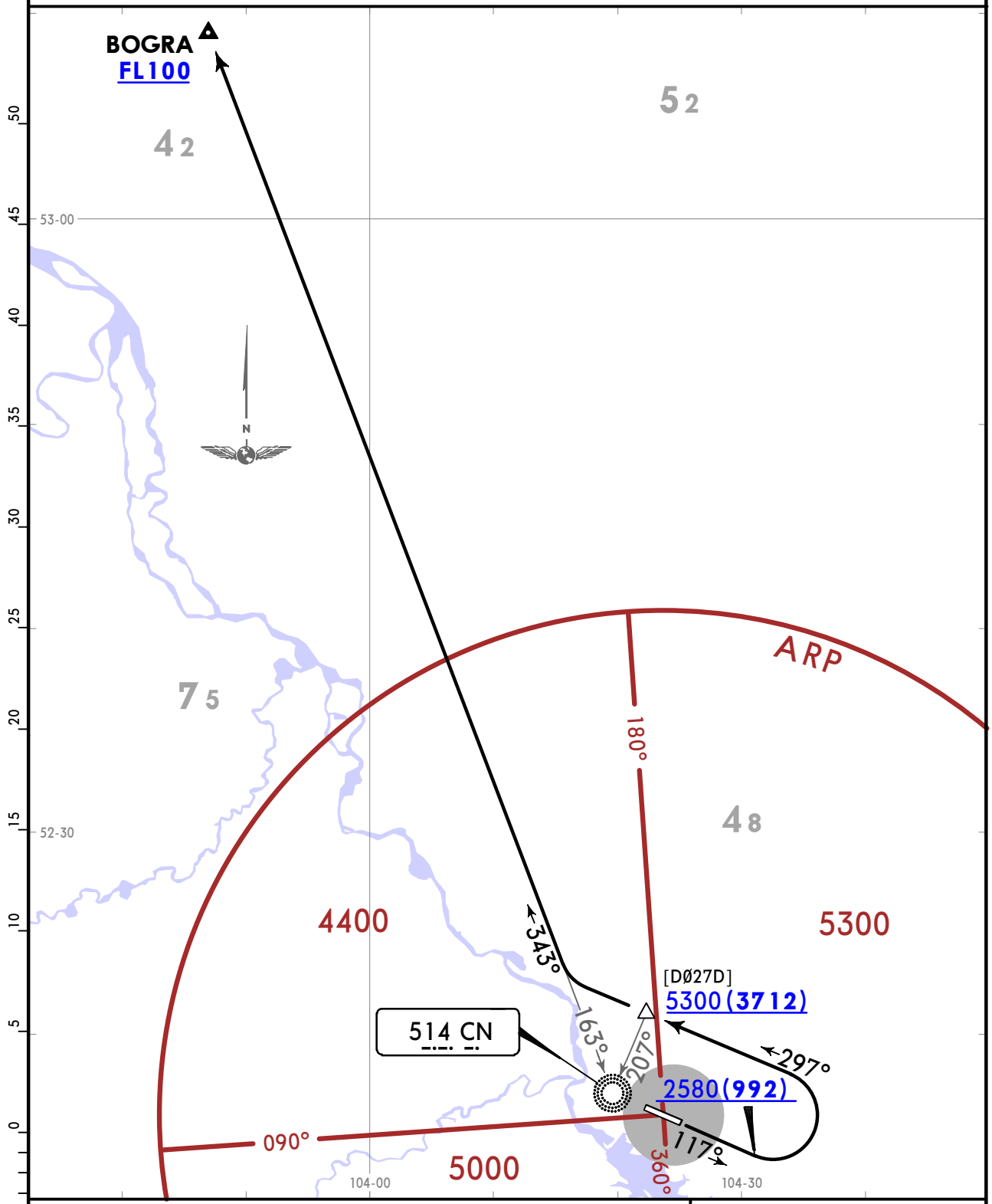
ALT/HEIGHT CONVERSION (QFE)
QNH (435 - 130m)
2110 5300 (3625 - 1100m)

SID	ROUTING
BD 4F	Climb straight ahead to 2110 (435) or above, turn RIGHT 008°track,° then turn LEFT to intercept 277° bearing to BD.
BD 4W	Climb straight ahead to 2110 (435) or above, then intercept 287° bearing to BD.

514 IR
5000
360°
180°
297°
008
287°
277°
3800
4800
2110(435)
TR LCtr
UN(P)-251
BD 4F
BD 4W
RAZDOLYE
635 BD
FL100
UN(R)-1207
6000
4000
CONTOUR INTERVALS
5116
104-30
104-00
103-30
103-00
52-30

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

BOGRA 1D [BOGR1D]
DEPARTURE
(RWY 12)



This SID requires 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

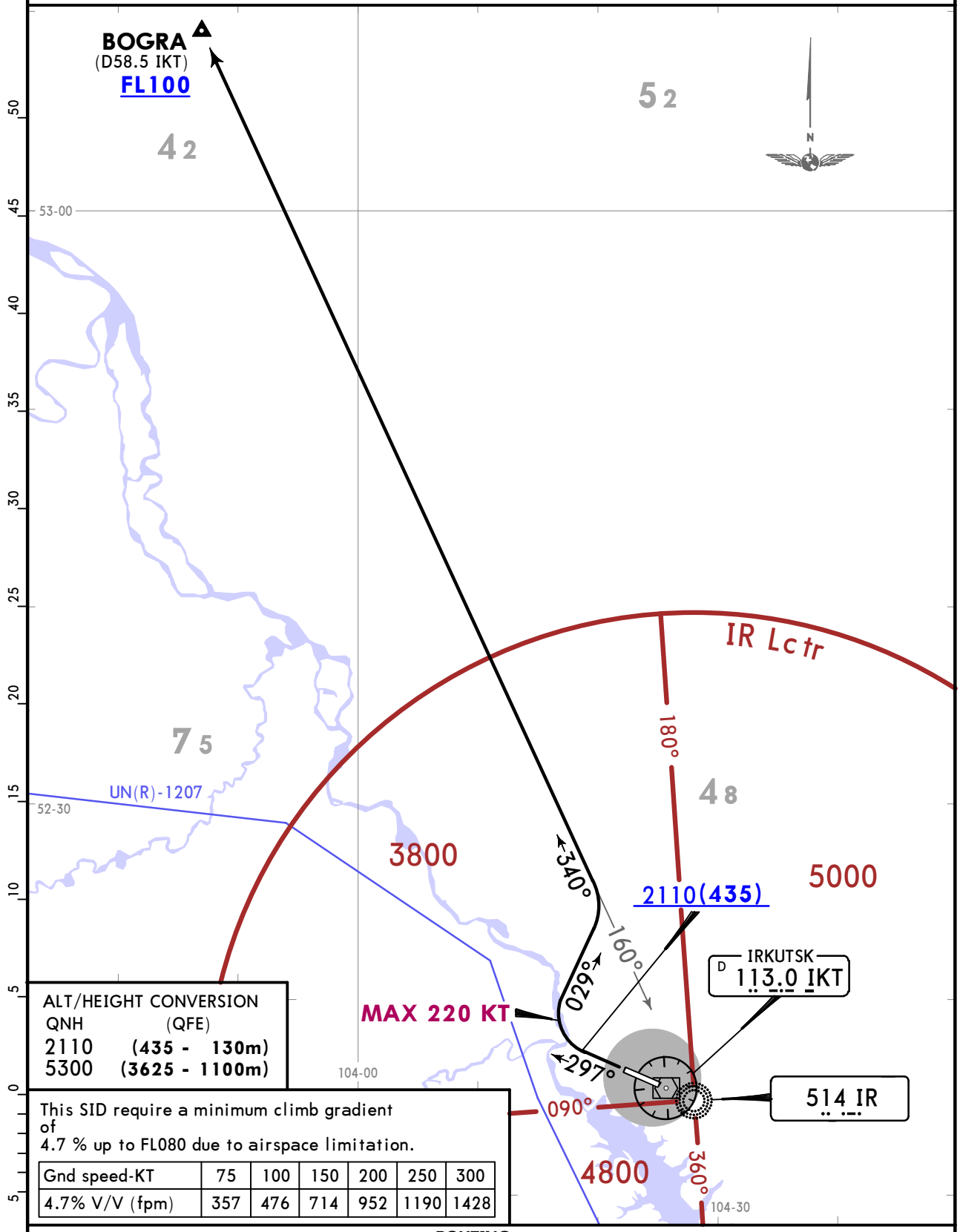
ALT/HEIGHT CONVERSION

QNH	(QFE)
2250	(662 - 200m)
2580	(992 - 300m)
5300	(3712 - 1100m)

CHANGES: WP definition.

Apt Elev	
1686	QNH on request **(QFE)** Trans alt: 5300 **(3625)** 1. DME required. 2. No turn before DER.

BOGRA 4F
DEPARTURE (RWY 30)
UNDER RADAR CONTROL
BY ATC WHEN UN(R)-1207 ACTIVE



ALT/HEIGHT CONVERSION

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

This SID require a minimum climb gradient of
4.7 % up to FL080 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

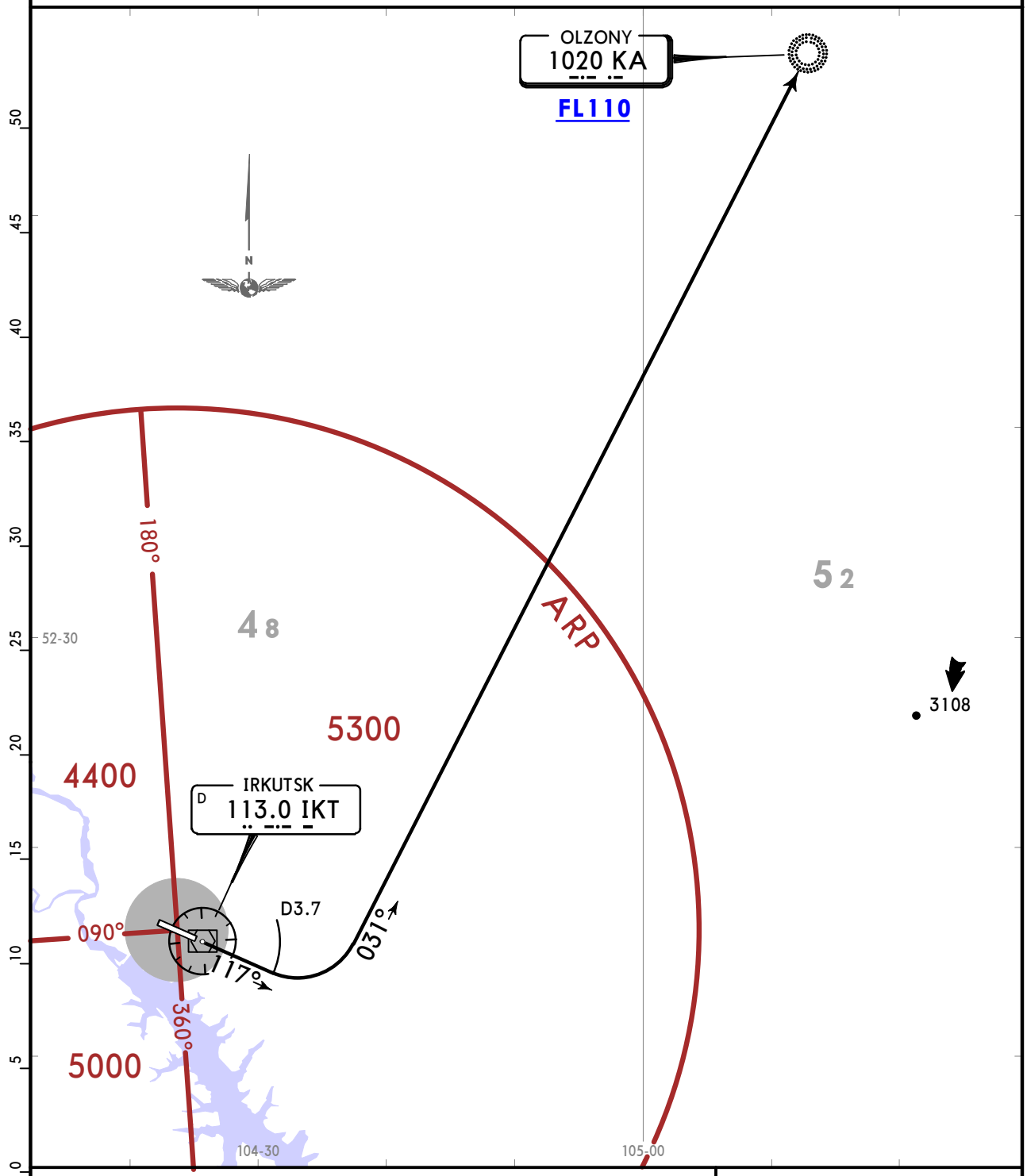
ROUTING

Climb straight ahead to 2110 (435) or above, turn RIGHT, 029° track, then turn LEFT to intercept 340° bearing from IR to BOGRA.

CHANGES: Availability.

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

KA 1E
DEPARTURE
(RWY 12)



This SID requires 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

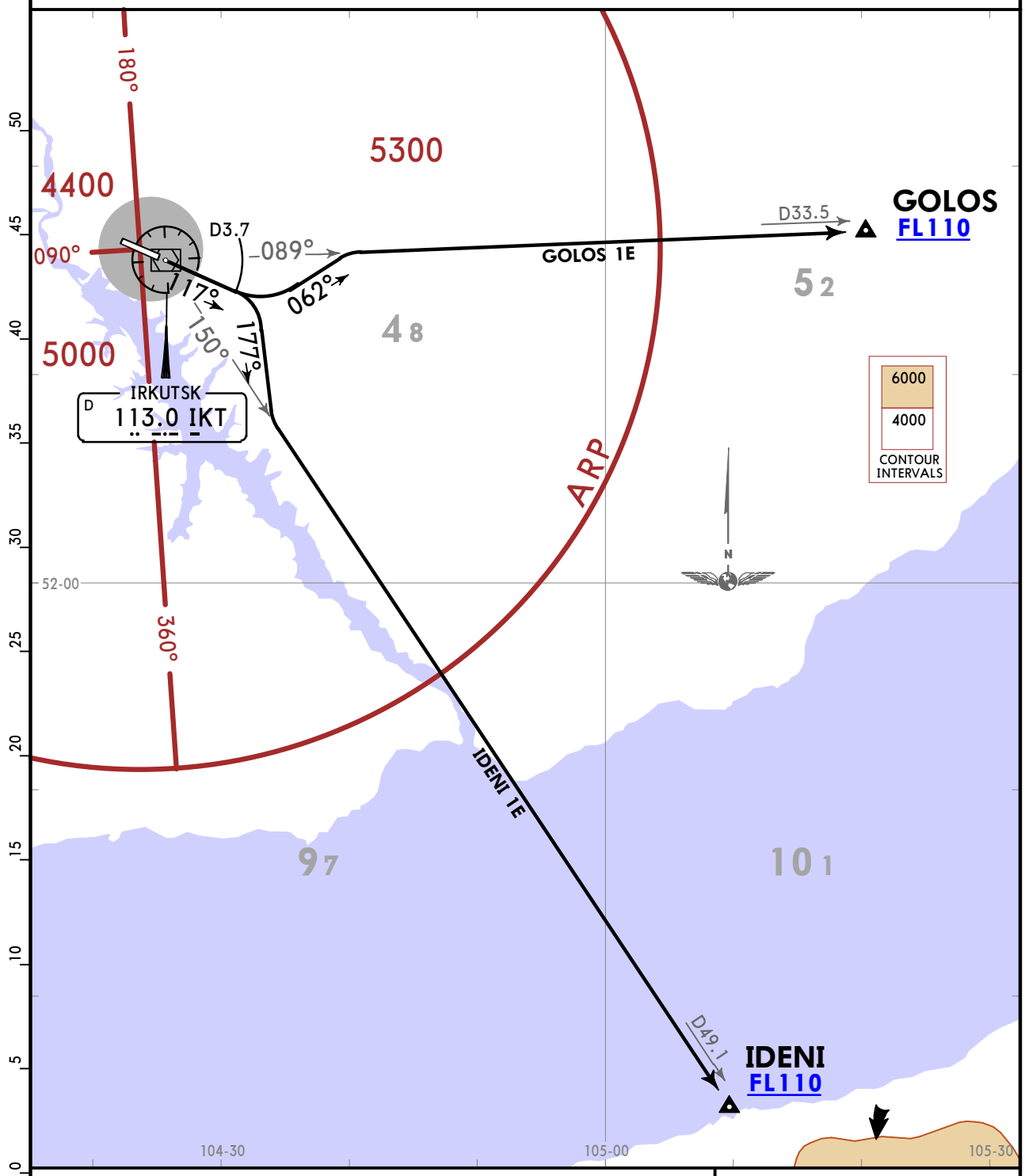
ALT/HEIGHT CONVERSION

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

CHANGES: None.

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

GOLOS 1E [GOLO1E], IDENI 1E [IDEN1E] DEPARTURES (RWY 12)



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

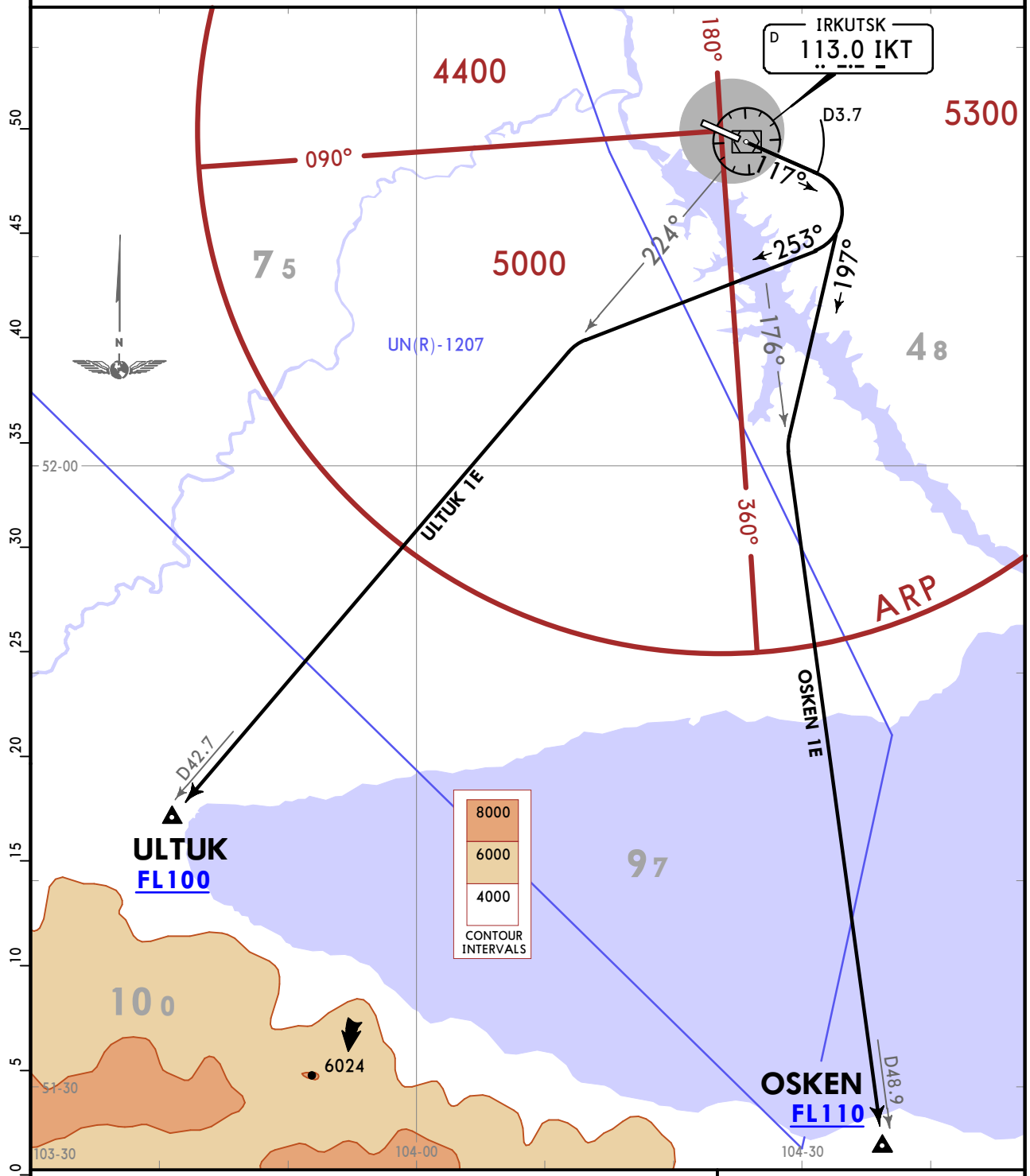
QNH	(QFE)
2250	(662 - 200m)
5300	(3712 - 1100m)

CHANGES: None.

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

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

BY ATC WHEN UN(R)-1207 ACTIVE



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: Availability note and restricted area added.

BD 1E, BD 2E DEPARTURES (RWY12)

BY ATC WHEN UN(R)-1207 ACTIVE

QNH on request (QFE)
Trans alt: 5300 (3712)

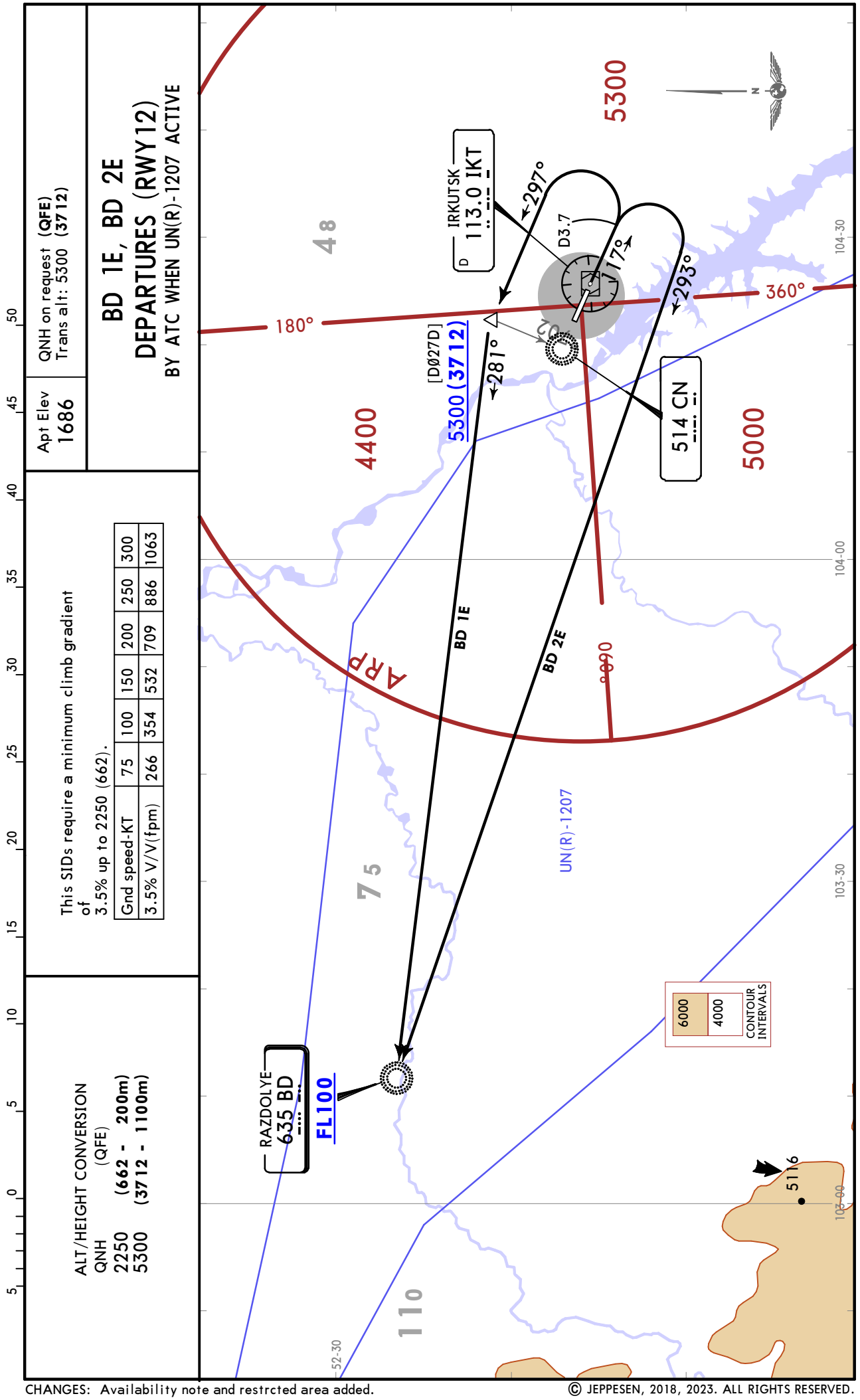
Apt Elev 1686

This 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 (QFE)

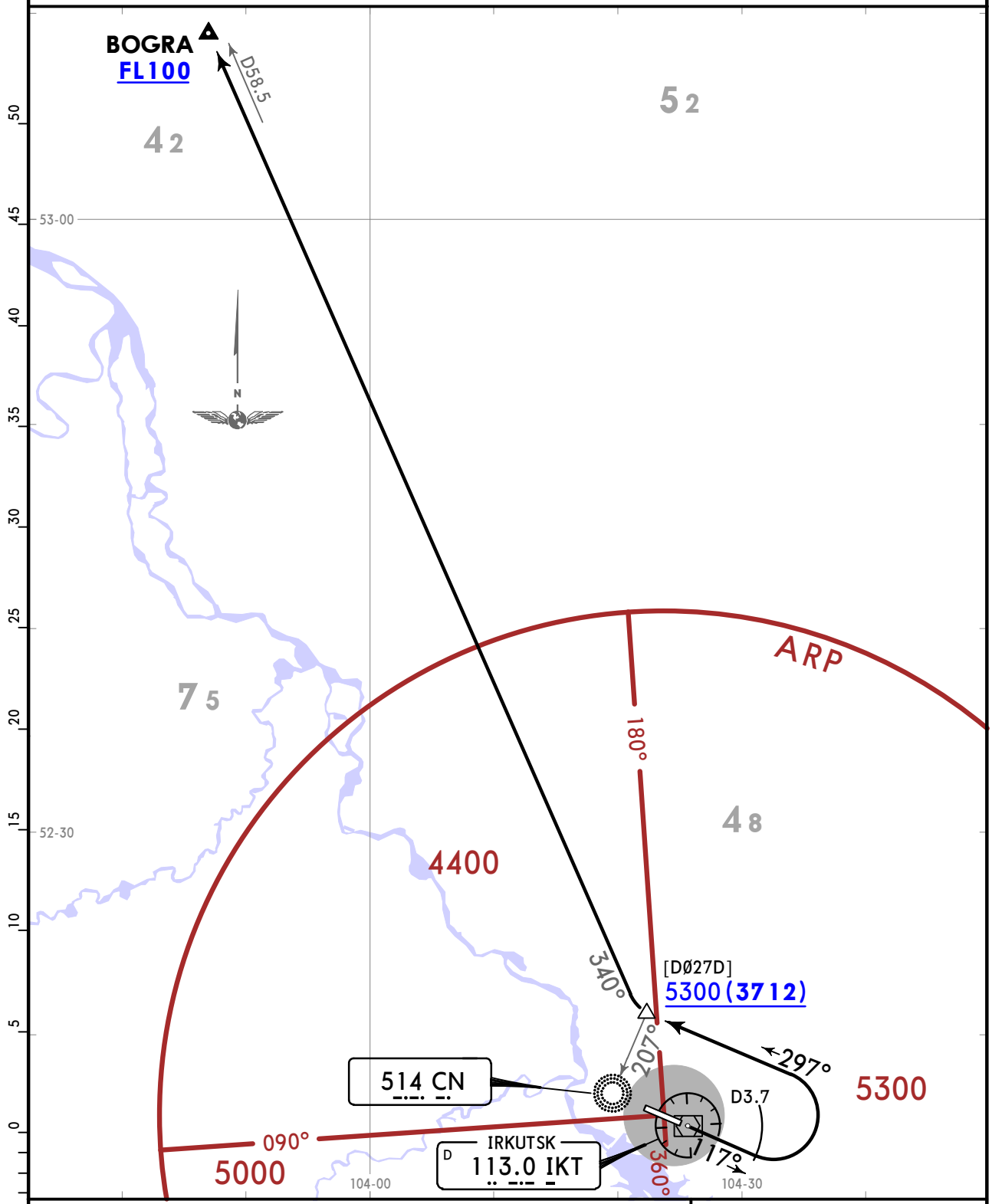
QNH	
2250	(662 - 200m)
5300	(3712 - 1100m)



CHANGES: Availability note and restrcted area added.

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

BOGRA 1E [BOGR1E]
DEPARTURE
(RWY 12)



This SID requires 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: None.

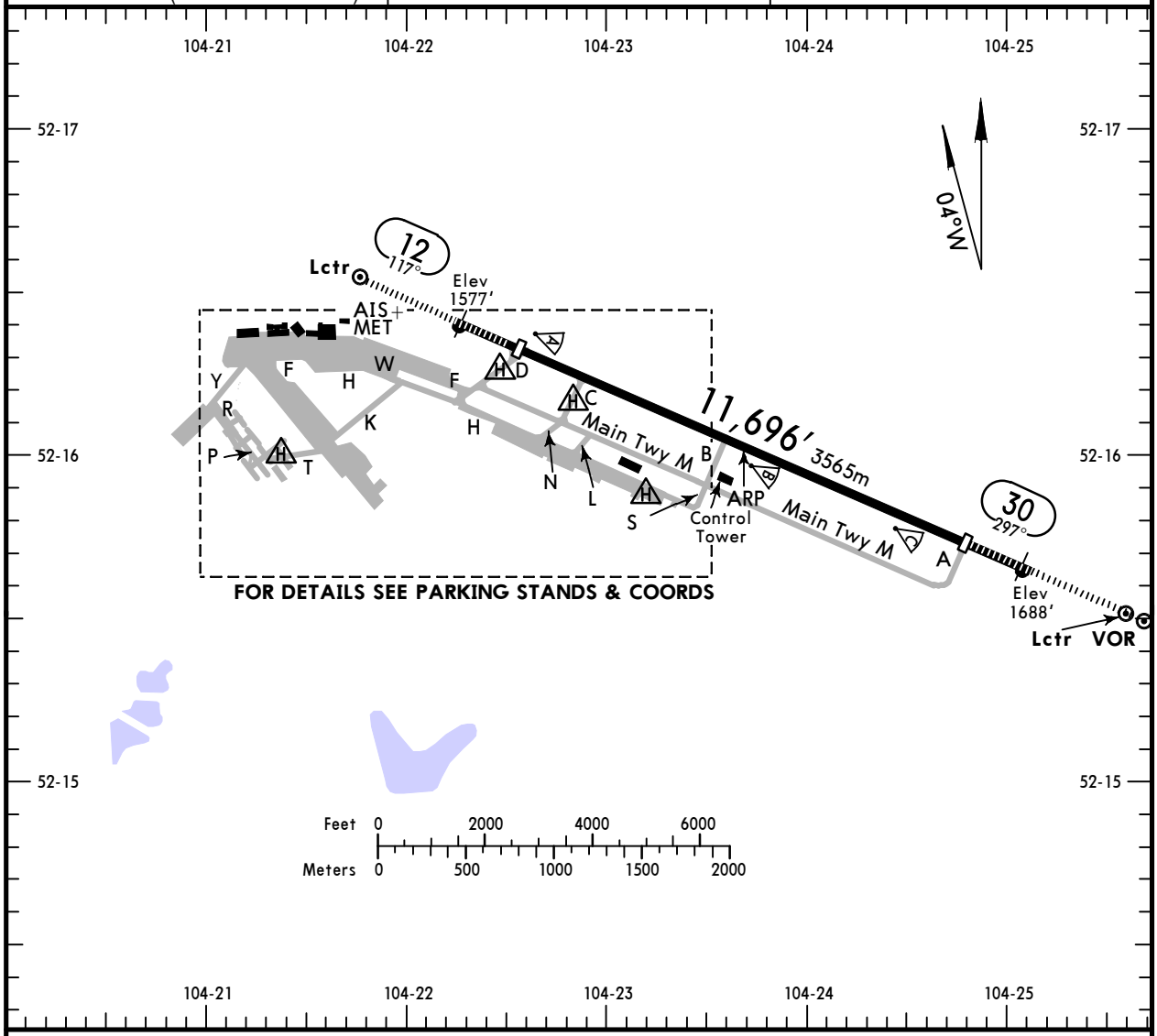
UIII/IKT

Apt Elev **1686′**
N52 16.0 E104 23.7

JEPPESEN
21 OCT 22 (10-9) **Eff 3 Nov**

IRKUTSK, RUSSIA
IRKUTSK

ATIS	IRKUTSK Ground (TWR)	Tower
126.9 (Russian 124.85)	121.7	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12 30	HIRL (60m) HIALS PAPI-L (3.33°) RVR	10,387′ 3166m	9537′ 2907m 9294′ 2833m	❶	148′ 45m

❶ TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head	10,387′ (3166m)
displ thresh	9078′ (2767m)
twy C int	7812′ (2381m)
twy B int	4911′ (1497m)

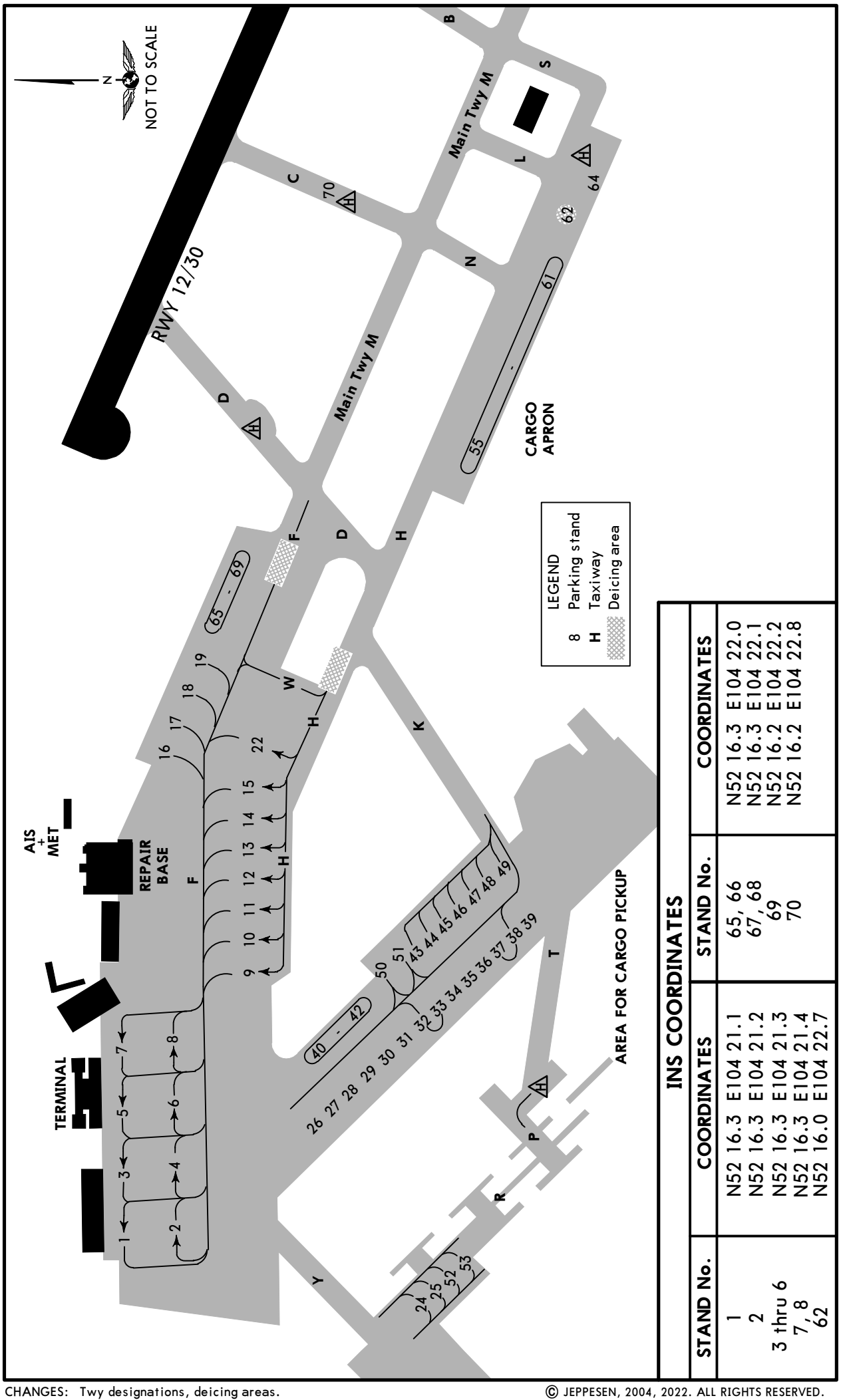
RWY 30:

From rwy head	10,387′ (3166m)
displ thresh	9078′ (2767m)
twy B int	4226′ (1288m)
twy C int	1332′ (406m)

Std TAKE-OFF

RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

CHANGES: Twy designations.



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N52 16.3 E104 21.1	65, 66	N52 16.3 E104 22.0
2	N52 16.3 E104 21.2	67, 68	N52 16.3 E104 22.1
3 thru 6	N52 16.3 E104 21.3	69	N52 16.2 E104 22.2
7, 8	N52 16.3 E104 21.4	70	N52 16.2 E104 22.8
62	N52 16.0 E104 22.7		

CHANGES: Twy designations, deicing areas.

IRKUTSK, RUSSIA

IRKUTSK

STRAIGHT-IN RWY		A	B	C	D
12	ILS	**1788**′(200′)	**1788**′(200′)	**1788**′(200′)	**1789**′(201′)
	FULL	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS Z	**1788**′(200′)	**1788**′(200′)	**1788**′(200′)	**1789**′(201′)
	FULL	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**1788**′(200′)	**1788**′(200′)	**1788**′(200′)	**1789**′(201′)
	FULL	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV	**1880**′(292′)	**1890**′(302′)	**1903**′(315′)	**1913**′(325′)
	LNAV/VNAV	R750m	R750m	R750m	R800m
	ALS out	R1400m	R1400m	R1400m	R1500m
	❷ RNAV	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)
	LNAV	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	❷VOR	**2290**′(702′)	**2290**′(702′)	**2290**′(702′)	**2290**′(702′)
		R1500m	R1500m	R2400m	R2400m
	❷ 2 NDB	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)
	with FAF	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	**2430**′(842′)	**2430**′(842′)	**2430**′(842′)	**2430**′(842′)
	w/o FAF	R3300m	R3300m	R3500m	R3500m
	ALS out	R4000m	R4000m	R4200m	R4200m
	❷NDB	**2040**′(452′)	**2040**′(452′)	**2040**′(452′)	**2040**′(452′)
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
30	ILS	**1875**′(200′)	**1875**′(200′)	**1875**′(200′)	**1876**′(201′)❸
	FULL	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS Y	**1875**′(200′)	**1875**′(200′)	**1875**′(200′)	**1876**′(201′)❸
	FULL	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**1875**′(200′)	**1875**′(200′)	**1875**′(200′)	**1876**′(201′)❸
	FULL	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNP	**2118**′(443′)	**2135**′(460′)	**2151**′(476′)	**2151**′(476′)
	LNAV/VNAV	R1400m	R1400m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	❷RNP	**2200**′(525′)	**2200**′(525′)	**2200**′(525′)	**2200**′(525′)
	LNAV	R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ Continuous Descent Final Approach.
❸ Widebodied acft: DA(H) 1889′(214′).

IRKUTSK, RUSSIA

IRKUTSK

STRAIGHT-IN RWY		A	B	C	D
30 (contd)	❶ VOR	**2120**′(445′)	**2120**′(445′)	**2120**′(445′)	**2120**′(445′)
	with D4.0	R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R2100m	R2100m
	❶ VOR	**2330**′(655′)	**2330**′(655′)	**2330**′(655′)	**2330**′(655′)
	w/o D4.0	R1500m	R1500m	R2300m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶ NDB Z	**2250**′(575′)	**2250**′(575′)	**2250**′(575′)	**2250**′(575′)
	with D4.0	R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶ NDB Z	**2480**′(805′)	**2480**′(805′)	**2480**′(805′)	**2480**′(805′)
	w/o D4.0	R1500m	R1500m	R2400m	R2400m
	❶ NDB Y	**2250**′(575′)	**2250**′(575′)	**2250**′(575′)	**2250**′(575′)
	with D4.0	R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❶ NDB Y	**2530**′(855′)	**2530**′(855′)	**2530**′(855′)	**2530**′(855′)
	w/o D4.0	R1500m	R1500m	R2400m	R2400m
	NDB X	**3480**′(1805′)	**3480**′(1805′)	**3480**′(1805′)	**3480**′(1805′)
		R5000m	R5000m	R5000m	R5000m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	2170′(484′)	**2330**′(644′)	**2530**′(844′)	**2810**′(1124′)
After ILS, GLS or RNP 30	**2250**′(564′)	**2330**′(644′)	**2530**′(844′)	**2810**′(1124′)
After VOR 30	**2330**′(644′)	**2330**′(644′)	**2530**′(844′)	**2810**′(1124′)
After 2 NDB or NDB 12	**2430**′(744′)	**2430**′(744′)	**2530**′(844′)	**2810**′(1124′)
After NDB Z 30	**2480**′(794′)	**2480**′(794′)	**2530**′(844′)	**2810**′(1124′)
After NDB Y 30	**2530**′(844′)	**2530**′(844′)	**2530**′(844′)	**2810**′(1124′)
After NDB X 30	**3480**′(1794′)	**3480**′(1794′)	**3480**′(1794′)	**3480**′(1794′)
	❷ V1500m	❷ V1600m	❷ V2400m	❷ V3600m

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF

RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

CHANGES: Minimums.

UIII/IKT
IRKUTSK

JEPPESEN
9 DEC 22 (11-1)

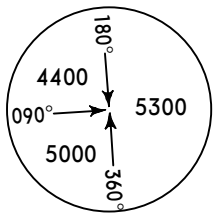
IRKUTSK, RUSSIA
ILS Rwy 12

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

BRIEFING STRIP

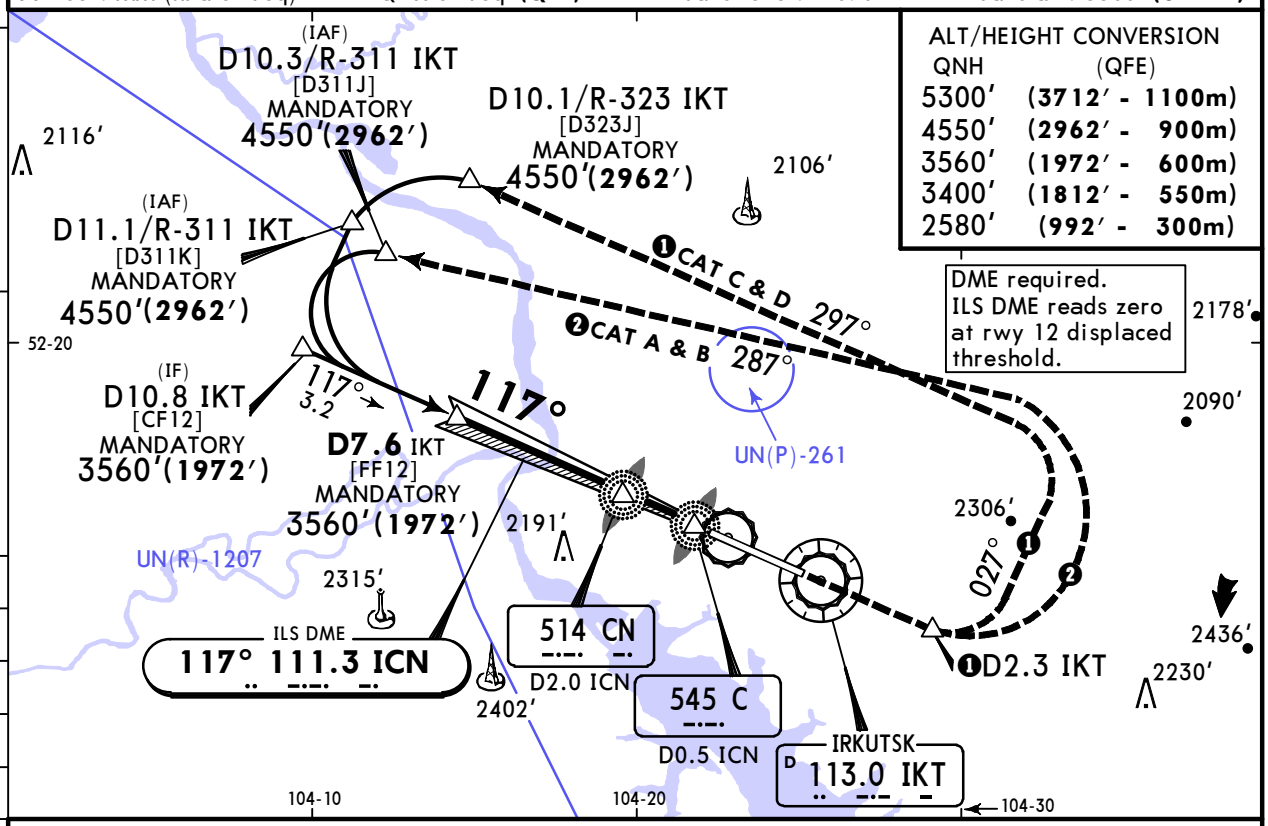
LOC ICN	Final Apch Crs	D7.6 IKT MANDATORY	ILS DA(H)	Apt Elev 1686′
111.3	117°	3560′(1972′)	Refer to Minimums	Rwy 1588′

MISSED APCH: Climb STRAIGHT AHEAD to CAT A & B: 3400′(1812′) (CAT C & D: D2.3 IKT to 2580′(992′) or above), then turn LEFT onto CAT A & B: 287° climbing to 4550′(2962′) (CAT C & D: 027° climbing to 3560′(1972′), then turn LEFT onto 297° climbing to 4550′(2962′)), then according to chart, or as directed.



MSA ARP

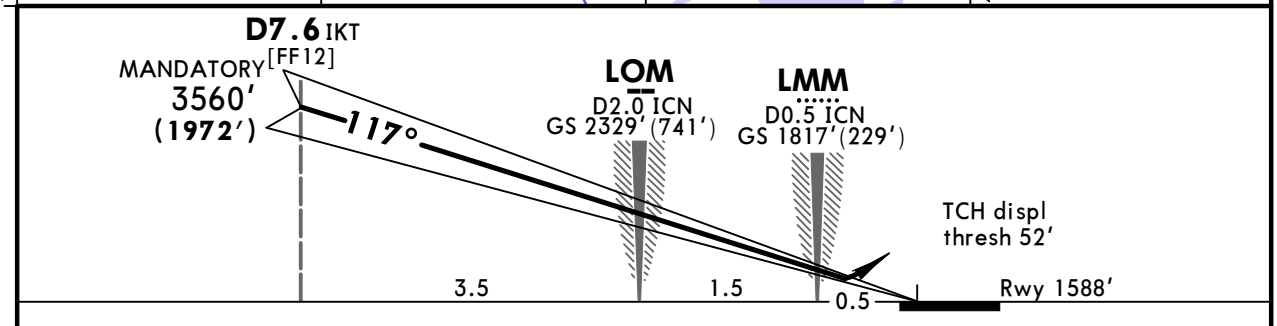
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5300′ (3712′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	(3712′ - 1100m)
4550′	(2962′ - 900m)
3560′	(1972′ - 600m)
3400′	(1812′ - 550m)
2580′	(992′ - 300m)

DME required.
ILS DME reads zero at rwy 12 displaced threshold.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.30°	409	526	584	701	817	934

HIALS
PAPI

Refer to Missed Apch above

Std

STRAIGHT-IN LANDING
ILS

DA(H) ABC: **1788′** (200′) D: **1789′** (201′)

	FULL	ALS out
A	R550m[1]	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2170′ (484′)	V1500m
135	2330′ (644′)	V1600m
180	2530′ (844′)	V2400m
205	2810′(1124′)	V3600m

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Waypoint description.

UIII/IKT
IRKUTSK

JEPPESEN
9 DEC 22 (11-2)

IRKUTSK, RUSSIA
By ATC ILS Z Rwy 12

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

BRIEFING STRIP™

LOC ICN	Final Apch Crs	II041 MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 1686′ Rwy 1588′	TAA 25 NM IAF
111.3	117°	3560′(1972′)			

MISSED APCH: Climb on 117° to II0Ø6, then turn LEFT to II0Ø7, then to II0Ø5 climbing to 4550′(2962) or above, then according to chart.

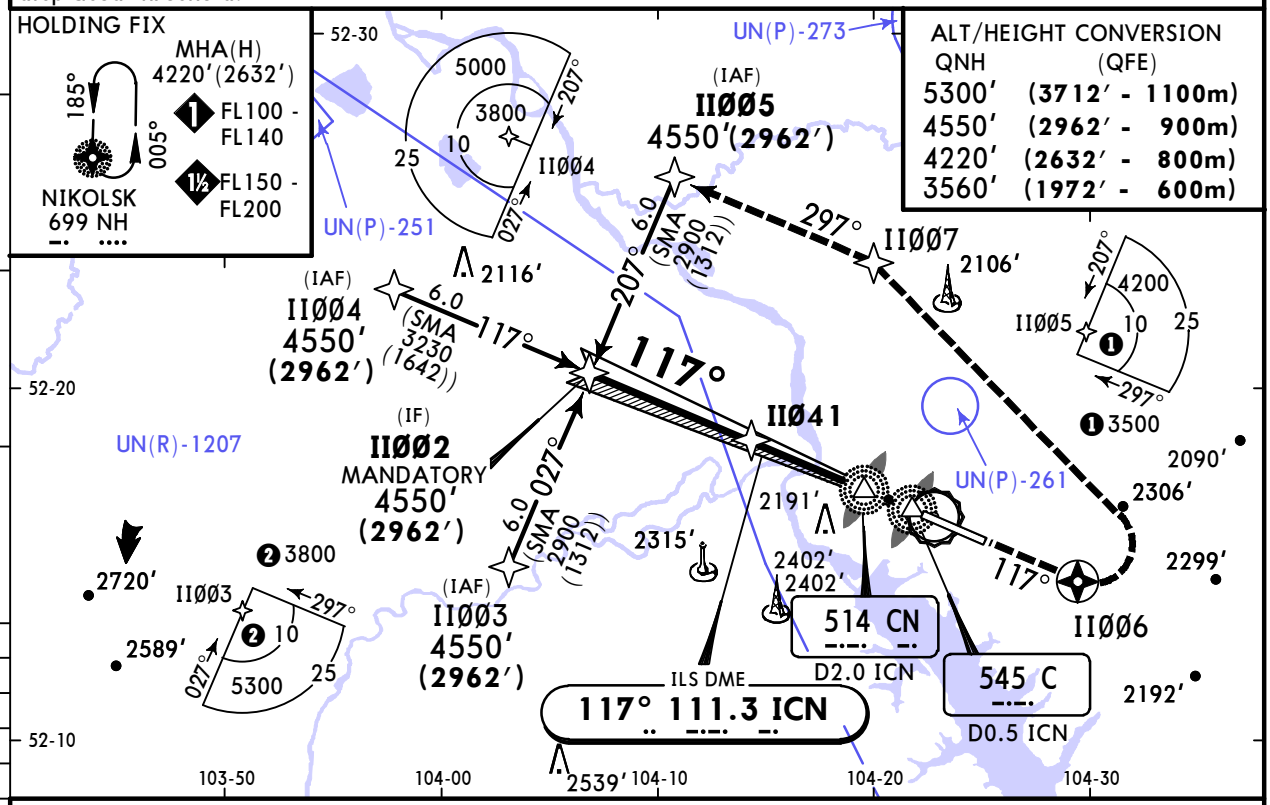
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5300′ (3712′)

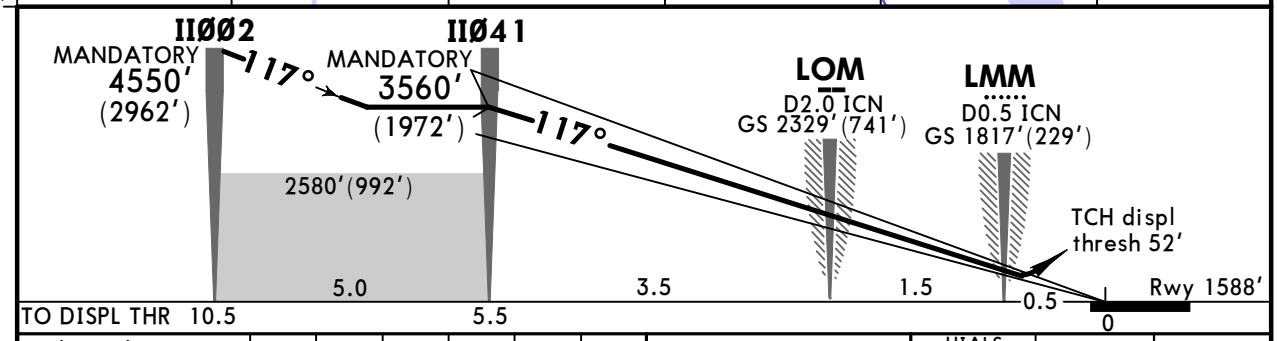
RNAV 1 for initial, intermediate and missed apch. | 1. GNSS required. 2. ILS DME reads zero at rwy 12 displaced threshold.

HOLDING FIX
NIKOLSK 699 NH
185° 005°
MHA(H) 4220′(2632′)
1 FL100 - FL140
1½ FL150 - FL200

ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	(3712′ - 1100m)
4550′	(2962′ - 900m)
4220′	(2632′ - 800m)
3560′	(1972′ - 600m)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.30°	409	526	584	701	817	934

HIALS
PAPI
II0Ø6 on 117°

Std STRAIGHT-IN LANDING

ILS

DA(H) ABC: **1788′** (200′) D: **1789′** (201′)

	FULL	ALS out
A	R550m[1]	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2170′ (484′)	V1500m
135	2330′ (644′)	V1600m
180	2530′ (844′)	V2400m
205	2810′(1124′)	V3600m

PANS OPS

[1] R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: None.

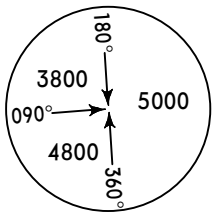
UIII/IKT
IRKUTSK

JEPPESEN
14 JAN 22 (11-3) Eff 27 Jan

IRKUTSK, RUSSIA
By ATC ILS Rwy 30

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

LOC IIR 110.3	Final Apch Crs 297°	LOM 2495′(820′)	ILS DA(H) Refer to Minimums	Apt Elev 1686′ Rwy 1675′

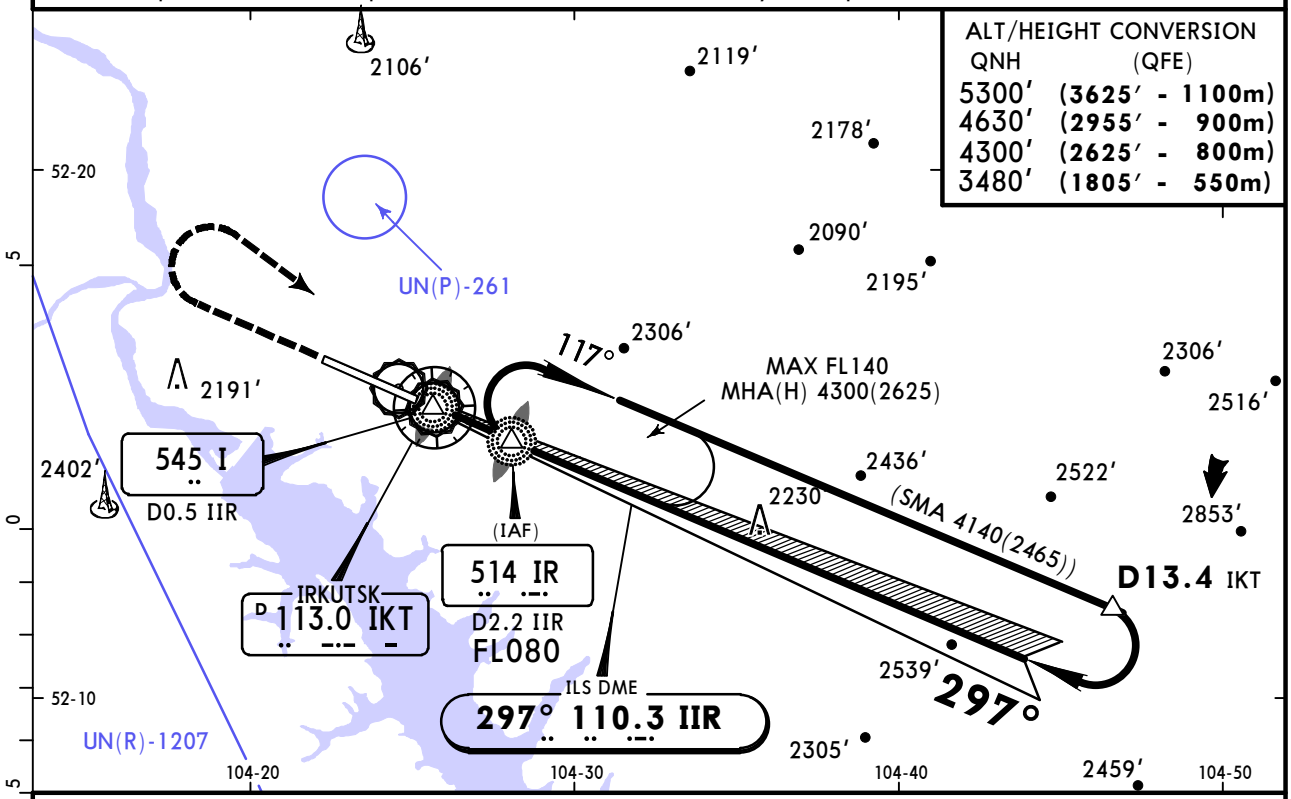


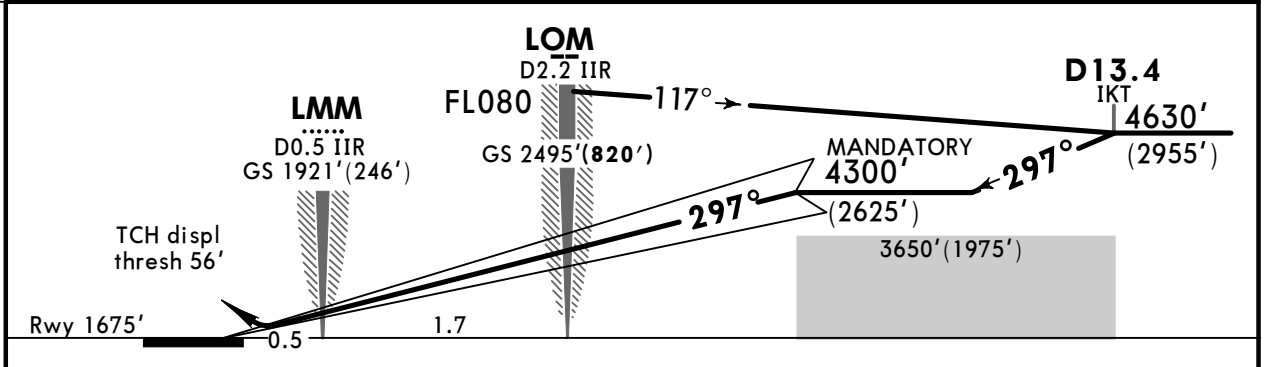
MSA IR NDB

MISSED APCH: Climb STRAIGHT AHEAD to 3480′(1805′) or above, then turn RIGHT to IR NDB climbing to 4630′(2955′) or above.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL070 | Trans alt: 5300′**(3625′)**

1. DME required. 2. Radar required. 3. ILS DME reads zero at rwy 30 displaced thresh.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.30°	409	526	584	701	817	934

HIALS
PAPI

MIN	IR	MIN
3480′ (1805′)	514 RT	4630′ (2955′)

Std

STRAIGHT-IN LANDING
ILS

DA(H) ABC: **1875′**(200′) D: **1876′**(201′) 1

	FULL	ALS out
A	R550m 2	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2250′ (564′)	V1500m
135	2330′ (644′)	V1600m
180	2530′ (844′)	V2400m
205	2810′(1124′)	V3600m

1 DL: DA(H) 1889′(214′). 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Procedure. New AOM concept.

UIII/IKT
IRKUTSK

JEPPESEN
14 JAN 22 (11-4) Eff 27 Jan

IRKUTSK, RUSSIA
ILS Y Rwy 30

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

BRIEFING STRIP™

LOC IIR	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 1686′ Rwy 1675′	TAA 25 NM IAF
110.3	297°	2495′(820′)			

MISSED APCH: Climb on 297° to IIØ42 (MAX 195 KT), then turn RIGHT to IIØ15, then to IIØ1Ø climbing to 4630′(2955′) or above.

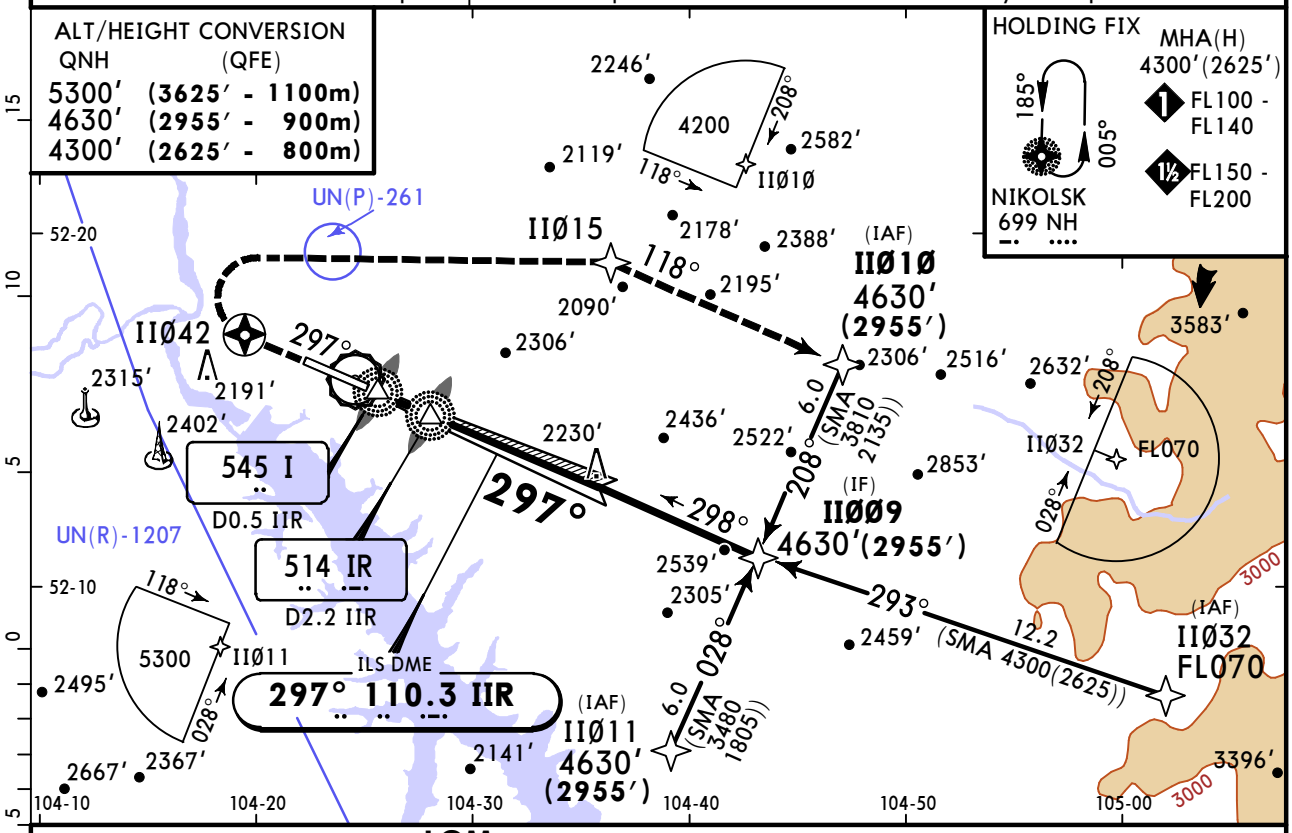
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL070 | Trans alt: 5300′(**3625′**)

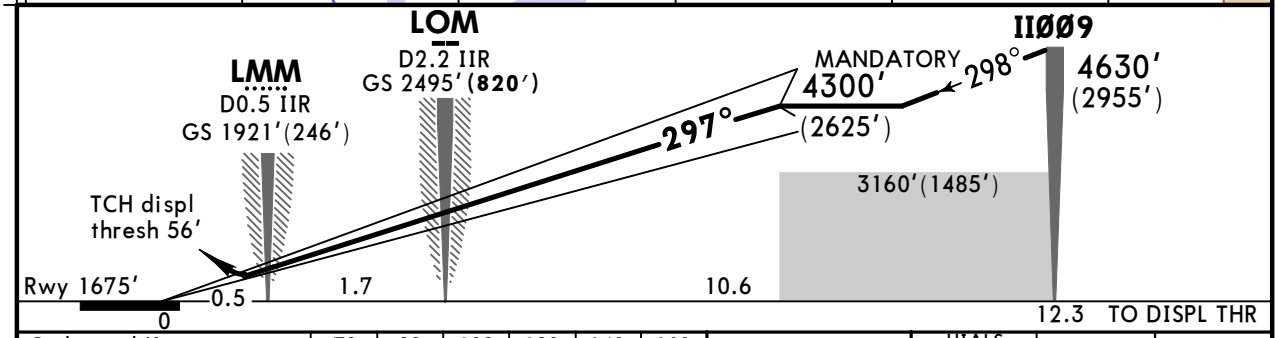
RNAV 1 for initial and missed apch. | 1. GNSS required. 2. ILS DME reads zero at rwy 30 displ thresh.

ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	(3625′ - 1100m)
4630′	(2955′ - 900m)
4300′	(2625′ - 800m)

HOLDING FIX
MHA(H) 4300′(2625′)
185° 005°
NIKOLSK 699 NH
1 FL100 - FL140
1½ FL150 - FL200





Gnd speed-Kts		70	90	100	120	140	160
GS	3.30°	409	526	584	701	817	934

HIALS
PAPI
IIØ42 on 297°

Std STRAIGHT-IN LANDING

ILS

DA(H) ABC: **1875′**(200′) D: **1876′**(201′) 1

	FULL	ALS out
A	R550m2	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2250′ (564′)	V1500m
135	2330′ (644′)	V1600m
180	2530′ (844′)	V2400m
205	2810′(1124′)	V3600m

PANS OPS

1 DL: DA(H) 1889′(214′). 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure. New AOM concept.

UIII/IKT
IRKUTSK

JEPPESEN
14 JAN 22 (12-1) Eff 27 Jan

IRKUTSK, RUSSIA
By ATC RNAV Rwy 12

BRIEFING STRIP™

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

RNAV	Final Apch Crs 117°	II**Ø**1 MANDATORY 3560′(1972′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1686′ Rwy 1588′	TAA 25 NM IAF

MISSED APCH: Climb on 117° to II**Ø**6, then turn LEFT to II**Ø**7, then to II**Ø**5 climbing to 4550′(2962) or above, then according to chart.

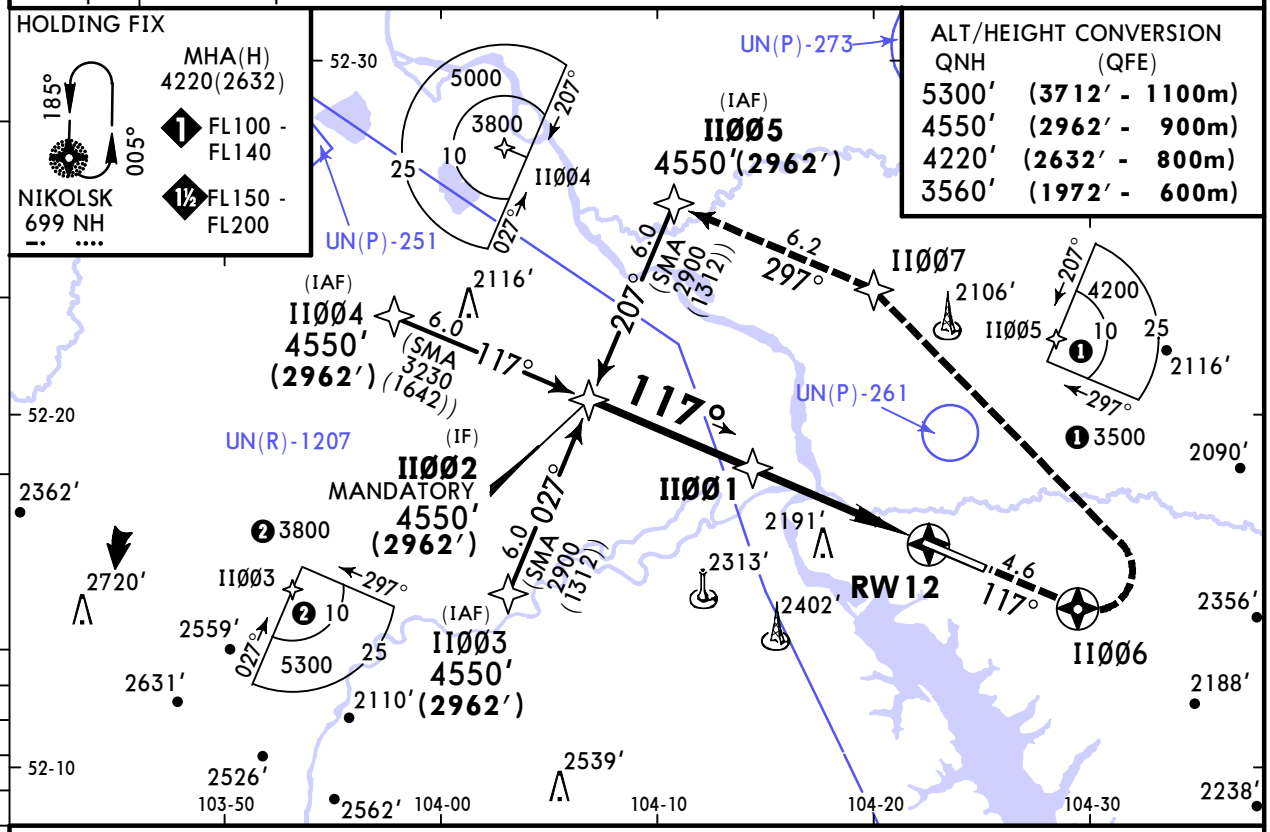
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL070 | Trans alt: 5300′ **(3712′)**

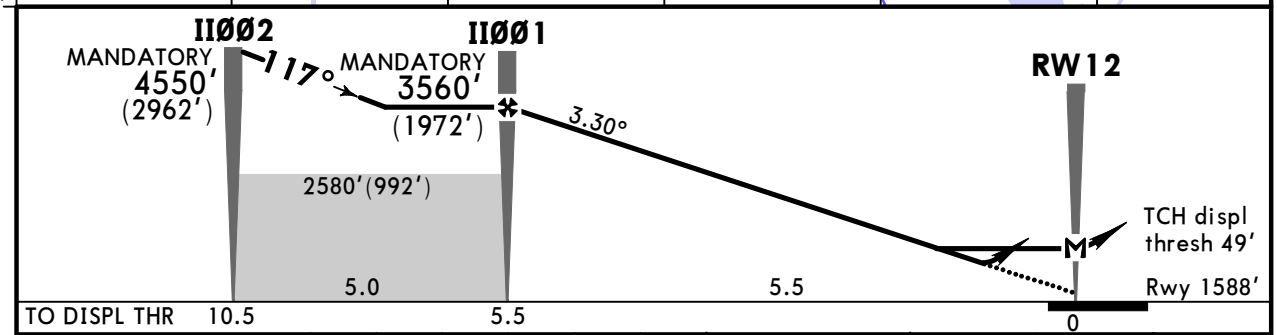
RNP apch. | 1. GNSS required. 2. Baro-VNAV not authorized below -62°C and above +30°C.

HOLDING FIX
NIKOLSK 699 NH
185° 005°
MHA(H) 4220(2632)
1 FL100 - FL140
1½ FL150 - FL200

ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	(3712′ - 1100m)
4550′	(2962′ - 900m)
4220′	(2632′ - 800m)
3560′	(1972′ - 600m)





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.30°	409	526	584	701	817	934
MAP at RW12						

HIALS
PAPI
II**Ø**6 on 117°

Std STRAIGHT-IN LANDING

LNAV/VNAV DA(H)		LNAV CDFA	
A: **1880′**(292′)	C: **1903′**(315′)	1 DA/MDA(H) **2010′** (422′)	
B: **1890′**(302′)	D: **1913′**(325′)		

	ALS out		ALS out
A	R750m	R1400m	R1300m
B			R1500m
C			R2000m
D	R800m	R1500m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2170′ (484′)	V1500m
135	2330′ (644′)	V1600m
180	2530′ (844′)	V2400m
205	2810′(1124′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Waypoints. New AOM concept.

UIII/IKT
IRKUTSK

JEPPESEN
14 JAN 22 (12-2) Eff 27 Jan

IRKUTSK, RUSSIA
RNP Rwy 30

BRIEFING STRIP™

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

RNAV	Final Apch Crs 297°	IIØ8 MANDATORY 4300′(2625′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1686′ Rwy 1675′	TAA 25 NM IAF

MISSED APCH: Climb on 297° to IIØ14 (MAX 195 KT), then turn RIGHT to IIØ15, then to IIØ1Ø climbing to 4630′(2955′) or above, then according to chart.

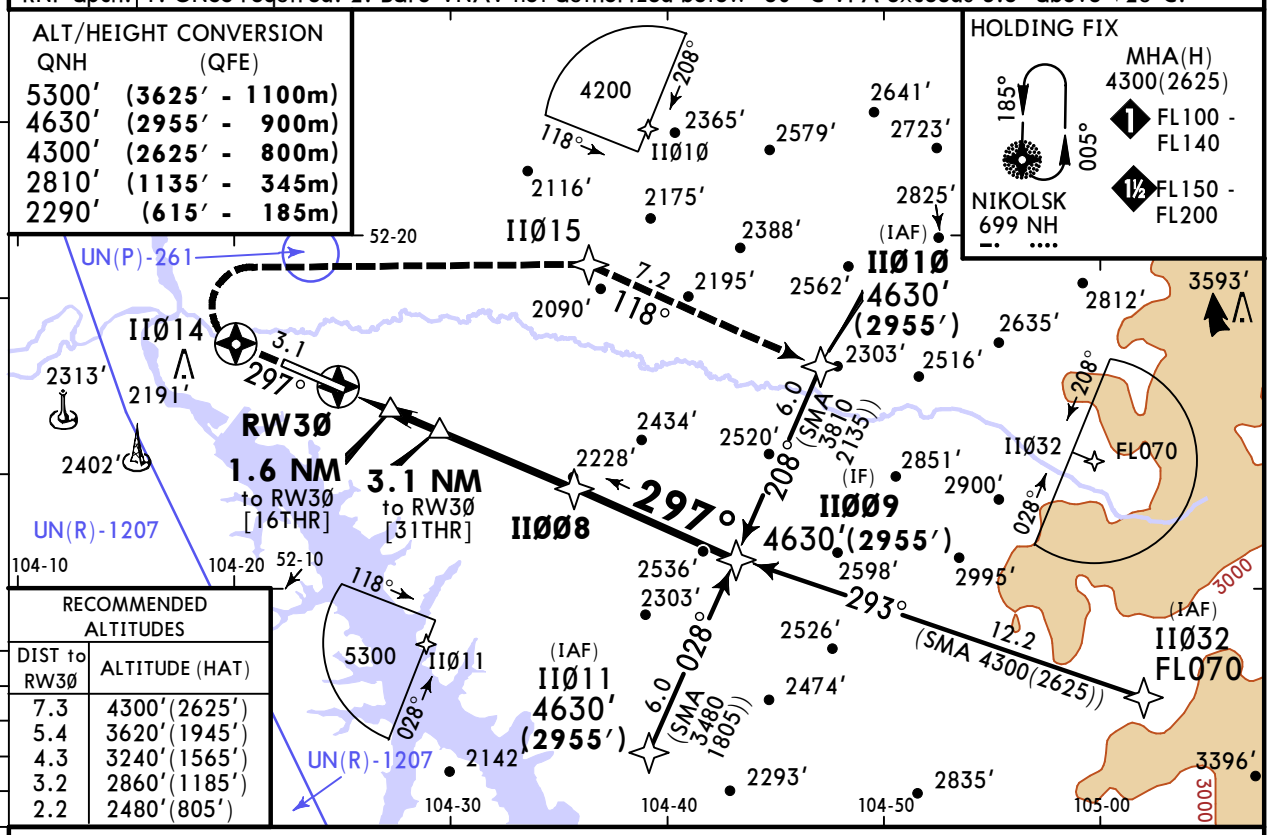
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5300′(3625′)

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -50° C VPA exceeds 3.5° above +28°C.

ALT/HEIGHT CONVERSION

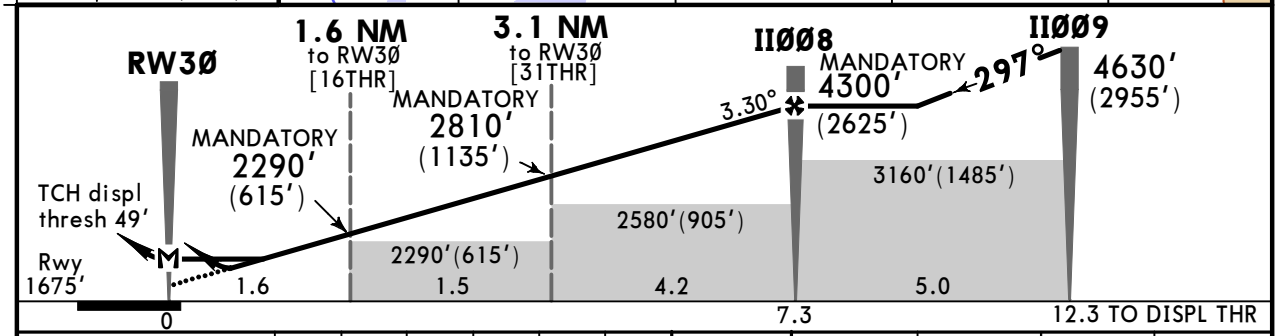
QNH	(QFE)
5300′	(3625′ - 1100m)
4630′	(2955′ - 900m)
4300′	(2625′ - 800m)
2810′	(1135′ - 345m)
2290′	(615′ - 185m)

HOLDING FIX
MHA(H) 4300(2625)
NIKOLSK 699 NH
185° 005°
1 FL100 - FL140
1½ FL150 - FL200



RECOMMENDED ALTITUDES

DIST to RWØ	ALTITUDE (HAT)
7.3	4300′(2625′)
5.4	3620′(1945′)
4.3	3240′(1565′)
3.2	2860′(1185′)
2.2	2480′(805′)



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.30°	409	526	584	701	817	934
MAP at RW3Ø						

HIALS
PAPI

IIØ14 on 297° 195 KT MAX

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H)		LNAV CDFA	
	A:2118′(443′) B:2135′(460′) CD:2151′(476′)		1 DA/MDA(H) 2200′(525′)	
	ALS out		ALS out	
A	R1400m	R1500m	R1500m	
B				
C	R1500m	R2200m	R1700m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2250′ (564′)	V1500m
135	2330′ (644′)	V1600m
180	2530′ (844′)	V2400m
205	2810′(1124′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Waypoints. New AOM concept.

UIII/IKT
IRKUTSK

JEPPESEN
14 JAN 22 (12-40) Eff 27 Jan

IRKUTSK, RUSSIA
By ATC GLS Rwy 12

BRIEFING STRIP™

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

GBAS	Final Apch Crs	II036 MANDATORY	GLS DA(H) Refer to Minimums	Apt Elev 1686′ Rwy 1588′
Ch 20665 G12A	117°	3560′(1972′)		

TAA
25 NM
IAF

MISSED APCH: Climb on 117° to II0Ø6, then turn LEFT to II0Ø7, then to II0Ø5 climbing to 4550′(2962) or above, then according to chart.

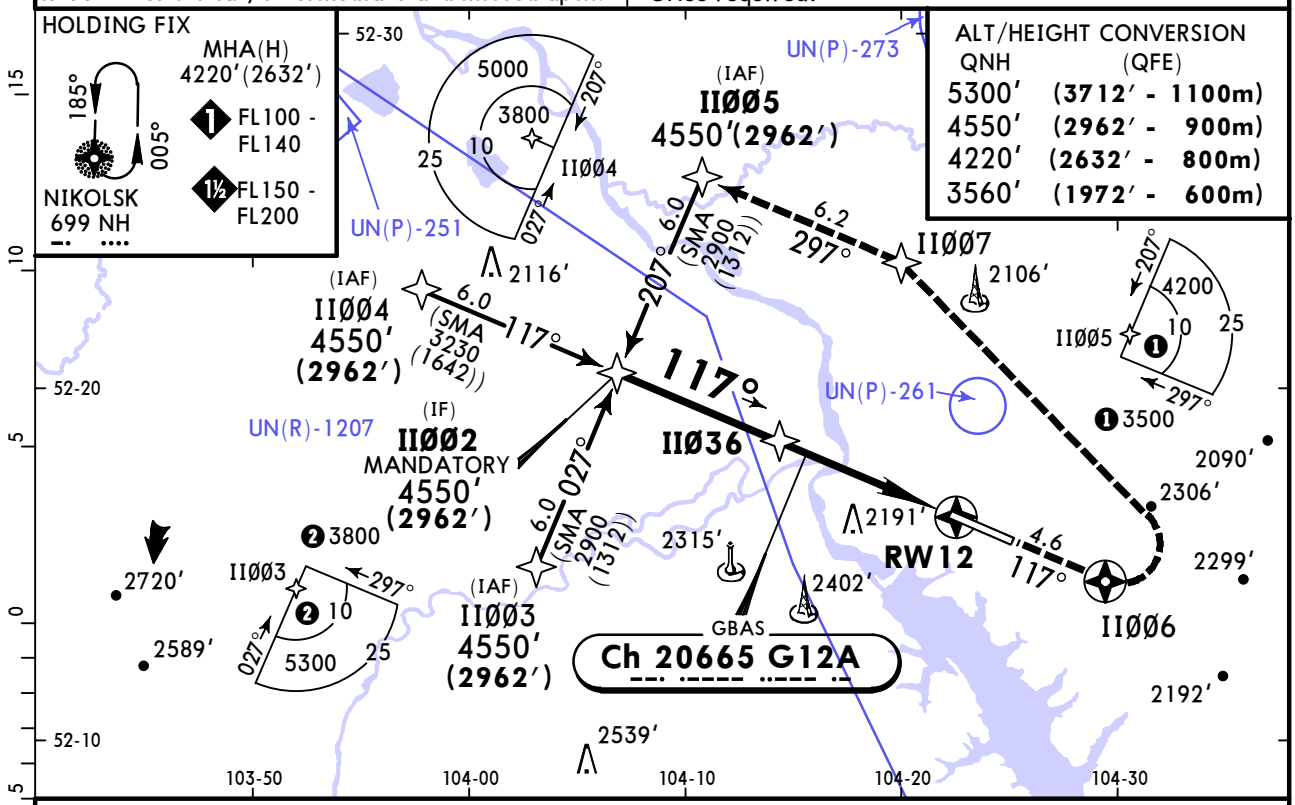
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL070 Trans alt: 5300′ (3712′)

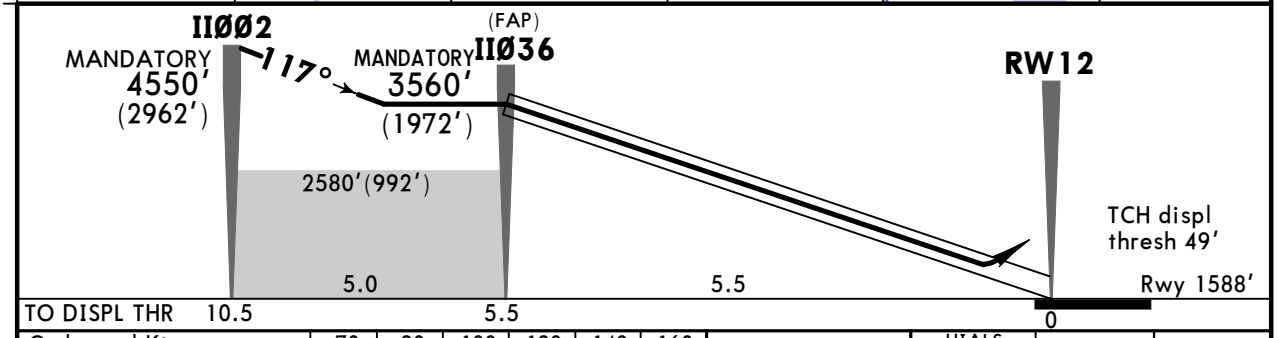
RNAV 1 for initial, intermediate and missed apch. GNSS required.

HOLDING FIX
NIKOLSK
699 NH
185°
005°
MHA(H)
4220′(2632′)
1 FL100 - FL140
1½ FL150 - FL200

ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	(3712′ - 1100m)
4550′	(2962′ - 900m)
4220′	(2632′ - 800m)
3560′	(1972′ - 600m)





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.30°	409	526	584	701	817	934

HIALS
PAPI
II0Ø6 on 117°

Std STRAIGHT-IN LANDING

GLS

DA(H) ABC: 1788′(200′) D: 1789′(201′)

ALS out

A	R550m 1	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2170′ (484′)	V1500m
135	2330′ (644′)	V1600m
180	2530′ (844′)	V2400m
205	2810′(1124′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Note. Waypoints. Holding altitude. New AOM concept.

UIII/IKT
IRKUTSK

JEPPESEN
14 JAN 22 (12-41) Eff 27 Jan

IRKUTSK, RUSSIA
GLS Rwy 30

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

BRIEFING STRIP™

GBAS	Final Apch Crs	IIØ37 MANDATORY	GLS DA(H) Refer to Minimums	Apt Elev 1686′ Rwy 1675′	TAA 25 NM IAF
Ch 21076 G30A	297°	4300′(2625′)			

MISSED APCH: Climb on 297° to IIØ42 (MAX 190 KT), then turn RIGHT to IIØ15, then to IIØ1Ø climbing to 4630′(2955′) or above.

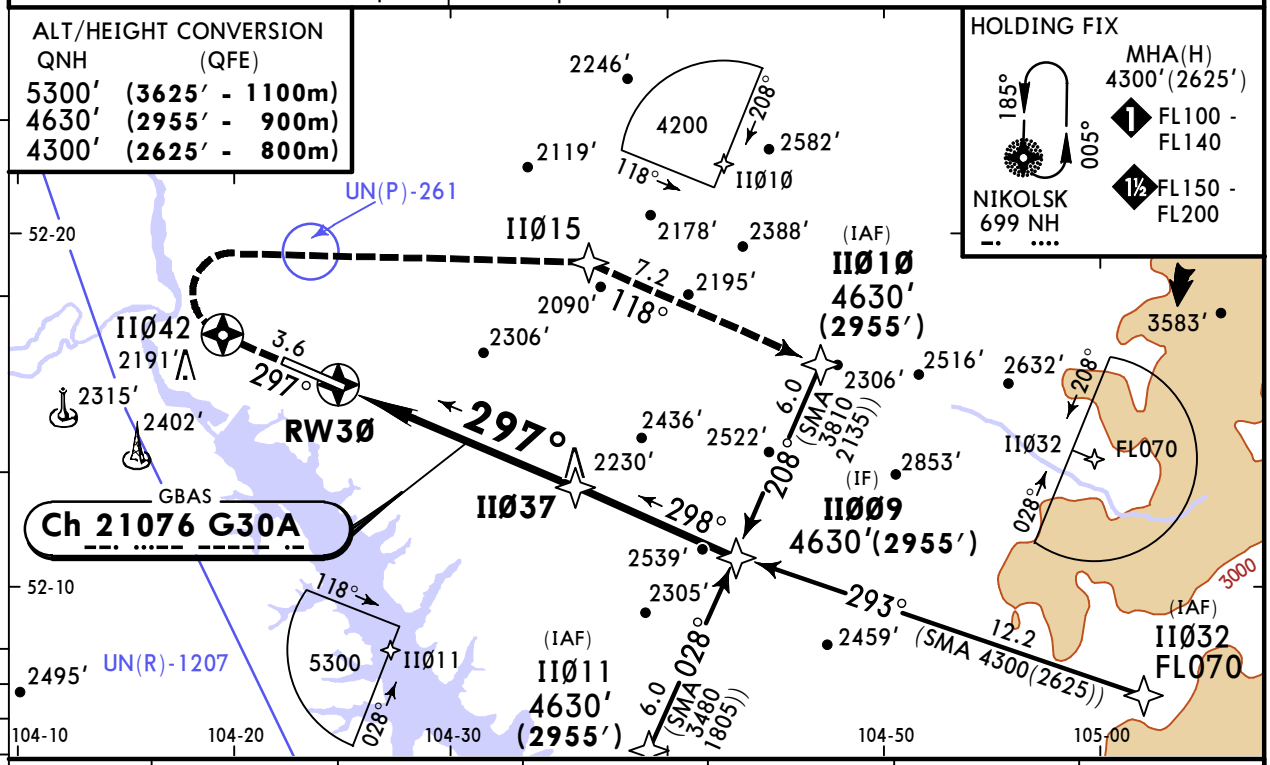
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5300′(3625′)

RNAV 1 for initial and missed apch. | GNSS required.

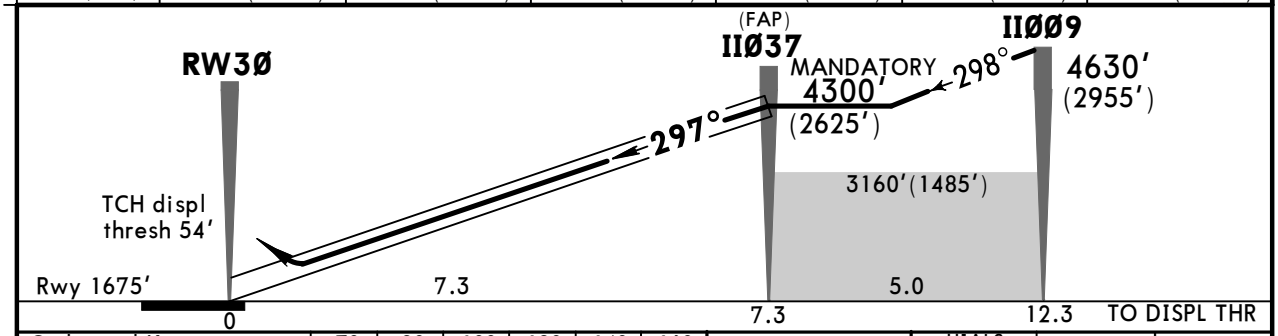
ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	(3625′ - 1100m)
4630′	(2955′ - 900m)
4300′	(2625′ - 800m)

HOLDING FIX
MHA(H) 4300′(2625′)
185° 005°
NIKOLSK 699 NH
1 FL100 - FL140
1½ FL150 - FL200



DIST to RW3Ø	1.1	2.2	3.2	4.3	5.4	6.5
ALT (HAT)	5130′(4801′)	4810′(4481′)	4490′(4161′)	4160′(3831′)	3840′(3511′)	3520′(3191′)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.30°	409	526	584	701	817	934

HIALS
PAPI
IIØ42 on 297°

Std STRAIGHT-IN LANDING

GLS

DA(H) ABC: **1875′**(200′) D: **1876′**(201′) 1

ALS out

A	R550m 2	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2250′ (564′)	V1500m
135	2330′ (644′)	V1600m
180	2530′ (844′)	V2400m
205	2810′(1124′)	V3600m

PANS OPS

1 D_L: DA(H) 1889′(214′). 2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure. New AOM concept.

UIII/IKT
IRKUTSK

JEPPESEN
9 DEC 22 (13-1)

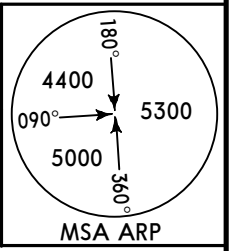
IRKUTSK, RUSSIA
VOR Rwy 12

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

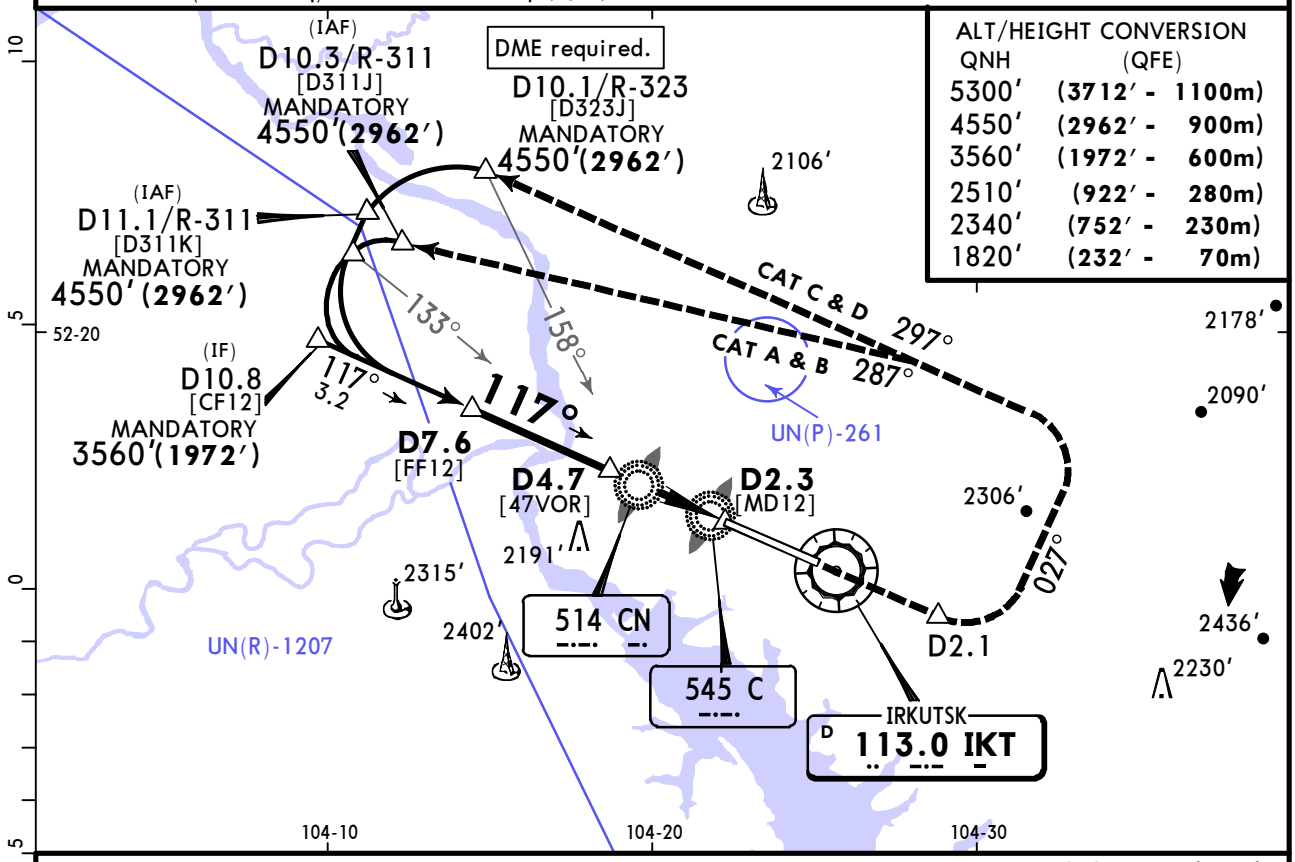
BRIEFING STRIP

VOR IKT	Final Apch Crs	D7.6 MANDATORY	DA/MDA(H)	Apt Elev 1686′
113.0	117°	3560′(1972′)	2290′(702′)	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.

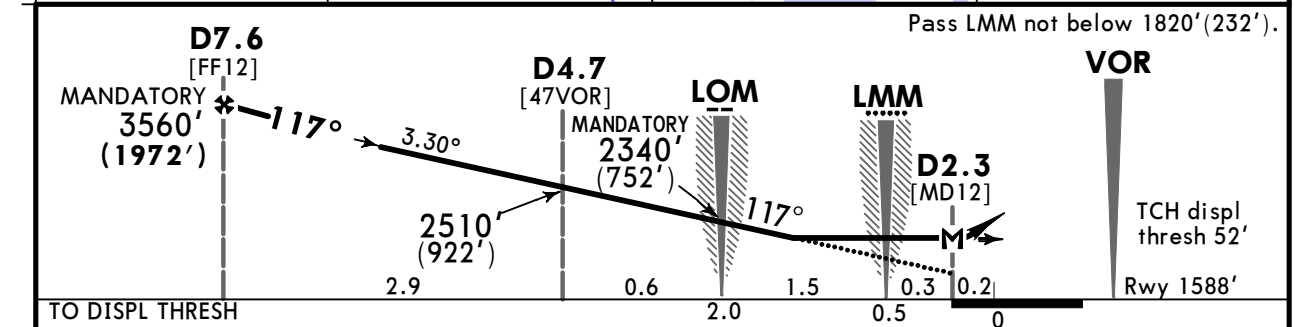


Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5300′ (3712′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	(3712′ - 1100m)
4550′	(2962′ - 900m)
3560′	(1972′ - 600m)
2510′	(922′ - 280m)
2340′	(752′ - 230m)
1820′	(232′ - 70m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.30°	409	526	584	701	817	934
MAP at D2.3						

HIALS
PAPI

D2.1 | 027° LT | 3560′ (1972′)

Std STRAIGHT-IN LANDING | CIRCLE-TO-LAND

CDFA
1 DA/MDA(H) 2290′(702′)
ALS out

		Max Kts	MDA(H)	
A	R1500m	100	2290′ (604′)	2 V1500m
B		135	2330′ (644′)	2 V1600m
C	R2400m	180	2530′ (844′)	V2400m
D		205	2810′ (1124′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

CHANGES: Waypoint description.

UIII/IKT
IRKUTSK

JEPPESEN
9 DEC 22 (13-2)

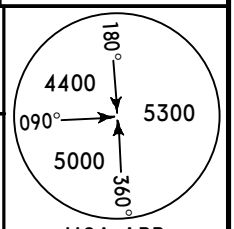
IRKUTSK, RUSSIA
VOR Rwy 30

BRIEFING STRIP

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

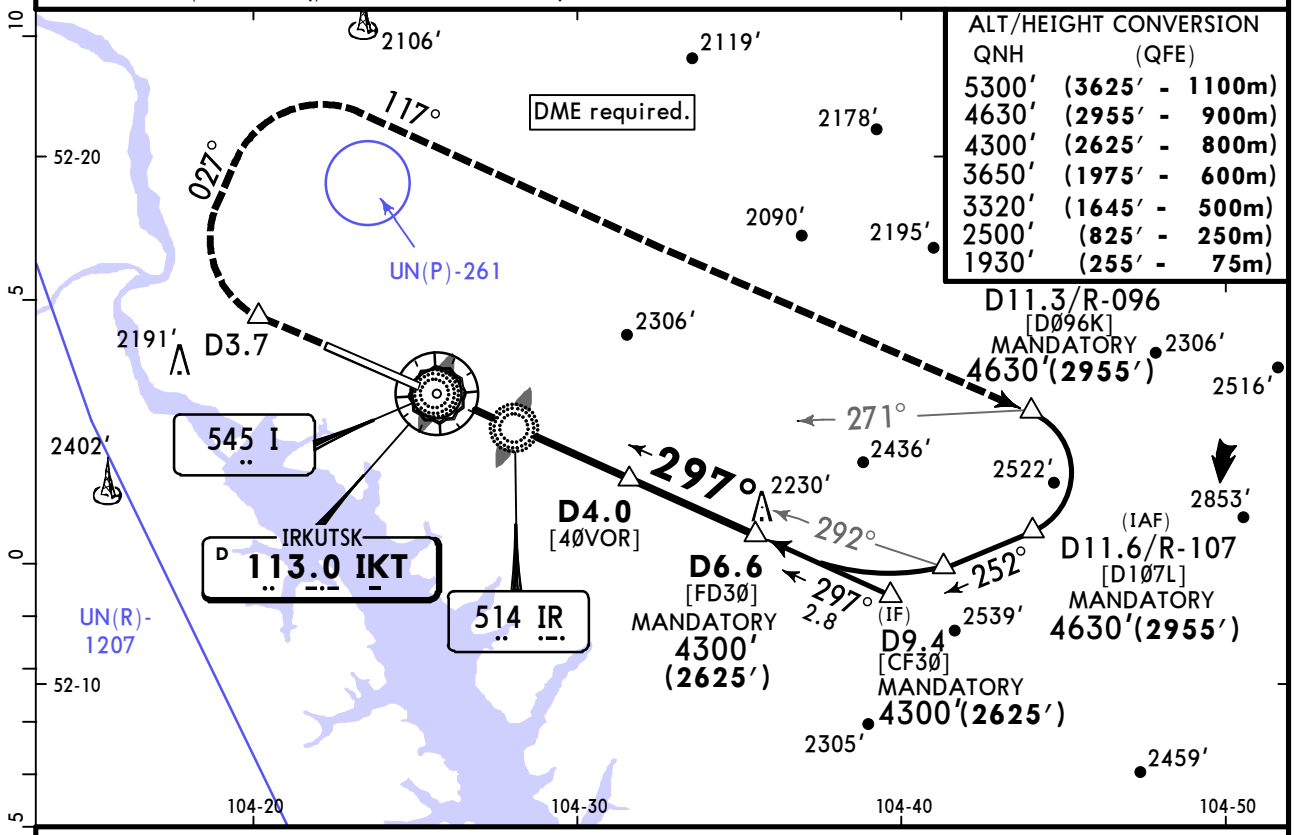
VOR IKT	Final Apch Crs	D6.6 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 1686′
113.0	297°	4300′(2625′)	2120′(445′)	Rwy 1675′

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.

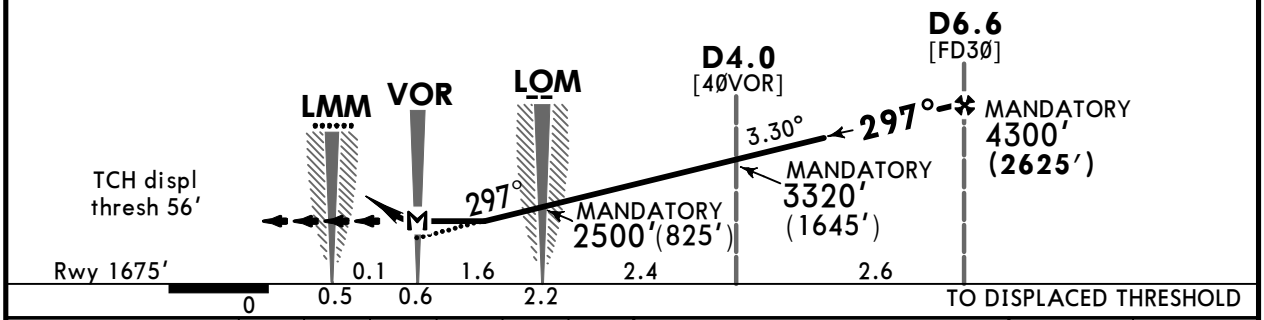


MSA ARP

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5300′(3625′)



Pass LMM not below 1930′(255′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817	934
MAP at VOR							

HIALS
PAPI
D3.7

PANS OPS

Std STRAIGHT-IN LANDING

	with D4.0 CDFA 1 DA/MDA(H) 2120′(445′)		w/o D4.0 CDFA 1 DA/MDA(H) 2330′(655′)	
		ALS out		ALS out
A	R1400m	R1500m	R1500m	
B				
C		R2100m	R2300m	R2400m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)		
100	2330′	(644′)	2 V1500m
135	2330′	(644′)	2 V1600m
180	2530′	(844′)	V2400m
205	2810′	(1124′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

CHANGES: None.

UIII/IKT
IRKUTSK

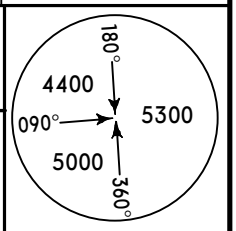
JEPPESEN
9 DEC 22 (16-1)

IRKUTSK, RUSSIA
2 NDB or NDB Rwy 12

BRIEFING STRIP

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

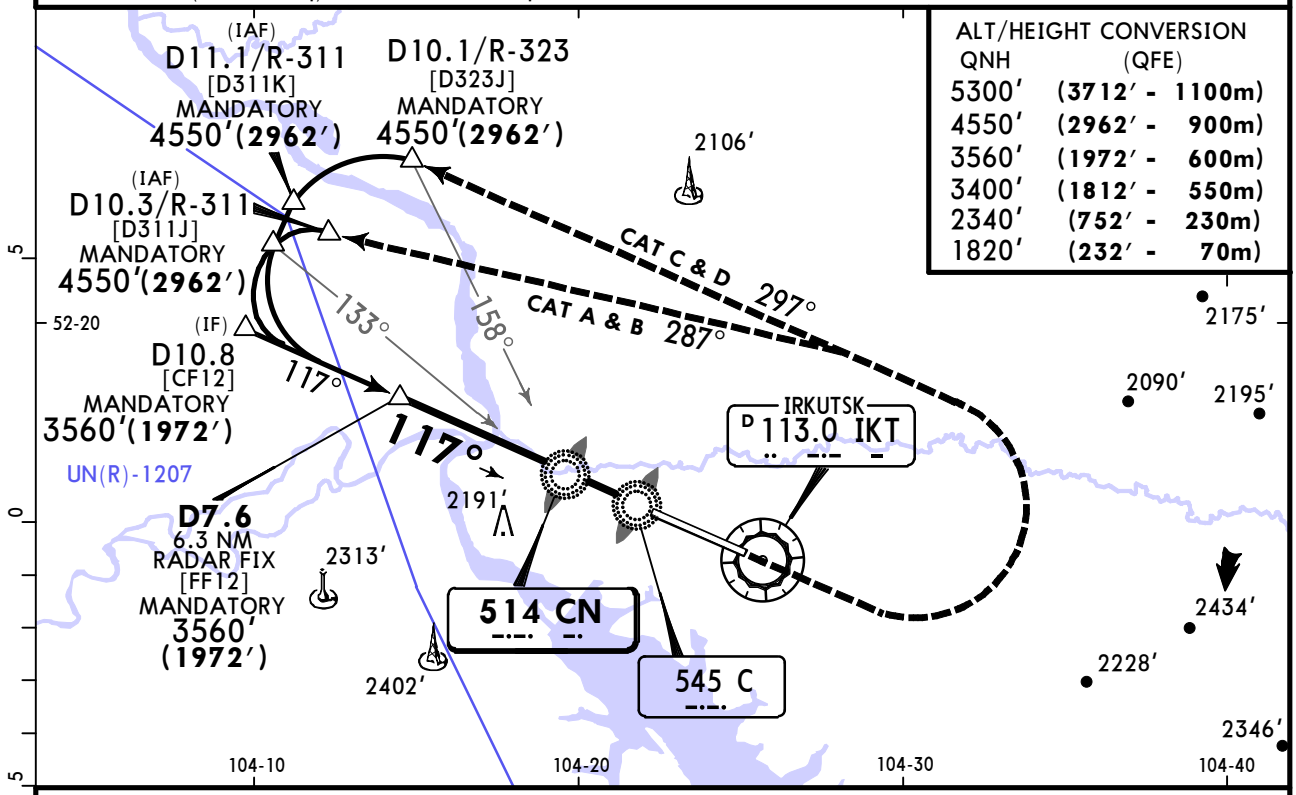
NDB CN	Final Apch Crs	D7.6 MANDATORY	DA/MDA(H) Refer to Minimums	Apt Elev 1686′ Rwy 1588′
514	117°	3560′(1972′)		



MSA ARP

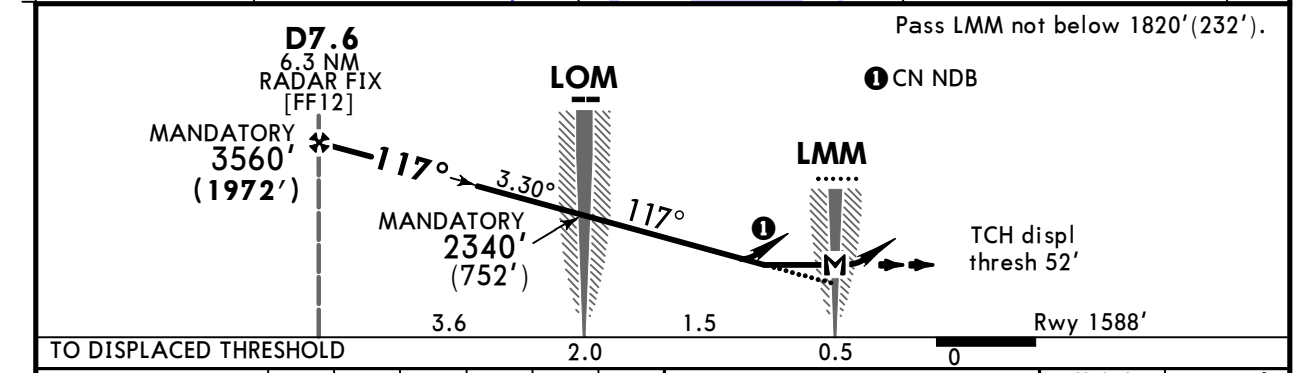
MISSED APCH: Climb STRAIGHT AHEAD to 3400′(1812′), then turn LEFT onto CAT A&B: 287° (CAT C&D: 297°) climbing to 4550′(2962′), then according to chart, or as directed.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5300′ (3712′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	(3712′ - 1100m)
4550′	(2962′ - 900m)
3560′	(1972′ - 600m)
3400′	(1812′ - 550m)
2340′	(752′ - 230m)
1820′	(232′ - 70m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.30°	409	526	584	701	817	934
2 NDB: MAP at LMM						

HIALS
PAPI
3400′ (1812′)

Std

STRAIGHT-IN LANDING

	2 NDB With FAF CDFA 1 DA/MDA(H) 2010′(422′)	ALS out	2 NDB W/o FAF CDFA 1 DA/MDA(H) 2430′(842′)	ALS out	CN NDB With FAF CDFA 1 DA/MDA(H) 2040′(452′)	ALS out
A	R1300m	R1500m	R1500m		R1400m	R1500m
B						
C		R2000m	R2400m			R2100m
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2430′ (744′)	2 V1500m
135	2430′ (744′)	2 V1600m
180	2530′ (844′)	V2400m
205	2810′ (1124′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums

CHANGES: Waypoint description.

UIII/IKT
IRKUTSK

JEPPESEN
9 DEC 22 (16-2)

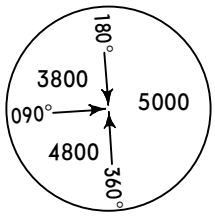
IRKUTSK, RUSSIA
By ATC NDB Z Rwy 30

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

BRIEFING STRIP TM

NDB IR	Final Apch Crs	D6.8 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 1686′
514	297°	4300′(2625′)	2250′(575′)	Rwy 1675′

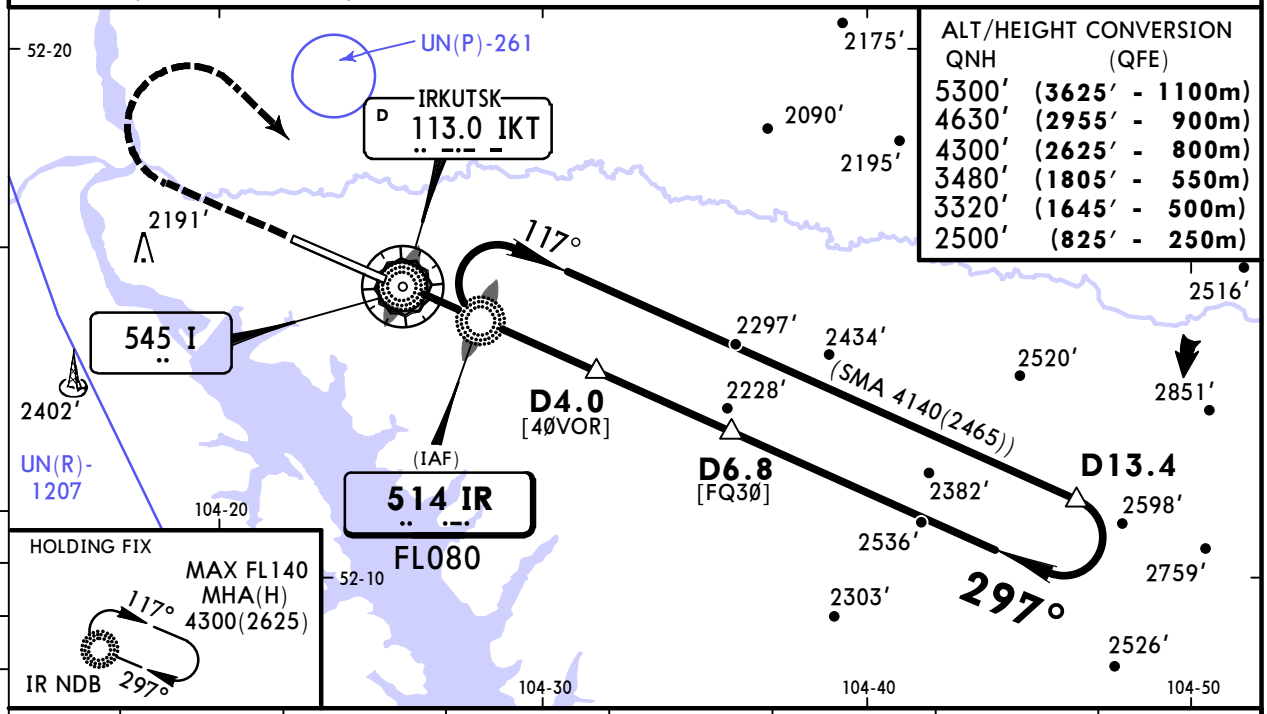
MISSED APCH: Climb STRAIGHT AHEAD to 3480′(1805)′ or above, then turn RIGHT to IR NDB climbing to 4630′(2955′) or above.
Do not turn before MAP.



MSA IR NDB

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL070 | Trans alt: 5300′(3625′)

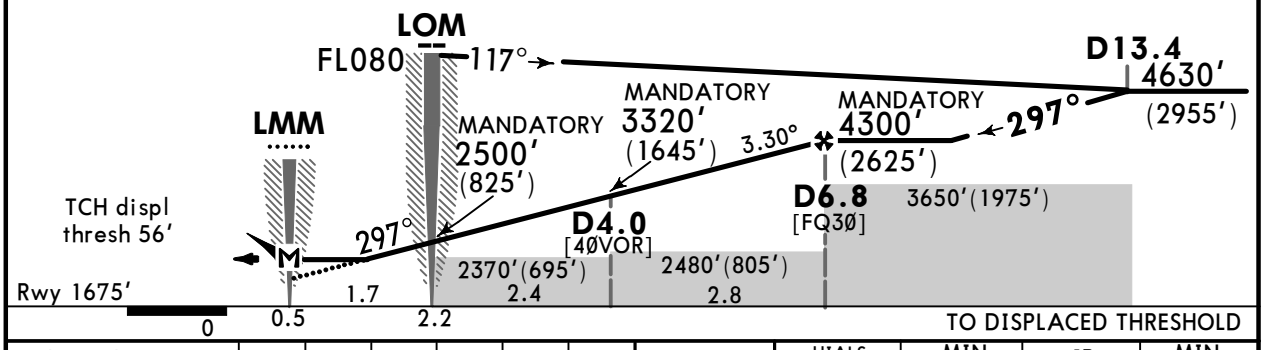
1. DME required. 2. Radar required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5300′	(3625′ - 1100m)
4630′	(2955′ - 900m)
4300′	(2625′ - 800m)
3480′	(1805′ - 550m)
3320′	(1645′ - 500m)
2500′	(825′ - 250m)

IKT DME	1.1	2.2	3.2	4.3	5.4	6.5	6.8
ALT (HAT)	2320′(645′)	2700′(1025′)	3070′(1395′)	3450′(1775′)	3830′(2155′)	4210′(2535′)	4300′(2625′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817	934
MAP at LMM							

HIALS
PAPI

MIN 3480′ (1805′) | IR 514 RT | MIN 4630′ (2955′)

PANS OPS

Std STRAIGHT-IN LANDING

	With D4.0 CDFA 1 DA/MDA(H) 2250′(575′)		W/o D4.0 CDFA 1 DA/MDA(H) 2480′(805′)	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1900m	R2400m	R2400m	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2480′ (794′)	2 V1500m
135	2480′ (794′)	2 V1600m
180	2530′ (844′)	V2400m
205	2810′(1124′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums.

CHANGES: None.

UIII/IKT
IRKUTSK

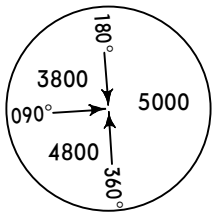
JEPPESEN
14 JAN 22 (16-3) Eff 27 Jan

IRKUTSK, RUSSIA
By ATC NDB Y Rwy 30

BRIEFING STRIP TM

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

Lctr	Final Apch Crs	D6.8 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 1686'
I 545	297°	4300'(2625')	2250'(575')	Rwy 1675'



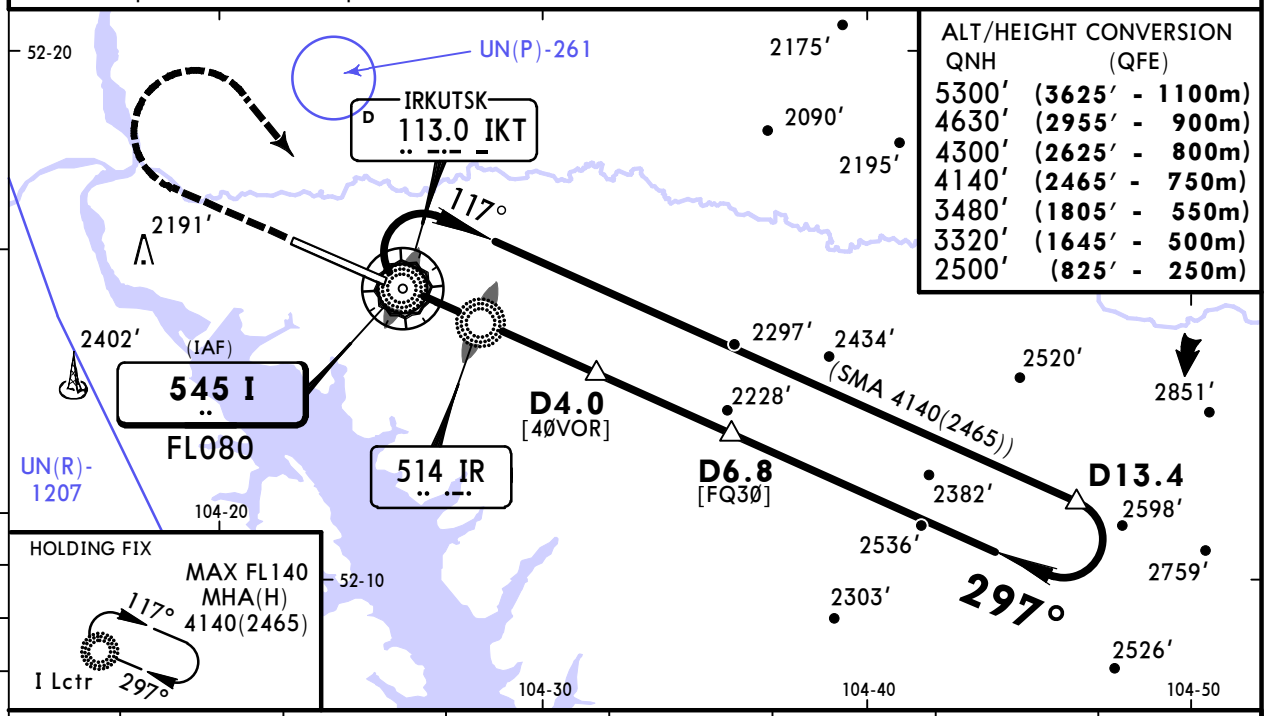
MSA I Lctr

MISSED APCH: Climb STRAIGHT AHEAD to 3480'(1805)' or above, then turn RIGHT to I Lctr climbing to 4630'(2955') or above.

Do not turn before MAP.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL070 | Trans alt: 5300'**(3625')**

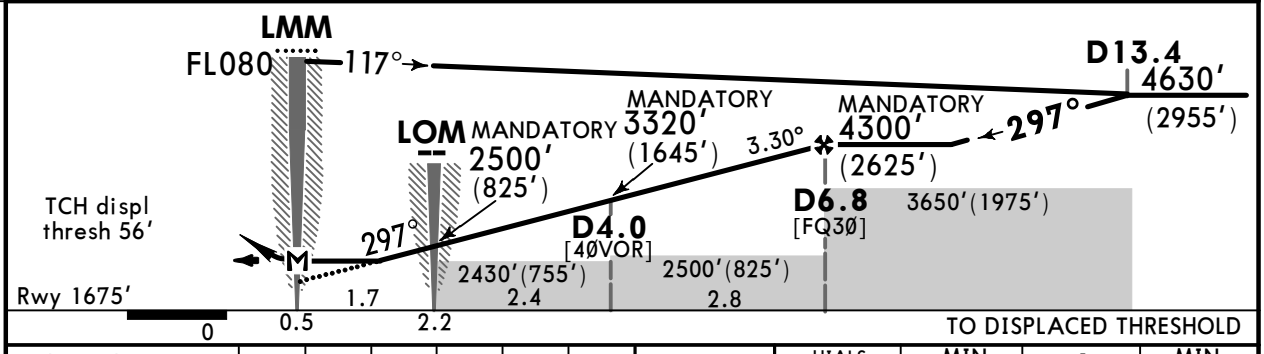
1. DME required. 2. Radar required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
5300'	(3625' - 1100m)
4630'	(2955' - 900m)
4300'	(2625' - 800m)
4140'	(2465' - 750m)
3480'	(1805' - 550m)
3320'	(1645' - 500m)
2500'	(825' - 250m)

IKT DME	1.1	2.2	3.2	4.3	5.4	6.5	6.8
ALT (HAT)	2320'(645')	2700'(1025')	3070'(1395')	3450'(1775')	3830'(2155')	4210'(2535')	4300'(2625')



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817	934
MAP at LMM							

HIALS
PAPI

MIN 3480' (1805') | I 545 RT | MIN 4630' (2955')

Std STRAIGHT-IN LANDING

	With D4.0 CDFA 1 DA/MDA(H) 2250'(575')		W/o D4.0 CDFA 1 DA/MDA(H) 2530'(855')	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R1900m	R2400m	R2400m	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	2530' (844')	2 V1500m
135	2530' (844')	2 V1600m
180	2530' (844')	2 V2400m
205	2810'(1124')	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in miniums.

CHANGES: TCH. New AOM concept.

UIII/IKT
IRKUTSK

JEPPESEN
14 JAN 22 (16-4) Eff 27 Jan

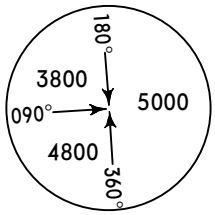
IRKUTSK, RUSSIA
By ATC NDB X Rwy 30

BRIEFING STRIP

ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
126.9 (Russian 124.85)	125.2	119.3	118.1	121.7

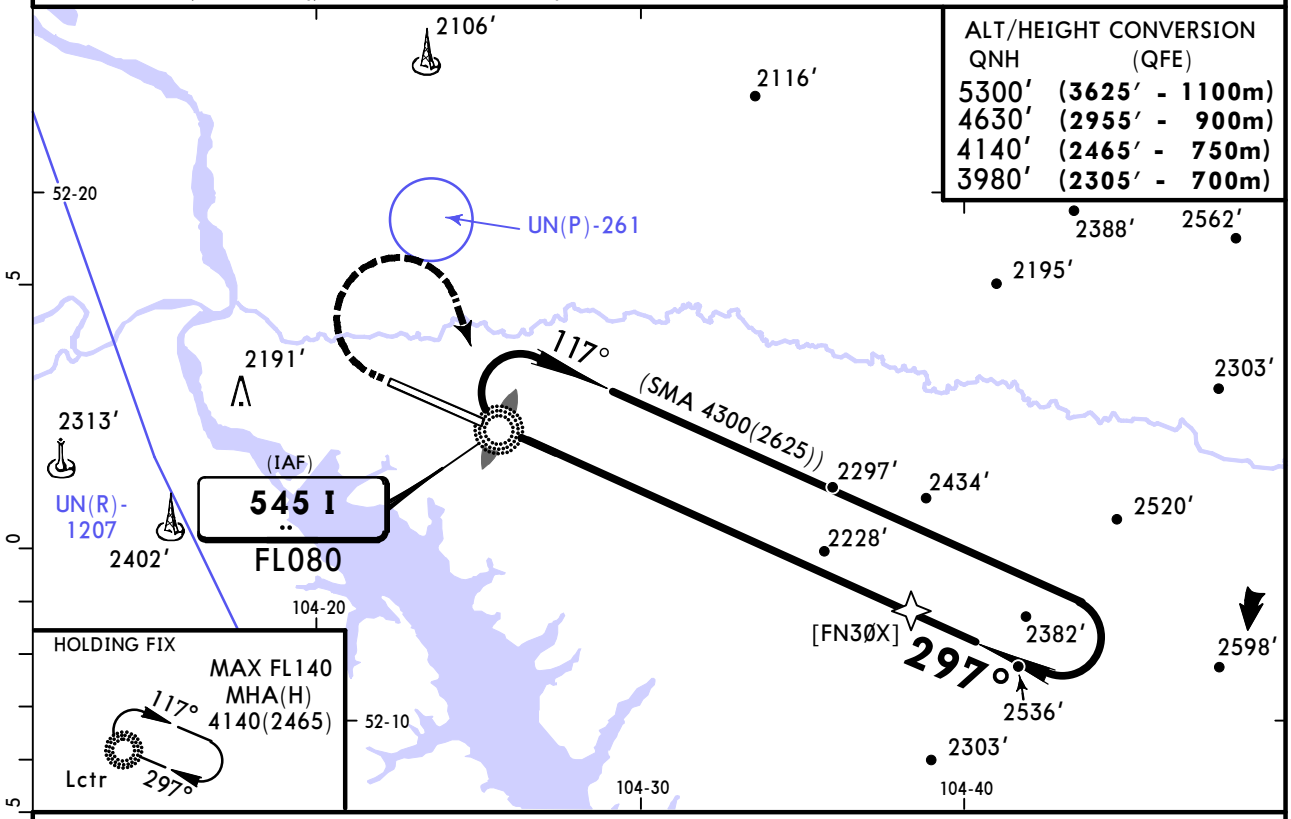
Lctr	Final Apch Crs		DA/MDA(H)	Apt Elev 1686′
I		No FAF		
545	297°		3480′(1805′)	Rwy 1675′

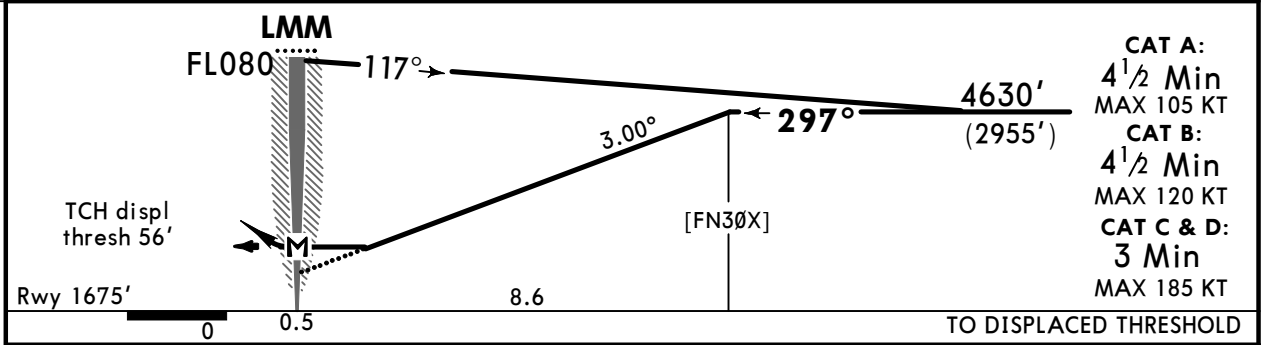
MISSED APCH: Climb STRAIGHT AHEAD to 3980′(2305)′ or above, then turn RIGHT to Lctr climbing to 4630′(2955′) or above.
Do not turn before MAP.



MSA I Lctr

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL070 | Trans alt: 5300′**(3625′)**





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM						

HIALS
PAPI

MIN 3980′ (2305′)

I 545 RT

MIN 4630′ (2955′)

Std STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) **3480′**(1805′)
ALS out

CIRCLE-TO-LAND

		Max Kts	MDA(H)	
A	R1500m	100	3480′ (1794′)	2 V1500m
B		135	3480′ (1794′)	2 V1600m
C	R2400m	180	3480′ (1794′)	2 V2400m
D		205	3480′ (1794′)	2 V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 1 or higher straight-in minimums.

CHANGES: TCH. New AOM concept.

Chart changes since cycle 12-2023

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