UIII

Airport information:

Country: Russian Federation
City: IRKUTSK
Coordinates: N 52° 16.0', E104 23.7
Elevation: 1673
Customs: Customs
Fuel: TS-1 (equivalent to Jet A1)
RFF: CAT8
hours: H24

Runways:

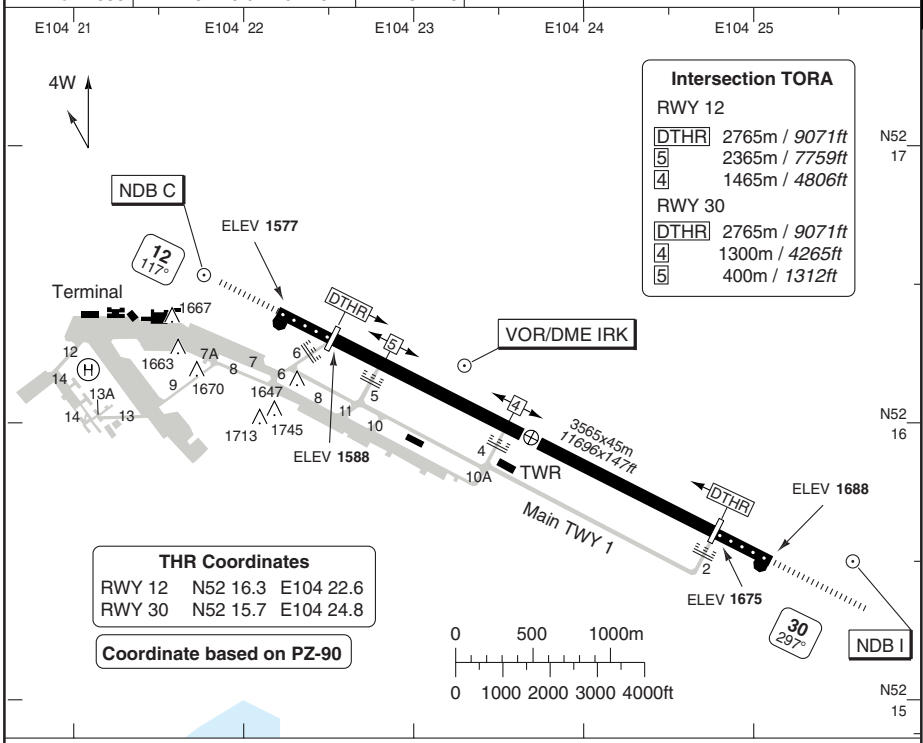
Runway 12
    Takeoff length: 3165, Landing length: 2765
Runway 30
    Takeoff length: 2765, Landing length: 2765

AERODROME

IRKUTSK

Irkutsk GND taxiing	TWR	RAD	TRANSIT	ATIS	Reserve
121.7	**118.1**	**119.3**	**131.7**	**126.9**	**124.0**

AD Elev **1688**	ARP: N52 16.0 E104 23.7	RFF: CAT 8	AD HR: H24



RWY	Slope	TORA m/*ft*	LDA m/*ft*	ALS	REDL	Additional
12	+1.0	3165 / *10383* ❶	3165 / *10383*	H-D	H	P 3.3°
30	- 1.0	3165 / *10383* ❶	3165 / *10383*	H-D	H	P 3.3°

❶ Last 400m/1312ft not avbl for TKOF.

EU OPS — TAKE OFF MINIMA

RWY	Facilities	RVR A B C D
12/30	RCL (day only) or RCL + REDL	**400** m
	NIL (day only)	**500** m

Note: RWY 12 min climb gradient 3.5% to 300m/ 984ft.

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Change: Completely revised

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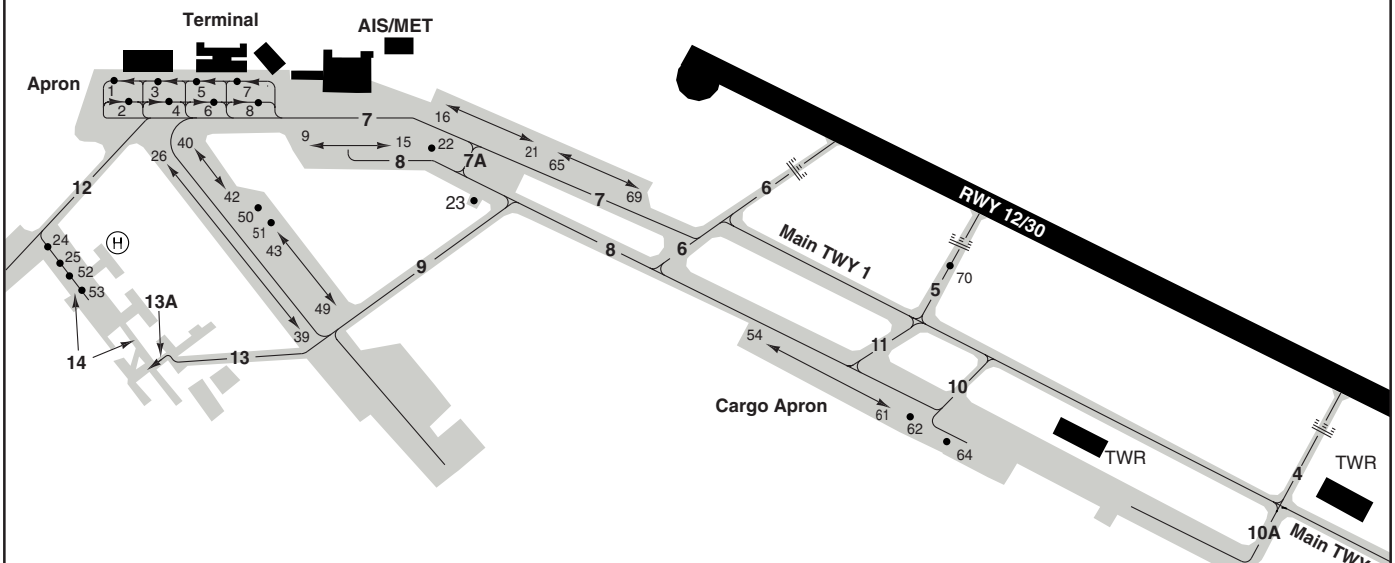
Irkutsk GND taxiing	TWR	RAD	TRANSIT	ATIS	Reserve
121.7	**118.1**	**119.3**	**131.7**	**126.9**	**124.0**

Parking position coordinates

1, 2	N52 16.3 E104 21.1
3, 4	N52 16.3 E104 21.2
5, 6	N52 16.3 E104 21.3
7, 8	N52 16.3 E104 21.4

Stands 9 - 19 and 22, 35, 50 and 51
Parking is by tow.



AERODROME Parking

Change: Completely revised

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WEF 17 NOV 11

1. The vertical separation system at this aerodrome will be changed to Table a) of ICAO Appendix 3, Annex 2, expressed in Feet, as shown in the table.

2. Clearances below the Trans Alt/Trans Lev will continue to be in metres QFE.

3. Any Flight Levels shown on the charts for this aerodrome will change to the nearest equivalent shown below:

True track angle	
000° to 179°	**180° to 359°**
FL	**FL**
010	020
030	040
050	060
070	080
090	100
110	120
130	140
150	160
170	180
190	200
210	220
230	240
250	260
270	280
290	300
310	320
330	340
350	360
370	380
390	400
410	430

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GENERAL

1. WARNING

1.1 Do not mistake Irkutsk 2 aerodrome approximately 9nm northwest of Irkutsk.

1.2 High bird activity. Recommend use of landing lights on take-off and climb as well as landing.

2. ALTIMETER SETTING

Trans Hgt and ATC clearances are in metres QFE (relative to THR). QNH available on request. Standard ICAO FL (feet) system used above TA/TL.

3. RADIO COMMUNICATION FAILURE

In case of radio communication failure follow radio communication failure procedures stated in ICAO Annex 2.

4. NOISE ABATEMENT PROCEDURES

Noise abatement procedures are divided into two parts:

- procedures during take-off and climbing;
- procedures during approach

5. TAXIING

5.1 Movement of aircraft about aerodrome be under own engines power and by tow tractors. Taxiing and towing be in accordance with established marking.

5.2 **Apron**

- taxiing to stands 1-15, 22, 43-49 under own engines power;
- taxiing to stands 26-39 under own engine power is allowed under the following condition; adjacent stands must be vacant; taxiing into the mentioned stands shall be carried out via the vacant stand;
- exit from stands 1-17, 20, 21, 23, 54, 55 be by tow;
- start-up and taxiing are authorised by operation-control service with coordination from engineering-aviation service;
- taxiing out of stands 18-19, 22, 26-51, 56-69 be under own engines power;
- when taxiing out of stands 65-69 make a left turn, stand on the right must be vacant making a right turn, the stand on the left must be vacant;
- taxiing out of stands 2, 4, 6, 8 is allowed when: treatment of aircraft with de-icing fluid is not required; during taxiing out the stands located behind and to the left of the indicated ones shall be vacant; taxiing out shall be carried out towards TWY 7 after the " Follow-me" vehicle at minimum engine power.

5.3 Taxiing of index 4, 5, 6 ACFT in the night and day time when visibility is 400m or less shall be carried out after the " Follow-me" vehicle.

- Movement of ACFT above the aerodrome shall be controlled by GND controller on 121.7.
- Taxiing and towing are prohibited without permission of GND controller.

6. TAXI RESTRICTION

- Taxiing of acft with a wingspan more than 38m/*125ft* along TWY 7 is prohibited when stands 6, 8 are occupied.
- Taxiing of ACFT with a wingspan more than 35m/*115ft* along TWY 8 is prohibited when stands 9-15, 22 are occupied.

7. TWY RESTRICTION

7.1 Main Taxiway 1, Taxiway 2, 5, 6, 7, 8 and 11 width 21m/*69ft.*
TWY 4 width 18m/*59ft.*
TWY 9 width 14m/*46ft.*
TWY 10 and 10A width 7m/*23ft.*
TWY 12 and 14 width 12m/*39ft.*
TWY 13, 13A width 10m/*33ft.*
TWY 14 width 14,/*46ft.*

7.2 " Follow-me" service mandatory during night and low visibility conditions.

8. PARKING

Parking to stands 16-21, 23, 26-42, 50-51, 54-69 be by tow.

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ARRIVAL

1. NOISE ABATEMENT PROCEDURES DURING APPROACH PHASE

1.1 **General provisions**

1.1.1 Noise abatement procedures during approach phase shall be executed by all aircraft.

1.1.2 If considerable wind, cumulo-nimbus clouds and etc., are present in arrival and approach sectors, ATS unit may at its own discretion or by the pilot-in-command's request, deviate from restrictions, if necessary for safety reasons.

1.1.3 RWY 30 is preferential runway and shall be used to the maximum possible extent.

1.2 **Restrictions**

1.2.1 The required noise abatement procedures shall not be executed in the following cases:

a) if there are substances on runway and friction coefficient is 0.4 or less;

b) when cloud ceiling is less than 2180ft QNH(*150m QFE*) or horizontal visibility is less than 1800m;

c) when a cross-wind component on runway (including gusts) exceeds 14kts;

d) when a tail-wind component on runway exceeds 5kt;

e) when wind shear is forecast or reported, or it is expected that unfavourable weather conditions may influence approach and landing.

1.2.2 During instrument and visual approach, it is not allowed to fly below the ILS glide path angle.

1.2.3 Noise abatement procedures shall not result in an increase in descent speed.

1.2.4 The threshold displacement shall not be used as a noise abatement measure.

1.2.5 "AIR GROUND" communication shall be at minimum so as not to distract pilots.

1.2.6 Landing of aircraft with a tail-wind component up to 10kt is allowed under the following conditions:

- runway is dry or damp;
- friction coefficient is 0.6 or more;
- cross-wind component is not more than 10kt.

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

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DEPARTURE

1. NOISE ABATEMENT PROCEDURES DURING TAKE-OFF AND CLIMBING PHASE

1.1 **General Provision**

Noise abatement procedures for take-off and climb mandatory for all aircraft.

1.2 **Restrictions**

1.2.1 Noise abatement procedures during take-off from Runway 30 are not applied.

1.2.2 Take-off with a tail-wind component up to 10kt is allowed under conditions mentioned in the Aeroplane Flight Manual.

1.2.3 During take-off from Runway 12 and climbing straight ahead to 2570ft QNH(*300m QFE*) the minimum climb gradient shall be 3.5%. If unable to maintain this climb gradient, the appropriate take-off minima are established for visual crossing the obstacles on take-off heading.

1.2.4 The minimum indicated air speed of steady climb be mnm V_2+10kt or less than that prescribed in the Aeroplane Flight Manual if it has greater value.

1.2.5 Maintaining minimum indicated air speed of climb is not required if it exceeds the minimum permissible angle of attack.

1.2.6 The reduction of engines power shall not be applied until:

- the aircraft reaches 2570ft QNH(*300m QFE*);
- standard power with maximum certificated take-off mass to maintain the climb gradient of not less than 4% at a speed specified above in para 1.2.5;
- take-off path provides the overflying of all obstacles located under flight path with sufficient clearance when all engines are operating normally and also taking into account possible engine failure and time period required for the rest of engines to develop full power.

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Additional Landing Minima

IRKUTSK

2NDB or NDB RWY 12 (Non CDFA)

ACFT		2NDB ⓐ	NDB (CN) ⓐ
EU OPS	A	**2430** (837) 3300m	**2430** (837) 3300m
	B		
	C	**2430** (837) 3500m	**2430** (837) 3500m
	D		

ⓐ Without FAF.

Note: Circling NA.

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AREA

IRKUTSK

Irkutsk APP	RAD	TWR	GND	ATIS
125.2	119.3	118.1	121.7	124.85 DEP 126.9 ARR

TL 59 | TA 4630 | AD Elev 1688

NOTE
For ALT restrictions see INBD/OUTBD charts, EXC for TMA bdry Corridor 3, 4 and 11.

TUNIR
N53 41.0
E104 46.0

Osa
420 CS
N53 23.0
E103 52.0

TUTEK
N53 30.5
E103 30.1

ANGUT
N53 09.0
E104 36.0

IRK
42
47
080
250

Corridor 2
BOGRA
MNM FL79
N53 09.0
E103 47.0

Corridor 8
MNM FL89
Olzony
1020 KA
N52 57.0
E105 13.0

Corridor 3
TEKRO
FL157-397
FL69-108
N53 06.2
E104 08.1

Corridor 4
BILEN
FL157-197
FL79-98
N53 02.0
E104 33.0

Nikolsk
699 NH
N52 45.0
E104 28.0

Corridor 9
GOLOS
MNM FL108
D34.9 IRK
N52 18.0
E105 20.0

Corridor 14
MNM FL89
Razdolye
635 BD
N52 26.0
E103 12.0

Irkutsk
D112.3 IRK
N52 16.2
E104 23.3

Irkutsk 2

Irkutsk TMA

Corridor 10
USONA
MNM FL108
N52 02.0
E105 25.0

UBANA
N51 54.5
E103 38.6

SORUM
N51 51.4
E103 17.0

Corridor 11
IDENI
MNM FL108
N51 34.6
E105 09.7

OSKEN
N51 27.1
E104 36.2

VAMOL

KELES

m STD	FL
12100	397
6000	197
4800	157
3300	108
3000	98
2400	79
2100	69
m QFE	ft QNH
900	4640

0 5 10 15 20nm

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Change: Tracks & FL's.

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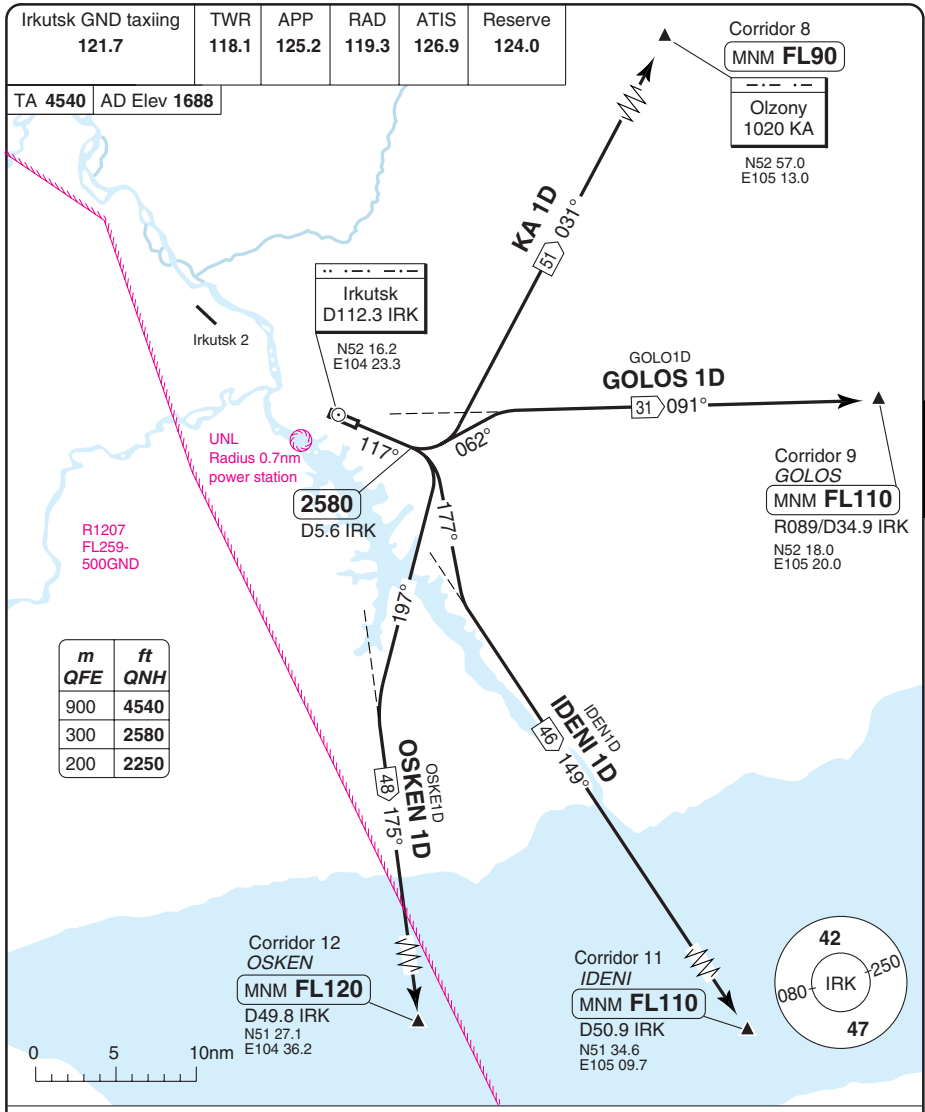
SID RWY 12 VOR/DME Northeast, East, South

IRKUTSK

Irkutsk GND taxiing	TWR	APP	RAD	ATIS	Reserve
121.7	118.1	125.2	119.3	126.9	124.0

TA **4540** | AD Elev **1688**



MNM CLIMB GRADIENT: 3.5% to 2250.

SID	Routeing	Altitudes
GOLOS 1D	Climb on 117° to D5.6 IRK - turn left - 062° - turn right to intcp R091 IRK - GOLOS.	Cross D5.6 IRK at **2580** Cross GOLOS MNM **FL110**
IDENI 1D	Climb on 117° to D5.6 IRK - turn right - 177° - turn left to intcp R149 IRK - IDENI.	Cross D5.6 IRK at **2580** Cross IDENI MNM **FL110**
KA 1D	Climb on 117° to D5.6 IRK - turn left - 031° - KA.	Cross D5.6 IRK at **2580** Cross KA MNM **FL90**
OSKEN 1D	Climb on 117° to D5.6 IRK - turn right - 197° - turn left to intcp R175 IRK - OSKEN.	Cross D5.6 IRK at **2580** Cross OSKEN MNM **FL120**

Change: COM, Conversion table, FL, TA, R1207

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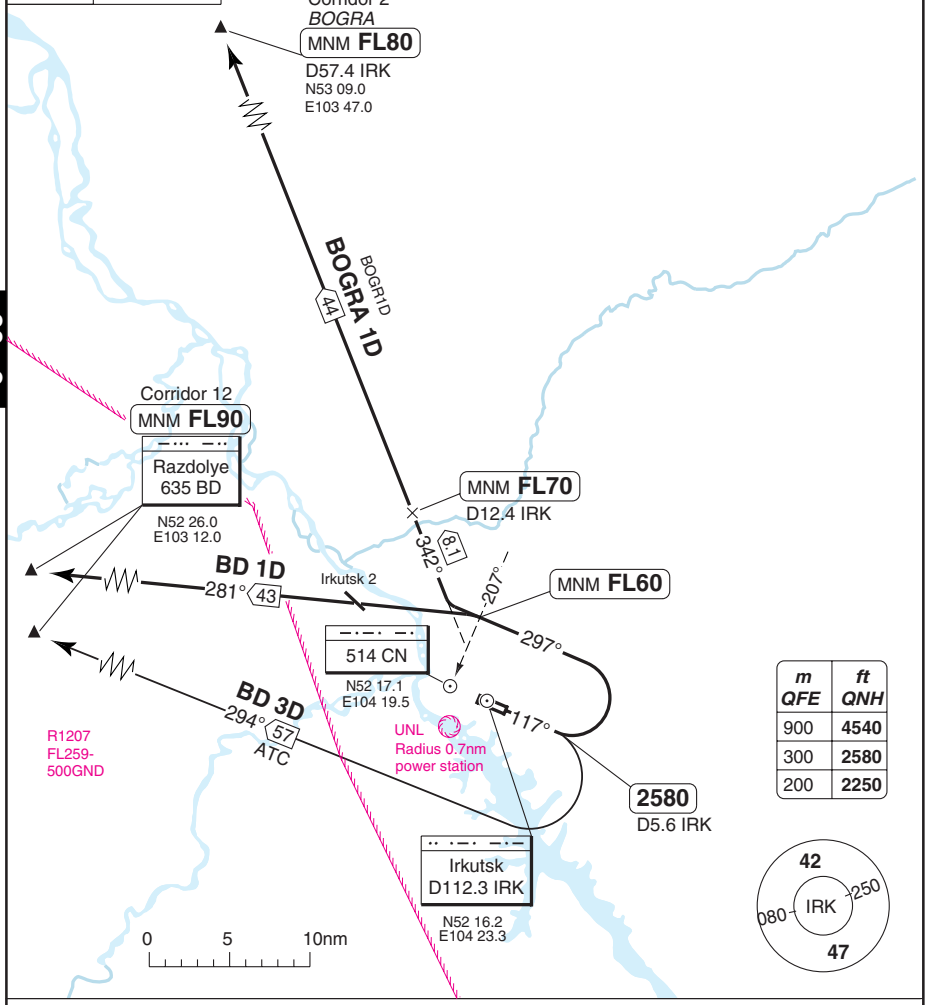
SID RWY 12 VOR/DME West, Northwest

IRKUTSK

Irkutsk GND taxiing	TWR	APP	RAD	ATIS	Reserve
121.7	118.1	125.2	119.3	126.9	124.0

TA **4540** | AD Elev **1688**



MNM CLIMB GRADIENT: 3.5% to 2250.

SID	Routeing	Altitudes
BD 1D	Climb on 117° - at D5.6 IRK - turn left on 297° - 207° to CN - turn left - 281° - BD.	D5.6 IRK at **2580** Cross 207° to CN MNM **FL60** Cross BD MNM **FL90**
BD 3D By ATC	Climb on 117° - at D5.6 IRK - turn right - 294° - BD.	D5.6 IRK at **2580** Cross BD MNM **FL90**
BOGRA 1D	Climb on 117° - at D5.6 IRK - turn left - 297° - turn right to intcp R342 IRK - BOGRA.	D5.6 IRK at **2580** Cross 207° to CN MNM **FL60** Cross D12.4 IRK MNM **FL70** Cross BOGRA MNM **FL80**

Change: COM, Conversion table, FL, R1207

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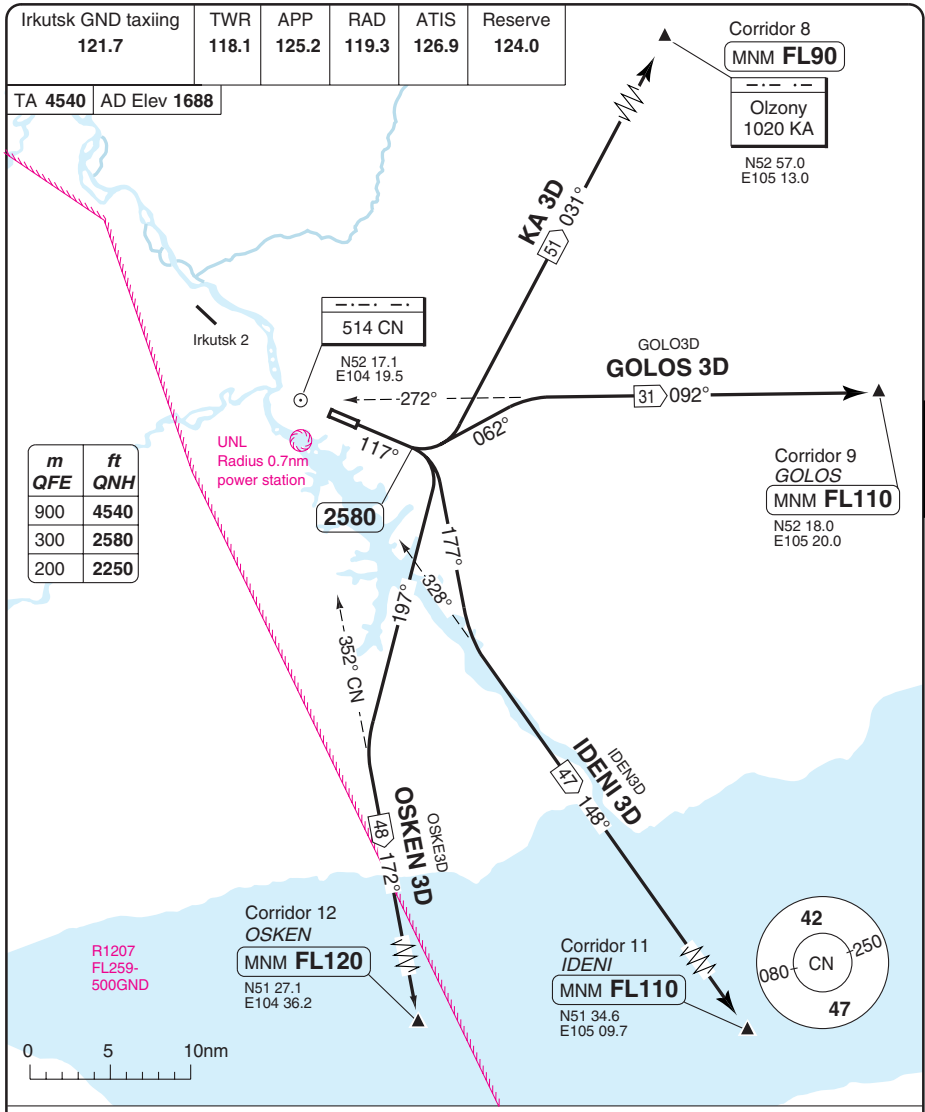
SID RWY 12 NDB Northeast, East, South

IRKUTSK

Irkutsk GND taxiing	TWR	APP	RAD	ATIS	Reserve
121.7	118.1	125.2	119.3	126.9	124.0

TA **4540** | AD Elev **1688**



m QFE	ft QNH
900	4540
300	2580
200	2250

MNM CLIMB GRADIENT: 3.5% to 2250.

SID	Routeing	Altitudes
GOLOS 3D	Climb on 117° to **2580** - turn left - 062° - turn right - 092°/272° to CN - GOLOS.	Cross GOLOS at MNM **FL110**
IDENI 3D	Climb on 117° to **2580** - turn right - 177° - turn left 148°/328° to CN - IDENI.	Cross IDENI at MNM **FL110**
KA 3D	Climb on 117° to **2580** - turn left - 031° - KA.	Cross KA at MNM **FL90**
OSKEN 3D	Climb on 117° to **2580** - turn right - 197° - turn left - 172°/352° to CN - OSKEN.	Cross OSKEN at MNM **FL120**

Change: COM, Conversion table, FL, TA, R1207

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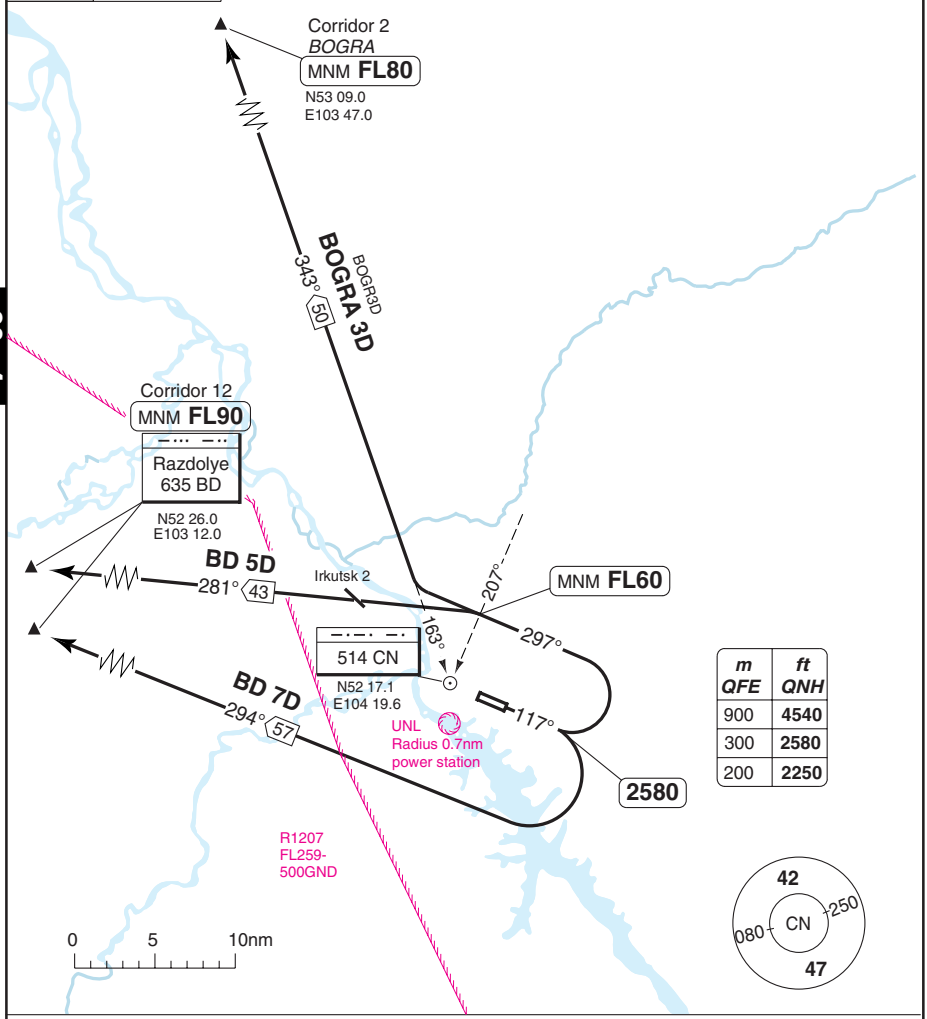
SID RWY 12 NDB West, Northwest

IRKUTSK

Irkutsk GND taxiing	TWR	APP	RAD	ATIS	Reserve
121.7	118.1	125.2	119.3	126.9	124.0

TA **4540** | AD Elev **1688**



MNM CLIMB GRADIENT: 3.5% to 2250.

SID	Routeing	Altitudes
BD 5D	Climb on 117° to **2580** - turn left - 297° - at 207° to CN - turn left - 281° - BD.	Cross 207° to CN MNM **FL60** Cross BD MNM **FL90**
BD 7D	Climb on 117° to **2580** - turn right - 294° - BD.	Cross BD MNM **FL90**
BOGRA 3D	Climb on 117° to **2580** - turn left - 297° - turn right on to 343°/163° to CN - BOGRA.	Cross 207° to CN MNM **FL60** Cross BOGRA MNM **FL80**

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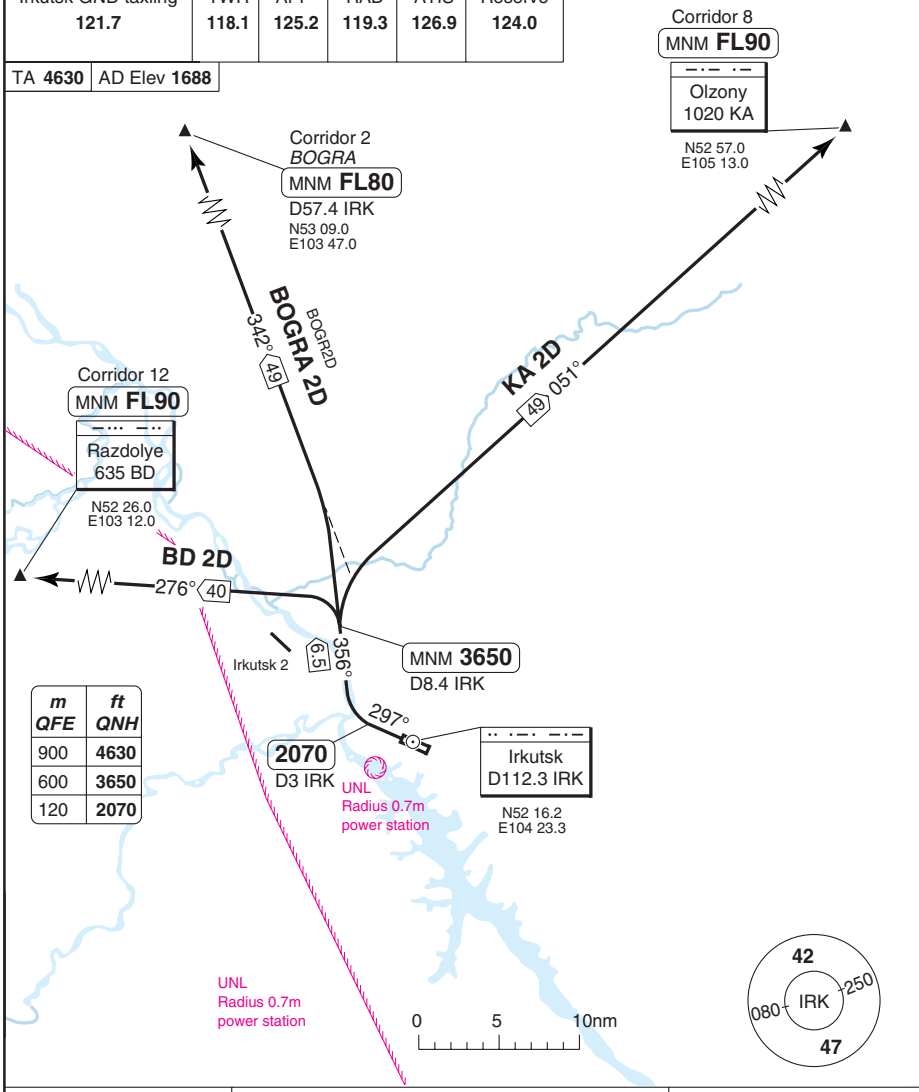
SID RWY 30 VOR/DME North, West

IRKUTSK

Irkutsk GND taxiing	TWR	APP	RAD	ATIS	Reserve
121.7	118.1	125.2	119.3	126.9	124.0

TA **4630** | AD Elev **1688**



m QFE	ft QNH
900	4630
600	3650
120	2070

SID	Routeing	Altitudes
INITIAL CLIMB	Climb on 297° to **2070** - turn right - 356° - D8.4 IRK - then follow SID.	D3 IRK MNM **2070** D8.4 IRK MNM **3650**
BD 2D	Turn left - 276° - BD.	Cross BD MNM **FL90**
BOGRA 2D	Turn left to intcp R342 IRK - BOGRA.	Cross BOGRA MNM **FL80**
KA 2D	Turn right - 051° - KA.	Cross KA MNM **FL90**

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Change: COM, Conversion table, FL, R1207

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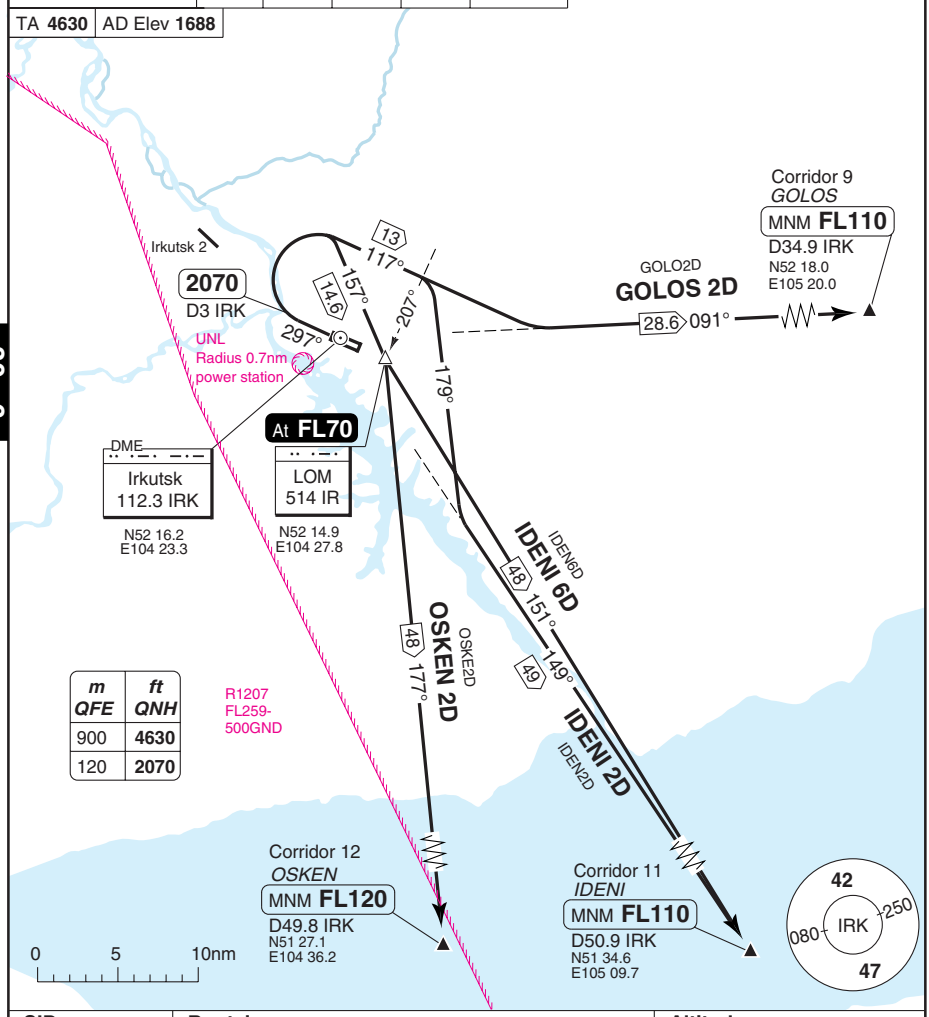
SID RWY 30 VOR/DME South, East

IRKUTSK

Irkutsk GND taxiing	TWR	APP	RAD	ATIS	Reserve
121.7	118.1	125.2	119.3	126.9	124.0

TA **4630** | AD Elev **1688**



SID	Routeing	Altitudes
INITIAL CLIMB	Climb on 297° to D3 IRK - follow SID.	D3 IRK MNM **2070**
GOLOS 2D	Turn right 117° - turn left to intcp R091 IRK - GOLOS.	Cross GOLOS MNM **FL110**
IDENI 2D	Turn right 117° - At 207° to IR - turn right - 179° - turn left to intcpt R149 IRK - IDENI.	Cross IDENI MNM **FL110**
IDENI 6D	Turn right 157° - IR - turn left - 151° - IDENI.	Cross IR At **FL70** Cross IDENI MNM **FL110**
OSKEN 2D	Turn right 157° - IR - turn right - 177° - OSKEN.	Cross IR At **FL70** Cross OSKEN MNM **FL120**

Change: COM, Conversion table, FL, R1207

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SID RWY 30 NDB North, West

IRKUTSK

Irkutsk GND taxiing	TWR	APP	RAD	ATIS	Reserve
121.7	118.1	125.2	126.9	126.9	124.0

TA **4630** | AD Elev **1688**

m QFE	*ft* QNH
900	**4630**
600	**3650**
120	**2070**

Corridor 2
BOGRA
MNM **FL80**
N53 09.0
E103 47.0

Corridor 8
MNM **FL90**
Olzony
1020 KA
N52 57.0
E105 13.0

BOGRA 4D
339° 50
BOGR4D

KA 4D
051° 49

Corridor 12
MNM **FL90**
Razdolye
635 BD
N52 26.0
E103 12.0

BD 4D
276° 40

Irkutsk 2
MNM **3650**
8.6
356°
142°
159°
297°

514 IR
N52 14.9
E104 27.8

2070

UNL
Radius 0.7nm
power station

R1207
FL259-
500GND

Irkutsk
D112.3 IRK
N52 16.2
E104 23.3

0 5 10nm

42
250
080
IRK
47

SID	Routeing	Altitudes
INITIAL CLIMB	Climb on 297° to **2070** - turn right - 356° - 142° to IR - follow SID.	142° to IR MNM **3650**
BD 4D	Turn left 276° - BD.	Cross BD MNM **FL90**
BOGRA 4D	Turn left - 339°/159° to IR - BOGRA.	Cross BOGRA MNM **FL80**
KA 4D	Turn right - 051° - KA.	Cross KA MNM **FL90**

Change: COM, Conversion table, FL, R1207

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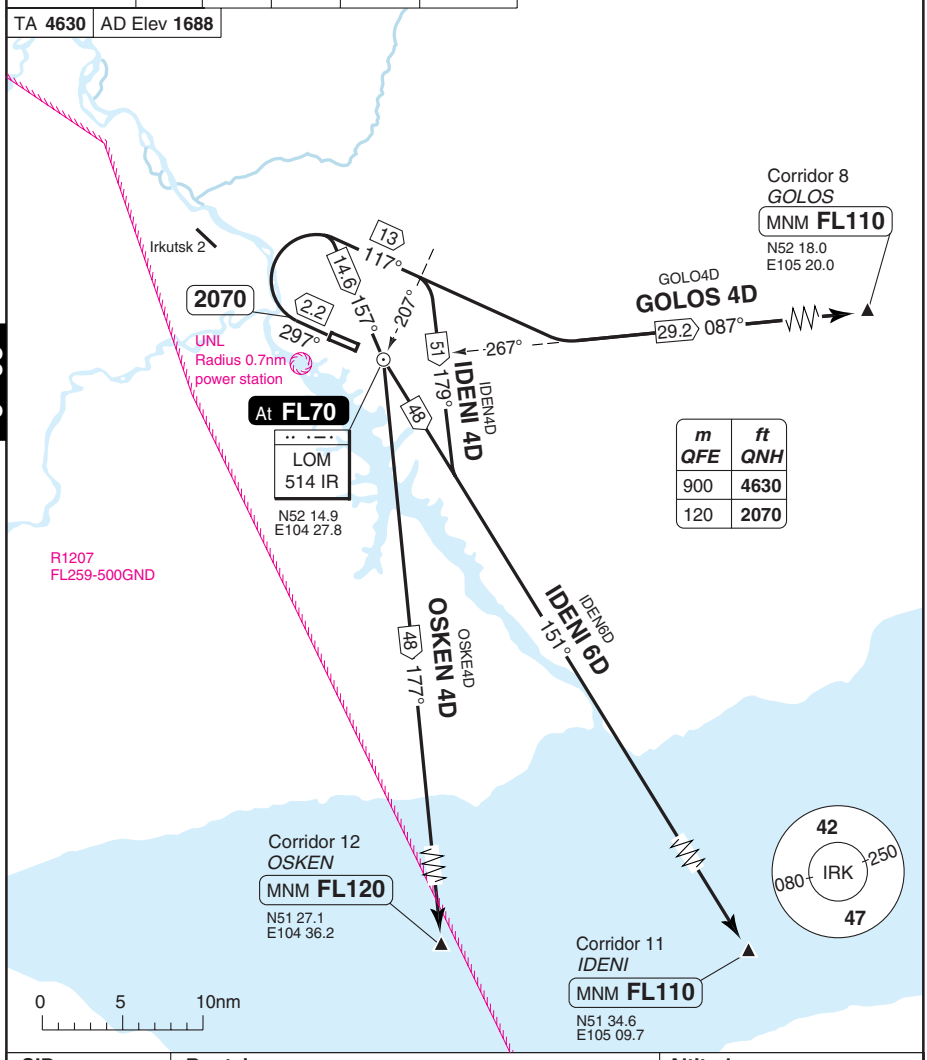
SID RWY 30 NDB East, South

IRKUTSK

Irkutsk GND	TWR	APP	RAD	ATIS	Reserve
121.7	118.1	125.2	119.3	126.9	124.0

TA **4630** | AD Elev **1688**



SID	Routeing	Altitudes
INITIAL CLIMB	Climb on 297° to MNM **2070** - turn right - follow SID.	
GOLOS 4D	117° - turn left 087°/267° to IR - GOLOS.	Cross GOLOS MNM **FL110**
IDENI 4D	117° - At 207° to IR - turn right - 179° - turn left - 151°/331° to IR - IDENI.	Cross IDENI MNM **FL110**
IDENI 6D	157° - IR - 151°/331° to IR - IDENI.	Cross IR At **FL70** Cross IDENI MNM **FL110**
OSKEN 4D	157° - IR - 177°/357° to IR - OSKEN.	Cross IR At **FL70** Cross OSKEN MNM **FL120**

Change: COM, Conversion table, FL, R1207

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Change: COM, Conversion table, FL, TL

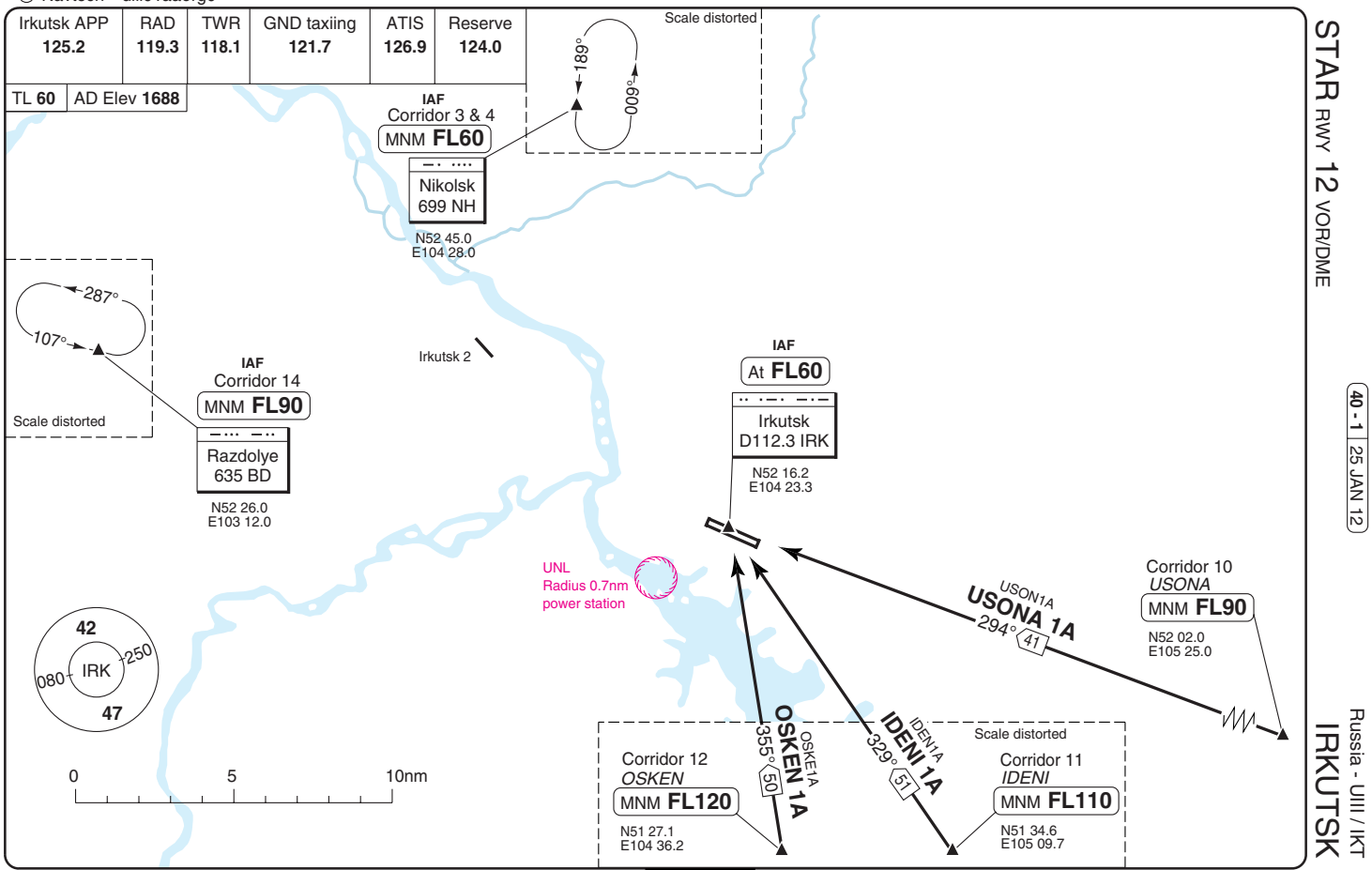
STAR RWY 12 VOR/DME

Russia - UIII / IKT

IRKUTSK

Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

TL **60** | AD Elev **1688**



Russia - UIII / IKT

IRKUTSK

STAR RWY 12 NDB

40 - 2 | 25 JAN 12

Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

TL **60** | AD Elev **1688**

m QFE	*ft* QNH
900	**4540**
700	**3890**

Scale distorted

Corridor 3 & 4
MNM **FL60**
Nikolsk
699 NH
N52 45.0
E104 28.0

189°
600

At **4540**
N52 23.3
E104 07.4

214° 24.8 5450

At **4540**
N52 23.1
E104 13.0

Scale distorted

287°
107°

At **3890**
N52 20.0
E104 08.5

FL66/FL79
35
104°

Irkutsk 2
132° CN
330°
7

At **FL60**
514 CN
N52 17.1
E104 19.6

545 C
N52 16.5
E104 21.8

Irkutsk
D112.3 IRK
N52 16.2
E104 23.3

Corridor 14
MNM **FL90**
Razdolye
635 BD
N52 26.0
E103 12.0

3.2
117°

FAP/ FAP
At **3890**
N52 18.8
E104 13.0

263°
7

R1207
FL259-
500GND

UNL
Radius 0.7nm
power station

At **4540**
N52 15.9
E104 07.3

295°
43
FL79/FL80

Corridor 10
USONA
MNM **FL90**
N52 02.0
E105 25.0

352°
51
FL67/FL115

328°
53
FL87/FL104

Corridor 11
IDENI
MNM **FL110**
N51 34.6
E105 09.7

Corridor 12
OSKEN
MNM **FL120**
N51 27.1
E104 36.2

0 5 10nm

42
080 CN 250
47

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Change: COM, Conversion table, FL, TL, R1207

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STAR RWY 30 VOR/DME

Russia - UIII / IKT

IRKUTSK

Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

TL 60 | AD Elev 1688

m	ft
QFE	QNH
900	4630

Irkutsk 2

Scale distorted

287°
107°

MNM FL90
Razdolye
635 BD
N52 26.0
E103 12.0

BD 2A
45
107°

R1207
FL259-
500GND

UNL
Radius 0.7nm
power station

IAF
At FL60
Irkutsk
D112.3 IRK
N52 16.2
E104 23.3

CORRIDOR 3 & 4
MNM FL60
Nikolsk
699 NH
N52 45.0
E104 28.0

189°
009°
Scale distorted

NH 2A
34
152°

IAF
At 4630
D20.6 IRK

R093

R112

IAF
At 4630
D19 IRK

USONA
MNM FL90
N52 02.0
E105 25.0

294°
21.6
USONA 2A
USON2A

IDENI 2A
329°
51

OSKEN 2A
OSKE2A
335°
50

IDENI
MNM FL110
N51 34.6
E105 09.7

OSKEN
MNM FL120
N51 27.1
E104 36.2

0 5 10nm

42
250
080
IRK
47

Russia - UIII / IKT

IRKUTSK

STAR RWY 30 NDB North west, West

40 - 4 | 25 JAN 12

Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

TL 60 | AD Elev 1688

Irkutsk 2

Scale distorted

287°
107°

Corridor 14
MNM FL90
Razdolye
635 BD
N52 26.0
E103 12.0

48 107°
FL66/FL79

R1207
FL259-
500GND

UNL
Radius 0.7nm
power station

Corridor 3,4
MNM FL60
Nikolsk
699 NH
N52 45.0
E104 28.0

187°
007°
Scale distorted

184° 30 5450

MNM FL60
514 IR
N52 14.9
E104 27.8

At 4630
N52 15.7
E104 43.1

9.2 089°

FAP/FAF
MNM 4470
N52 12.7
E104 36.3

At 4470
N52 11.5
E104 40.9

3.2 297°

207°
9.2 145°
300°
N52 09.6
E104 43.5

13 117°

At 4630
N52 07.1
E104 38.3

323°

m QFE	ft QNH
900	4630
850	4470

0 5 10nm

42
080 IR 250
47

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40 - 4

Change: COM, Conversion table, FL, TL, R1207

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Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

TL **60** | AD Elev **1688**

Irkutsk 2

m *QFE*	*ft* *QNH*
850	**4470**

514 IR
N52 14.9
E104 27.8

UNL
Radius 0.7nm
power station

FAP/FAF
At **4470**
N52 12.7
E104 36.3

At **4470**
N52 11.5
E104 40.9

3.2
297°
300°

N52 09.6
E104 43.5

293° 28.6
FL79/FL80

Corridor10
USONA
MNM **FL90**
N52 02.0
E105 25.0

352° 16.2
FL68/FL80

NEKOL
MNM **FL100**
N51 54.0
E104 49.0

Scale distorted

120° 27
330° 23.2

Corridor 12
OSKEN
MNM **FL120**
N51 27.1
E104 36.2

Corridor 11
IDENI
MNM **FL110**
N51 34.6
E105 09.7

42
080 IR 250
47

0 5 10nm

STAR RWY 30 NDB South, East

40 - 5 25 JAN 12

Russia - UIII / IKT
IRKUTSK

Change: COM, Conversion table, FL, TL

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Reverse side blank

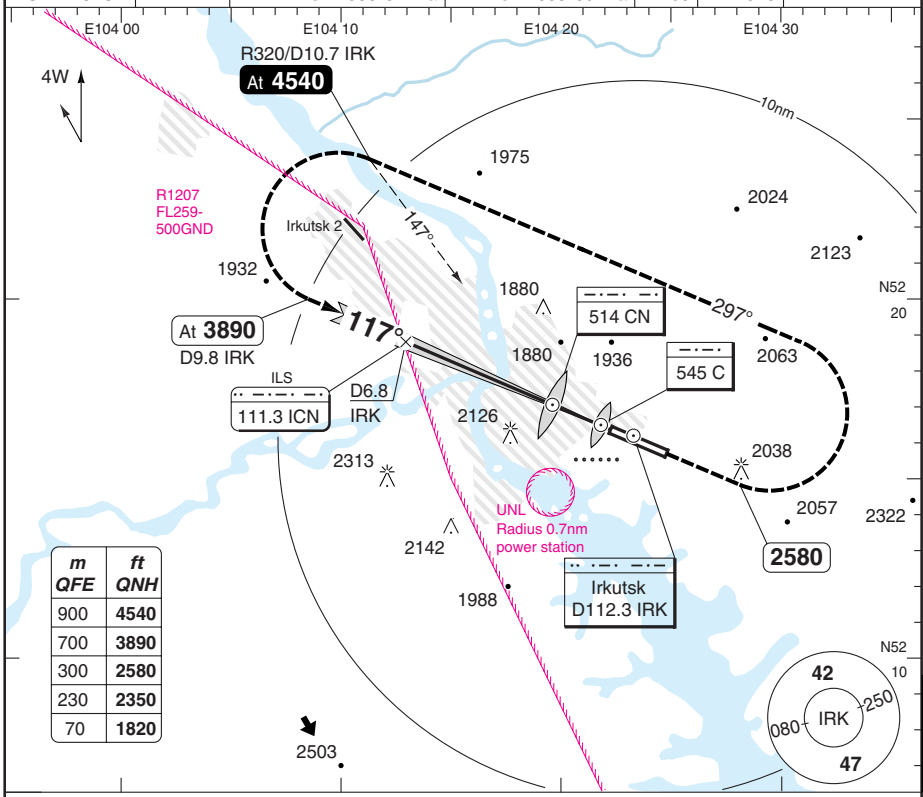
Russia - UIII / IKT

ILS RWY 12

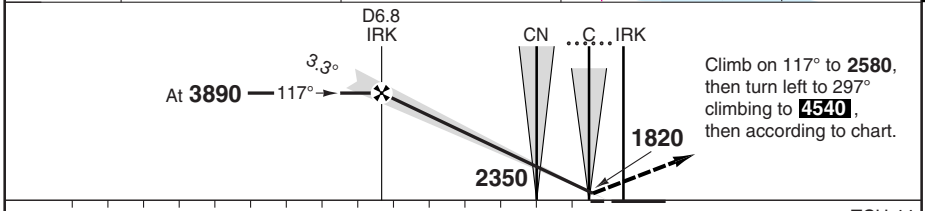
IRKUTSK

Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

ILS **111.3 ICN** | FAT **117°** | DTHR Elev **1588** 57hPa | AD Elev **1688** 60hPa | TL **60** | TA **4540**



m QFE	ft QNH
900	4540
700	3890
300	2580
230	2350
70	1820



Climb on 117° to **2580**, then turn left to 297° climbing to **4540**, then according to chart.

ACFT	ILS
A	1790 (200) 550m
B	
C	
D	

EU OPS

Note: Circling NA.

GS	80	100	120	140	160
ROD 3.3°	470	580	700	820	930

DME IRK	3.3° ALT
6.8	3890
6	3610
5	3260
4	2910
3	2560
2	2210
1	1860
0.8	1790

LDA 3165x45
10383x147ft
P 3.33°

FALS

PANS OPS

50 - 1

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ILS RWY 30

IRKUTSK

Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

ILS **110.3 IIR** | FAT **297°** | DTHR Elev **1675** 60hPa | AD Elev **1688** 60hPa | TL **60** | TA **4630**

m QFE	*ft* QNH
900	**4630**
850	**4470**
230	**2430**
100	**2010**
80	**1940**

E104 20 E104 30 E104 40 E104 50 N52 20 N52 10

1975 4W 2024 2123 2568 1880 1880 1936 2063 **2010** 545 I 514 IR 117° 2126 2038 271° 2322 D8.7 IRK 2450 At **4630** R097/D12.6 IRK 2816 2142 1988 2057 297° UNL Radius 0.7nm power station R1207 FL259- 500GND Irkutsk D112.3 IRK ILS 110.3 IIR 2430 2512 3060 At **4470** R116/D11.8 IRK 2322 2459 2167 10nm

42 250 080 IRK 47

PANS OPS

50 - 2

Climb on 297° to **2010**, then turn right to 117° climbing to **4630** then according to chart.

IRK I IR D8.7 IRK 3.3° 297° At **4470** 1940 2430

TCH 54

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 nm

ACFT	ILS
A	**1880** (200) 550m
B	
C	
D	

EU OPS

Note: Circling NA.

GS	80	100	120	140	160
ROD 3.3°	470	580	700	820	930

DME IRK	3.3° ALT
8.7	**4470**
7	**3880**
6	**3530**
5	**3180**
4	**2830**
3	**2480**
2	**2130**
1.3	**1880**

LDA 3165x45 *10383x147ft* P 3.33°

FALS

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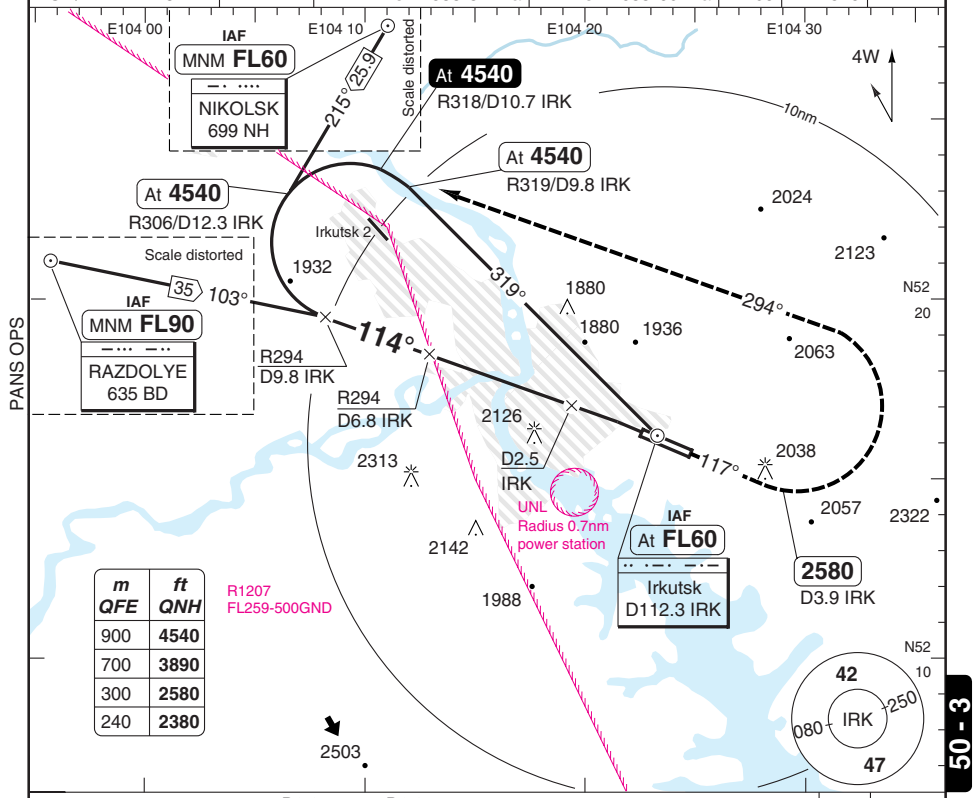
Russia - UIII / IKT

VOR/DME RWY 12

IRKUTSK

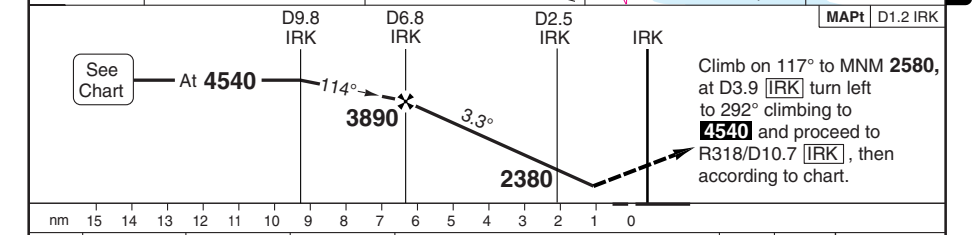
Irkutsk APP	RAD	TWR	GND	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

VOR/DME **112.3 IRK** | FAT **114°** | DTHR Elev **1588** 57hPa | AD Elev **1688** 60hPa | TL **60** | TA **4540**



m QFE	ft QNH
900	4540
700	3890
300	2580
240	2380

MAPt | D1.2 IRK



ACFT	VOR+DME	VOR	VOR ⓐ
A	2000 (407) 1200m	2250 (659) 2300m	2250 (659) 2500m
B			
C			2250 (659) 2700m
D			

EU OPS

ⓐ Non CDFA
Note: Circling N/A

GS	80	100	120	140	160
ROD 3.3°	470	580	700	820	930
FAF-MAPt	4:12	3:22	2:48	2:24	2:06

DME IRK	3.3° ALT
6.8	3890
6	3610
5	3260
4	2910
3	2560
2	2210
1.4	2000

LDA 3165x45
10383x147ft
P 3.33°

FALS

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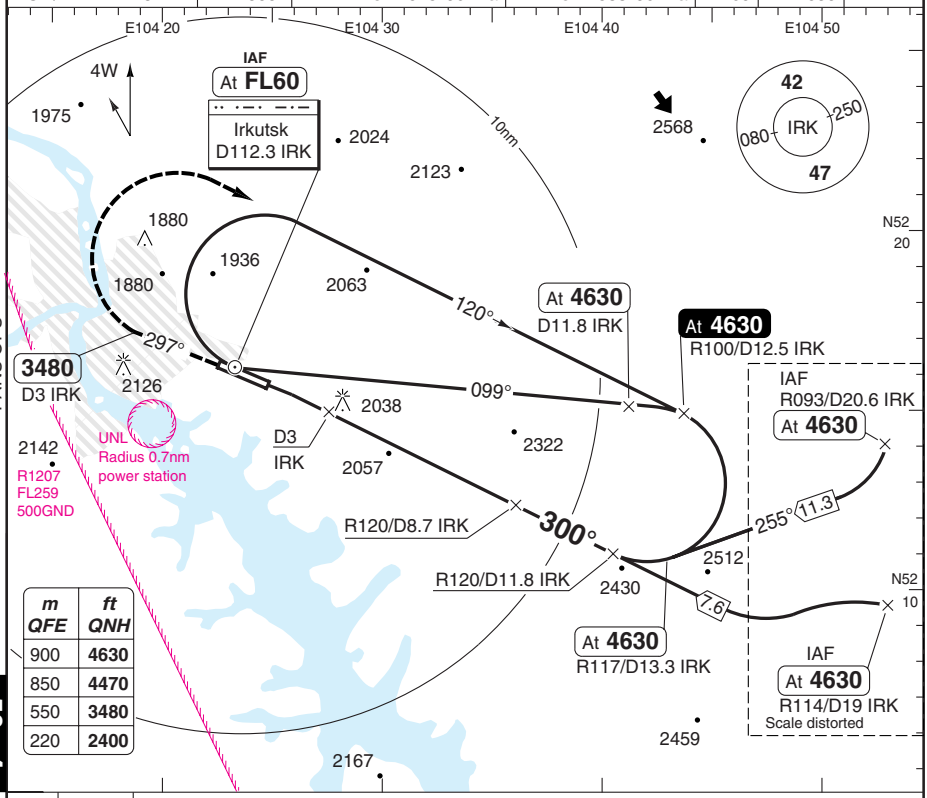
Russia - UIII / IKT

VOR/DME RWY 30

IRKUTSK

Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

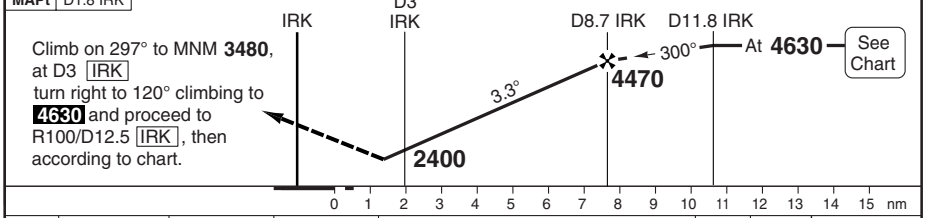
VOR/DME **112.3 IRK** | FAT **300°** | DTHR Elev **1675** 60hPa | AD Elev **1688** 60hPa | TL **60** | TA **4630**



PANS OPS

50 - 4

MAPt | D1.8 IRK



Climb on 297° to MNM **3480**, at D3 IRK turn right to 120° climbing to **4630** and proceed to R100/D12.5 IRK, then according to chart.

ACFT	VOR+DME	VOR	VOR ⓐ
A	**2020** (338) 800m	**2890** (1214) 5000m	**2890** (1214) 5000m
B			
C			
D			

EU OPS

ⓐ Non CDFA
Note: Circling N/A

GS	80	100	120	140	160
ROD 3.3°	470	580	700	820	930
FAF-MAPt	5:14	4:11	3:29	2:59	2:37

DME IRK	3.3° ALT
8.7	4470
7	3880
6	3530
5	3180
4	2830
3	2480
2	2130
1.7	2020

LDA 3165x45
10383x147ft
P 3.33°

FALS

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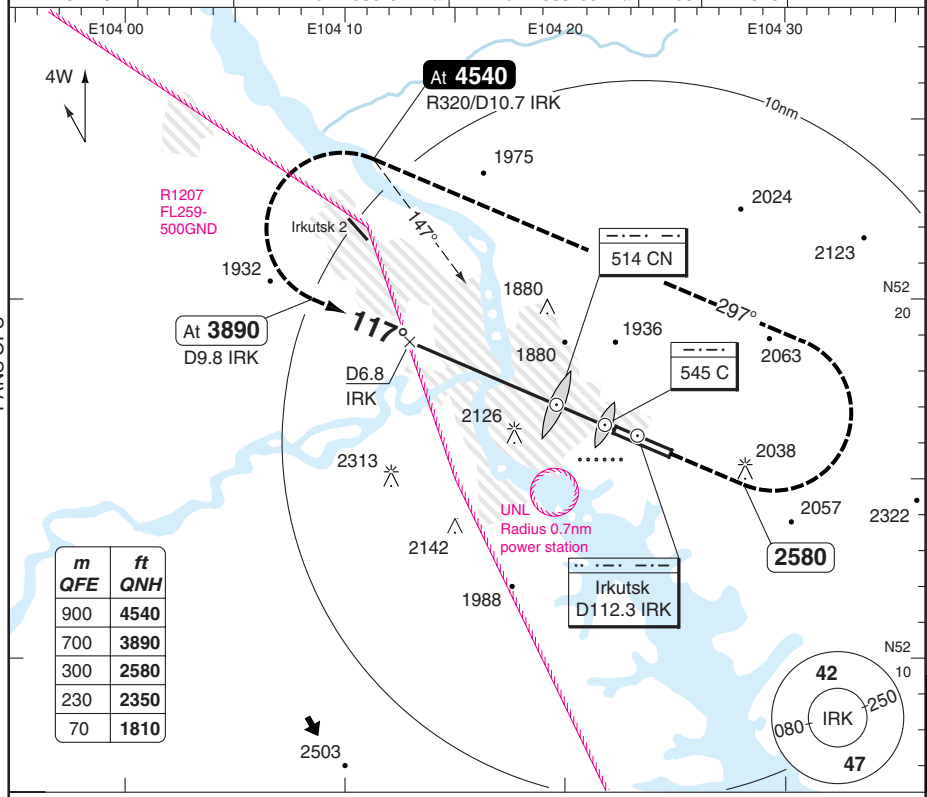
Russia - UIII / IKT

NDB RWY 12

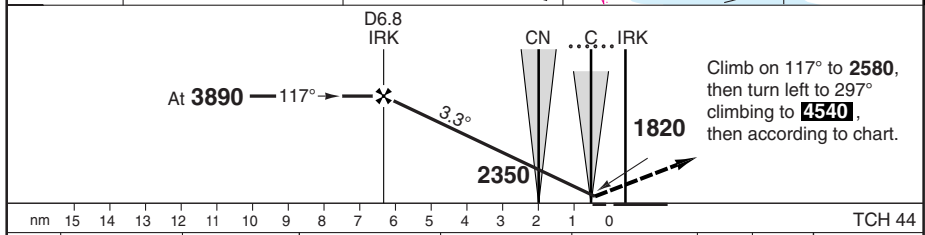
IRKUTSK

Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

NDB **514 CN**	FAT **117°**	DTHR Elev **1588** 57hPa	AD Elev **1688** 60hPa	TL **60**	TA **4540**



m QFE	ft QNH
900	4540
700	3890
300	2580
230	2350
70	1810



Climb on 117° to **2580**, then turn left to 297° climbing to **4540**, then according to chart.

ACFT	2NDB+DME	2NDB ⓐ	NDB+DME (CN)	NDB ⓐ (CN)
EU OPS A	**2010** (413) 1200m	**2430** (837) 3100m	**1990** (397) 1100m	**2430** (837) 3100m
EU OPS B				
EU OPS C				
EU OPS D				

GS	80	100	120	140	160
ROD 3.3°	470	580	700	820	930

ⓐ Without FAF
Note: Circling N/A
Non CDFA minima shown on 51-1.

DME IRK	3.3° ALT
6.8	**3890**
6	**3610**
5	**3260**
4	**2910**
3	**2560**
2	**2210**
1.4	**2010**

LDA 3165x45
10383x147ft
P 3.33°
FALS

PANS OPS

50 - 5

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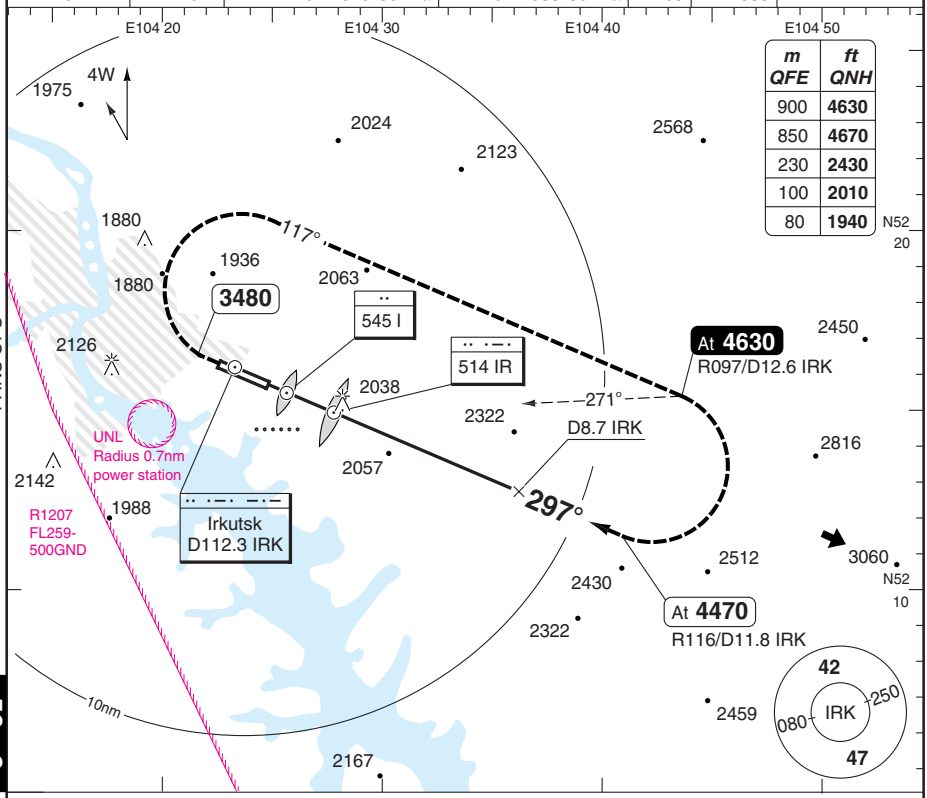
NDB RWY 30

IRKUTSK

Irkutsk APP	RAD	TWR	GND taxiing	ATIS	Reserve
125.2	119.3	118.1	121.7	126.9	124.0

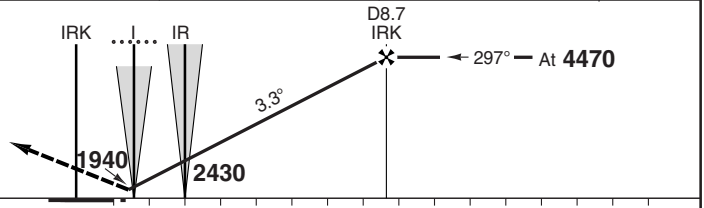
NDB 514 IR	FAT 297°	DTHR Elev 1675 60hPa	AD Elev 1688 60hPa	TL 60	TA 4630



PANS OPS

50 - 6

Climb on 297° to **3480**, then turn right to 117° climbing to **4630** then according to chart.



TCH 54

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 nm

ACFT	2NDB+DME	2NDB ⓐⓑ	NDB+DME (IR)	NDB ⓐⓑ (IR)
A	2020 (338) 800m	3010 (1329) 5000m	2020 (338) 800m	3010 (1329) 5000m
B				
C				
D				

EU OPS

GS	80	100	120	140	160
ROD 3.3°	470	580	700	820	930

Note: Circling NA.

ⓐ Non CDFA
ⓑ Without FAF

DME IRK	3.3° ALT
8.7	4470
7	3880
6	3530
5	3180
4	2830
3	2480
2	2130
1.7	2020

LDA 3165x45
10383x147ft
P 3.33°

FALS

Reverse side blank

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JAR-OPS Landing Minima

IRKUTSK

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m
12	ILS	**1790**	200	550	1000	**1790**	200	550	1000
12	VOR/DME	**2000**	410	1000	1800	**2000**	410	1400	2000
12	VOR	**2250**	660	1400	2000	**2250**	660	1800	2000
12	2 NDB (With FAF)	**2010**	420	1000	1800	**2010**	420	1400	2000
12	2 NDB	**2430**	840	1400	2000	**2430**	840	1800	2000
12	NDB (CN)(With FAF)	**1990**	400	1000	1800	**1990**	400	1400	2000
12	NDB (CN)	**2430**	840	1400	2000	**2430**	840	1800	2000
30	ILS	**1880**	200	550	1000	**1880**	200	550	1000
30	VOR/DME	**2020**	340	1000	1800	**2020**	340	1400	2000
30	VOR	**2890**	1220	1400	2000	**2890**	1220	1800	2000
30	2 NDB (With FAF)	**2020**	340	1000	1800	**2020**	340	1400	2000
30	2 NDB	**3010**	1330	1400	2000	**3010**	1330	1800	2000
30	NDB (IR)(With FAF)	**2020**	340	1000	1800	**2020**	340	1400	2000
30	NDB (IR)	**3010**	1330	1400	2000	**3010**	1330	1800	2000

Notes:

CIRCLING		C			D		
R/W	Procedure	**MDA QNH ft**	MDH QFE ft	Vis m	**MDA QNH ft**	MDH QFE ft	Vis m

Not authorised

Notes:

TAKE-OFF		C		D	
Runway	**Facilities**	**RVR**	**Vis**	**RVR**	**Vis**
12/30 (1)	REDL and/or RCL	400	-	400	-
12/30 (1)	Nil (Day only)	500	-	500	-

Notes:

(1) RWY 12: Min climb gradient 3.5% to 300m / 984ft.

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JAR-OPS Landing Minima

IRKUTSK

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m	**DA/ MDA QNH** ft	DH/ MDH QFE ft	**RVR** m	RVR No ALS m
12	ILS	**1790**	200	550	1000	**1790**	200	550	1000
12	VOR/DME	**2000**	410	900	1500	**2000**	410	1000	1500
12	VOR	**2250**	660	1200	1500	**2250**	660	1400	1500
12	2 NDB (With FAF)	**2010**	420	900	1500	**2010**	420	1000	1500
12	2 NDB	**2430**	840	1200	1500	**2430**	840	1400	1500
12	NDB (CN)(With FAF)	**1990**	400	900	1500	**1990**	400	1000	1500
12	NDB (CN)	**2430**	840	1200	1500	**2430**	840	1400	1500
30	ILS	**1880**	200	550	1000	**1880**	200	550	1000
30	VOR/DME	**2020**	340	900	1500	**2020**	340	1000	1500
30	VOR	**2890**	1220	1200	1500	**2890**	1220	1400	1500
30	2 NDB (With FAF)	**2020**	340	900	1500	**2020**	340	1000	1500
30	2 NDB	**3010**	1330	1200	1500	**3010**	1330	1400	1500
30	NDB (IR)(With FAF)	**2020**	340	900	1500	**2020**	340	1000	1500
30	NDB (IR)	**3010**	1330	1200	1500	**3010**	1330	1400	1500

Notes:

CIRCLING		A			B		
R/W	Procedure	**MDA QNH ft**	MDH QFE ft	Vis m	**MDA QNH ft**	MDH QFE ft	Vis m

Not authorised

Notes:

TAKE-OFF		A		B	
Runway	**Facilities**	**RVR**	**Vis**	**RVR**	**Vis**
12/30 (1)	REDL and/or RCL	400	-	400	-
12/30 (1)	Nil (Day only)	500	-	500	-

Notes:

(1) RWY 12: Min climb gradient 3.5% to 300m / 984ft.

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