

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UIII

Terminal Charts For UIII

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

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

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

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

Sunrise: 2126 Z
Sunset: 1233 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: 124.850 Non-English
ATIS: 126.900
Irkutsk Tower: 118.100
Irkutsk Tower: 124.000
Irkutsk Ground: 121.700
Irkutsk Ground: 124.000 Secondary

Irkutsk Approach: 125.200

Irkutsk Approach: 124.000

Irkutsk Transit Operations: 131.700

Irkutsk Radar: 119.300

Irkutsk Radar: 124.000

UIII/IKT
IRKUTSK

JEPPESEN

16 MAY 25

10-1P

IRKUTSK, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.9
124.850 (Russian)

1.2. 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 vacated 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...".

1.3. TAXI PROCEDURES

GROUND controller directs movement on the apt. Taxiing and towing by GROUND controller's clearance.

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

1.4. PARKING INFORMATION

Stands located between TWY R and TWY T (stands 1 thru 10), stands 24, 25, 52 thru 54 and stands located along TWY S available for helicopters.

On stands 28 thru 30 parking at night permitted for helicopters.

1.5. OTHER INFORMATION

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.

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

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

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16 MAY 25

10-1P1

IRKUTSK, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

Stands 22 and 62 and designated areas available for de-icing.

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

De-icing with running engines prohibited.

| In exceptional cases de-icing treatment with one started engine is permitted.

3.2. START-UP PROCEDURES

ACFT parked on stands 55, 56, 57 shall be towed to TWY H to start engines.

| Engines run-up at above idle power is PROHIBITED.

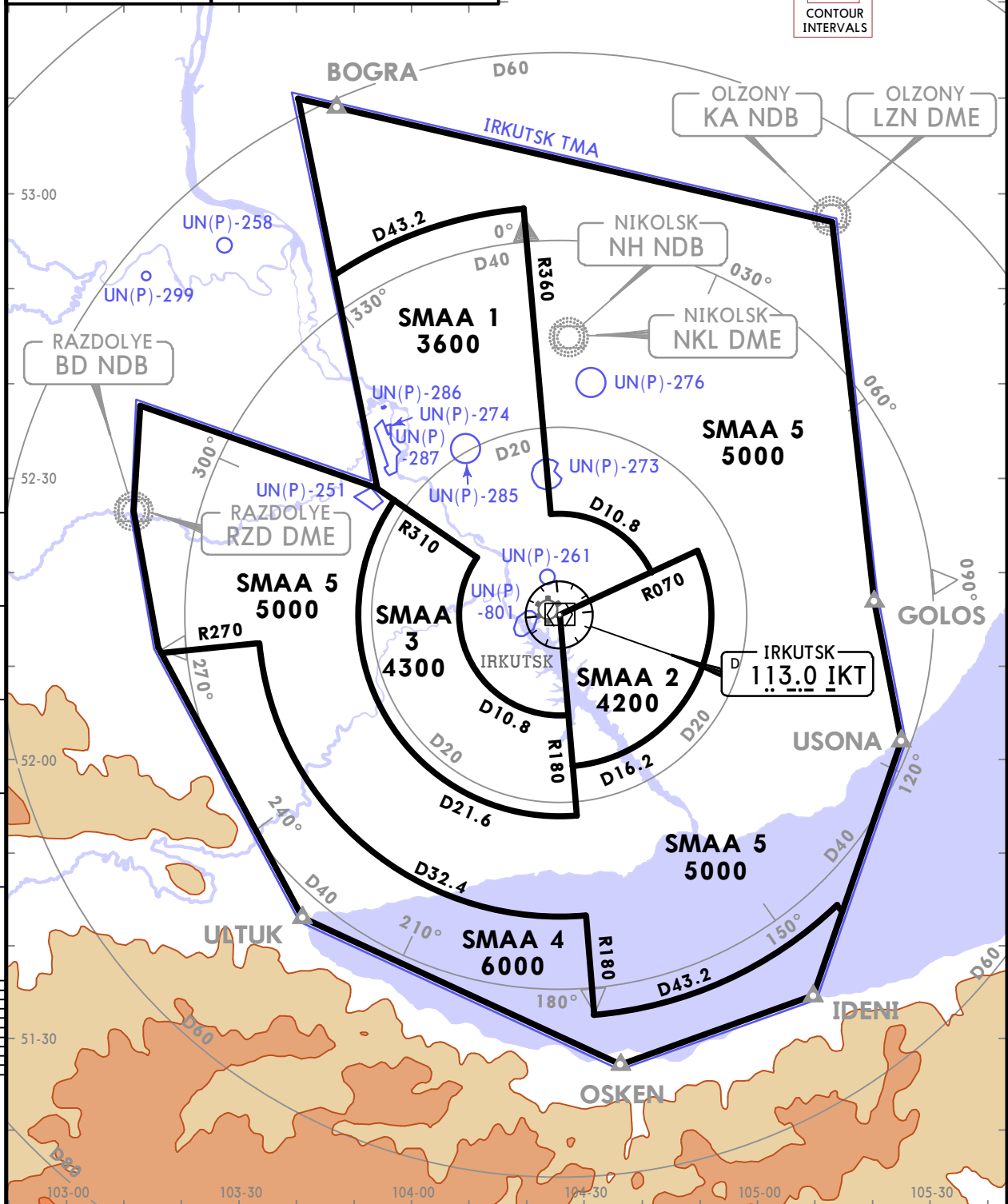
UIII/IKT IRKUTSK

JEPPESSEN
19 DEC 25
Eff 25 Dec
10-1R

IRKUTSK, RUSSIA
RADAR MINIMUM ALTITUDES

IRKUTSK Radar (TWR) 119.3	Alt Set: hPa (MM on request) QNH (QFE on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760mm) FL100 if pressure is less than 977 hPa (733mm)
Apt Elev 1688	Trans alt: 7000 1. Chart only to be used for cross-checking of altitudes assigned while under RADAR control. 2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.

FEET METERS QNH (QFE) 7000 (1600) 6000 (1345) 5000 (1040) 4300 (830) 4200 (800) 3600 (615) QFE values based on RWY 12 THR elevation	LOST COMMS ▼ LOST COMMS ▼ Refer to 10-1P pages COMMS ▲ LOST COMMS ▲ LOST	
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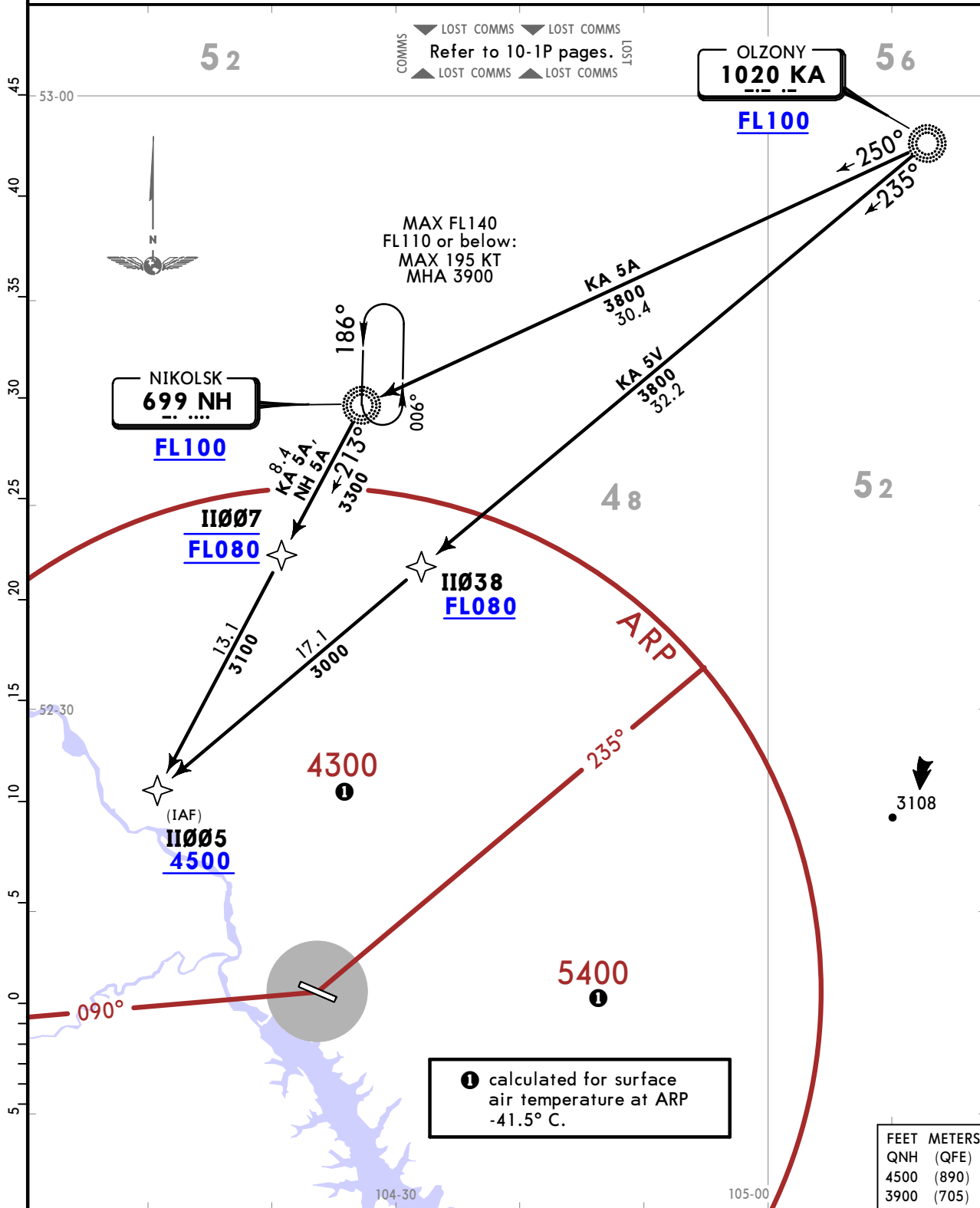
IRKUTSK, RUSSIA

27 FEB 26 10-2

RNAV STAR

ATIS 126.9 (Russian 124.850)	Apt Elev 1688	Alt set: hPa (MM on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760 mm) FL100 if pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required

KA 5A
 BY ATC
 KA 5V
 NH 5A
RNAV ARRIVALS
 (RWY 12)



CHANGES: Crossing at 11007.

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27 FEB 26 (10-2A)

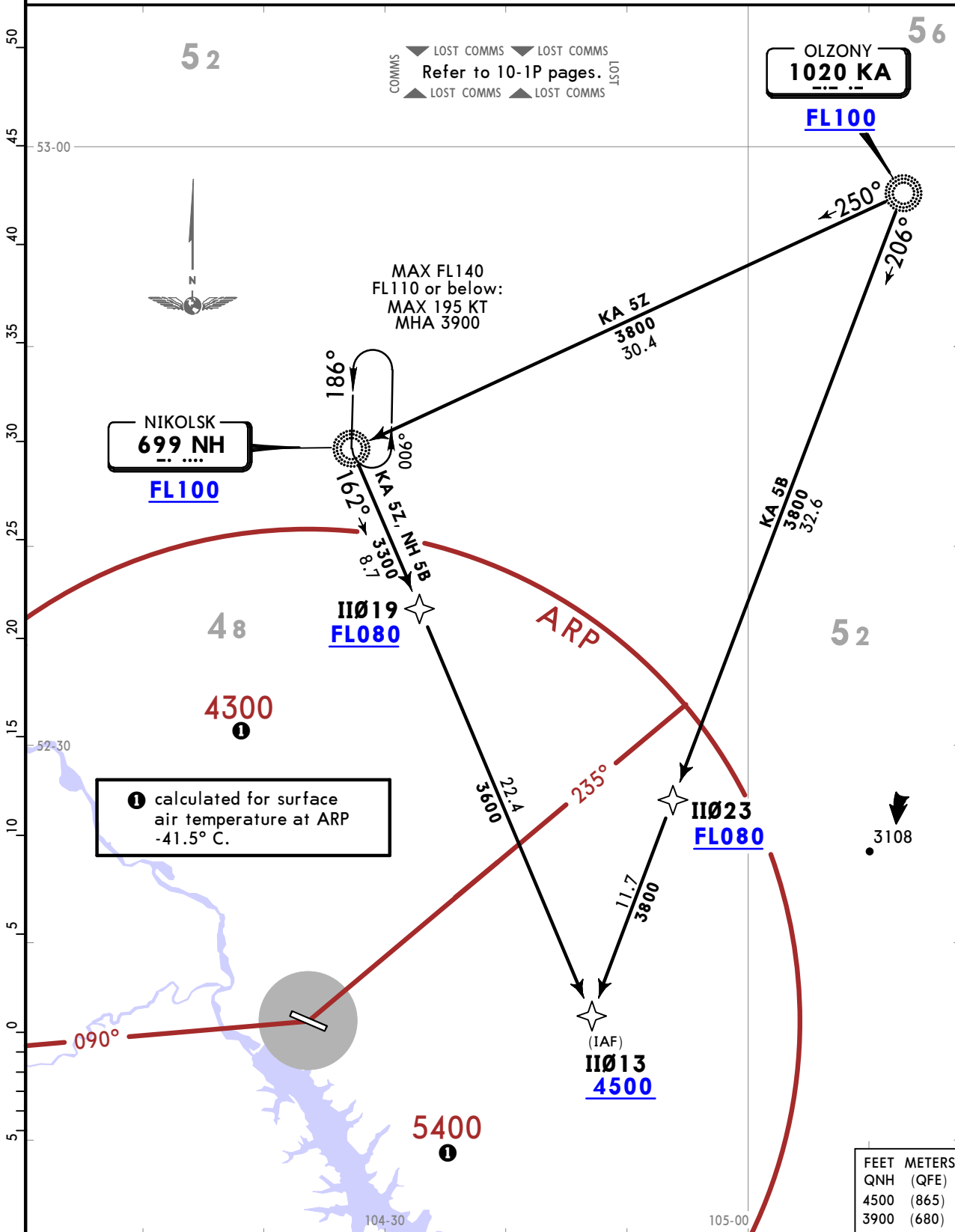
RNAV STAR

ATIS 126.9 (Russian 124.850)	Apt Elev 1688	Alt set: hPa (MM on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760 mm) FL100 if pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required

KA 5B, NH 5B

KA 5Z
BY ATC

RNAV ARRIVALS
(RWY 30)



CHANGES: None.

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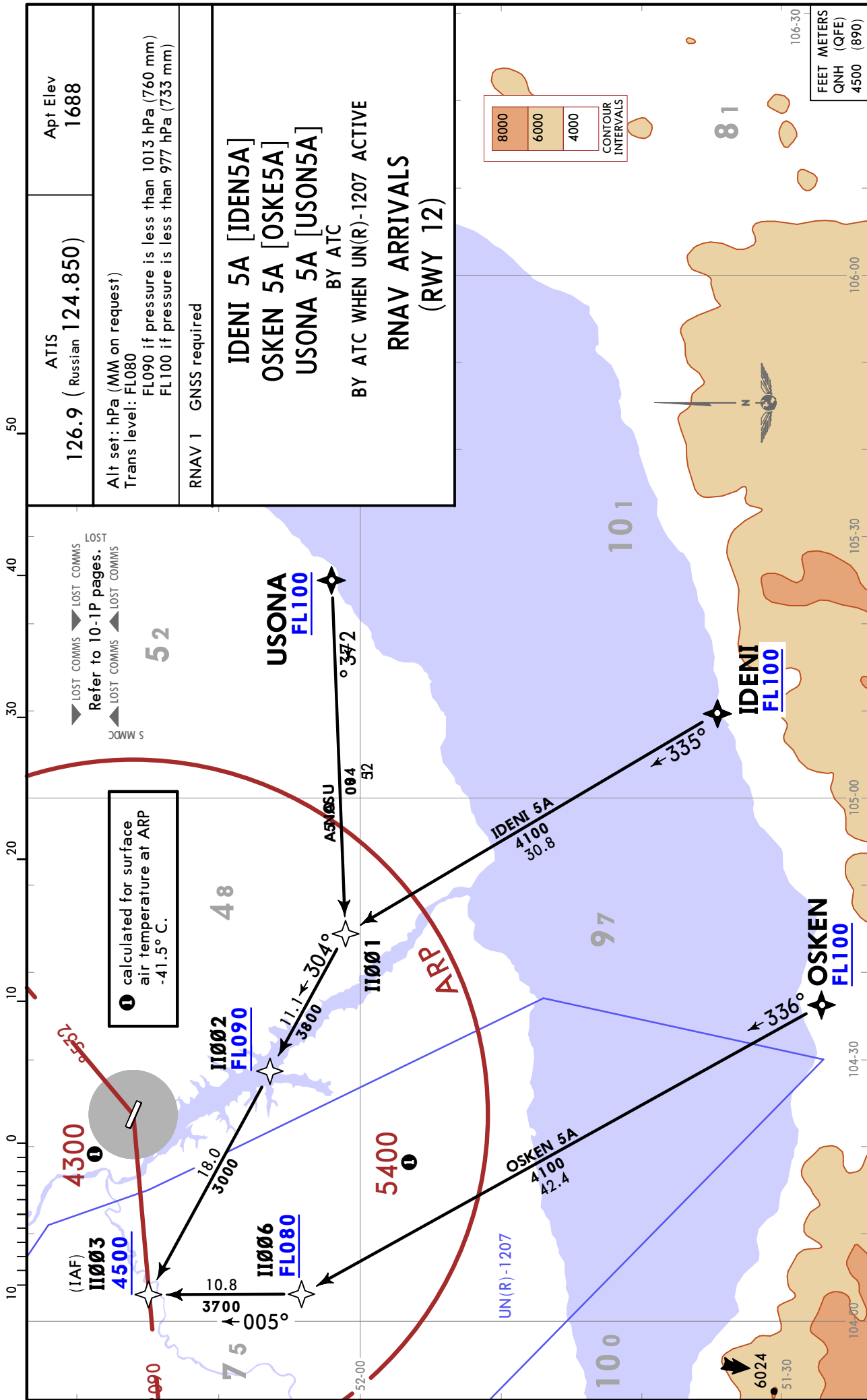
IRKUTSK, RUSSIA

13 FEB 26

10-2B

Eff 19 Feb

RNAV STAR



CHANGES: None.

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IRKUTSK, RUSSIA

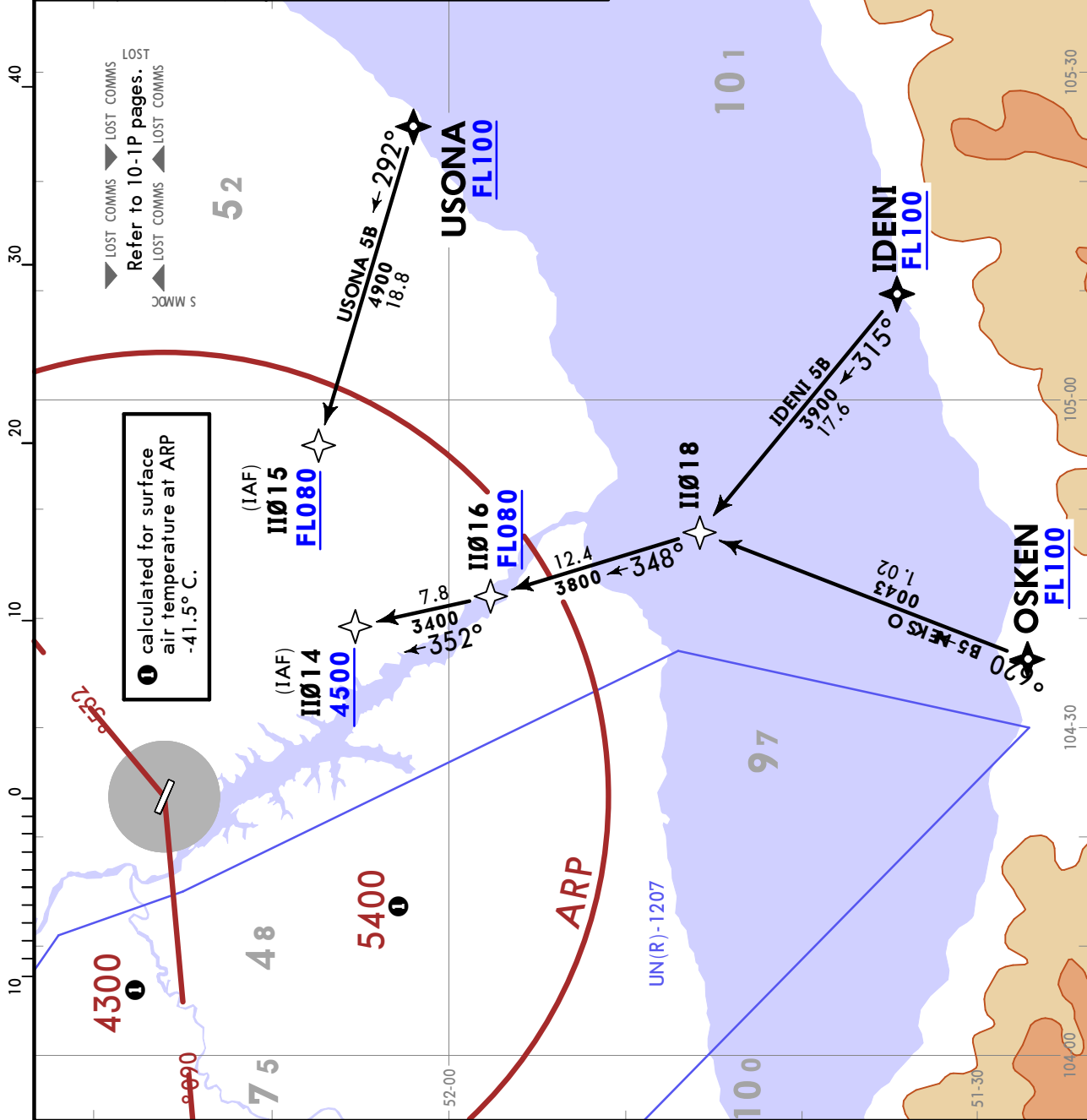
13 FEB 26

10-2C

Eff 19 Feb

RNAV STAR

ATIS 126.9 (Russian 124.850)	Apt Elev 1688
Alt set: hPa (MM on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760 mm) FL100 if pressure is less than 977 hPa (733 mm)	
RNAV 1 GNSS required	
IDENI 5B [IDEN5B] OSKEN 5B [OSKE5B] BY ATC BY ATC WHEN UN(R)-1207 ACTIVE USONA 5B [USON5B] RNAV ARRIVALS (RWY 30)	



CHANGES: RNAV STARs availability.

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13 FEB 26

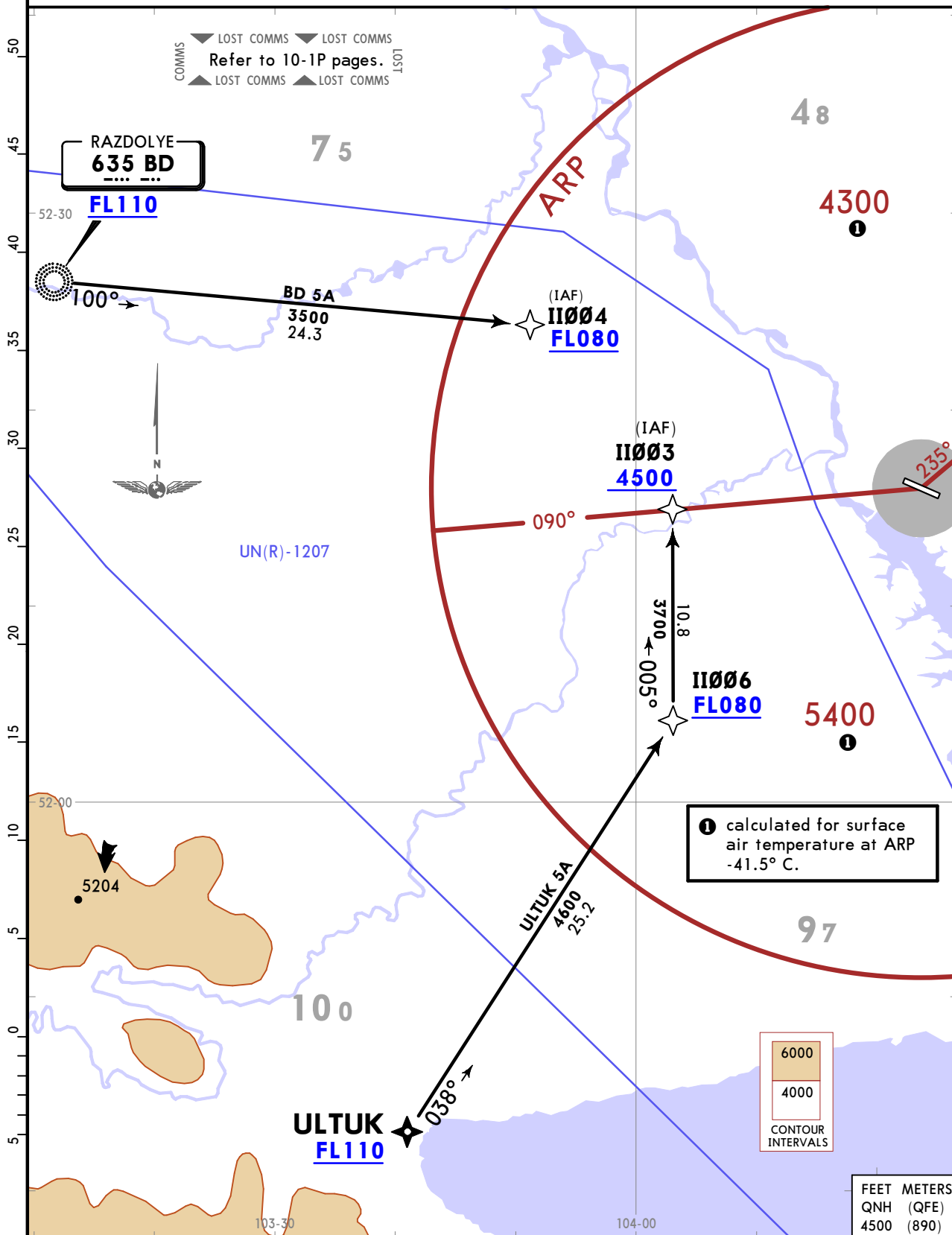
10-2D

Eff 19 Feb

RNAV STAR

ATIS 126.9 (Russian 124.850)	Apt Elev 1688	Alt set: hPa (MM on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760 mm) FL100 if pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required

BD 5A [BD5A], ULTUK 5A [ULTU5A]
 BY ATC
 BY ATC WHEN UN(R)-1207 ACTIVE
RNAV ARRIVALS
 (RWY 12)



CHANGES: None.

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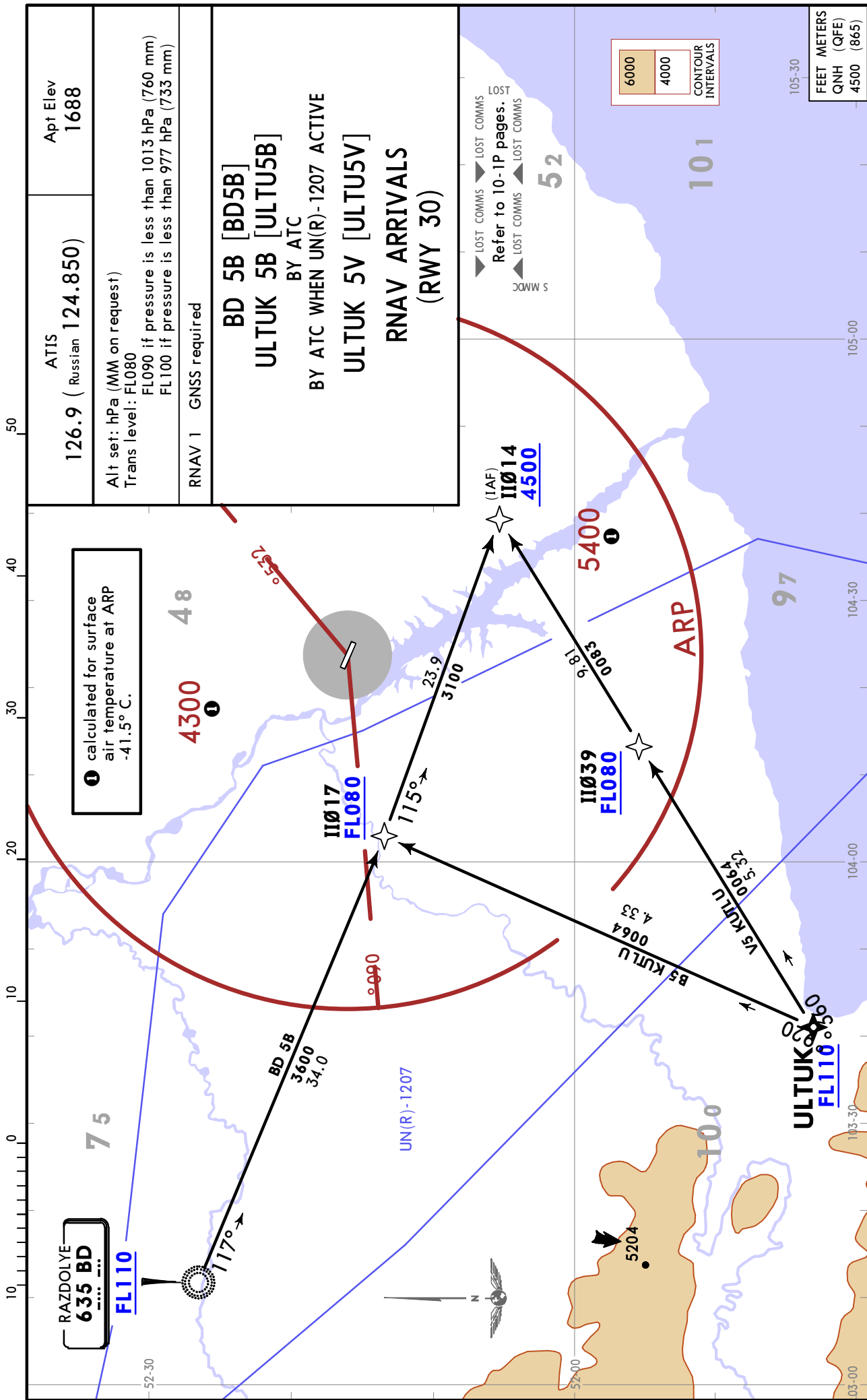
IRKUTSK, RUSSIA

13 FEB 26

10-2E

Eff 19 Feb

RNAV STAR



19 DEC 25 (10-2F) Eff 25 Dec
STAR

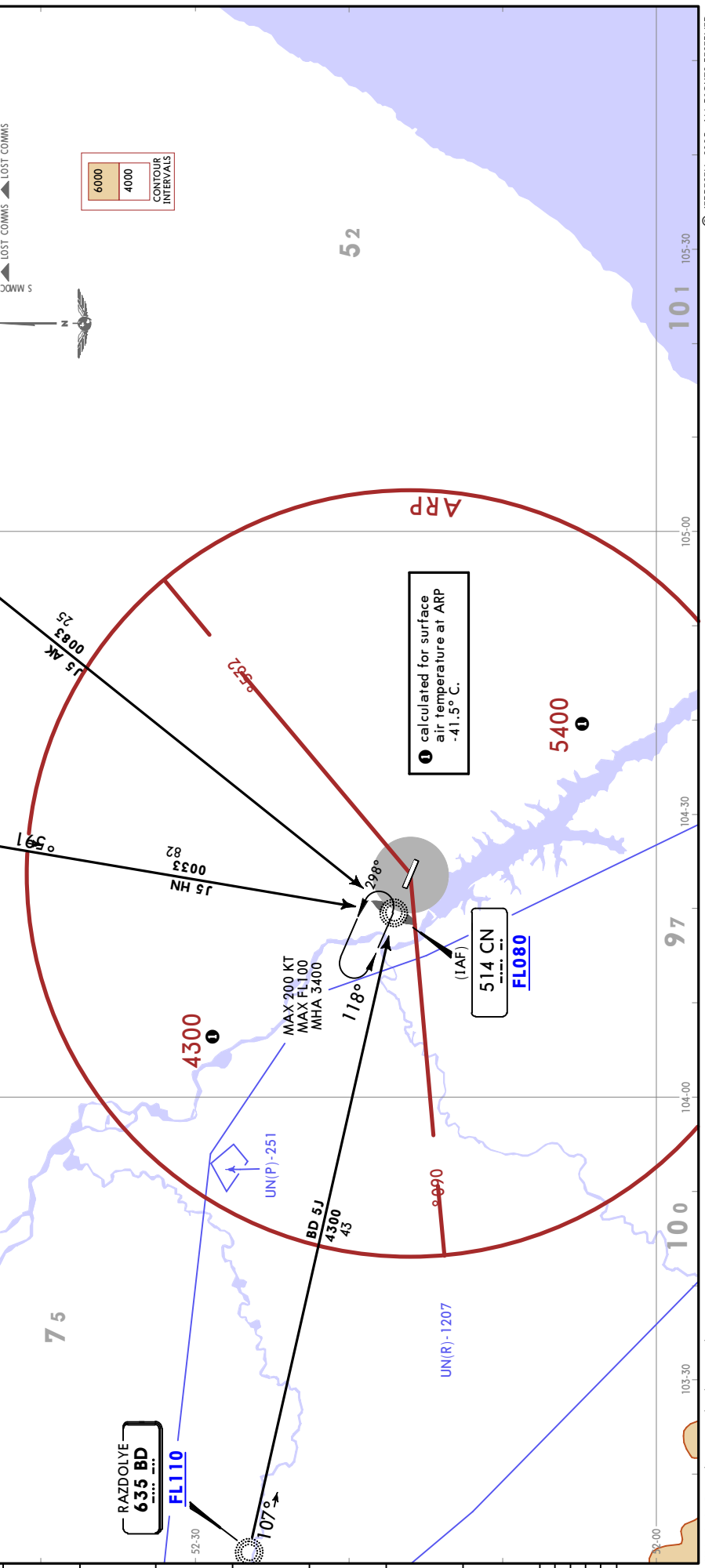
UIII/IKT
IRKUTSK

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ATIS 126.9 (Russian 124.850)	Apt Elev 1688
Alt set: hPa (MM on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760 mm) FL100 if pressure is less than 977 hPa (733 mm)	
BD 5J BY ATC BY ATC WHEN UN(R)-1207 OR UN(P)-251 ACTIVE	
KA 5J NH 5J ARRIVALS (RWY 12)	

FEET METERS
QNH (QFE)
3400 (555)

LOST COMMS
Refer to 10-IP pages.
LOST COMMS
LOST COMMS

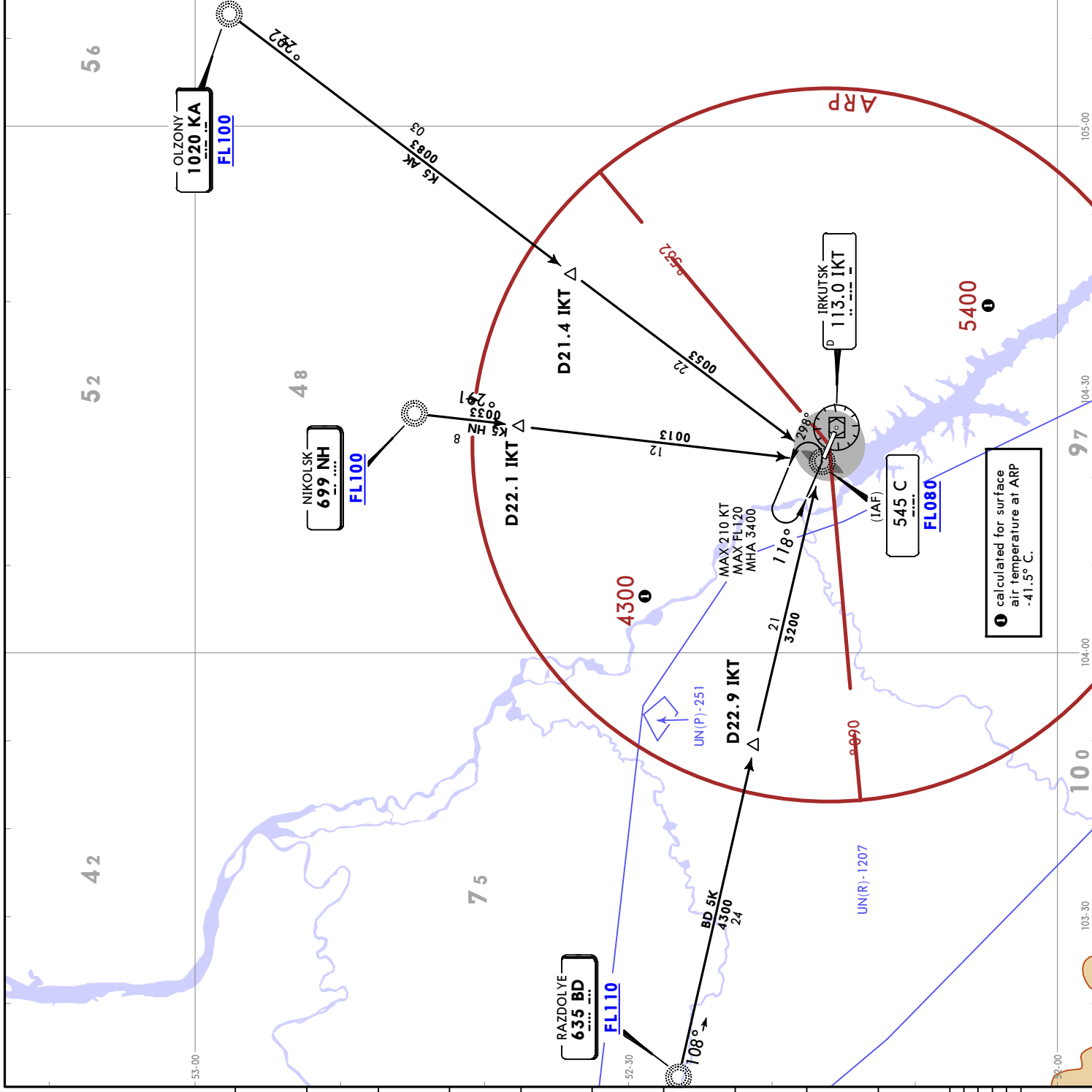


ATIS 126.9 (Russian 124.850)	Apt Elev 1688
Alt set: hPa (MM on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760 mm) FL100 if pressure is less than 977 hPa (733 mm) DME required.	
BD 5K BY ATC BY ATC WHEN UN(R)-1207 OR UN(P)-251 ACTIVE KA 5K NH 5K ARRIVALS (RWY 12) UNDER RADAR CONTROL	

FEET METERS
QNH (QFE)
3400 (555)

LOST COMMS
Refer to 10-IP pages.
LOST COMMS
LOST COMMS

6000
4000
CONTOUR INTERVALS



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STAR

19 DEC 25 (10-2H) Eff 25 Dec

ATIS
126.9
(Russian 124.850)

Apt Elev
1688

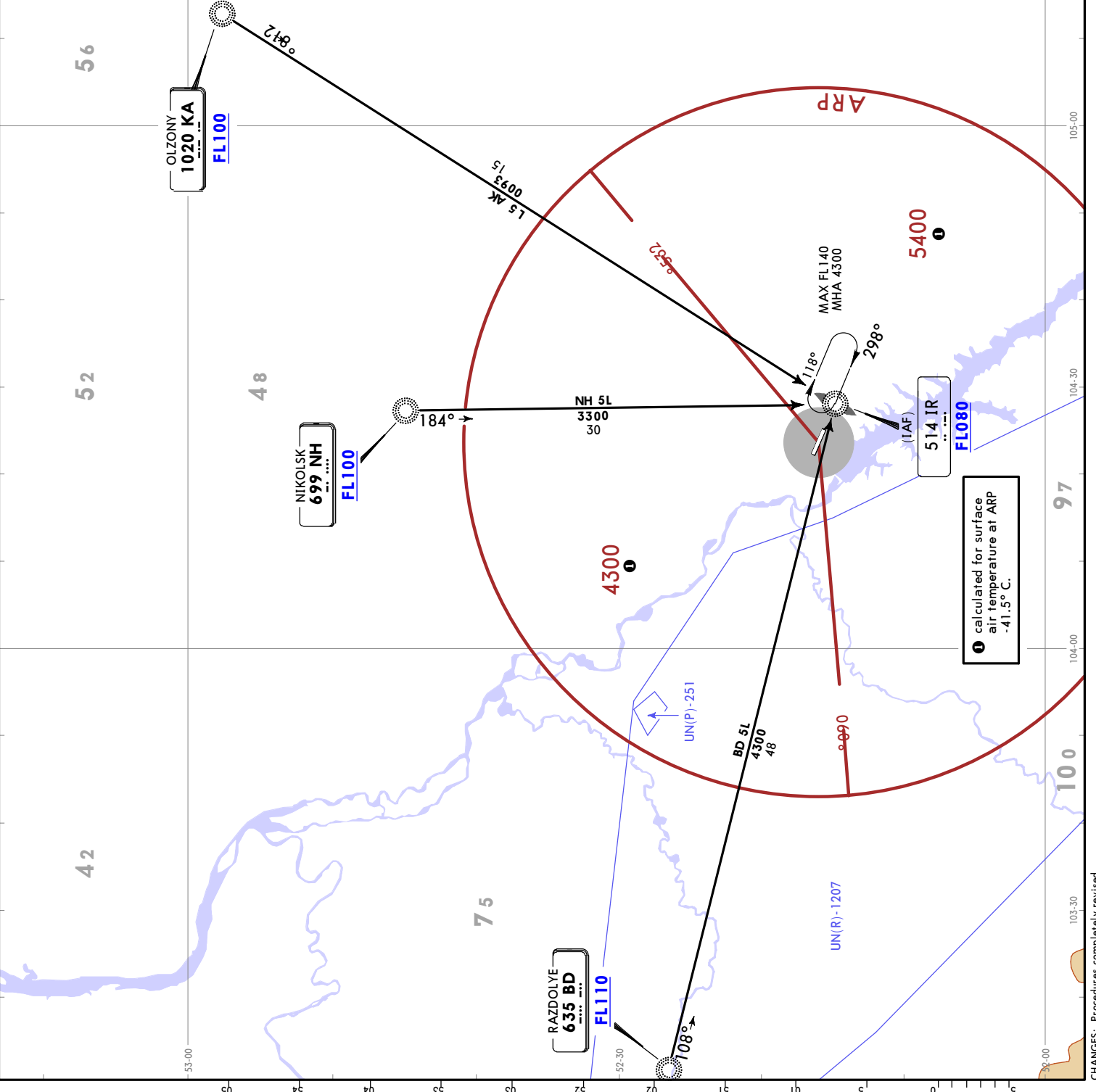
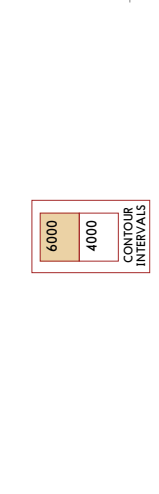
Alt set: hPa (MM on request)
Trans level: FL080
FL090 if pressure is less than 1013 hPa (760 mm)
FL100 if pressure is less than 977 hPa (733 mm)

BD 5L
BY ATC
BY ATC WHEN UN(R)-1207 OR UN(P)-251 ACTIVE

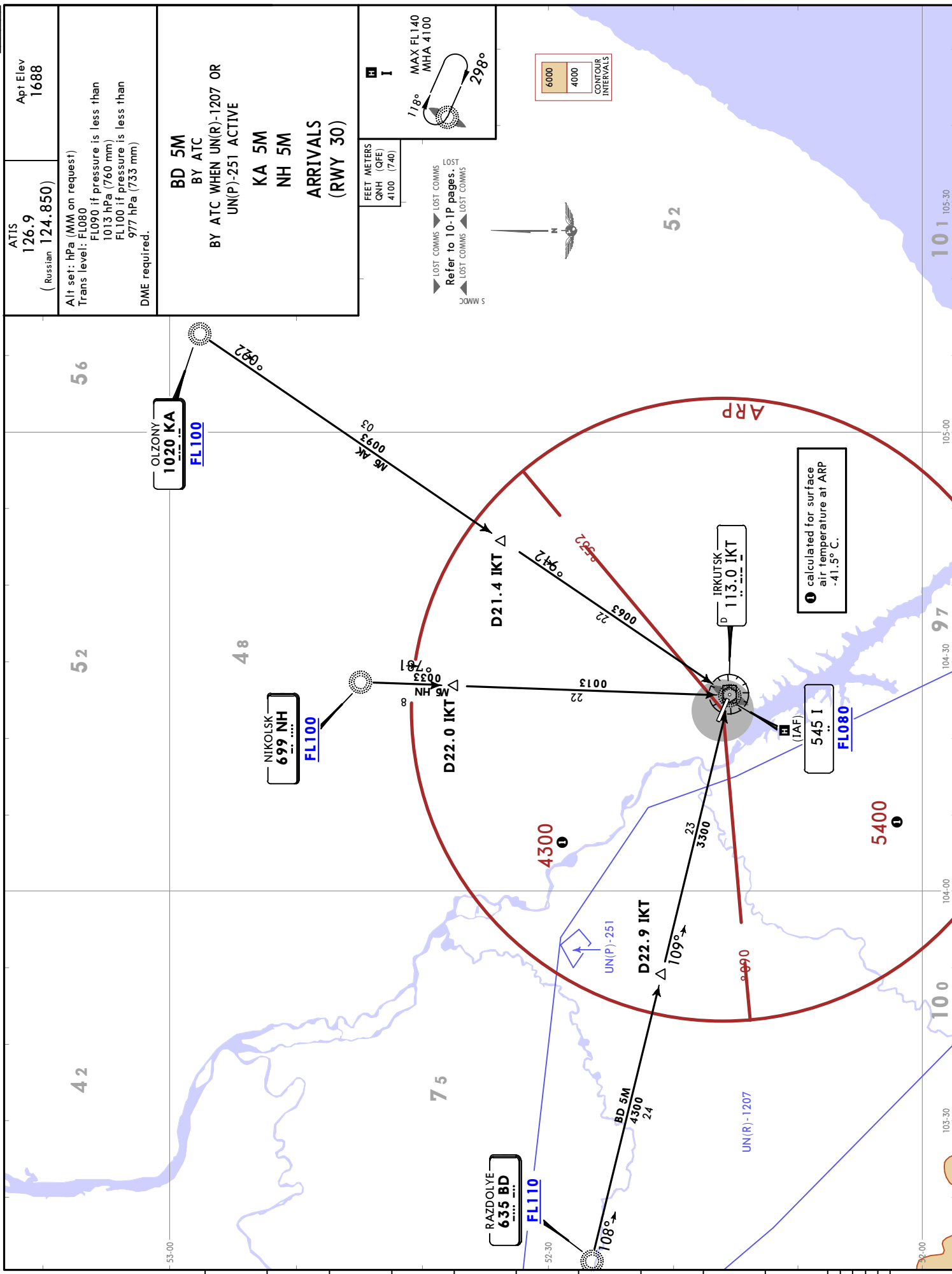
KA 5L
NH 5L
ARRIVALS
(RWY 30)

FEET METERS
QNH (QFE)
4300 (805)

LOST COMMS
LOST COMMS
LOST COMMS
Refer to 10-IP pages.
LOST COMMS
LOST COMMS



① calculated for surface air temperature at ARP -41.5° C.



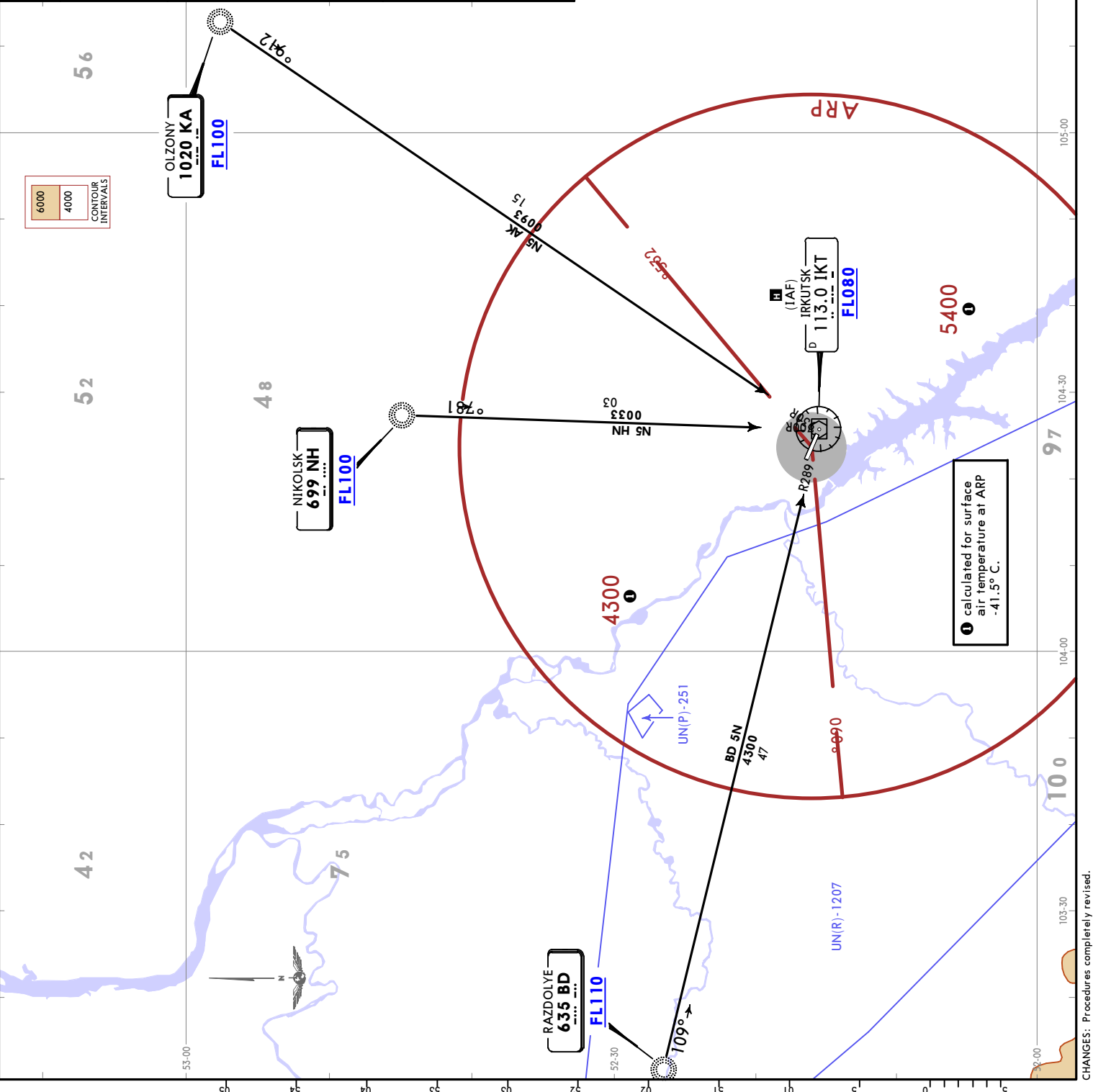
STAR
JEPPesenIRKUTSK, RUSSIA
 19 DEC 25 (10-2K) Eff 25 Dec

ATIS
 126.9
 (Russian 124.850)
 Apt Elev
 1688
 Alt set: hPa (MM on request)
 Trans level: FL080
 FL090 if pressure is less than
 1013 hPa (760 mm)
 FL100 if pressure is less than
 977 hPa (733 mm)
 DME required.

BD 5N
 BY ATC
 BY ATC WHEN UN(R)-1207 OR
 UN(P)-251 ACTIVE
KA 5N
NH 5N
ARRIVALS
(ALL RWYS)

IKT
 RWY 12:
 MAX 220KT
 MAX FL140
 MHA 3600
 RWY 30:
 MAX FL140
 MHA 4100
 118°
 298°
 118°
 298°

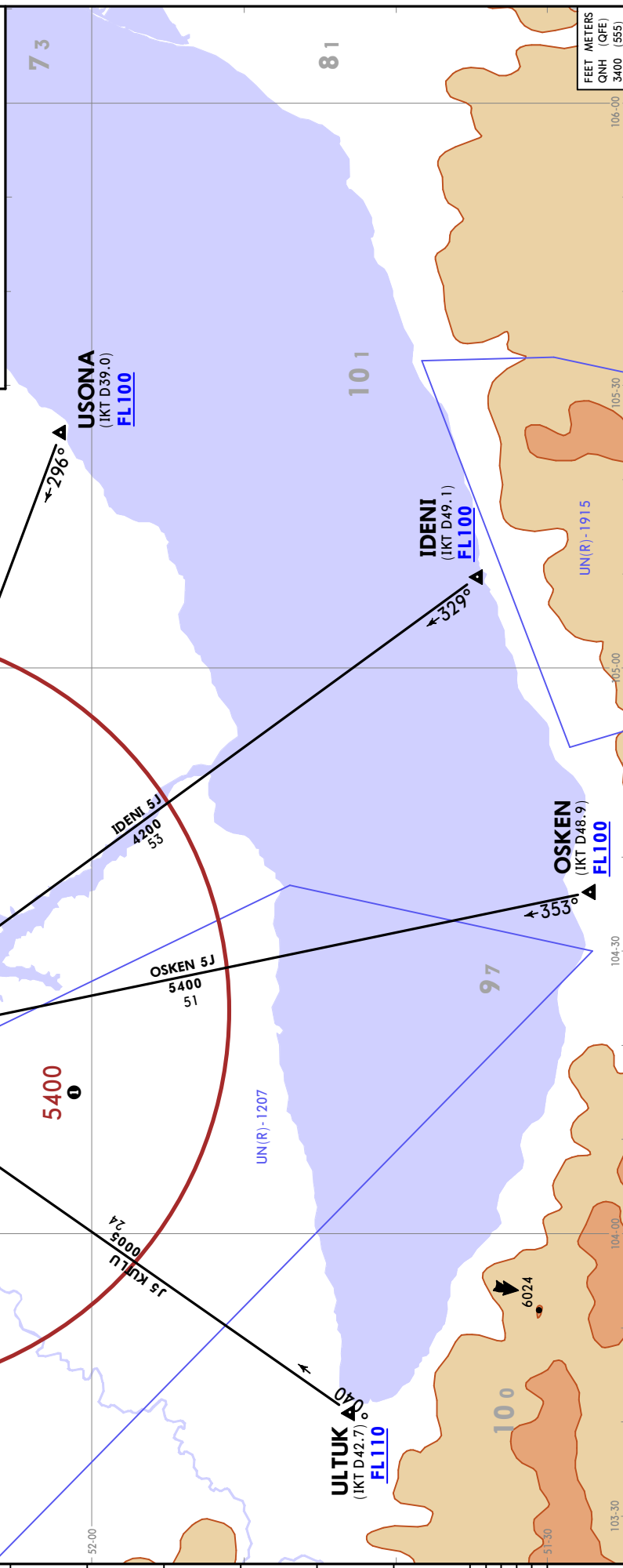
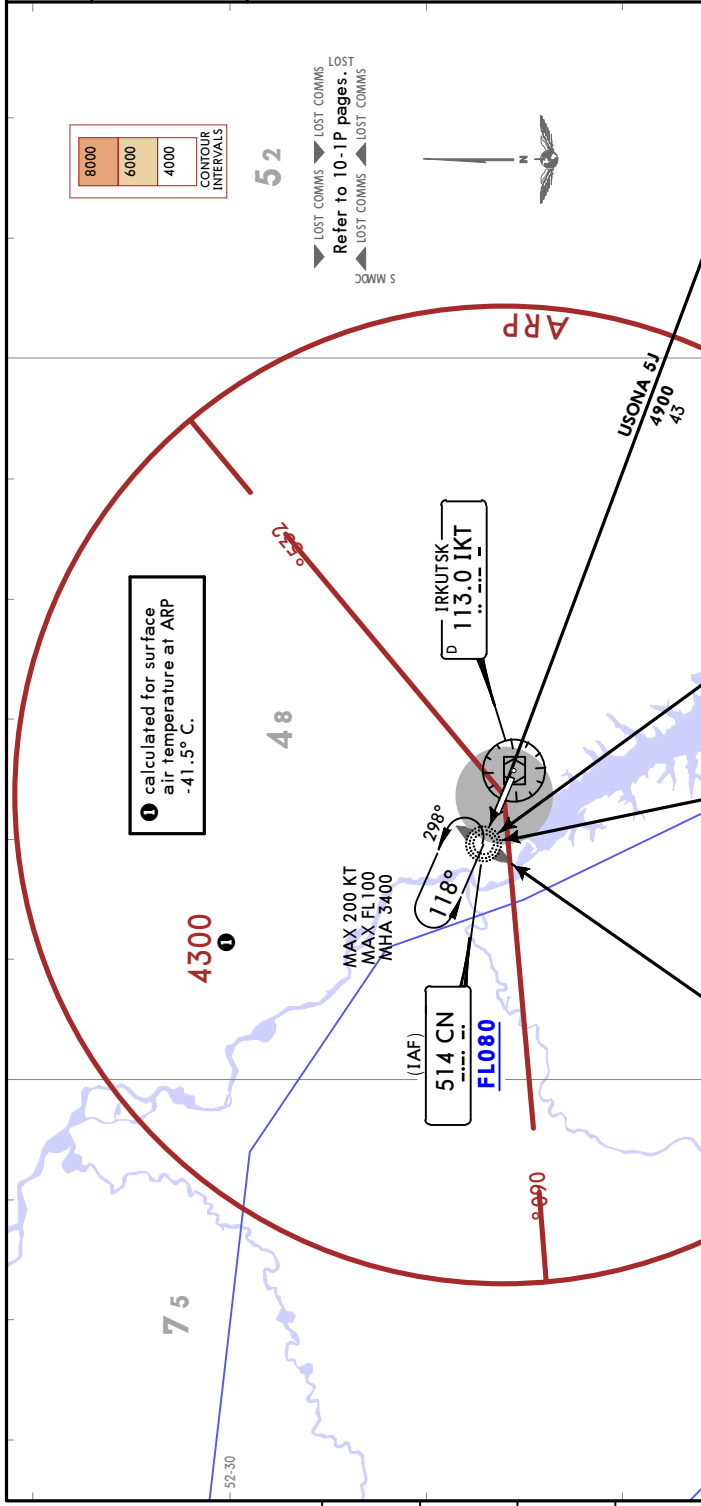
Metres
 (QNH) 4100
 (QFE) 770
 3600 (615)
 QFE values based on RWY 12 THR elevation
 5 MND
 LOST COMMS
 LOST COMMS
 LOST COMMS
 LOST COMMS
 Refer to 10-1P pages.



① calculated for surface air temperature at ARP -41.5° C.

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ATIS 126.9 (Russian 124.850)	Apt Elev 1688
Alt set: hPa (MM on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760 mm) FL100 if pressure is less than 977 hPa (733 mm) DME required.	
IDENI 5J [IDEN5J] OSKEN 5J [OSKE5J] BY ATC BY ATC WHEN UN(R)-1207 OR UN(R)-1915 ACTIVE ULTUK 5J [ULTU5J] BY ATC BY ATC WHEN UN(R)-1207 ACTIVE USONA 5J [USON5J] ARRIVALS (RWY 12)	



JEPPESEN
 19 DEC 25 (10-2M) E1F 25 Dec
STAR

UJJ/IKT
IRKUTSK

ATIS
 126.9
 (Russian 124.850)

Apt Elev
 1688

Alt set: hPa (MM on request)
 Trans level: FL080
 FL090 if pressure is less than 1013 hPa (760 mm)
 FL100 if pressure is less than 977 hPa (733 mm)

DME required.

C

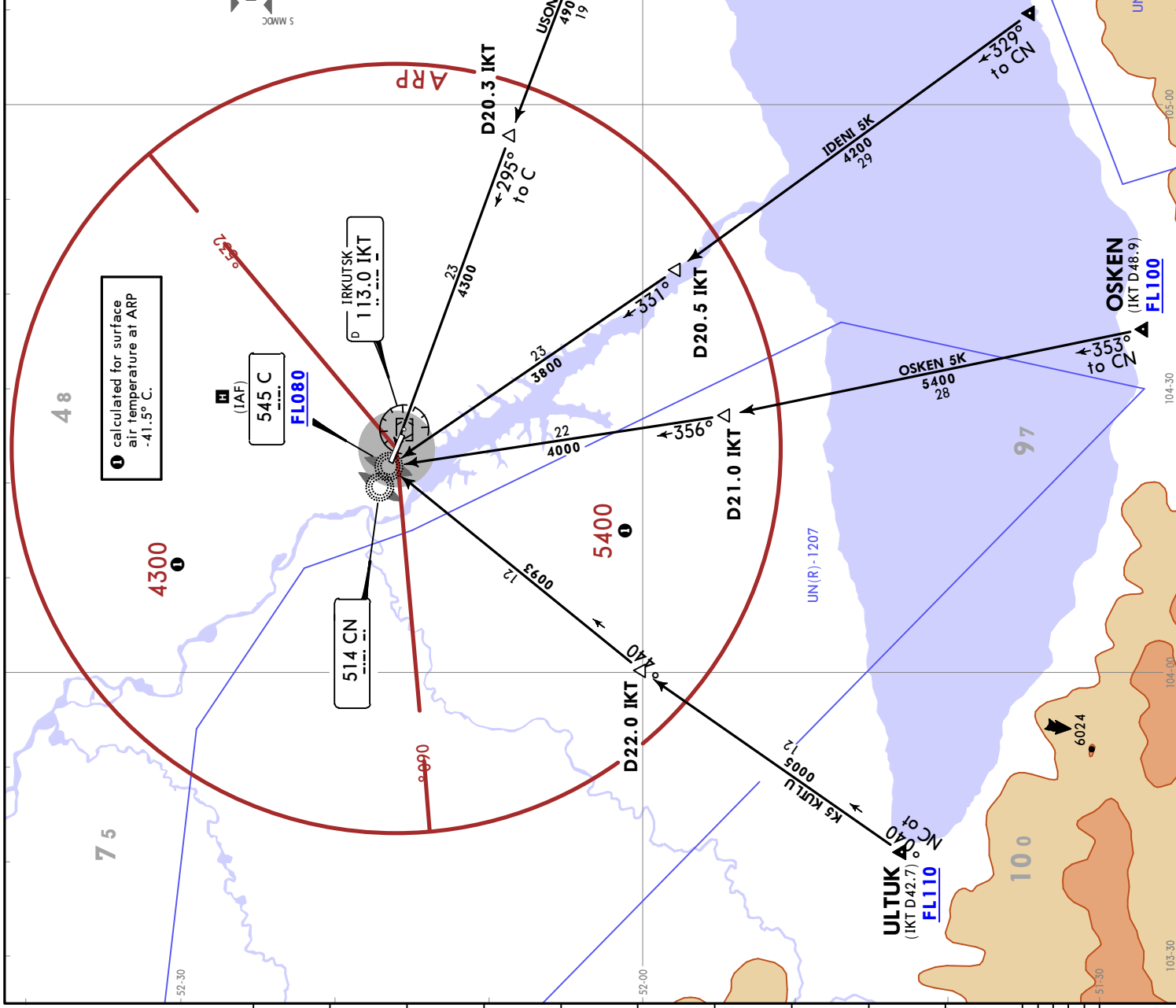
MAX 210 KT
 MAX FL120
 MHA 3400

228°
 118°

IDENI 5K [IDEN5K]
OSKEN 5K [OSKE5K]
 BY ATC
 BY ATC WHEN UN(R)-1207 OR
 UN(R)-1915 ACTIVE

ULTUK 5K [ULTU5K]
 BY ATC
 BY ATC WHEN UN(R)-1207 ACTIVE

USONA 5K [USON5K]
 ARRIVALS
 (RWY 12)
 UNDER RADAR CONTROL

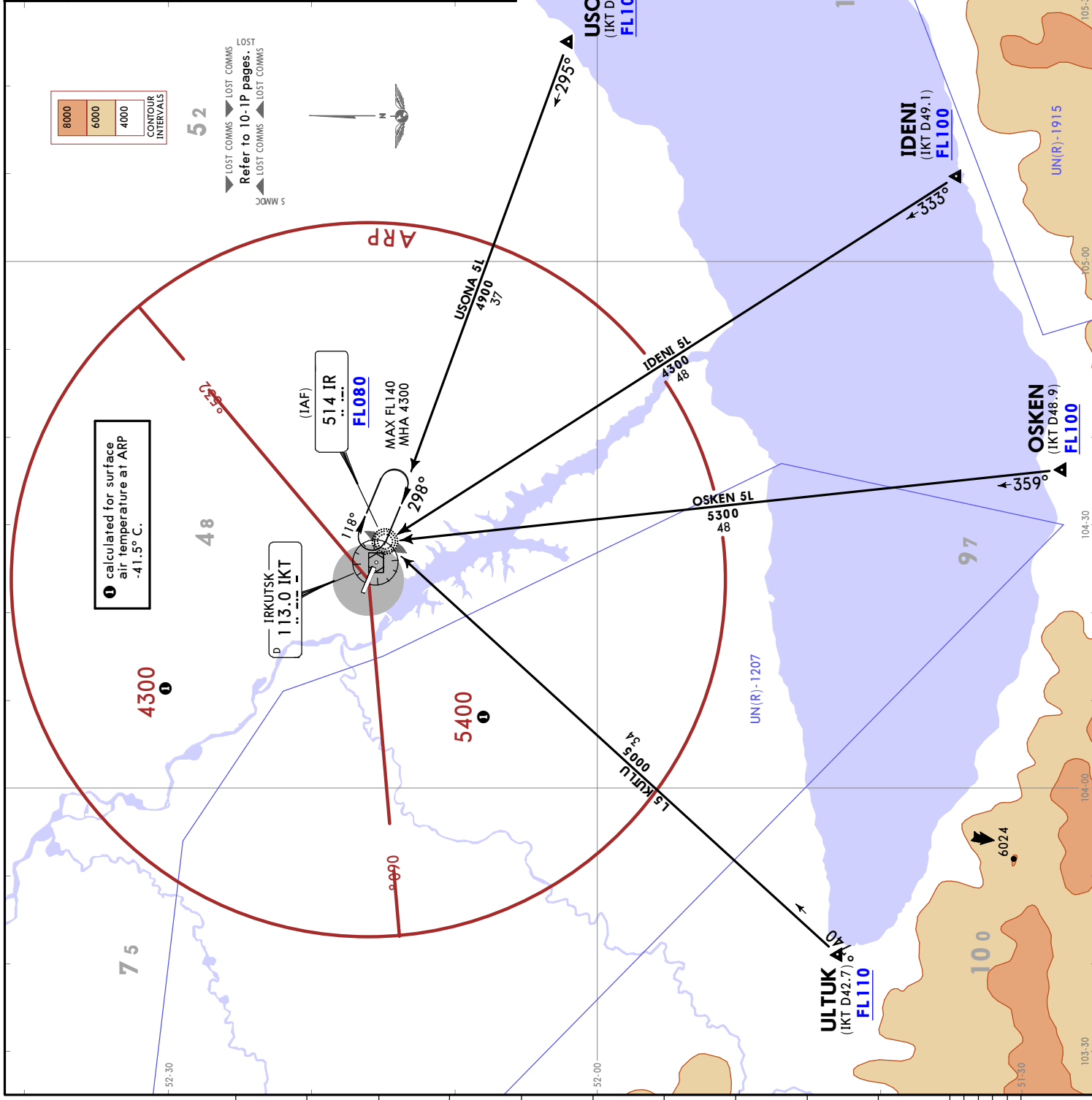


FET METERS
 QNH (QFE)
 3400 (555)

CHANGES: Procedures completely revised.

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ATIS 126.9 (Russian 124.850)	Apt Elev 1688
Alt set: hPa (MM on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760 mm) FL100 if pressure is less than 977 hPa (733 mm) DME required.	
IDENI 5L [IDEN5L] BY ATC WHEN UN(R)-1915 ACTIVE	
OSKEN 5L [OSKE5L] BY ATC BY ATC WHEN UN(R)-1207 OR UN(R)-1915 ACTIVE	
ULTUK 5L [ULTU5L] BY ATC BY ATC WHEN UN(R)-1207 ACTIVE	
USONA 5L [USON5L] ARRIVALS (RWY 30)	

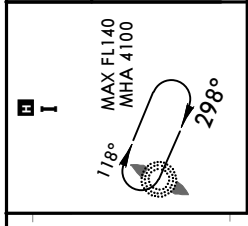


JEPPESEN **IRKUTSK, RUSSIA**
 19 DEC 25 (10-2P) EIP 25 Dec **STAR**

ATIS
 126.9
 (Russian 124.850)

Apt Elev
 1688

Alt set: hPa (MM on request)
 Trans level: FL080
 FL090 if pressure is less than 1013 hPa (760 mm)
 FL100 if pressure is less than 977 hPa (733 mm)
 DME required.

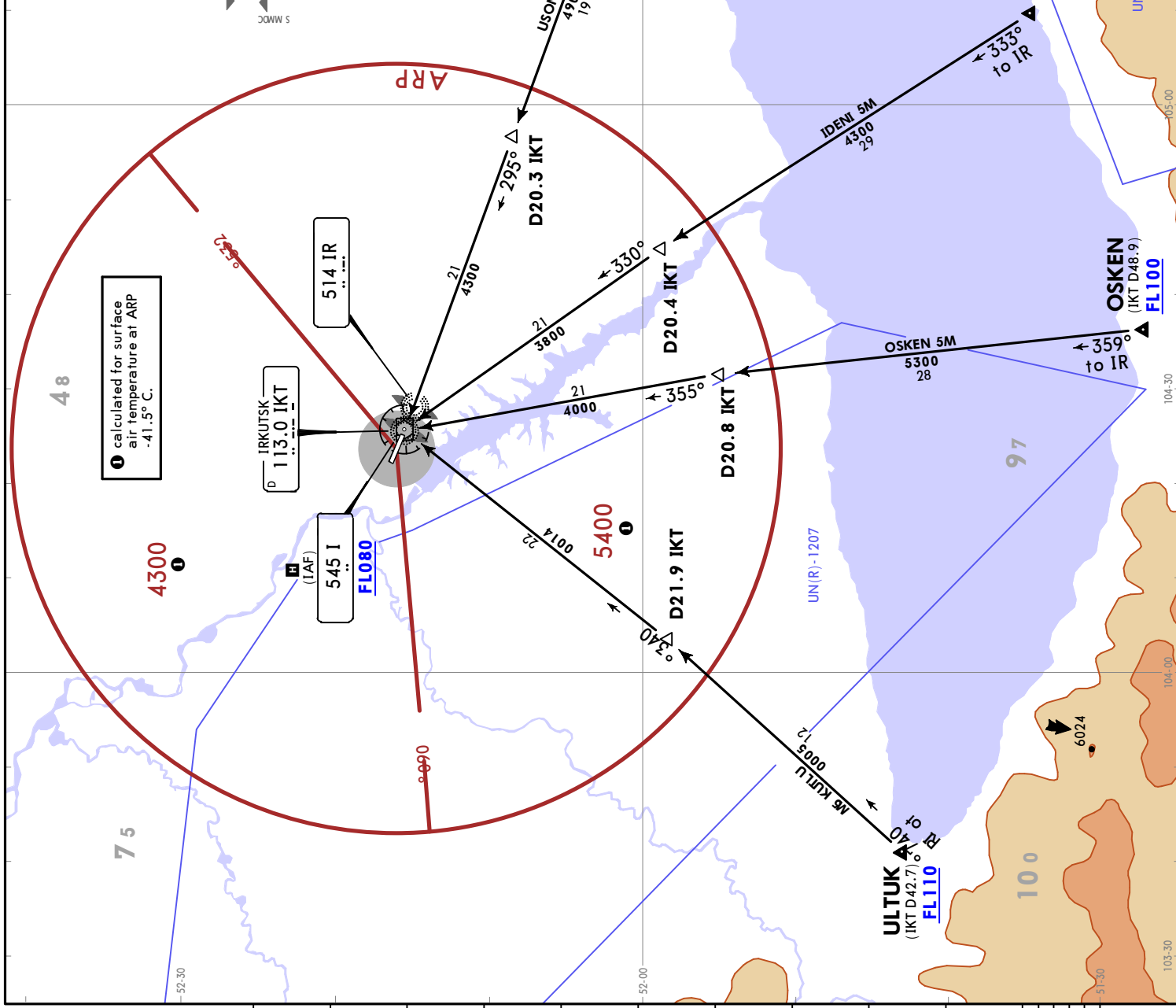


IDENI 5M [IDEN5M]
 BY ATC WHEN UN(R)-1915 ACTIVE

OSKEN 5M [OSKE5M]
 BY ATC
 BY ATC WHEN UN(R)-1207 OR UN(R)-1915 ACTIVE

ULTUK 5M [ULTU5M]
 BY ATC
 BY ATC WHEN UN(R)-1207 ACTIVE

USONA 5M [USON5M]
 ARRIVALS
 (RWY 30)



UIII/IKT
IRKUTSK

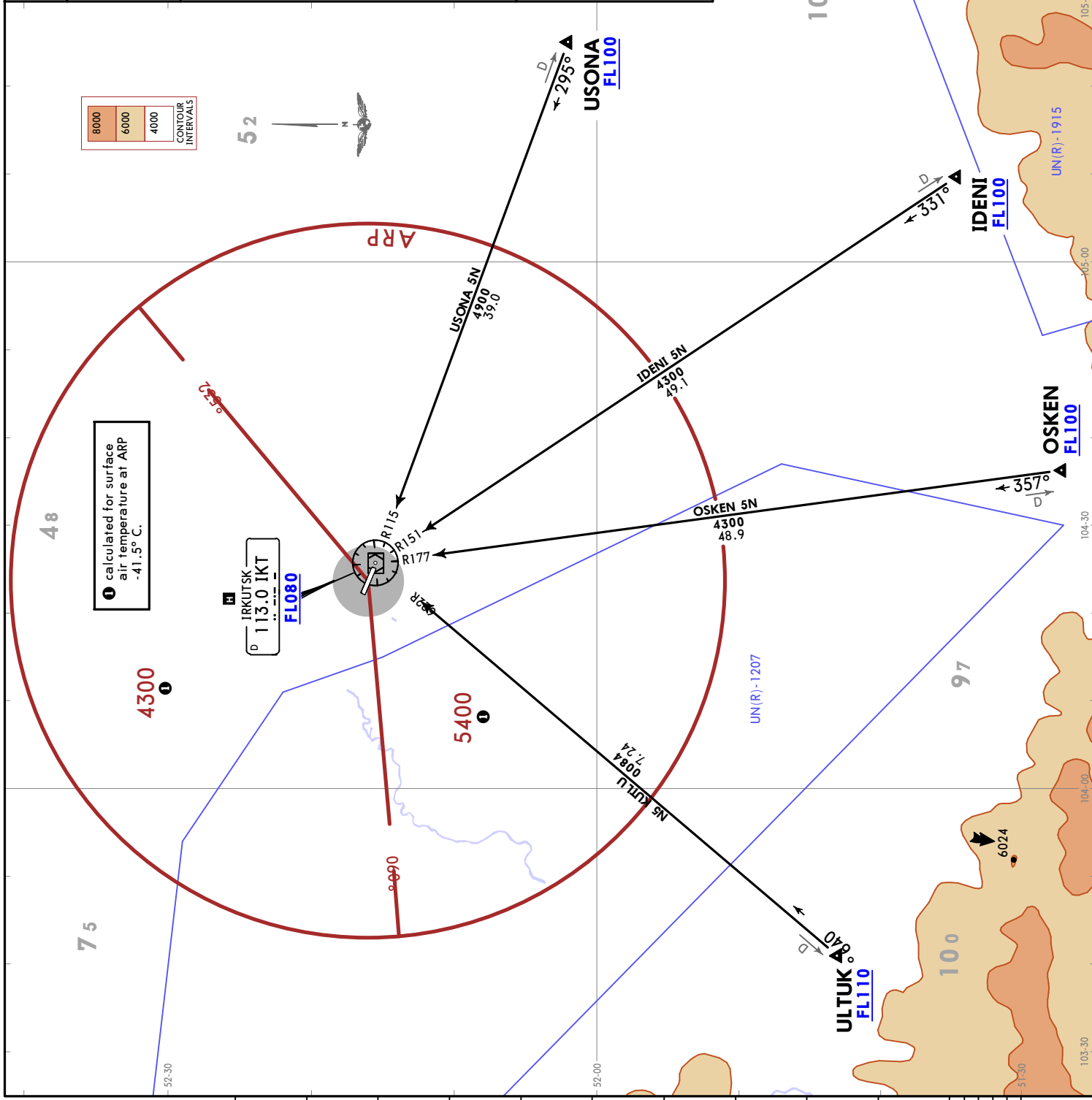
IRKUTSK, RUSSIA
STAR

JEPPESEN
19 DEC 25 (10-20) EFF 25 Dec

UIII/IKT
IRKUTSK

ATIS 126.9 (Russian 124.850)	Apt Elev 1688
Alt set: hPa (MM on request) Trans level: FL080 FL090 if pressure is less than 1013 hPa (760 mm) FL100 if pressure is less than 977 hPa (733 mm) DME required.	
IDENI 5N [IDEN5N] BY ATC WHEN UN(R)-1915 ACTIVE	
OSKEN 5N [OSKE5N] BY ATC BY ATC WHEN UN(R)-1207 OR UN(R)-1915 ACTIVE	
ULTUK 5N [ULTU5N] BY ATC BY ATC WHEN UN(R)-1207 ACTIVE	
USONA 5N [USON5N] ARRIVALS (ALL RWYS)	

RWY 12: MAX 220KT MAX FL140 MHA 3600	RWY 30: MAX FL140 MHA 4100
IKT 	
Metres (QNH) (QFE) 4100 (770) 3600 (615) QFE values based on RWY elevation 12 THR elevation Refer to 10-IP pages. 	



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IRKUTSK, RUSSIA

19 DEC 25

10-3

Eff 25 Dec

RNAV SID

Apt Elev
1688

Trans alt: 7000 QNH (QFE on request)

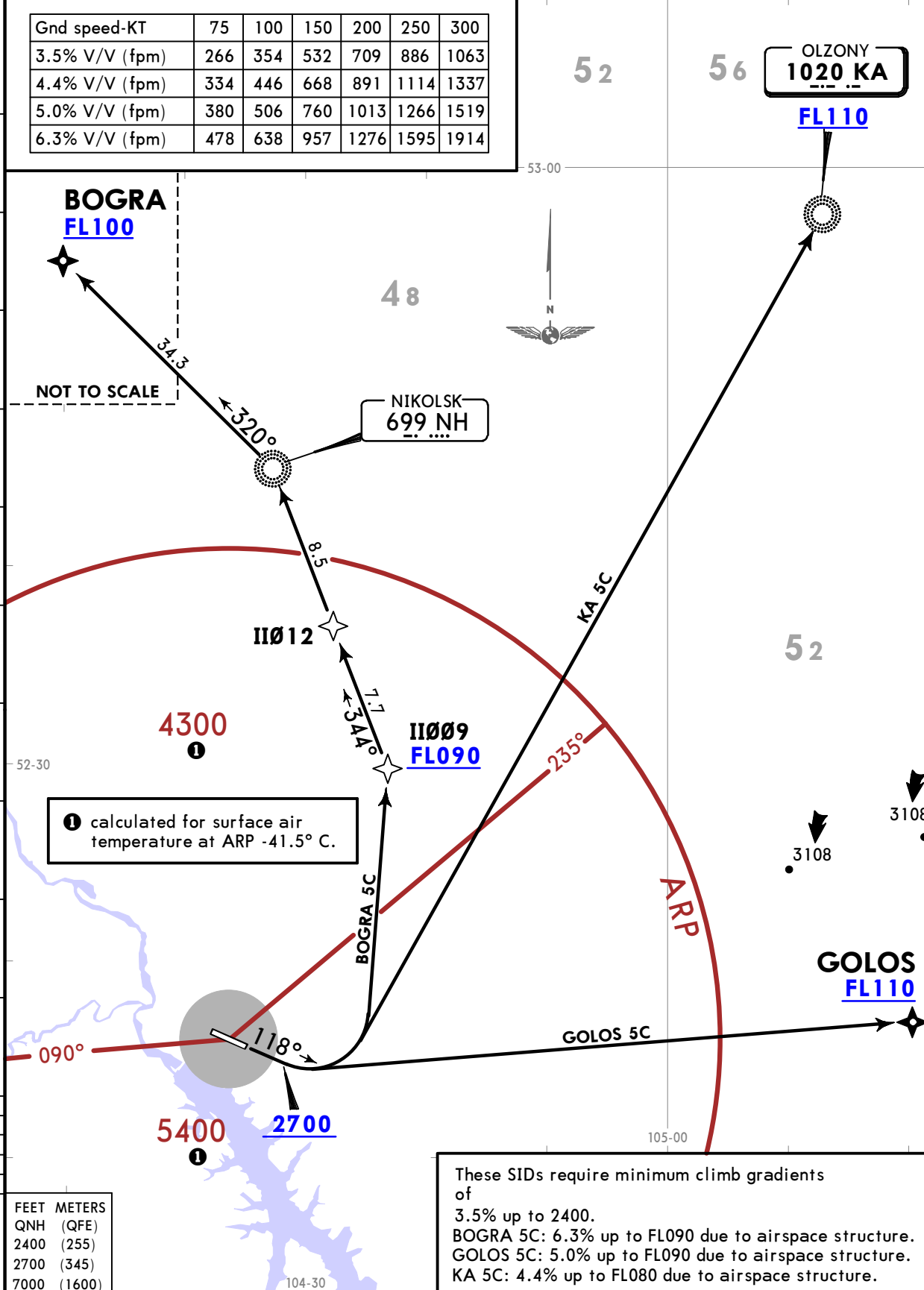
RNAV 1 GNSS required

1. Turn before DER PROHIBITED.
2. EXPECT close-in obstacles.

BOGRA 5C [BOGR5C], GOLOS 5C [GOLO5C], KA 5C [KA5C]
RNAV DEPARTURES
(RWY 12)

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.4% V/V (fpm)	334	446	668	891	1114	1337
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.3% V/V (fpm)	478	638	957	1276	1595	1914

50
45
40
35
30
25
20
15
10
5
0
-5



① calculated for surface air temperature at ARP -41.5° C.

FEET	METERS
QNH (QFE)	
2400 (255)	
2700 (345)	
7000 (1600)	

These SIDs require minimum climb gradients of
 of
 3.5% up to 2400.
 BOGRA 5C: 6.3% up to FL090 due to airspace structure.
 GOLOS 5C: 5.0% up to FL090 due to airspace structure.
 KA 5C: 4.4% up to FL080 due to airspace structure.

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IRKUTSK

JEPPESSEN

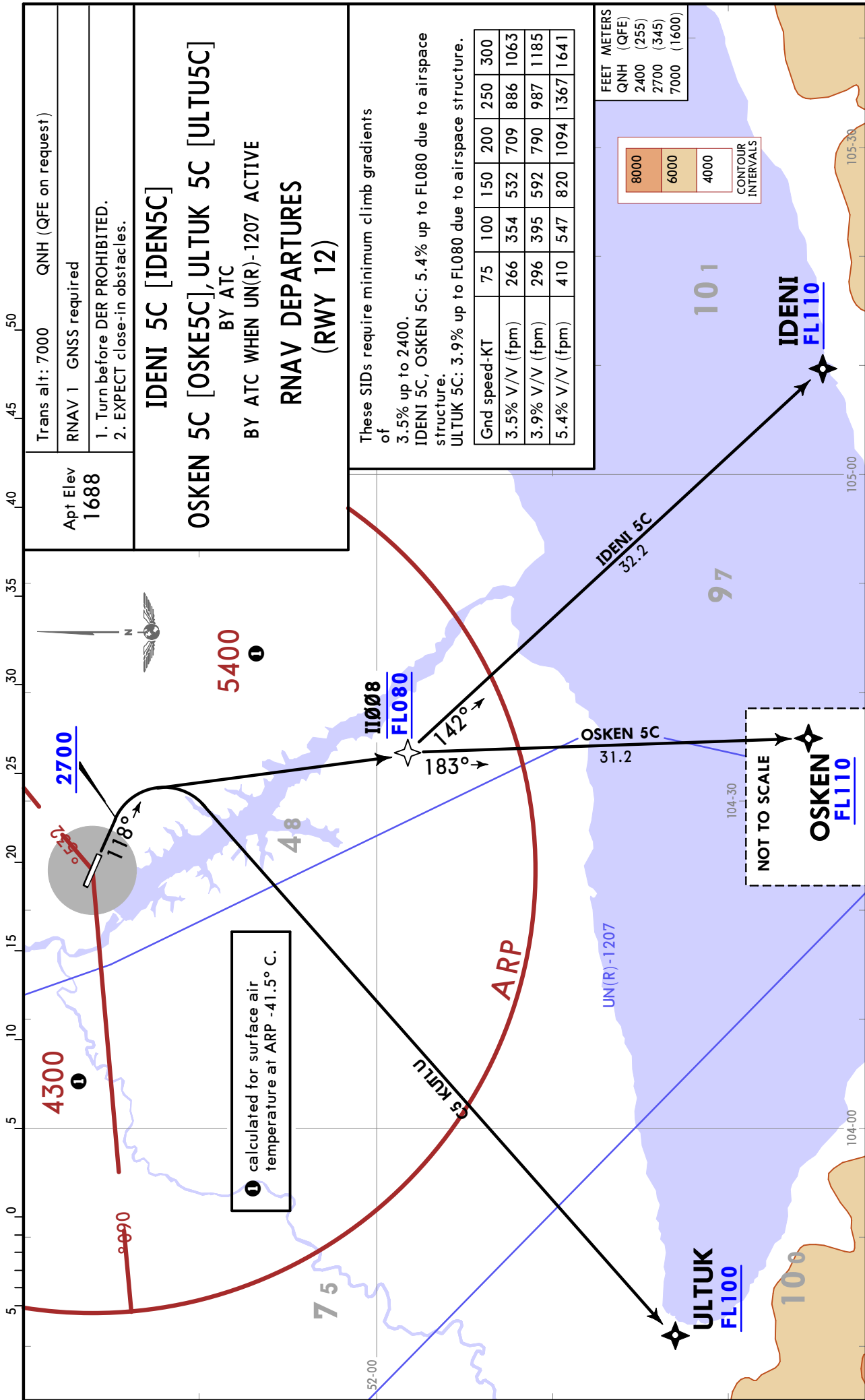
IRKUTSK, RUSSIA

19 DEC 25

10-3A

Eff 25 Dec

RNAV SID



CHANGES: Procedures completely revised.

UIII/IKT IRKUTSK



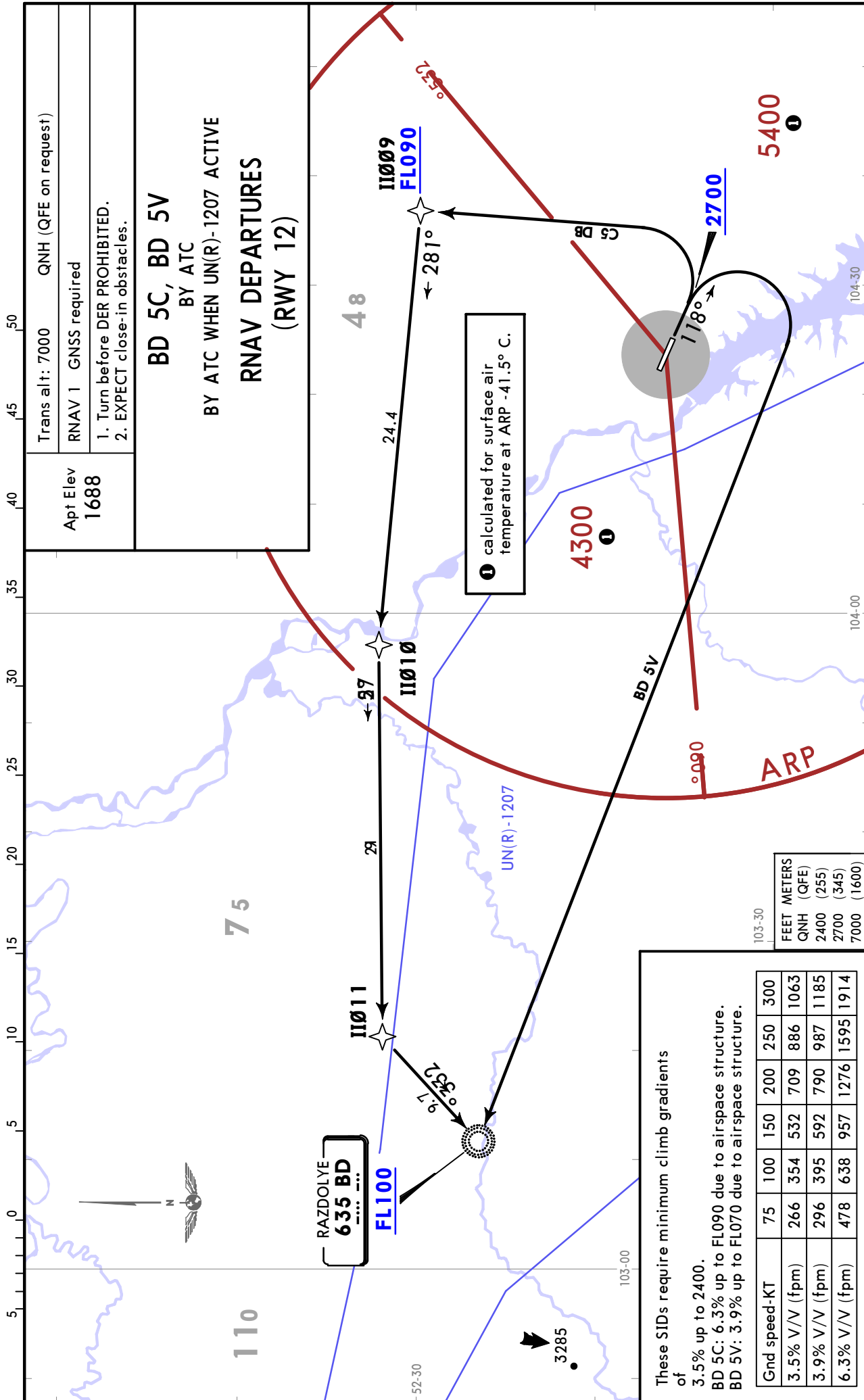
IRKUTSK, RUSSIA

19 DEC 25

10-3B

Eff 25 Dec

RNAV SID



UIII/IKT
IRKUTSK

JEPPESEN

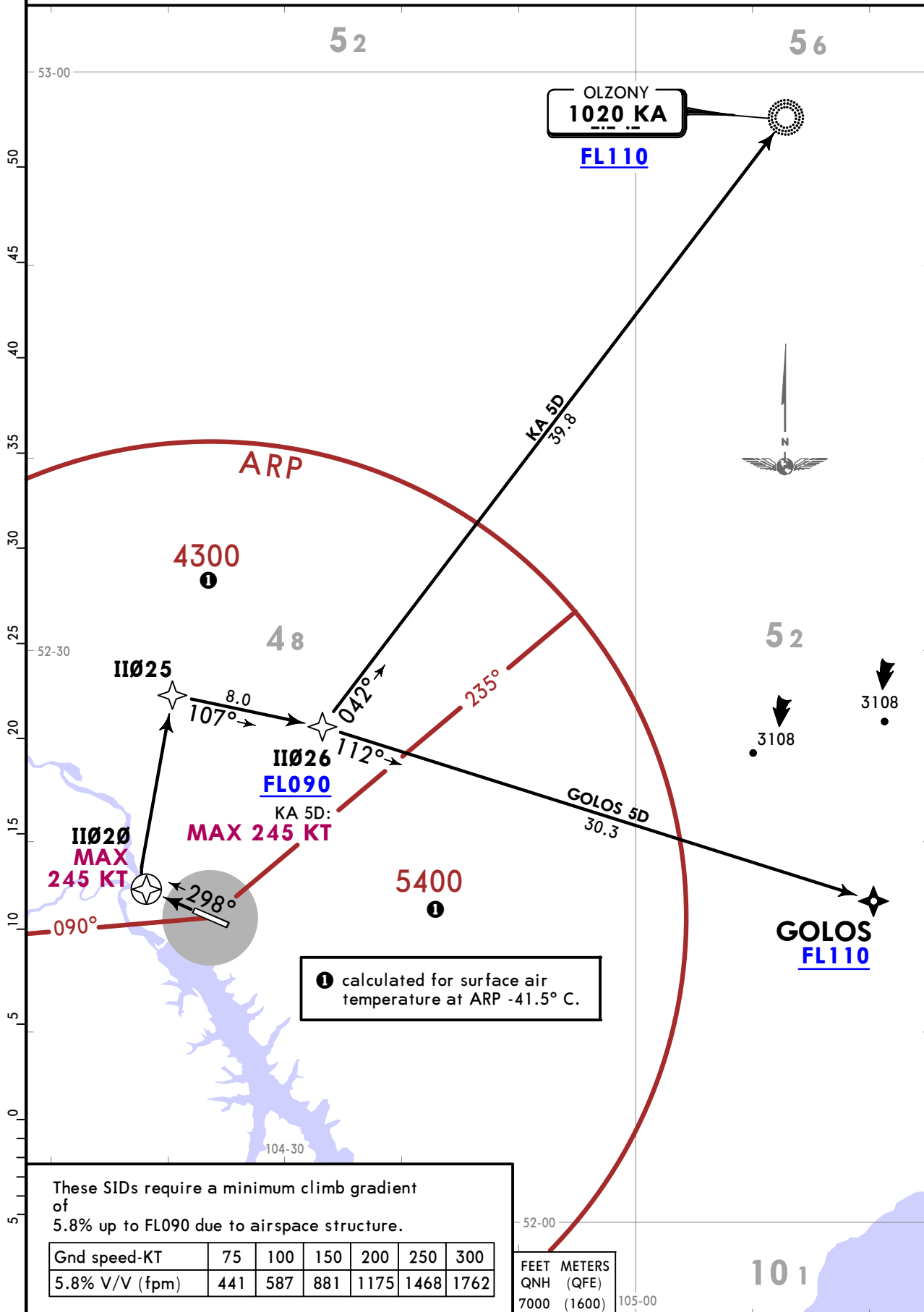
IRKUTSK, RUSSIA

19 DEC 25 10-3C Eff 25 Dec

RNAV SID

Apt Elev 1688 Trans alt: 7000 QNH (QFE on request)
RNAV 1 GNSS required

GOLOS 5D [GOLO5D], KA 5D [KA5D]
RNAV DEPARTURES
(RWY 30)



These SIDs require a minimum climb gradient of 5.8% up to FL090 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

FEET METERS
QNH (QFE)
7000 (1600)

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IRKUTSK, RUSSIA

19 DEC 25

10-3D

Eff 25 Dec

RNAV SID

Apt Elev 1688
Trans alt: 7000 QNH (QFE on request)
RNAV 1 GNSS required

IDENI 5D [IDEN5D], OSKEN 5D [OSKE5D]

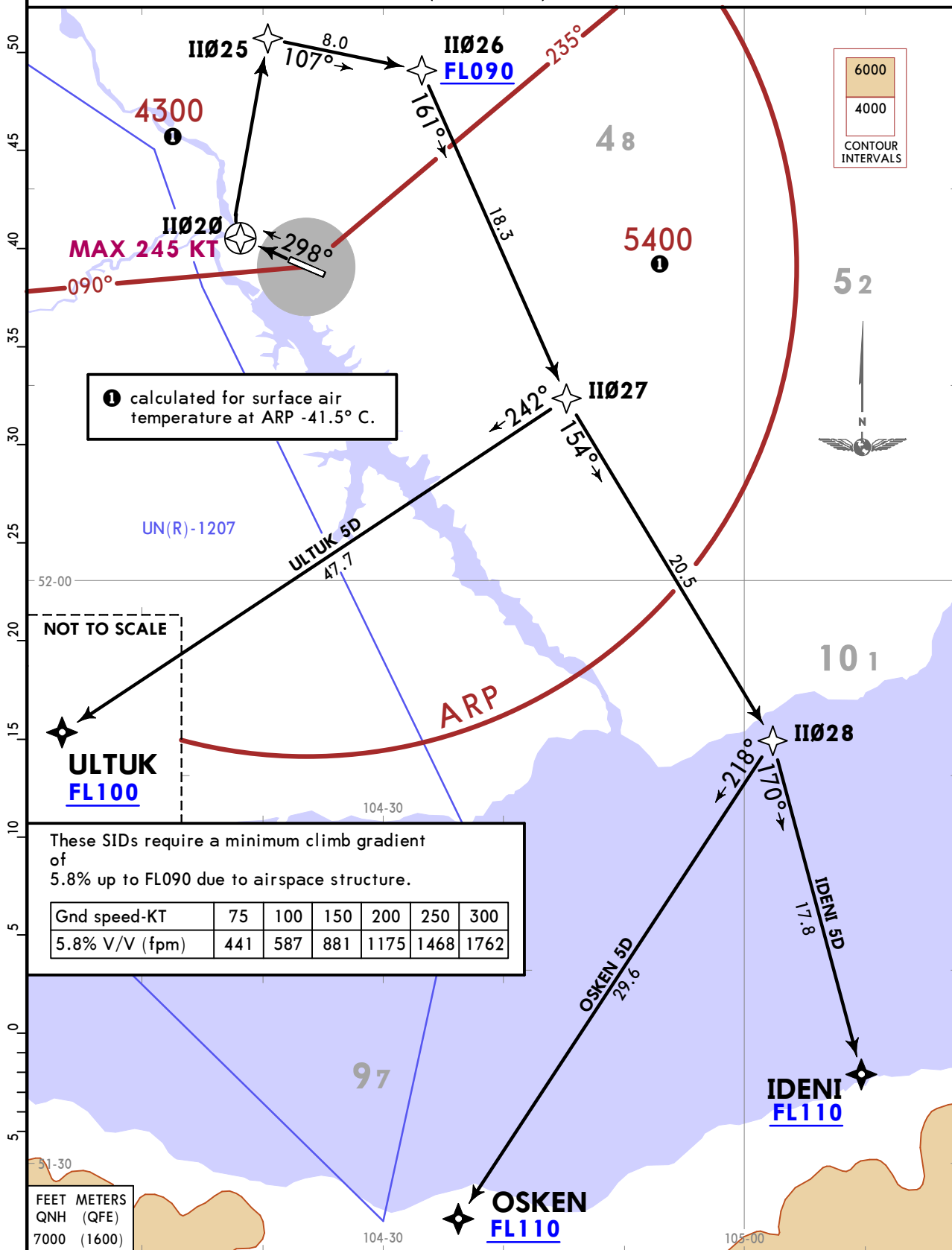
ULTUK 5D [ULTU5D]

BY ATC

BY ATC WHEN UN(R)-1207 ACTIVE

RNAV DEPARTURES

(RWY 30)



CHANGES: Procedures completely revised.

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19 DEC 25

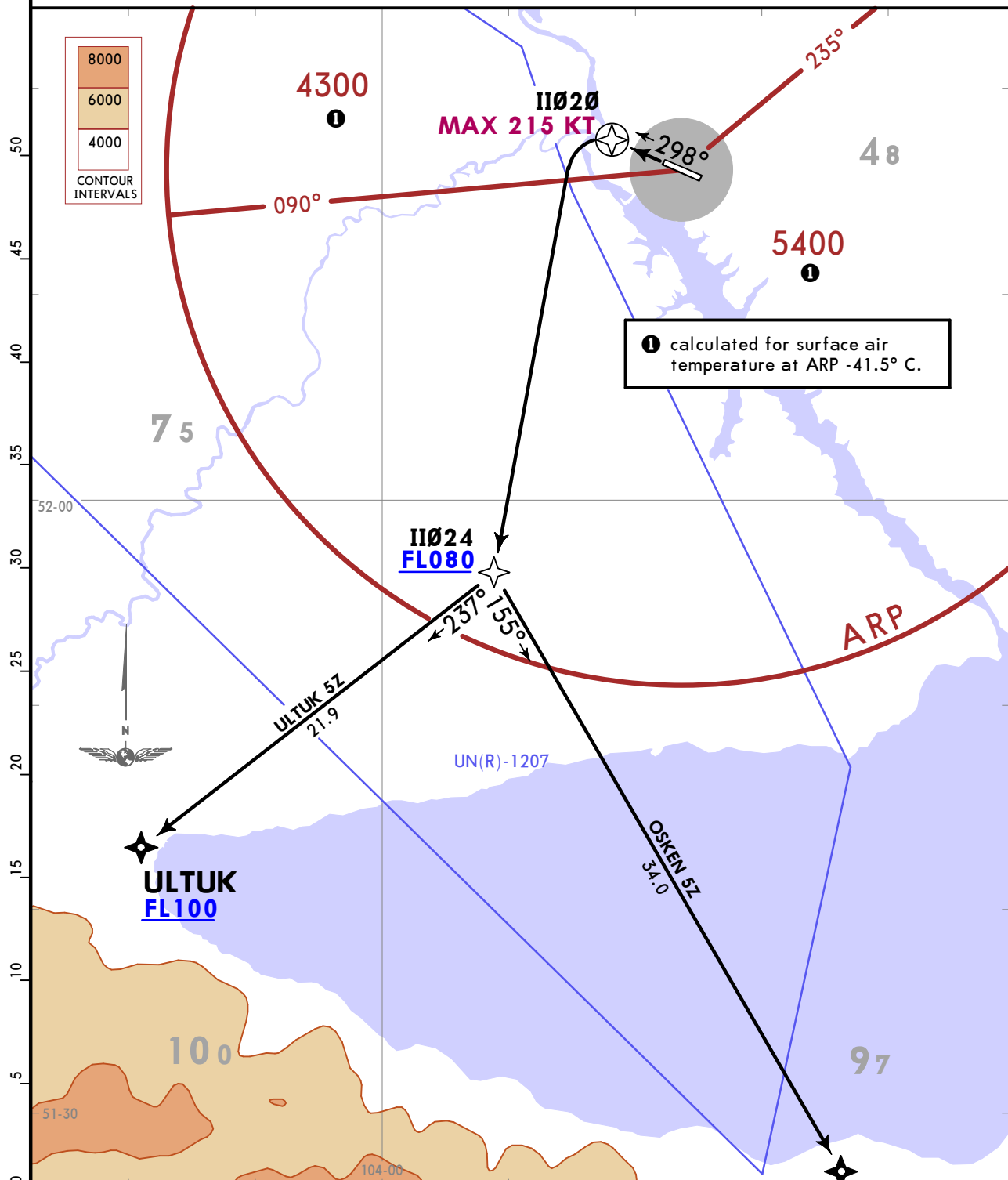
10-3E

Eff 25 Dec

RNAV SID

Apt Elev **1688** Trans alt: 7000 QNH (QFE on request)
RNAV 1 GNSS required

OSKEN 5Z [OSKE5Z], ULTUK 5Z [ULTU5Z]
BY ATC
BY ATC WHEN UN(R)-1207 ACTIVE
RNAV DEPARTURES (RWY 30)



① calculated for surface air temperature at ARP -41.5° C.

These SIDs require minimum climb gradients of 4.4% up to 2400 due to obstacle, then 4.1% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.4% V/V (fpm)	334	446	668	891	1114	1337

FEET	METERS
QNH (QFE)	
2400 (250)	
7000 (1600)	

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IRKUTSK, RUSSIA

19 DEC 25

10-3F

Eff 25 Dec

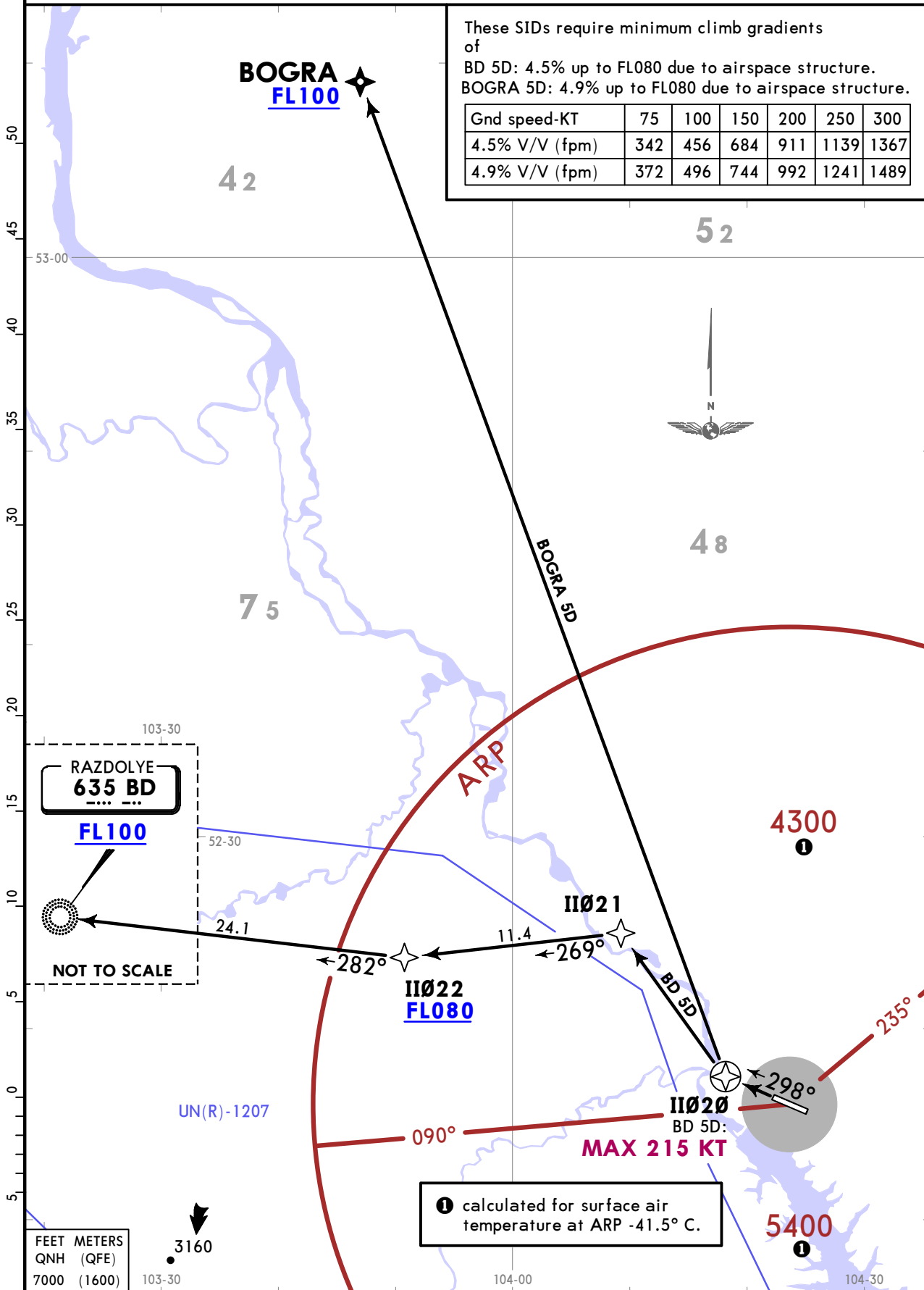
RNAV SID

Apt Elev 1688	Trans alt: 7000	QNH (QFE on request)
	RNAV 1	GNSS required

BD 5D [BD5D], BOGRA 5D [BOGR5D]
BY ATC
BY ATC WHEN UN(R)-1207 ACTIVE
RNAV DEPARTURES (RWY 30)

These SIDs require minimum climb gradients of
BD 5D: 4.5% up to FL080 due to airspace structure.
BOGRA 5D: 4.9% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.9% V/V (fpm)	372	496	744	992	1241	1489



FEET METERS
QNH (QFE)
7000 (1600)

① calculated for surface air temperature at ARP -41.5° C.

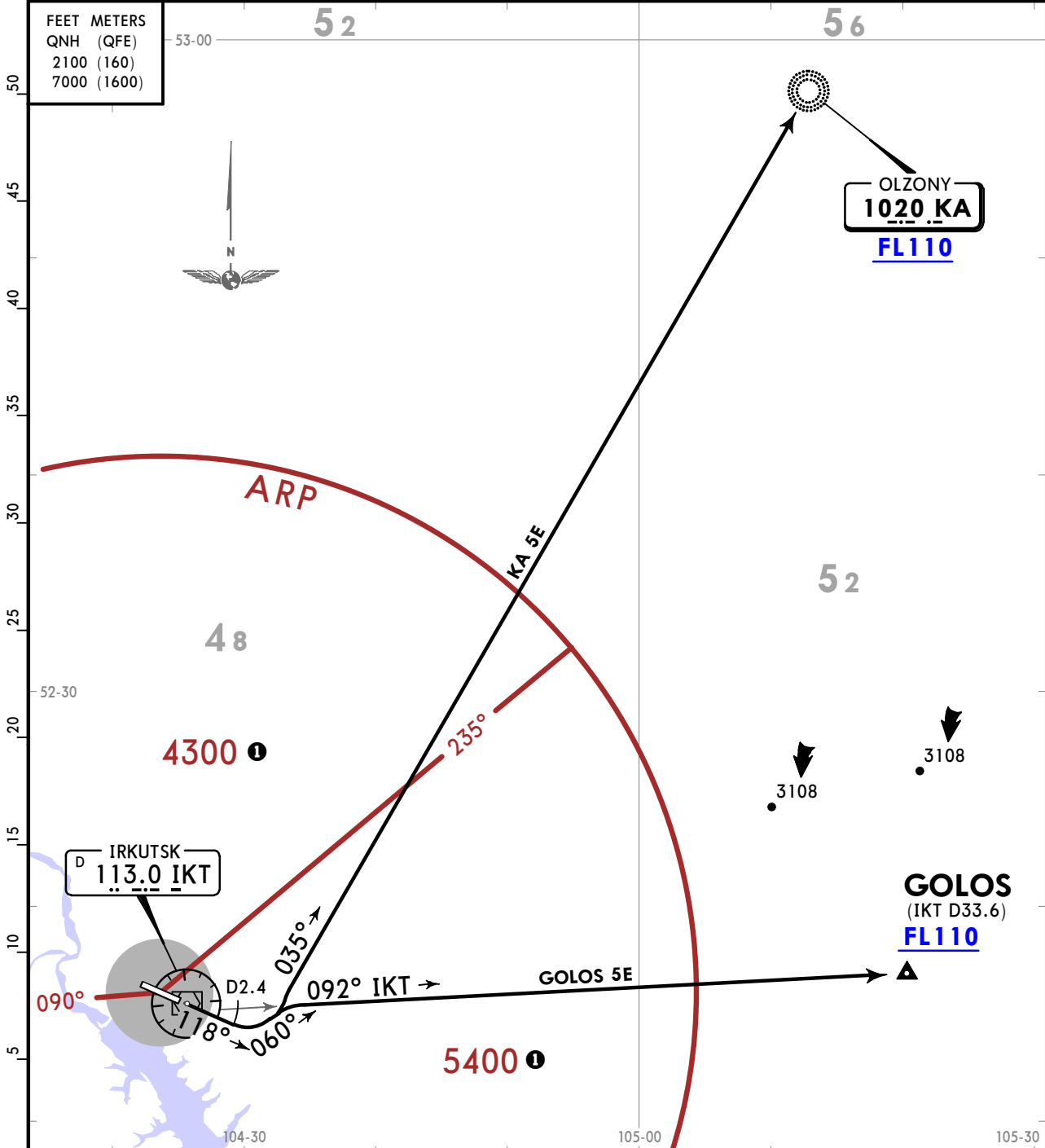
UIII/IKT
IRKUTSK

JEPPESEN
19 DEC 25 **10-3H** Eff 25 Dec

IRKUTSK, RUSSIA
SID

Apt Elev **1688** Trans alt: 7000 QNH (QFE on request)
1. DME required.
2. EXPECT close-in obstacles.

GOLOS 5E [GOLO5E]
KA 5E [KA5E]
DEPARTURES
(RWY 12)



These SIDs require minimum climb gradients of 3.5% up to 2100 due to obstacles and GOLOS 5E: 4.9% up to FL090 due to airspace structure, KA 5E: 4.4% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.9% V/V (fpm)	372	496	744	992	1241	1489

① Calculated for surface air temperature at ARP -41.5° C.

SID	ROUTING
GOLOS 5E	Climb on 118° track to D2.4 IKT, turn LEFT, onto 060° track, intercept IKT R092 to GOLOS.
KA 5E	Climb on 118° track to D2.4 IKT, turn LEFT, intercept 035° bearing to KA.

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IRKUTSK, RUSSIA

19 DEC 25 **(10-3J)** Eff 25 Dec

SID

Apt Elev **1688** Trans alt: 7000 QNH (QFE on request)
1. DME required.
2. EXPECT close-in obstacles.

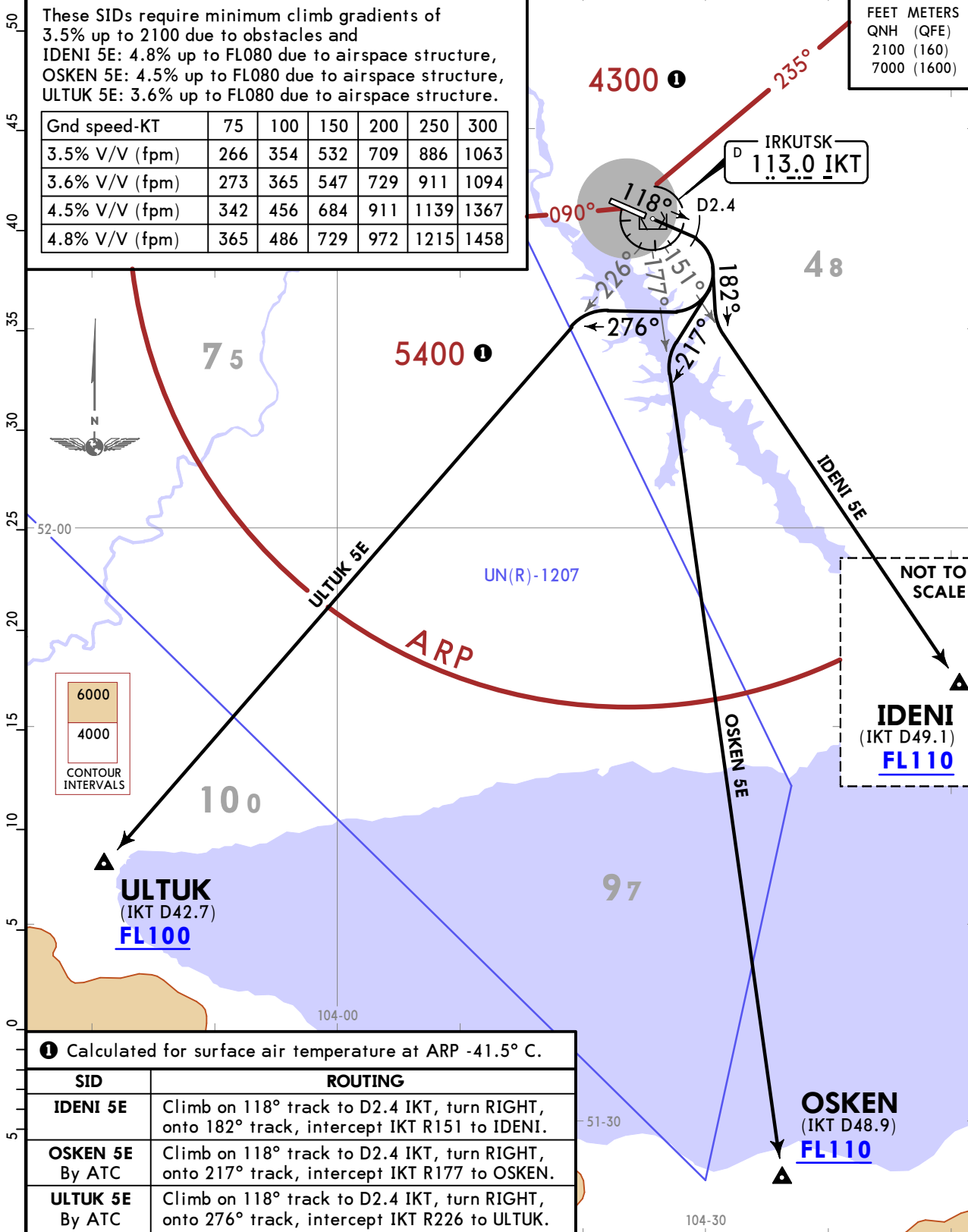
IDENI 5E [IDEN5E]
OSKEN 5E [OSKE5E]
ULTUK 5E [ULTU5E]
BY ATC WHEN UN(R)-1207 ACTIVE

DEPARTURES
(RWY 12)

These SIDs require minimum climb gradients of 3.5% up to 2100 due to obstacles and
IDENI 5E: 4.8% up to FL080 due to airspace structure,
OSKEN 5E: 4.5% up to FL080 due to airspace structure,
ULTUK 5E: 3.6% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.6% V/V (fpm)	273	365	547	729	911	1094
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.8% V/V (fpm)	365	486	729	972	1215	1458

FEET METERS
QNH (QFE)
2100 (160)
7000 (1600)



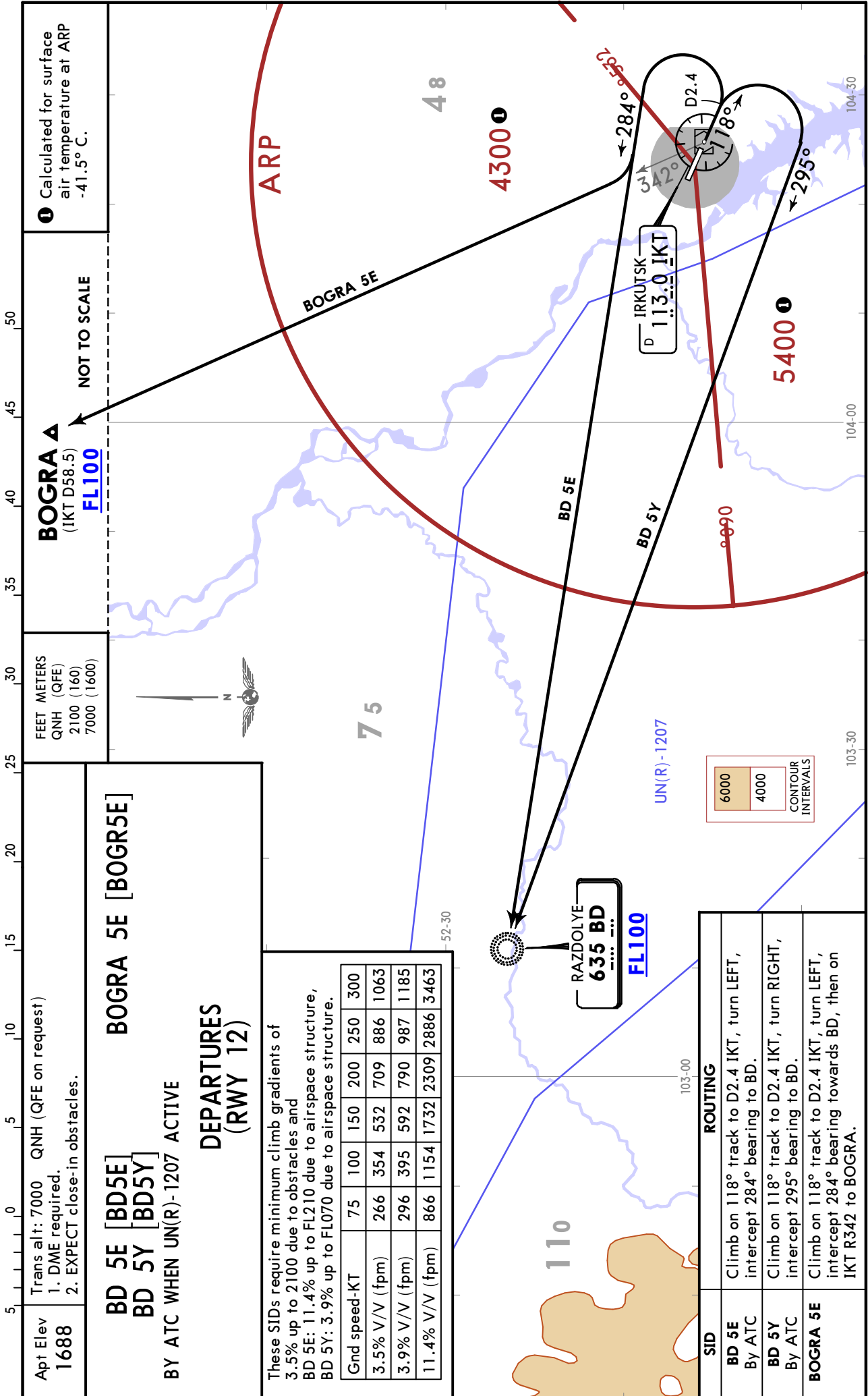
CHANGES: SIDs completely revised.

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JEPPESSEN
19 DEC 25 10-3K Eff 25 Dec

IRKUTSK, RUSSIA
SID



CHANGES: SIDs completely revised.

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IRKUTSK, RUSSIA

19 DEC 25 **10-3L** Eff 25 Dec

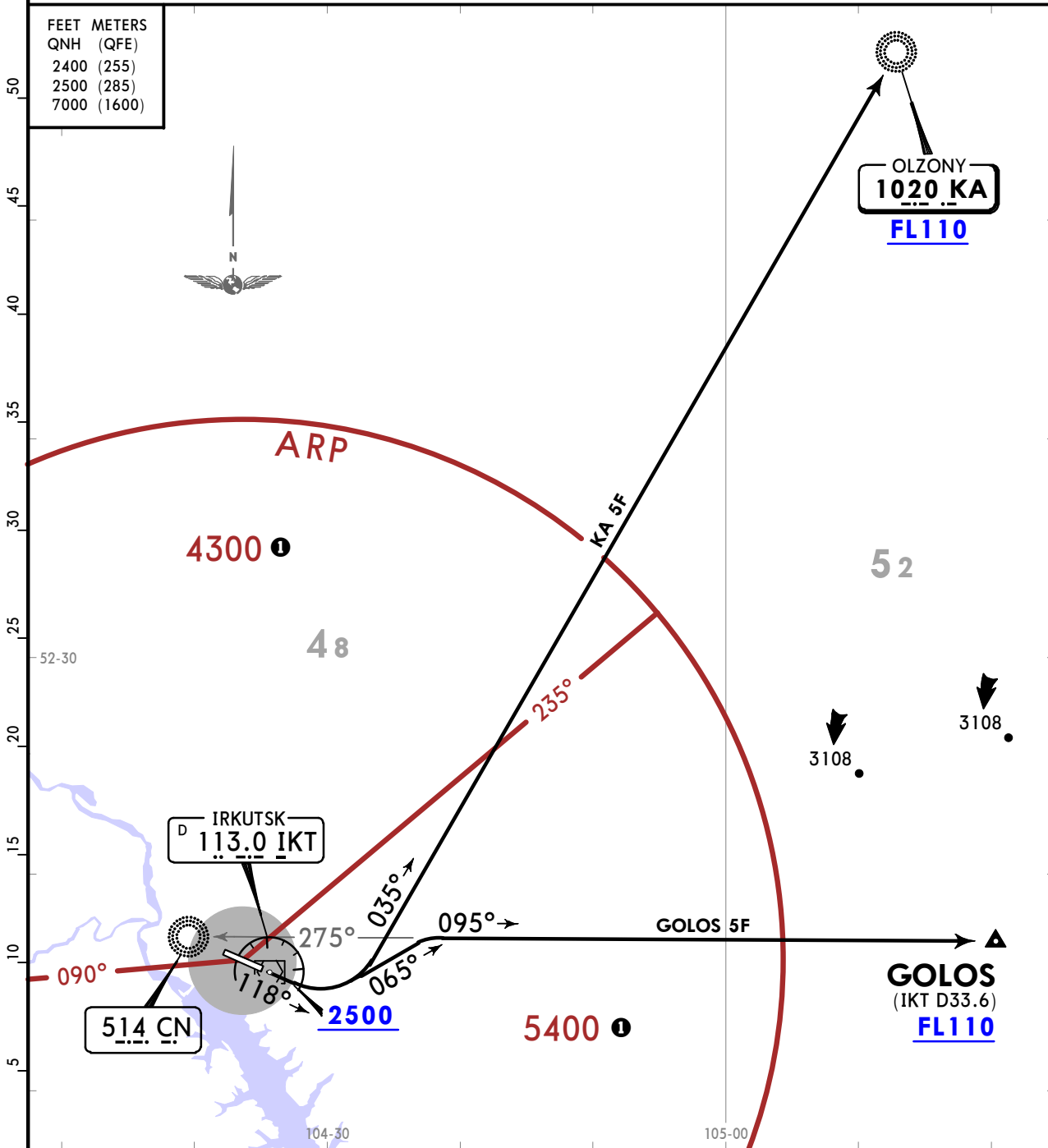
SID

Apt Elev
1688

Trans alt: 7000 QNH (QFE on request)
1. GOLOS 5F: DME required.
2. No turn before DER.
3. EXPECT close-in obstacles.

GOLOS 5F [GOLO5F]
KA 5F [KA5F]
DEPARTURES
(RWY 12)

FEET METERS
QNH (QFE)
2400 (255)
2500 (285)
7000 (1600)



These SIDs require minimum climb gradients of 3.5% up to 2400 due to obstacles and GOLOS 5F: 4.9% up to FL090 due to airspace structure, KA 5F: 4.5% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.9% V/V (fpm)	372	496	744	992	1241	1489

① Calculated for surface air temperature at ARP -41.5° C.

SID	ROUTING
GOLOS 5F	Climb on 118° track to 2500 or above, turn LEFT, onto 065° track, intercept 095° bearing from CN to GOLOS.
KA 5F	Climb on 118° track to 2500 or above, turn LEFT, intercept 035° bearing to KA.

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19 DEC 25 **(10-3M)** Eff 25 Dec

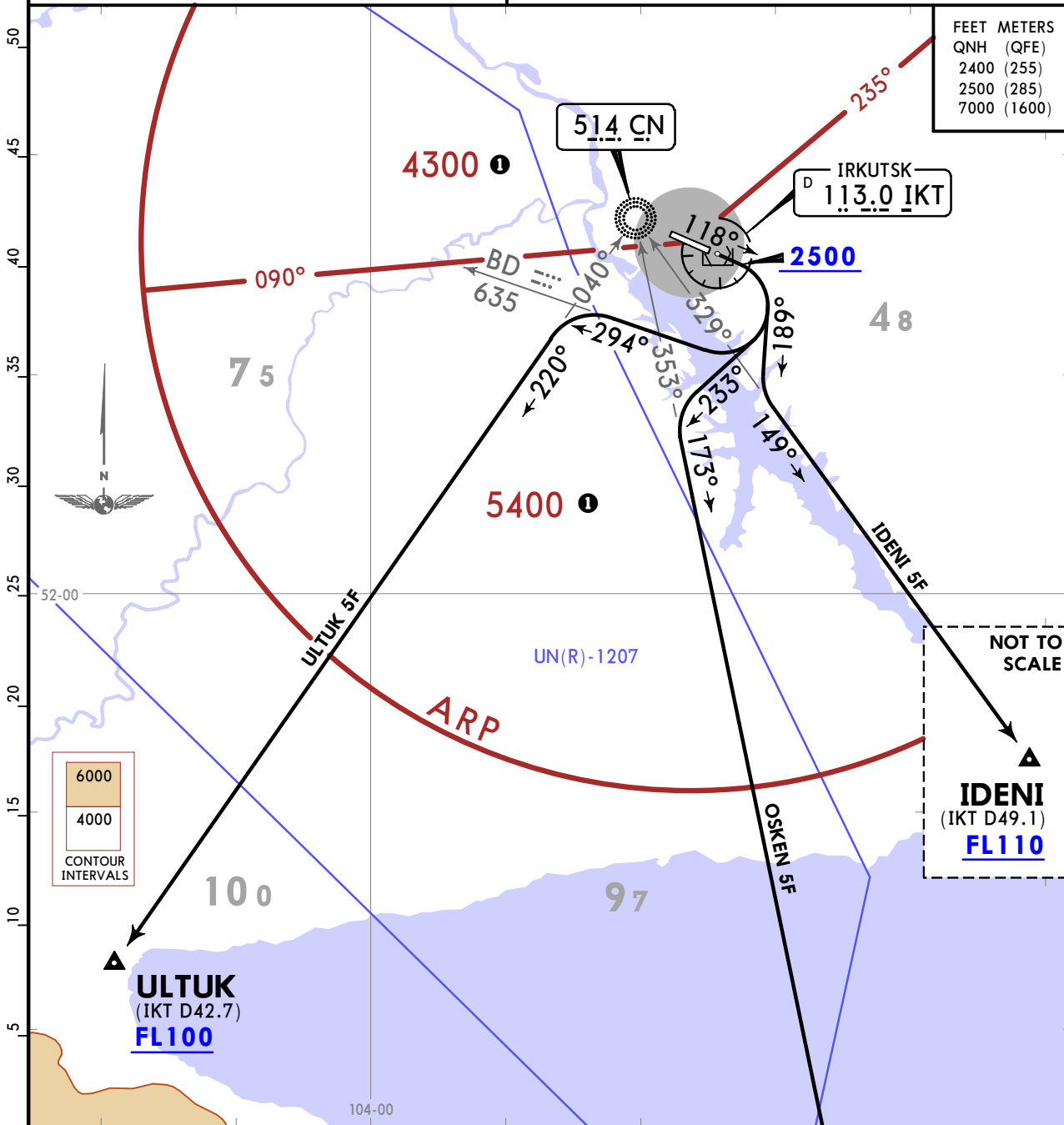
IRKUTSK, RUSSIA
SID

Apt Elev **1688** Trans alt: 7000 QNH (QFE on request)
1. DME required. 2. ULTUK 5F: Dual ADF required.
3. No turn before DER. 4. EXPECT close-in obstacles.

IDENI 5F [IDEN5F]
OSKEN 5F [OSKE5F]
ULTUK 5F [ULTU5F]
BY ATC WHEN UN(R)-1207 ACTIVE
DEPARTURES
(RWY 12)

These SIDs require minimum climb gradients of 3.5% up to 2400 due to obstacles and
IDENI 5F: 4.7% up to FL080 due to airspace structure,
OSKEN 5F: 4.3% up to FL080 due to airspace structure,
ULTUK 5F: 3.5% up to FL080 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.7% V/V (fpm)	357	476	714	952	1190	1428



① Calculated for surface air temperature at ARP -41.5° C.

SID	ROUTING
IDENI 5F	Climb on 118° track to 2500 or above, turn RIGHT, onto 189° track, intercept 149° bearing from CN to IDENI.
OSKEN 5F By ATC	Climb on 118° track to 2500 or above, turn RIGHT, onto 233° track, intercept 173° bearing from CN to OSKEN.
ULTUK 5F By ATC	Climb on 118° track to 2500 or above, turn RIGHT, intercept 294° bearing towards BD, then on 220° bearing from CN to ULTUK.

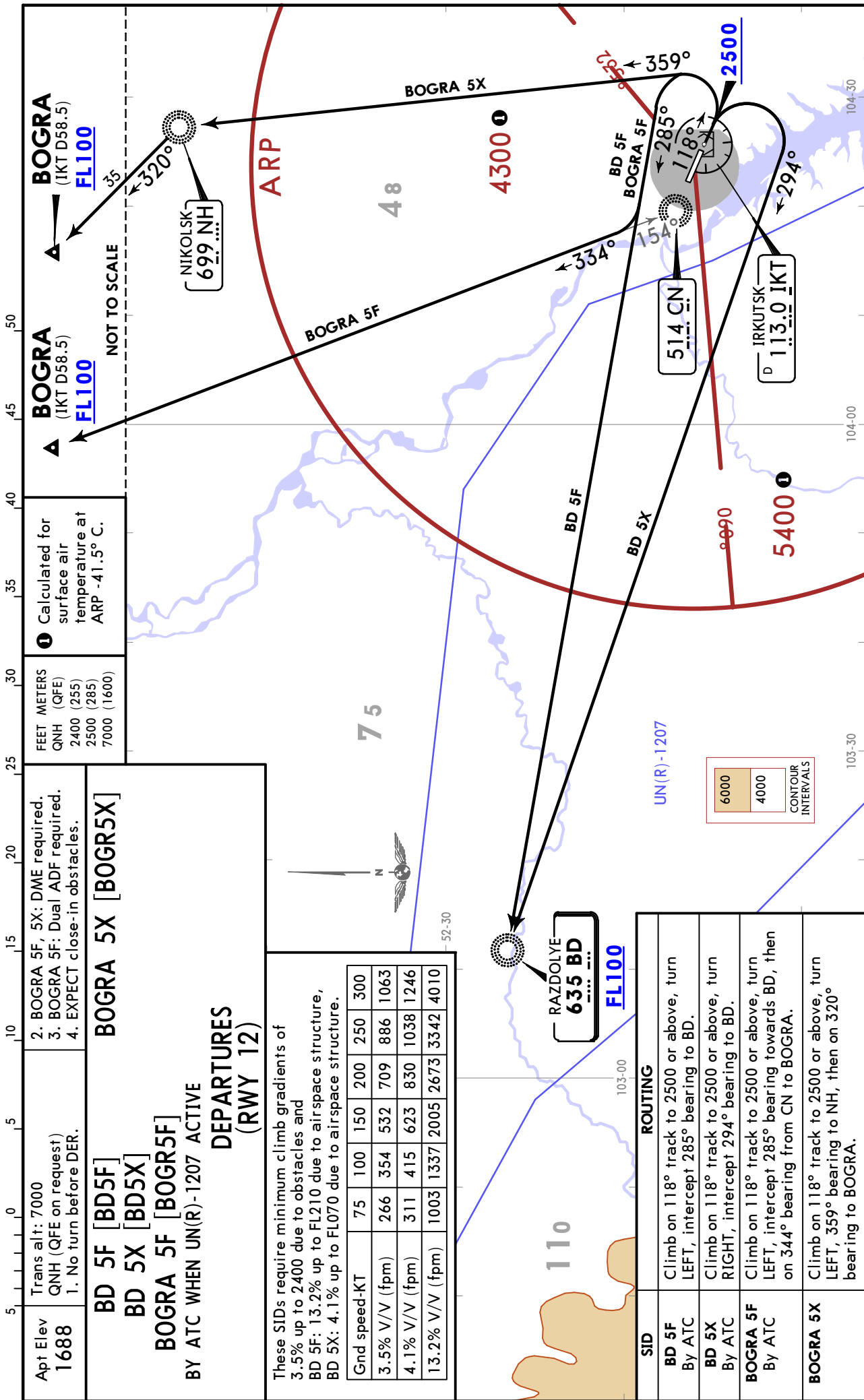
CHANGES: SIDs completely revised.

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JEPPESSEN
19 DEC 25 (10-3N) Eff 25 Dec

IRKUTSK, RUSSIA
SID



1 Calculated for surface air temperature at ARP -41.5° C.

FEET METERS
QNH (QFE)
2400 (255)
2500 (285)
7000 (1600)

- 2. BOGRA 5F, 5X: DME required.
- 3. BOGRA 5F: Dual ADF required.
- 4. EXPECT close-in obstacles.

BOGRA 5X [BOGR5X]

BD 5F [BD5F]
BD 5X [BD5X]
BOGRA 5F [BOGR5F]

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

These SIDs require minimum climb gradients of 3.5% up to 2400 due to obstacles and BD 5F: 13.2% up to FL210 due to airspace structure, BD 5X: 4.1% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.1% V/V (fpm)	311	415	623	830	1038	1246
13.2% V/V (fpm)	1003	1337	2005	2673	3342	4010

SID	ROUTING
BD 5F By ATC	Climb on 118° track to 2500 or above, turn LEFT, intercept 285° bearing to BD.
BD 5X By ATC	Climb on 118° track to 2500 or above, turn RIGHT, intercept 294° bearing to BD.
BOGRA 5F By ATC	Climb on 118° track to 2500 or above, turn LEFT, intercept 285° bearing towards BD, then on 344° bearing from CN to BOGRA.
BOGRA 5X	Climb on 118° track to 2500 or above, turn LEFT, 359° bearing to NH, then on 320° bearing to BOGRA.

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IRKUTSK

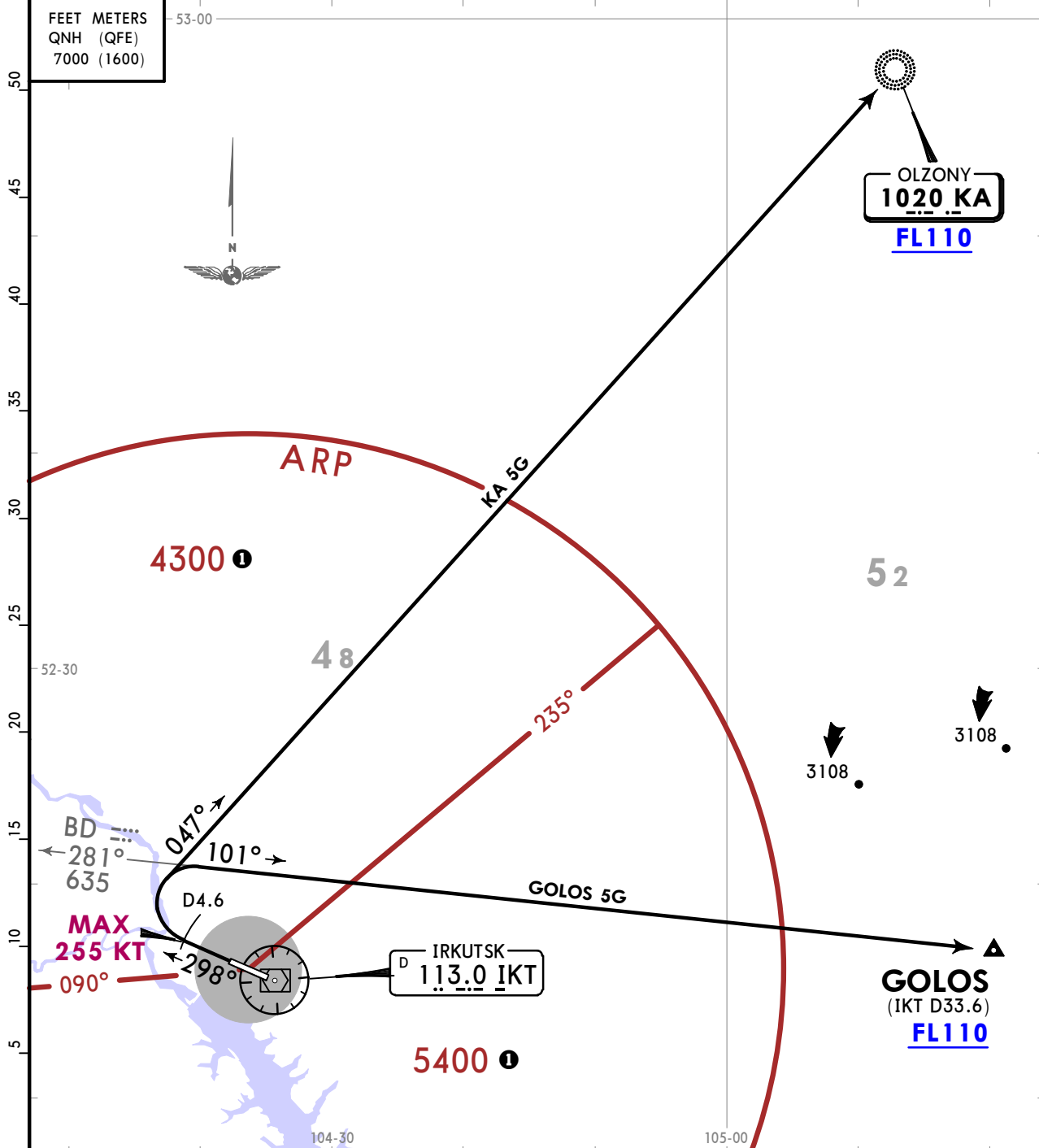
JEPPESSEN
13 FEB 26 (10-3P) Eff 19 Feb

IRKUTSK, RUSSIA
SID

Apt Elev 1688 Trans alt: 7000 QNH (QFE on request)
DME required.

GOLOS 5G [GOL05G]
KA 5G [KA5G]
DEPARTURES
(RWY 30)

FEET METERS
QNH (QFE)
7000 (1600)



These SIDs require minimum climb gradients of
GOLOS 5G: 3.5% up to FL090,
KA 5G: 4.1% up to FL080,
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.1% V/V (fpm)	311	415	623	830	1038	1246

① Calculated for surface air temperature at ARP -41.5° C.

SID	ROUTING
GOLOS 5G	Climb on 298° track to D4.6 IKT, turn RIGHT, intercept 101° bearing from BD to GOLOS.
KA 5G	Climb on 298° track to D4.6 IKT, turn RIGHT, intercept 047° bearing to KA.

CHANGES: Speed restriction.

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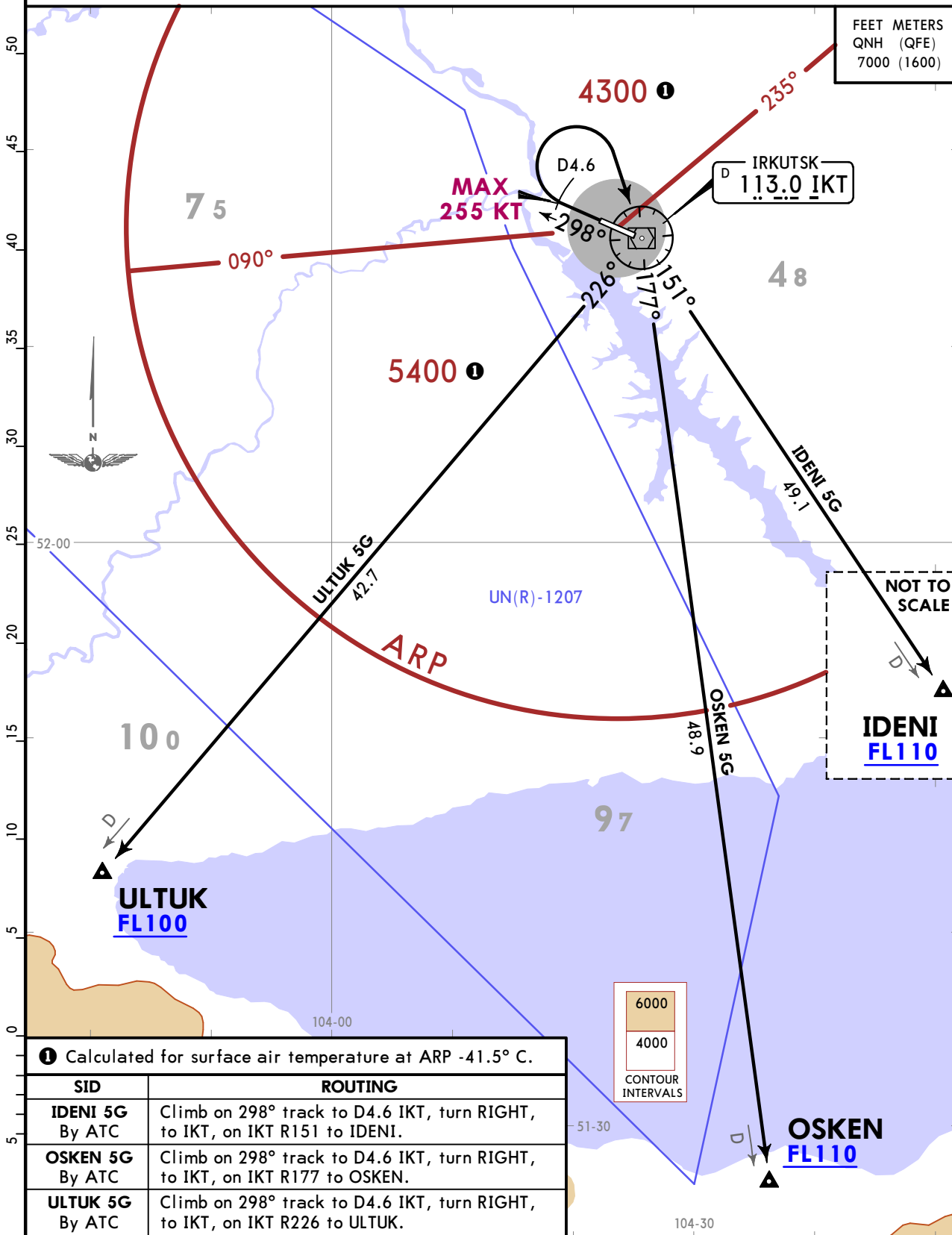
UIII/IKT
IRKUTSK

JEPPESEN
13 FEB 26 **(10-3Q)** Eff 19 Feb

IRKUTSK, RUSSIA
SID

Apt Elev **1688** Trans alt: 7000 QNH (QFE on request)
DME required.

IDENI 5G [IDEN5G]
OSKEN 5G [OSKE5G]
ULTUK 5G [ULTU5G]
DEPARTURES
(RWY 30)
BY ATC WHEN UN(R)-1207 ACTIVE



① Calculated for surface air temperature at ARP -41.5° C.

SID	ROUTING
IDENI 5G By ATC	Climb on 298° track to D4.6 IKT, turn RIGHT, to IKT, on IKT R151 to IDENI.
OSKEN 5G By ATC	Climb on 298° track to D4.6 IKT, turn RIGHT, to IKT, on IKT R177 to OSKEN.
ULTUK 5G By ATC	Climb on 298° track to D4.6 IKT, turn RIGHT, to IKT, on IKT R226 to ULTUK.

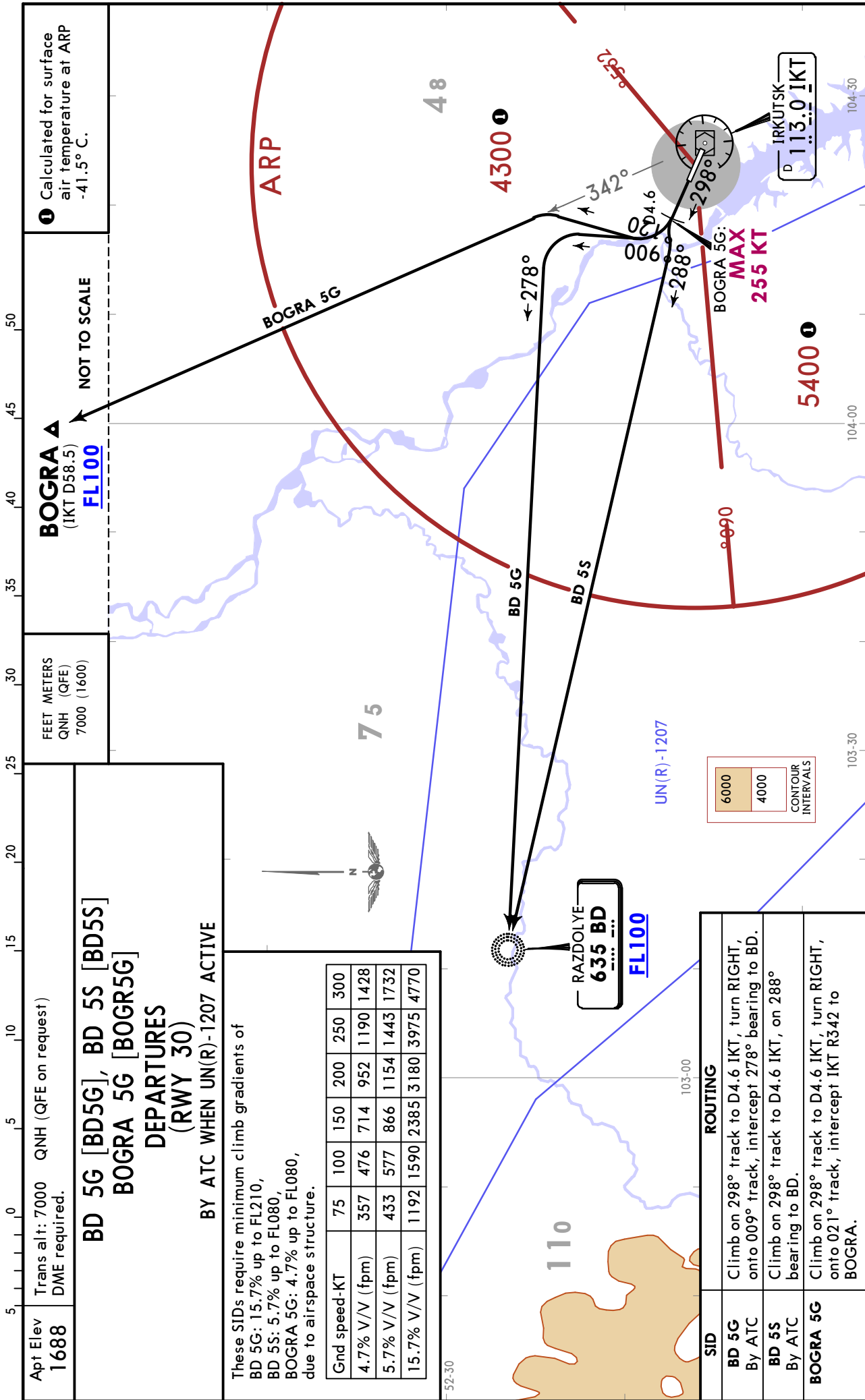
CHANGES: Speed restriction.

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IRKUTSK

JEPPESSEN
13 FEB 26 **10-3S** Eff 19 Feb

IRKUTSK, RUSSIA

SID



1 Calculated for surface air temperature at ARP -41.5°C.

BOGRA **FL100**
(IKT D58.5)

FEET METERS
QNH (QFE)
7000 (1600)

**BD 5G [BD5G], BD 5S [BD5S]
BOGRA 5G [BOGR5G]
DEPARTURES
(RWY 30)**

BY ATC WHEN UN(R)-1207 ACTIVE

These SIDs require minimum climb gradients of
BD 5G: 15.7% up to FL210,
BD 5S: 5.7% up to FL080,
BOGRA 5G: 4.7% up to FL080,
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.7% V/V (fpm)	433	577	866	1154	1443	1732
15.7% V/V (fpm)	1192	1590	2385	3180	3975	4770

SID	ROUTING
BD 5G By ATC	Climb on 298° track to D4.6 IKT, turn RIGHT, onto 009° track, intercept 278° bearing to BD.
BD 5S By ATC	Climb on 298° track to D4.6 IKT, on 288° bearing to BD.
BOGRA 5G	Climb on 298° track to D4.6 IKT, turn RIGHT, onto 021° track, intercept IKT R342 to BOGRA.

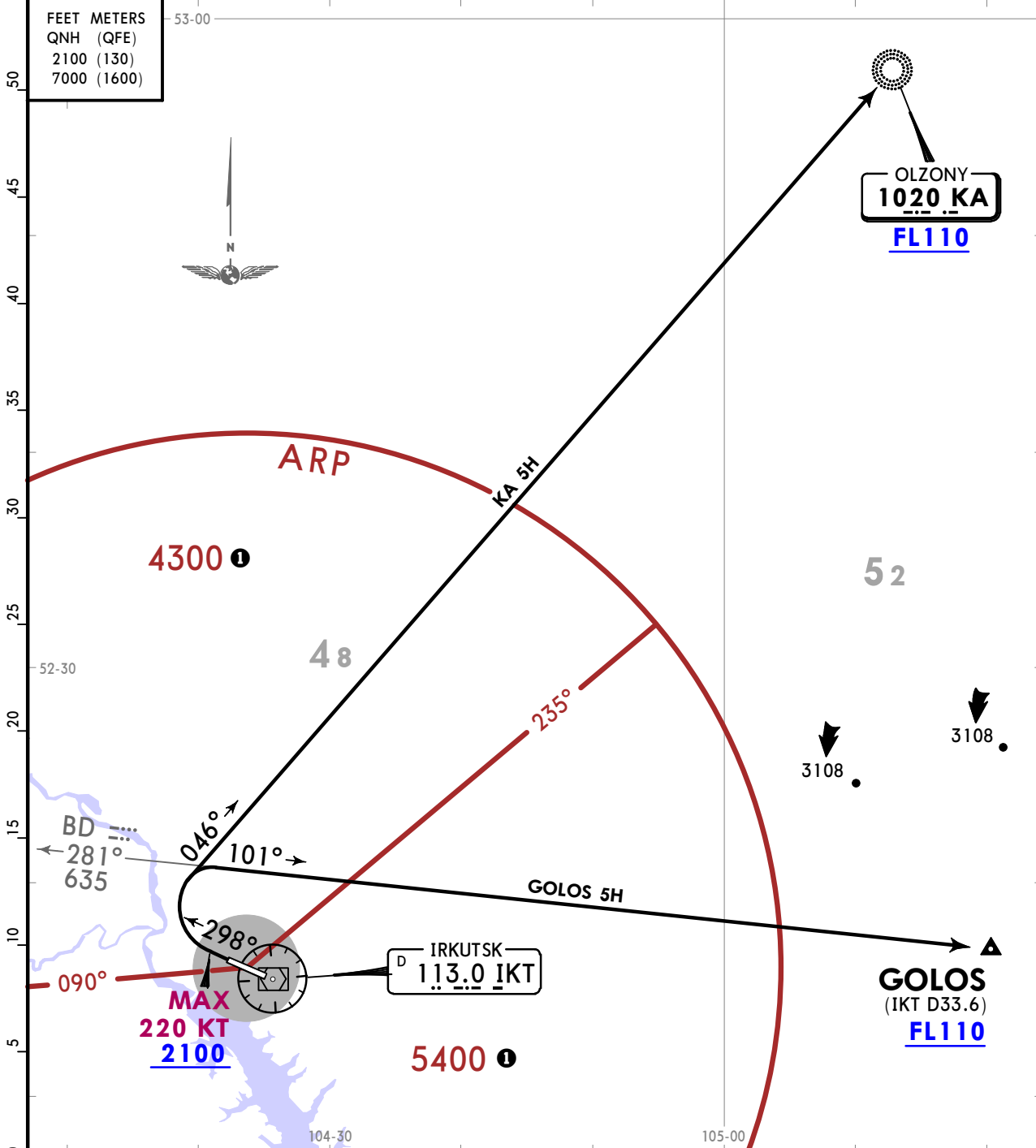
UIII/IKT
IRKUTSK

JEPPESEN
13 FEB 26 **10-3T** Eff 19 Feb

IRKUTSK, RUSSIA
SID

Apt Elev **1688** Trans alt: 7000 QNH (QFE on request)
1. GOLOS 5H: DME required.
2. No turn before DER.

GOLOS 5H [GOLO5H]
KA 5H [KA5H]
DEPARTURES
(RWY 30)



These SIDs require minimum climb gradients of
GOLOS 5H: 3.5% up to FL090,
KA 5H: 4.3% up to FL080,
due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.3% V/V (fpm)	327	435	653	871	1089	1306

① Calculated for surface air temperature at ARP -41.5° C.

SID	ROUTING
GOLOS 5H	Climb on 298° track to 2100 or above, turn RIGHT, intercept 101° bearing from BD to GOLOS.
KA 5H	Climb on 298° track to 2100 or above, turn RIGHT, intercept 046° bearing to KA.

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IRKUTSK

JEPPESEN

IRKUTSK, RUSSIA

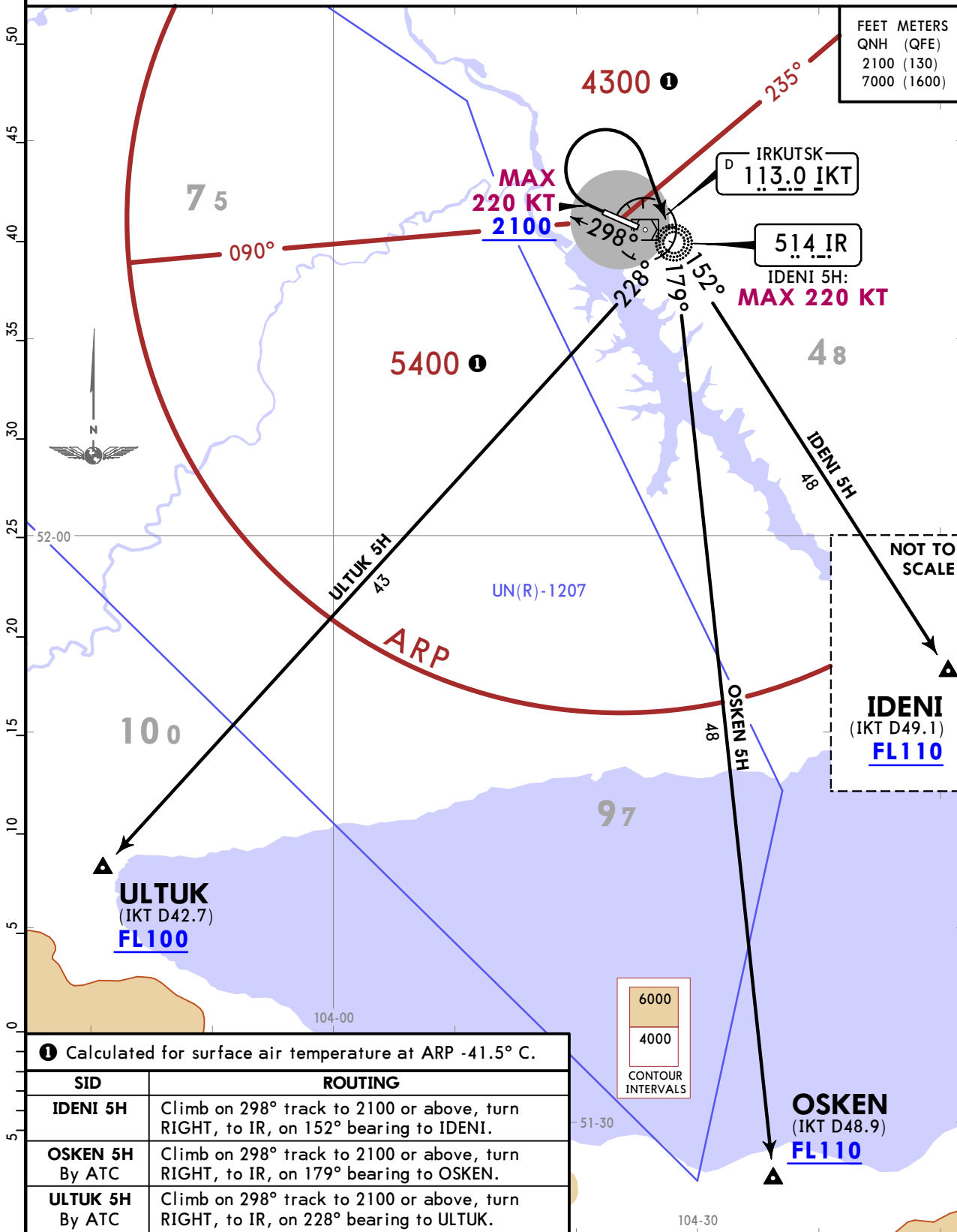
19 DEC 25 **(10-3U)** Eff 25 Dec

SID

Apt Elev **1688** Trans alt: 7000 QNH (QFE on request)
1. DME required.
2. No turn before DER.

**IDENI 5H [IDEN5H]
OSKEN 5H [OSKE5H]
ULTUK 5H [ULTU5H]
BY ATC WHEN UN(R)-1207 ACTIVE**

**DEPARTURES
(RWY 30)**



① Calculated for surface air temperature at ARP -41.5° C.

SID	ROUTING
IDENI 5H	Climb on 298° track to 2100 or above, turn RIGHT, to IR, on 152° bearing to IDENI.
OSKEN 5H By ATC	Climb on 298° track to 2100 or above, turn RIGHT, to IR, on 179° bearing to OSKEN.
ULTUK 5H By ATC	Climb on 298° track to 2100 or above, turn RIGHT, to IR, on 228° bearing to ULTUK.

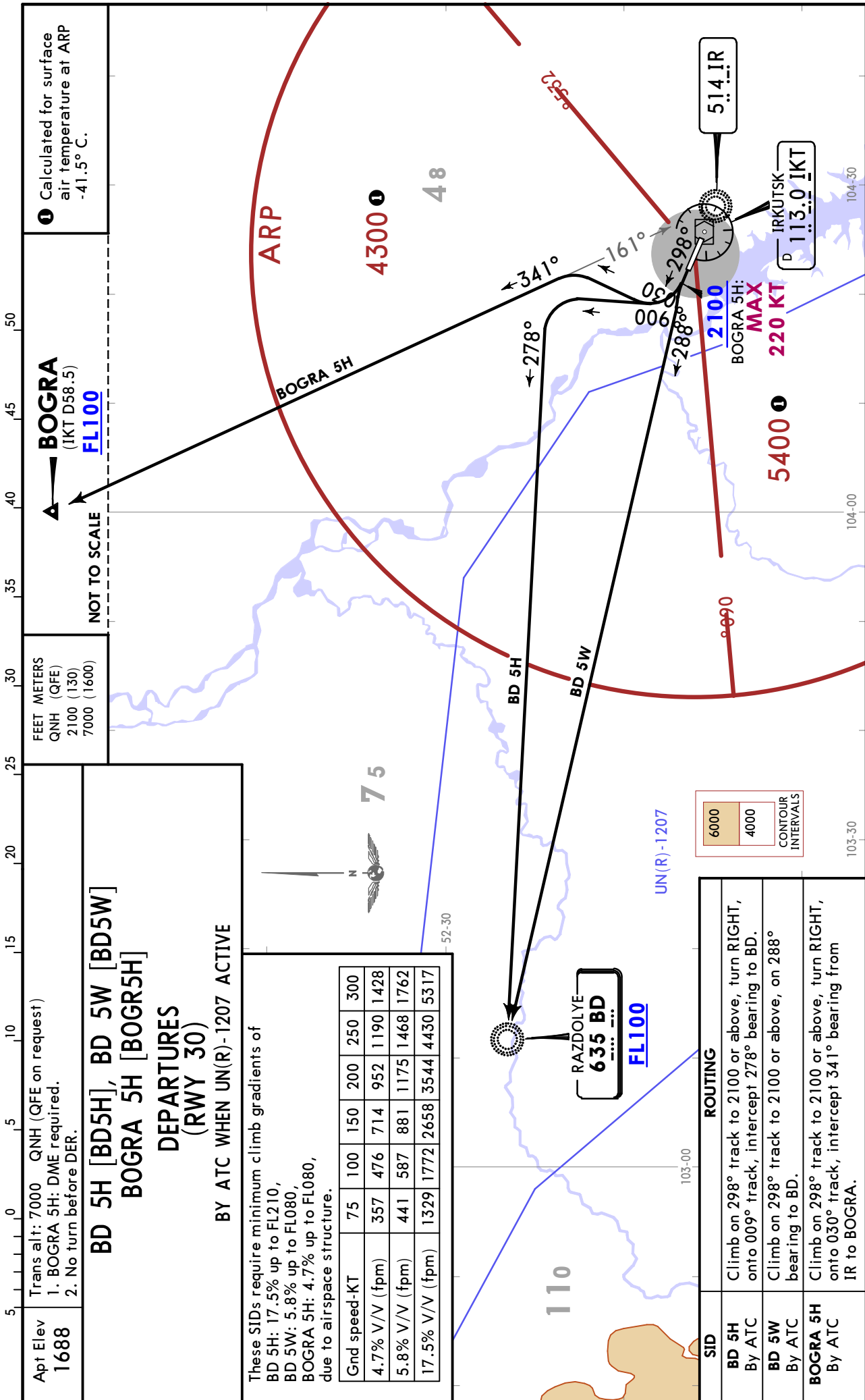
CHANGES: SIDs completely revised.

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UIII/IKT
IRKUTSK

JEPPESSEN
19 DEC 25 10-3V Eff 25 Dec

IRKUTSK, RUSSIA
SID



CHANGES: SIDs completely revised.

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IRKUTSK, RUSSIA

19 DEC 25

10-3W

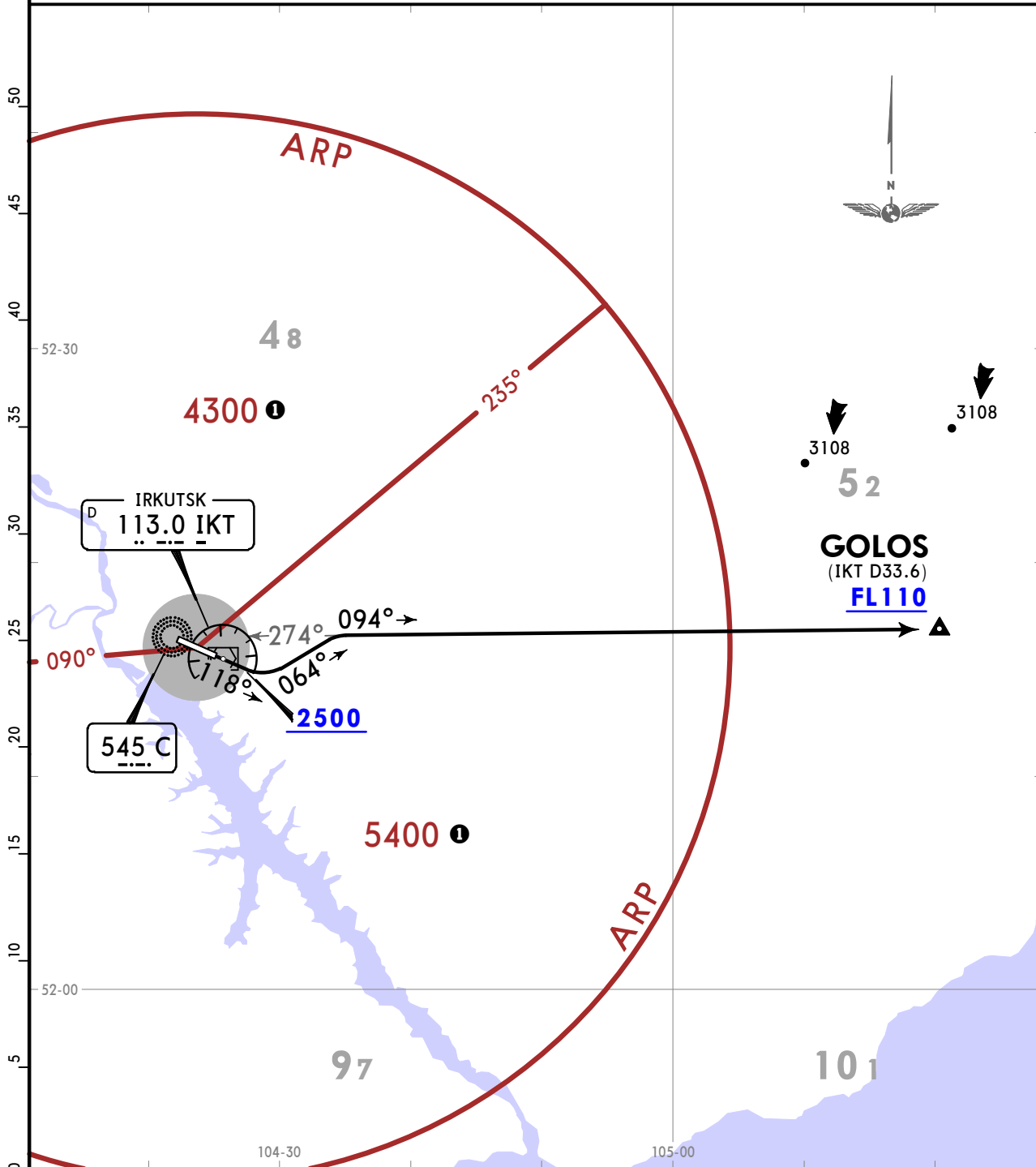
Eff 25 Dec

SID

Apt Elev
1688

Trans alt: 7000 QNH (QFE on request)
1. DME required.
2. No turn before DER.
3. EXPECT close-in obstacles.

GOLOS 5X [GOL05X]
DEPARTURE
(RWY 12)



This SID requires minimum climb gradients of 3.5% up to 2400 due to obstacles and 4.9% up to FL090 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.9% V/V (fpm)	372	496	744	992	1241	1489

① Calculated for surface air temperature at ARP -41.5° C.

FEET	METERS
QNH (QFE)	
2400 (255)	
2500 (285)	
7000 (1600)	

ROUTING

Climb on 118° track to 2500 or above, turn LEFT, onto 064° track, intercept 094° bearing from C to GOLOS.

UIII/IKT
IRKUTSK JEPPESEN
9 MAY 25 10-4 Eff 15 MayIRKUTSK, RUSSIA
NOISE

NOISE ABATEMENT

LT minus 8 HOURS = UTC(Z)

GENERAL

Noise abatement procedures shall be executed by all ACFT, except due to flight safety reasons and in case of engine failure.

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

Between 2300-0600LT noise restriction shall be imposed for take-off and landing of the following ACFT types:

- TU-134A, TU-134B, TU-154B and TU-154M powered by D-30KU-154 without acoustic liners;
- IL-62M powered by NK-8-4 or D-30KU engines (except D-30KU II series with acoustic liners);
- IL-76 powered D-30KP engines and YAK-42 powered by D-36 engines without acoustic liners.

This restriction does not apply to VIP flights, medical, search and rescue flights and flights with approved slots.

Engines run-up above idle power is prohibited.

TAKE-OFF RESTRICTIONS

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

LANDING RESTRICTIONS

If possible excessive descent speed should be avoided immediately prior to the final approach segment.

Change of ACFT configuration and flight speed within noise abatement procedures are permitted in accordance with the requirements of the Aeroplane Flight Manual specific for the given ACFT type.

UIII/IKT

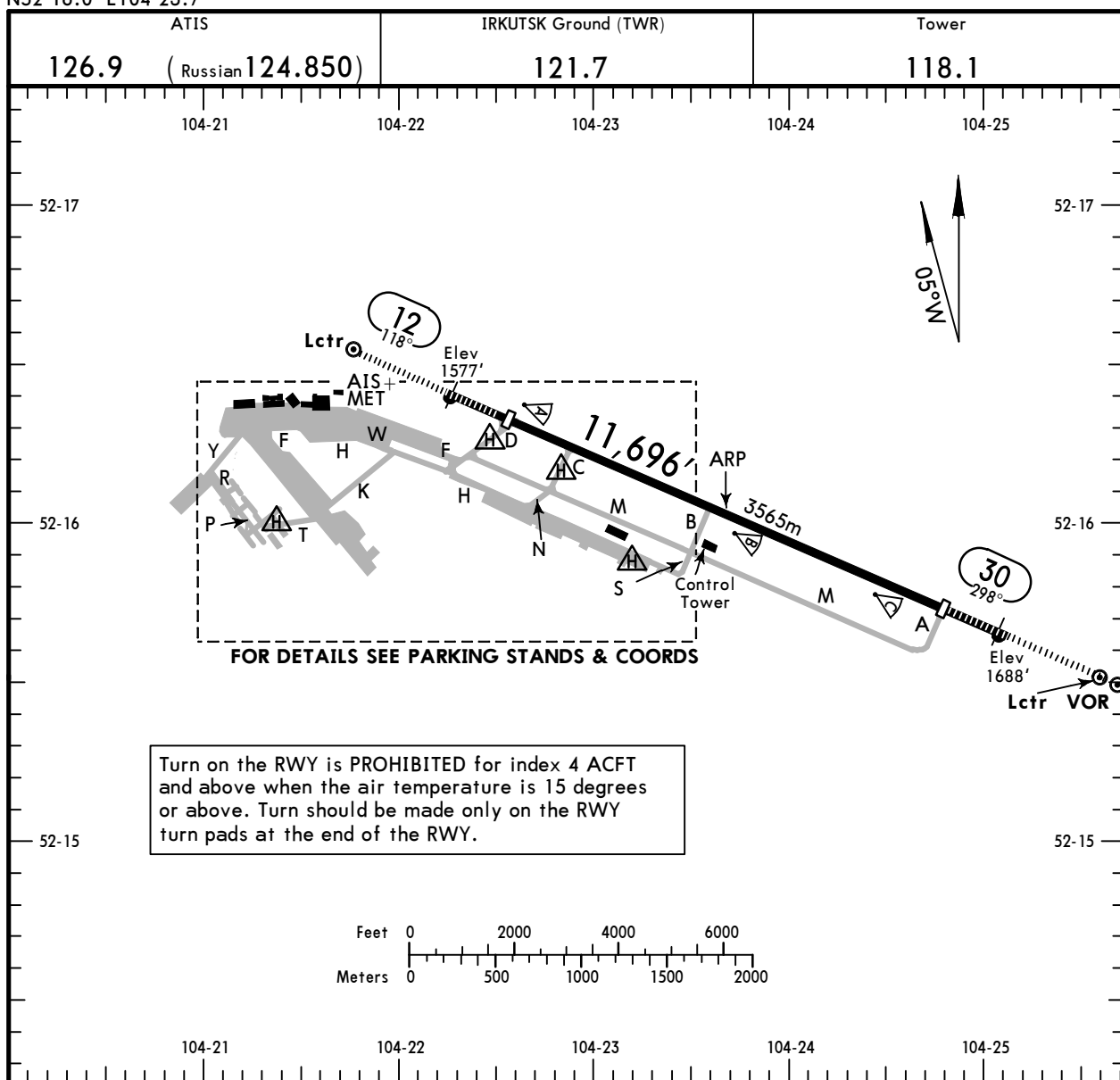
Apt Elev **1688'**
N52 16.0 E104 23.7



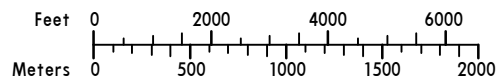
19 DEC 25 **(10-9)** Eff 25 Dec

IRKUTSK, RUSSIA

IRKUTSK



Turn on the RWY is PROHIBITED for index 4 ACFT and above when the air temperature is 15 degrees or above. Turn should be made only on the RWY turn pads at the end of the RWY.



RWY	Description	USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond	Glide Slope	
12	HIRL (60m) ① PALS CATI PAPI-L (angle 3.33°) RVR	10,387'	3166m	9537' 2907m	148' 45m
30				9294' 2833m	

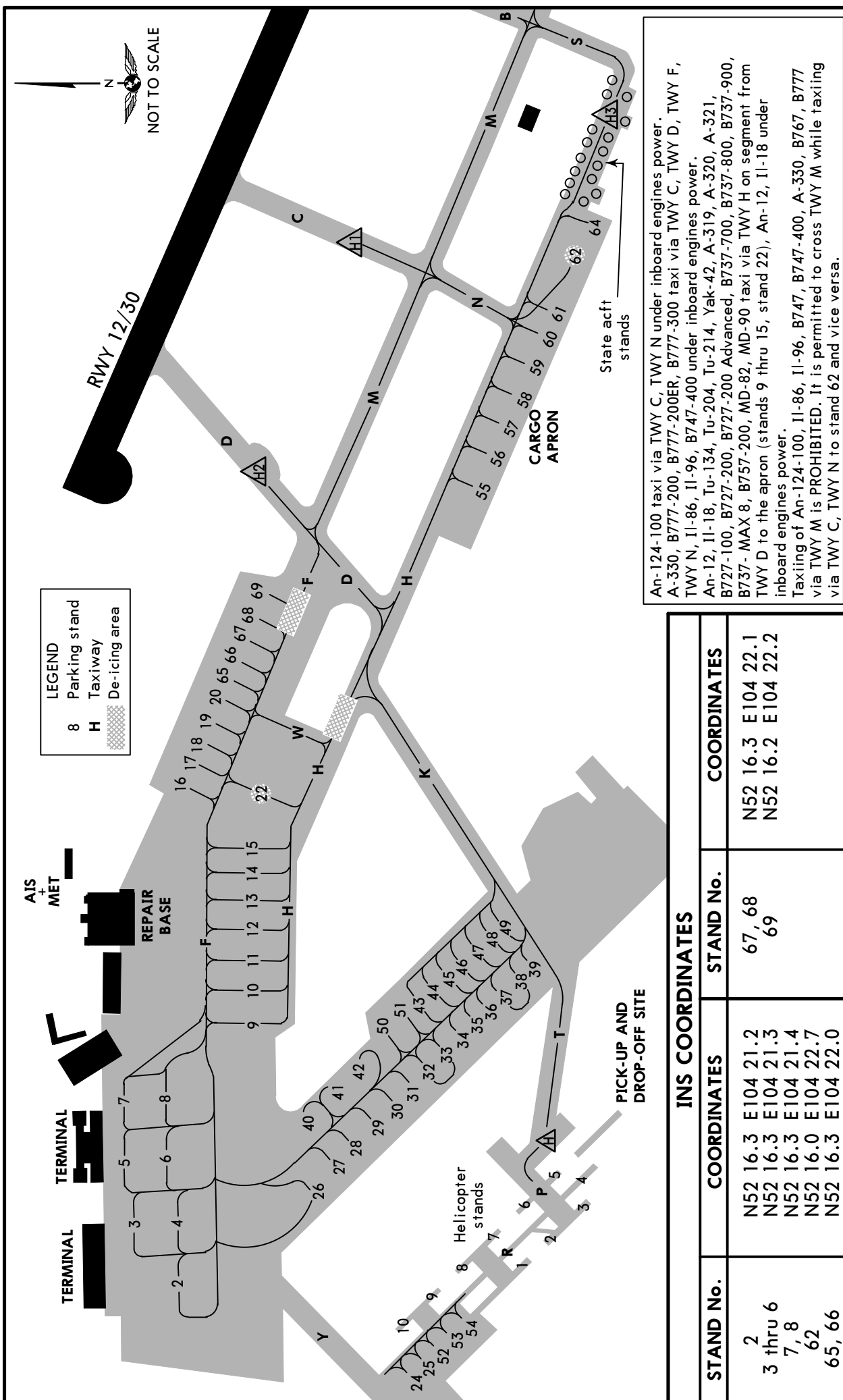
① Rwy 12 length: 884m.
Rwy 30 length: 1017m.

② TAKE-OFF RUN AVAILABLE

RWY 12:	RWY 30:
From rwy head 10,387' (3166m)	From rwy head 10,387' (3166m)
displ thresh 9078' (2767m)	displ thresh 9078' (2767m)
twy C int 7812' (2381m)	twy B int 4226' (1288m)
twy B int 4911' (1497m)	twy C int 1332' (406m)

Std TAKE-OFF			
① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

① For NIGHT operations, at least RL or CL and RENL are required.



UIII/IKT



 19 DEC 25 **10-9S** Eff 25 Dec

EASA AIR OPS
IRKUTSK, RUSSIA
IRKUTSK

STRAIGHT-IN RWY		A	B	C	D
12	ILS Z, Y or X	1788' (200') ② R550m	1788' (200') ② R550m	1788' (200') ② R550m	1793' (205') ^① ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	1788' (200') ② R550m	1788' (200') ② R550m	1788' (200') ② R550m	1793' (205') ^① ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	③ LOC Z, Y or X	1960' (372') R1000m R1500m	1960' (372') R1000m R1500m	1960' (372') R1000m R1700m	1960' (372') R1000m R1700m
	RNP LNAV/VNAV	1880' (292') ① R650m	1890' (302') ① R700m	1903' (315') ① R700m	1913' (325') R800m
	ALS out	R1400m	R1400m	R1400m	R1500m
	RNP ③ LNAV	2050' (462') R1500m	2050' (462') R1500m	2050' (462') R1500m	2050' (462') R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m
	④ VOR with D4.3	2120' (532') R1500m R1500m	2120' (532') R1500m R1500m	2120' (532') R1700m R2400m	2120' (532') R1700m R2400m
	④ VOR w/o D4.3	2180' (592') R1500m R1500m	2180' (592') R1500m R1500m	2180' (592') R2000m R2400m	2180' (592') R2000m R2400m
	④ NDB Z	2120' (532') R1500m	2120' (532') R1500m	2120' (532') R1700m	2120' (532') R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	④ NDB Y with OM	2120' (532') R1500m	2120' (532') R1500m	2120' (532') R1700m	2120' (532') R1700m
ALS out	R1500m	R1500m	R2400m	R2400m	
④ NDB Y w/o OM	2170' (582') R1500m	2170' (582') R1500m	2170' (582') R2000m	2170' (582') R2000m	
ALS out	R1500m	R1500m	R2400m	R2400m	
④ NDB X	2420' (832') R1500m	2420' (832') R1500m	2420' (832') R2400m	2420' (832') R2400m	
30	ILS Z, Y or X	1875' (200') ② R550m	1875' (200') ② R550m	1875' (200') ② R550m	1882' (207') ^① ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	1875' (200') ② R550m	1875' (200') ② R550m	1875' (200') ② R550m	1882' (207') ^① ② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	③ LOC Z, Y or X with IR LOM	2280' (605') R1500m R1500m	2280' (605') R1500m R1500m	2280' (605') R2100m R2400m	2280' (605') R2100m R2400m
	③ LOC Z or X w/o IR LOM	2390' (715') R1500m	2390' (715') R1500m	2390' (715') R2400m	2390' (715') R2400m

① D_L: DA(H) 1795'(207').

② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

③ Continuous Descent Final Approach.

④ D_L: DA(H) 1895'(220').

UIII/IKT

JEPPESEN
19 DEC 25 **(10-9S)** Eff 25 Dec

EASA AIR OPS
IRKUTSK, RUSSIA
IRKUTSK

STRAIGHT-IN RWY		A	B	C	D
30 (contd)	RNP LNAV/VNAV	2123' (448')	2133' (458')	2146' (471')	2156' (481')
		R1400m	R1400m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2300m
	RNP 1 LNAV	2200' (525')	2200' (525')	2200' (525')	2200' (525')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	VOR	2230' (555')	2230' (555')	2230' (555')	2230' (555')
	with D1.3 ALS out	R1500m R1500m	R1500m R1500m	R1800m R2400m	R1800m R2400m
VOR w/o D1.3	2390' (715')	2390' (715')	2390' (715')	2390' (715')	
	R1500m	R1500m	R2400m	R2400m	
1 NDB Z or Y	2230' (555')	2230' (555')	2230' (555')	2230' (555')	
with IR L/OM ALS out	R1500m R1500m	R1500m R1500m	R1800m R2400m	R1800m R2400m	
1 NDB Z or Y	2390' (715')	2390' (715')	2390' (715')	2390' (715')	
w/o IR L/OM	R1500m	R1500m	R2400m	R2400m	
1 NDB X	3400' (1725')	3400' (1725')	3400' (1725')	3400' (1725')	
	R1500m	R1500m	R2400m	R2400m	

1 Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	2250' (562')	2340' (652')	2540' (852')	2800' (1112') 2
After ILS Y or LOC Y 30	2340' (652')	2340' (652')	2540' (852')	2800' (1112') 2
After NDB Z or Y 30	2410' (722')	2410' (722')	2530' (842')	2800' (1112')
After ILS Z or LOC Z 30	2410' (722')	2410' (722')	2540' (852')	2800' (1112') 2
After VOR or NDB Y 12	2250' (562') 3	2340' (652')	2540' (852')	2800' (1112')
After VOR 30	2410' (722')	2410' (722')	2540' (852')	2800' (1112')
After NDB X 12	2530' (842')	2530' (842')	2530' (842')	2800' (1112')
After NDB X 30	3410' (1722') 3	3410' (1722') 3	3410' (1722') 3	3410' (1722') 3
	V1500m	V1600m	V2400m	V3600m

2 DL: 2800' (1112')

3 or higher minimums of preceding straight-in approach.

TAKE-OFF

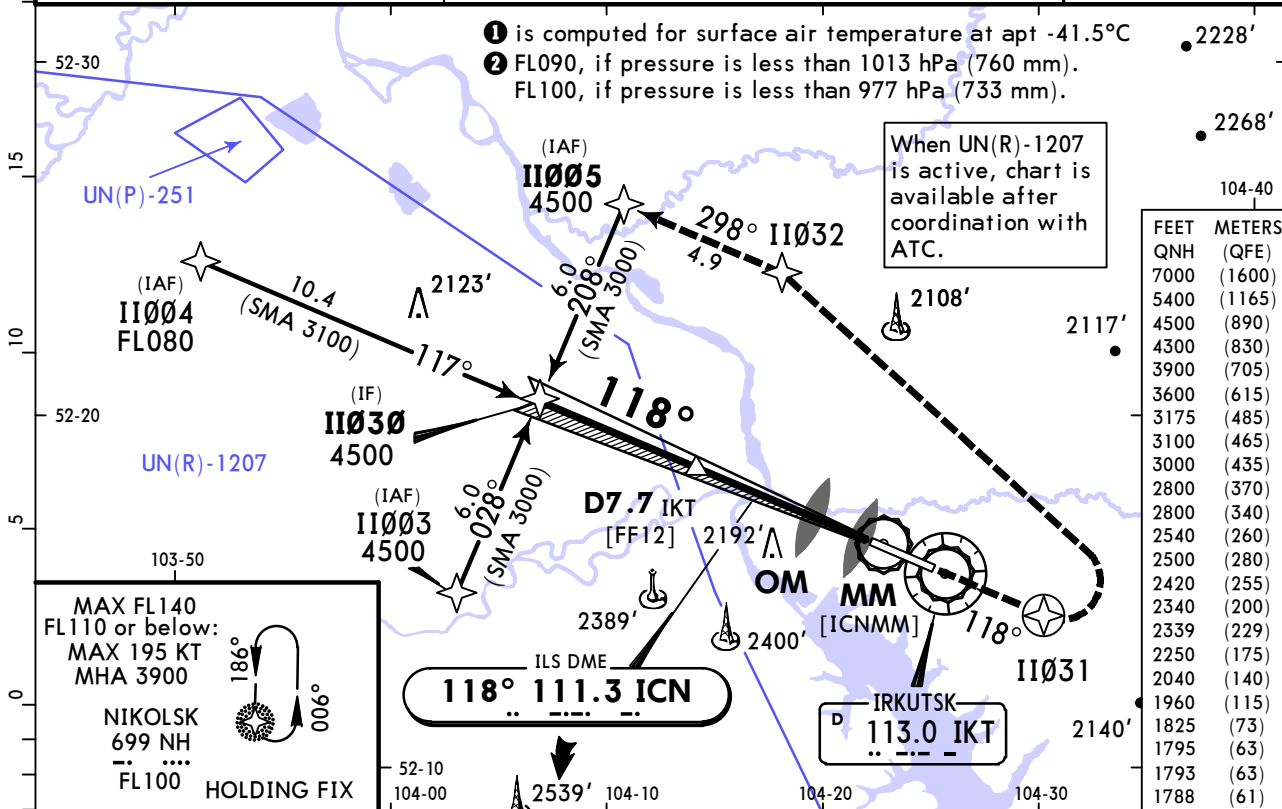
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

UIII/IKT IRKUTSK

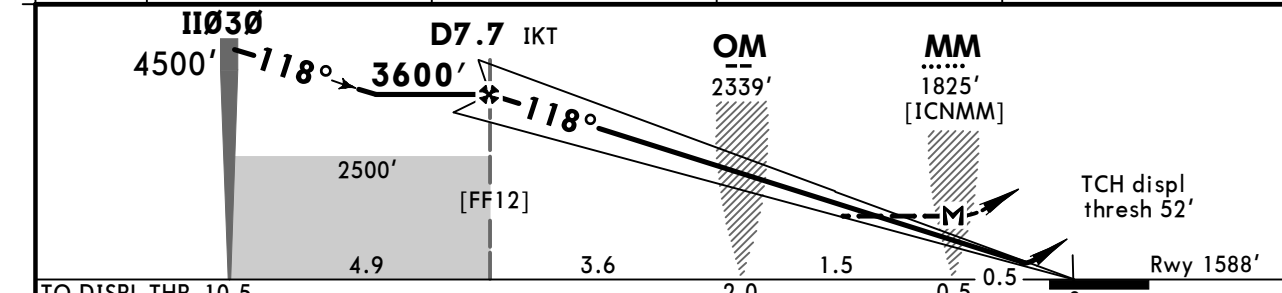
JEPPESEN
19 DEC 25
Eff 25 Dec (11-1)

IRKUTSK, RUSSIA ILS Z or LOC Z Rwy 12

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
LOC ICN 111.3	Final Apch Crs 118°	D7.7 IKT 3600' (2012')	ILS DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1588'	
Alt Set: hPa (MM on req) Rwy Elev: 57 hPa Trans level: FL080 ② Trans alt: 7000'					
RNAV 1 for initial and missed apch.			GNSS and DME required.		① MSA ARP



IKT DME	6.5	5.4	4.3	3.2
ALTITUDE	3175'	2800'	2420'	2040'



TO DISPL THR	10.5					
PALS CAT I						

	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	ILS DA(H)	LOC (GS out) CDFA	ALS out	Max KT	MDA(H)
A	1788' (200')	1960' (372')	R1500m	100	2250' (562') V1500m
B	1793' (205') ①	③ DA/MDA(H)	R1500m	135	2340' (652') V1600m
C	② R550m		R1000m	180	2540' (852') V2400m
D				205	2800' (1112') V3600m
D _L				D _L	

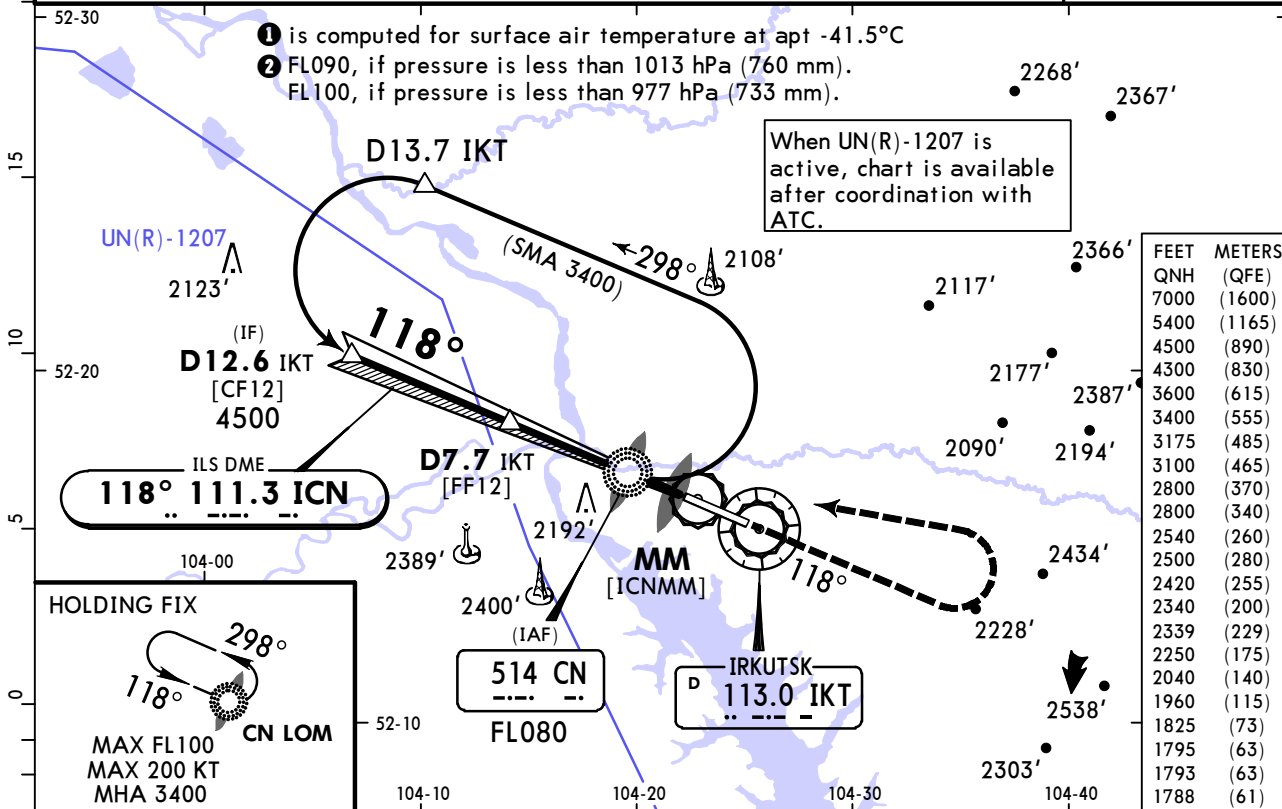
① D_L: DA(H) 1795' (207'). ② R750m when a Flight Director or Autopilot or HUD to DA is not used. ③ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UIII/IKT IRKUTSK

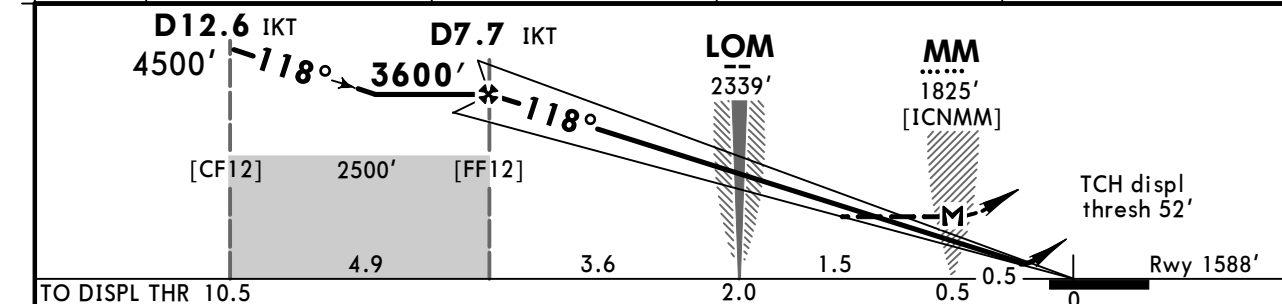
JEPPESEN
19 DEC 25
Eff 25 Dec (11-2)

IRKUTSK, RUSSIA ILS Y or LOC Y Rwy 12

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
LOC ICN 111.3	Final Apch Crs 118°	D7.7 IKT 3600' (2012')	ILS DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1588'	<p>1 MSA ARP</p>
MISSED APCH: Climb on track 118° to 3100' or above, turn LEFT to LOM CN climbing to 4500 or above. Turn before passing MAP prohibited.					
Alt Set: hPa (MM on req) Rwy Elev: 57 hPa Trans level: FL080 2 Trans alt: 7000'					
Radar control and DME required.					



IKT DME	6.5	5.4	4.3	3.2
ALTITUDE	3175'	2800'	2420'	2040'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 	
ILS GS or LOC Descent Angle	3.30°	409	526	584	701	817		934
MAP at MM								

Timing not authorized for defining the MAP.

	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	ILS DA(H)	LOC (GS out) CDFA DA/MDA(H)	ALS out	Max KT	MDA(H)
A	ABC: 1788' (200') D: 1793' (205') 1	3 DA/MDA(H) 1960' (372')		100	2250' (562') V1500m
B				135	2340' (652') V1600m
C	2 R550m	R1200m	R1000m	180	2540' (852') V2400m
D				205	2800' (1112') V3600m
D _L				D _L	

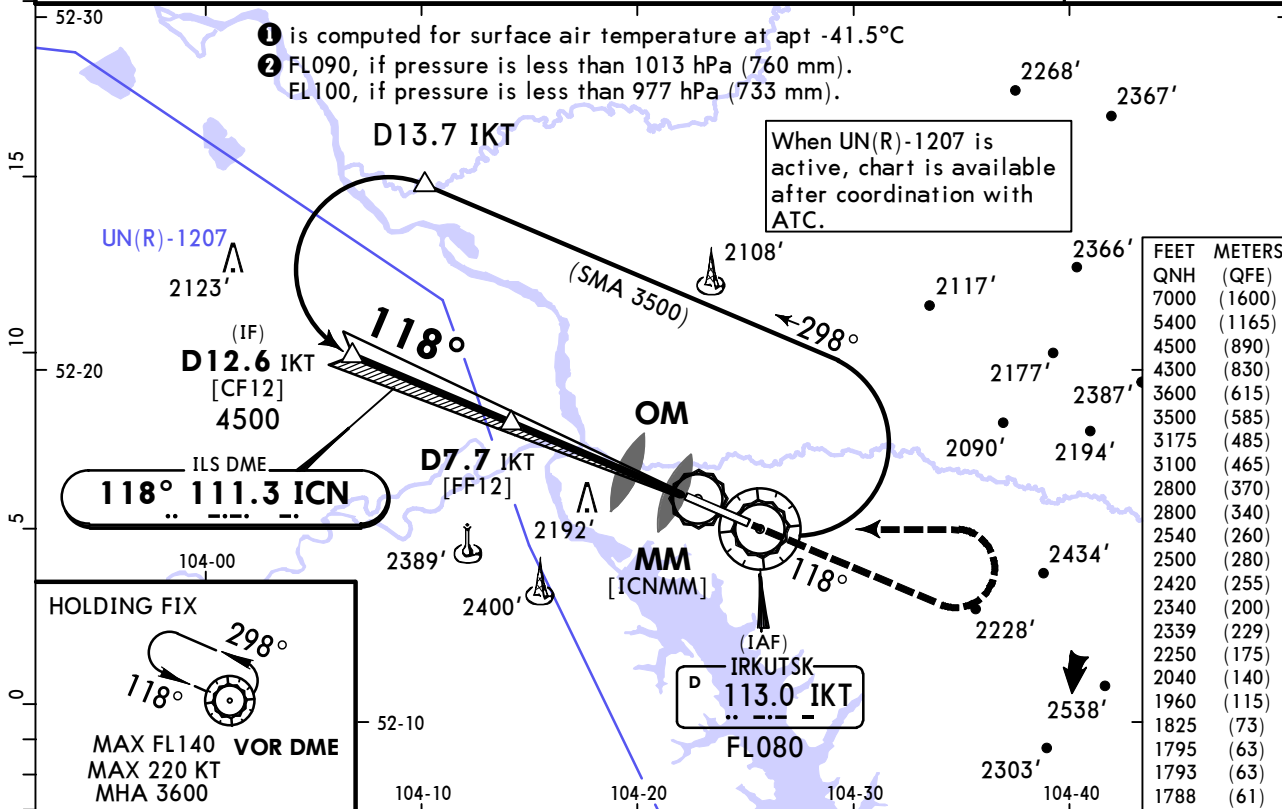
1 D_L: DA(H) 1795' (207'). **2** R750m when a Flight Director or Autopilot or HUD to DA is not used. **3** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UIII/IKT
IRKUTSK

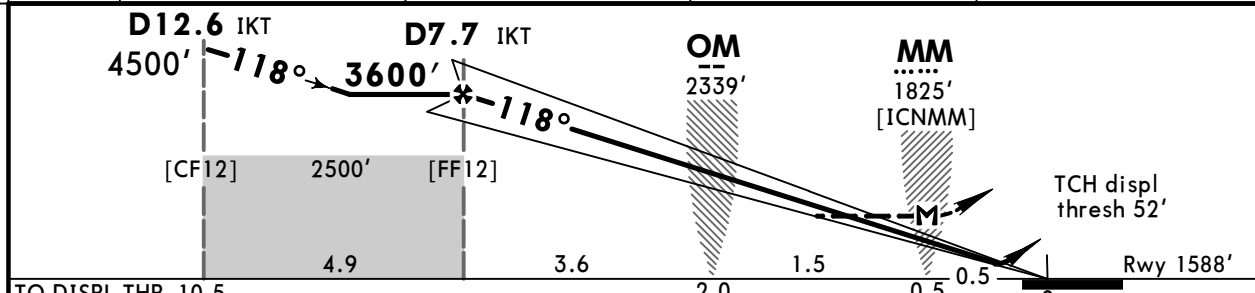
JEPPESEN
19 DEC 25
Eff 25 Dec (11-3)

IRKUTSK, RUSSIA
ILS X or LOC X Rwy 12

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
LOC ICN 111.3	Final Apch Crs 118°	D7.7 IKT 3600' (2012')	ILS DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1588'	<p>1 MSA ARP</p>
MISSED APCH: Climb on track 118° to 3100' or above, turn LEFT to VOR DME climbing to 4500 or above. Turn before passing MAP prohibited.					
Alt Set: hPa (MM on req)		Rwy Elev: 57 hPa	Trans level: FL080 2	Trans alt: 7000'	
Radar control and DME required.					



IKT DME	6.5	5.4	4.3	3.2
ALTITUDE	3175'	2800'	2420'	2040'



TO DISPL THR 10.5	70	90	100	120	140	160	PALS CAT I PAPI 3100' or above on 118°
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	3.30°	409	526	584	701	817	
MAP at MM							
Timing not authorized for defining the MAP.							

	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	ILS DA(H)	LOC (GS out) CDFA DA/MDA(H)	ALS out	ALS out	MDA(H)
A	ABC: 1788' (200') D: 1793' (205') 1	3 DA/MDA(H) 1960' (372')		R1500m	100 2250' (562') V1500m
B					135 2340' (652') V1600m
C	2 R550m	R1200m	R1000m		180 2540' (852') V2400m
D				R1700m	205 2800' (1112') V3600m
D _L					D _L

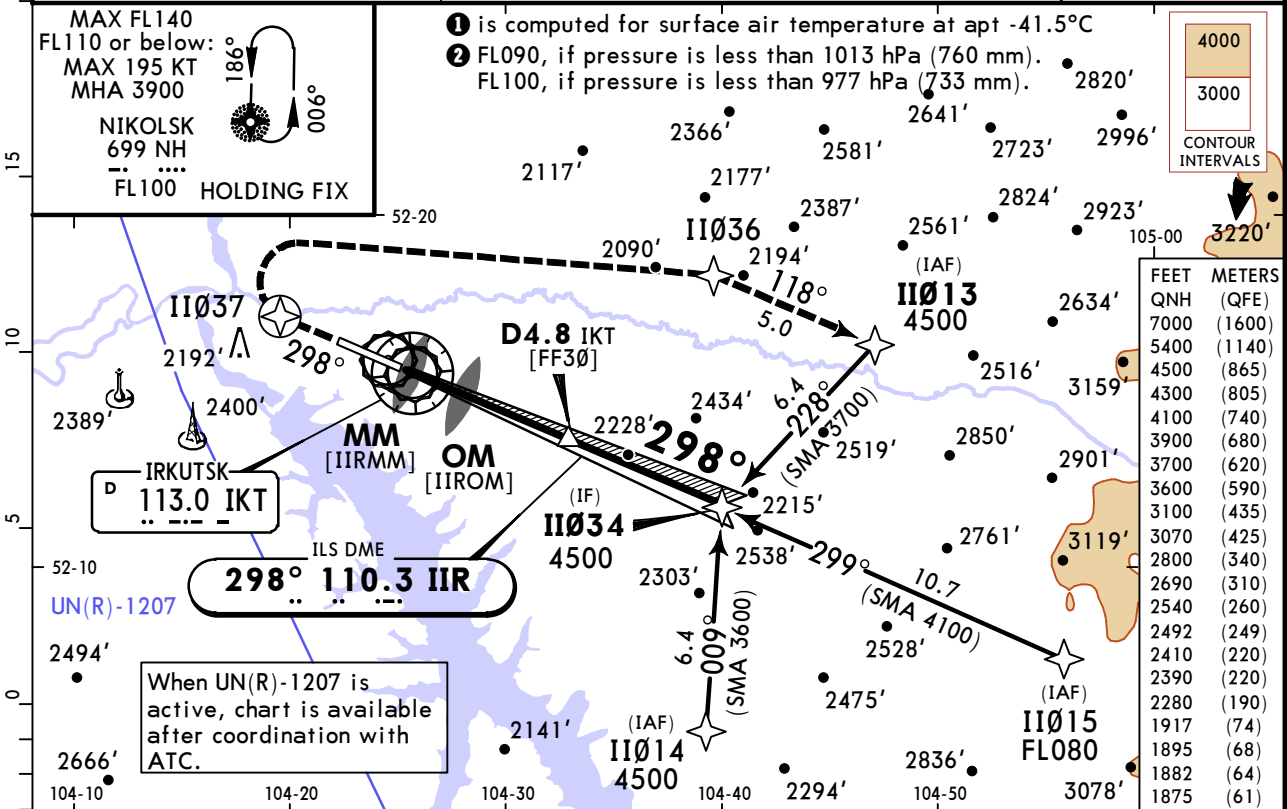
1 D_L: DA(H) 1795' (207'). **2** R750m when a Flight Director or Autopilot or HUD to DA is not used.
3 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UIII/IKT IRKUTSK

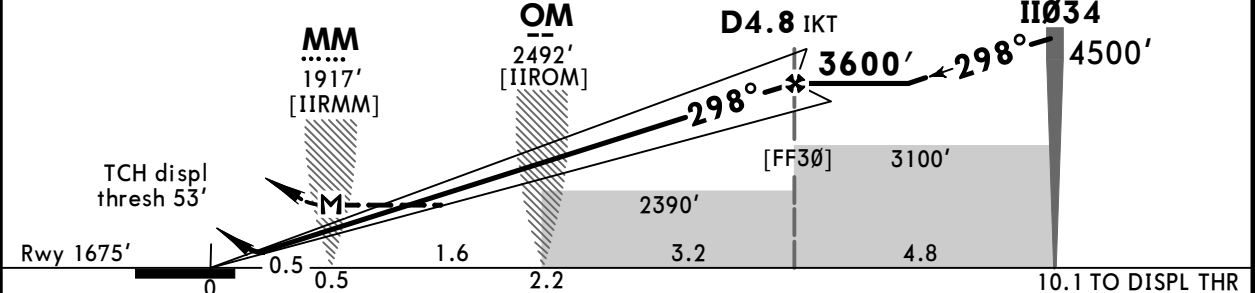
JEPPESEN
19 DEC 25
Eff 25 Dec (11-4)

IRKUTSK, RUSSIA ILS Z or LOC Z Rwy 30

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
LOC IIR 110.3	Final Apch Crs 298°	D4.8 IKT 3600' (1925')	ILS DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1675'	
Alt Set: hPa (MM on req) Rwy Elev: 60 hPa Trans level: FL080 ② Trans alt: 7000'					
RNAV 1 for initial and missed apch.		GNSS and DME required.			



IKT DME	2.2	3.2
ALTITUDE	2690'	3070'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 	
ILS GS or LOC Descent Angle	3.30°	409	526	584	701	817		934
MAP at MM								

Timing not authorized for defining the MAP.

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) ③		CIRCLE-TO-LAND	
	DA(H) ABC: 1875' (200')	with OM CDFA w/o OM	DA/MDA(H) 2280' (605')	DA/MDA(H) 2390' (715')	Max KT	MDA(H)
	D: 1882' (207') ①					
A			ALS out	ALS out	100	2410' (722') V1500m
B					135	2410' (722') V1600m
C	② R550m	R1200m			180	2540' (852') V2400m
D			R2100m	R2400m	205	2800' (1112') V3600m
D _L					D _L	

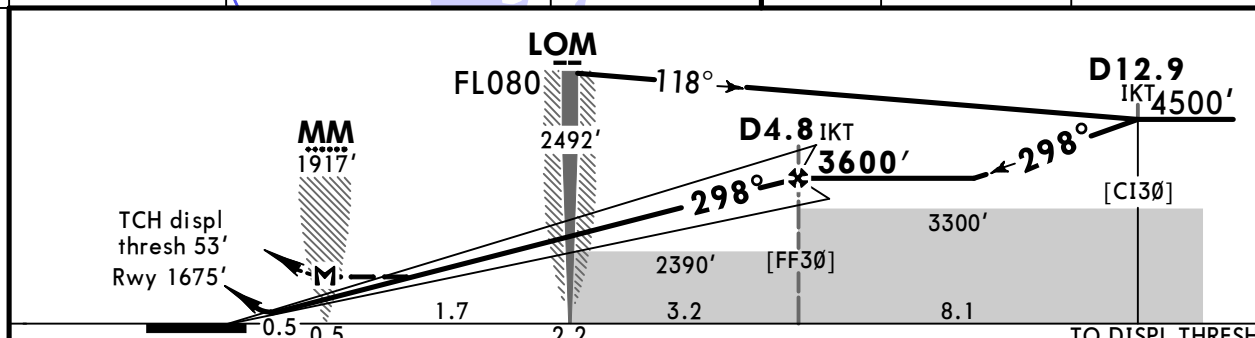
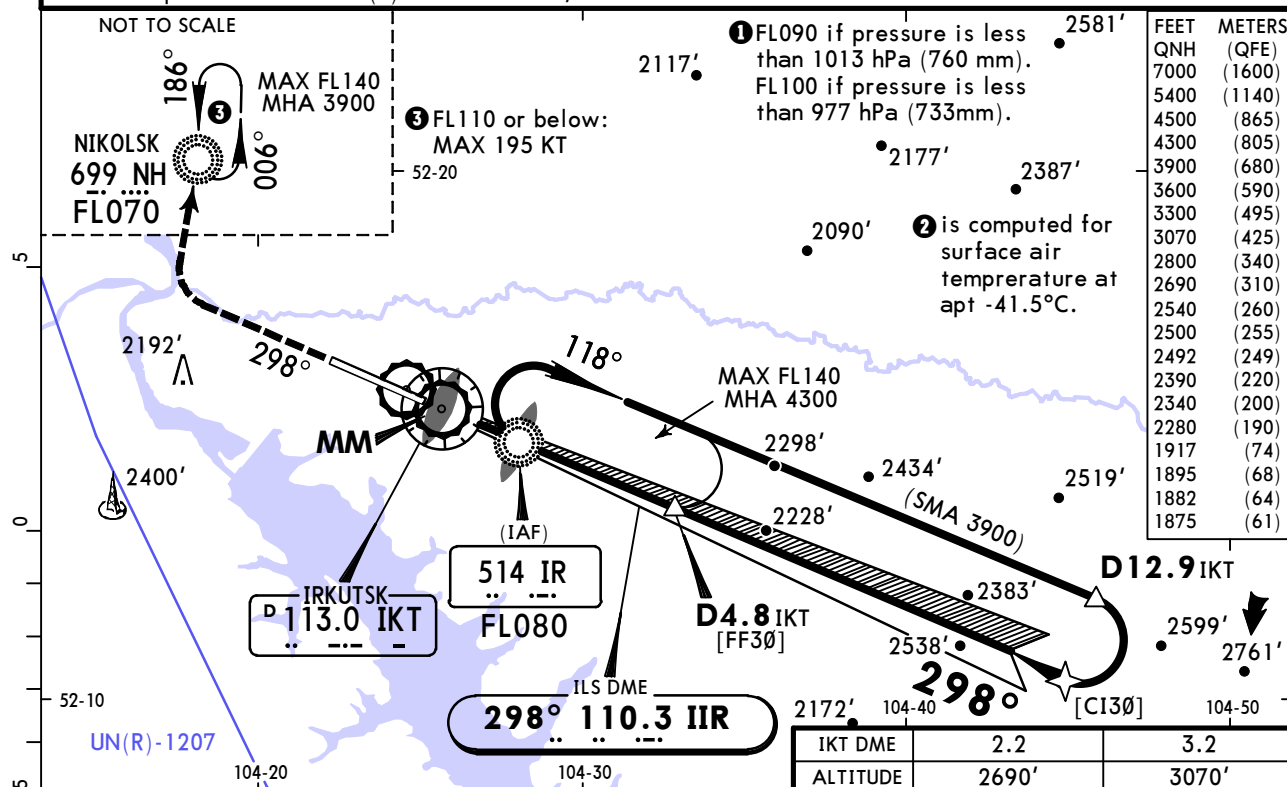
① D_L: DA(H) 1895' (220'). ② R750m when a Flight Director or Autopilot or HUD to DA is not used. ③ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UIII/IKT IRKUTSK

JEPPESEN
19 DEC 25
Eff 25 Dec (11-5)

IRKUTSK, RUSSIA ILS Y or LOC Y Rwy 30

ATIS 126.9 (Russian 124.850)	IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
LOC IIR 110.3	Final Apch Crs 298°	D4.8 IKT 3600' (1925')	ILS DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1675'
MISSED APCH: Climb on 298° to 2500' or above, turn RIGHT to NH NDB climbing to FL070 or above. Missed apch requires a minimum climb gradient of 5.0% (304'/NM) up to FL070.				MSA ARP ②
Alt Set: hPa (MM on req)		Rwy Elev: 60 hPa	Trans level: FL080 ①	Trans alt: 7000'
1. DME required. 2. When UN(R)-1207 is active, chart is available after coordination with ATC.				



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 2500' or above on 298°	
ILS GS or LOC Descent Angle	3.30°	409	526	584	701	817		934
MAP at MM	Timing not authorized for defining MAP							

PANS OPS	Std ILS STRAIGHT-IN LANDING		LOC (GS out) with IR LOM CDFA		CIRCLE-TO-LAND		
	DA(H) ABC: 1875' (200')	D _L : 1895' (220')	DA/MDA(H) ②: 2280' (605')	ALS out	ALS out	Max KT	MDA(H)
A	R550m	R1200m	R2100m	R2400m	100	2340' (652')	V1500m
B					135	2340' (652')	V1600m
C					180	2540' (852')	V2400m
D					205	2800' (1112')	V3600m
D _L							

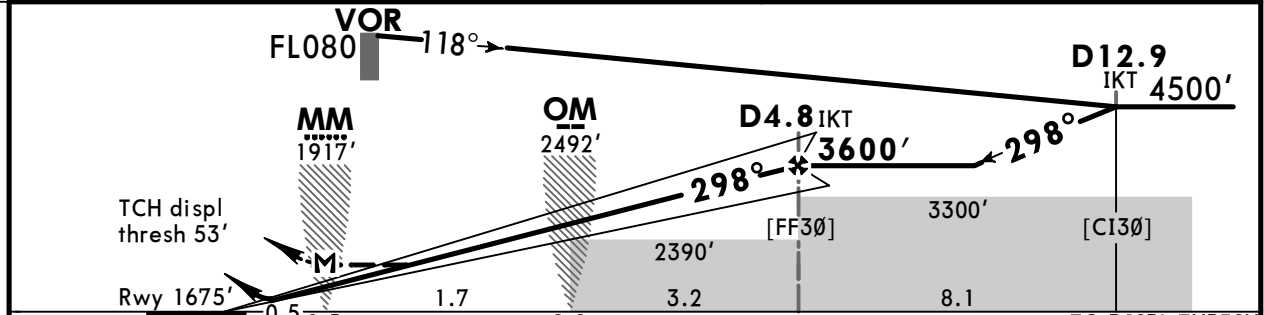
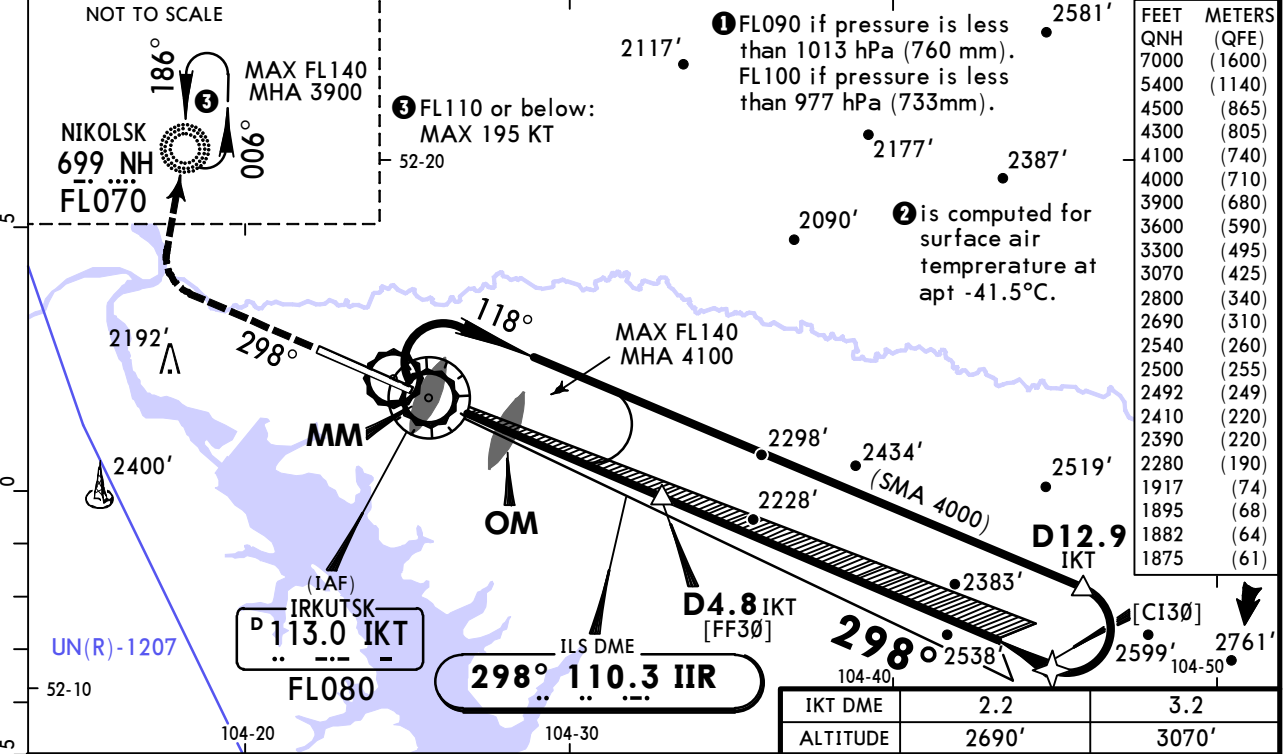
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 ② VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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UIII/IKT
IRKUTSK

JEPPESEN
19 DEC 25
Eff 25 Dec **(11-6)**

IRKUTSK, RUSSIA
ILS X or LOC X Rwy 30

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
LOC IIR 110.3	Final Apch Crs 298°	D4.8 IKT 3600' (1925')	ILS DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1675'	<p>MSA ARP ②</p>
<p>MISSED APCH: Climb on 298° to 2500' or above, turn RIGHT to NH NDB climbing to FL070 or above. Missed apch requires a minimum climb gradient of 5.0% (304'/NM) up to FL070.</p>					
Alt Set: hPa (MM on req)		Rwy Elev: 60 hPa	Trans level: FL080 ①		Trans alt: 7000'
1. VOR DME required. 2. When UN(R)-1207 is active, chart is available after coordination with ATC.					



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 	
ILS GS or LOC Descent Angle	3.30°	409	526	584	701	817		934
MAP at MM								

Timing not authorized for defining MAP

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	ILS	LOC (GS out)		CIRCLE-TO-LAND	
	ABC: 1875' (200')	with OM CDFA	W/o OM CDFA		
	D: 1882' (207')	② DA/MDA(H)	② DA/MDA(H)		
	D _L : 1895' (220')	2280' (605')	2390' (715')		
	ALS out	ALS out	ALS out	Max KT	MDA(H)
A				100	2410' (722') V1500m
B		R1500m		135	2410' (722') V1600m
C	① R550m	R1200m		180	2540' (852') V2400m
D		R2100m	R2400m	205	2800' (1112') V3600m
D _L				D _L	

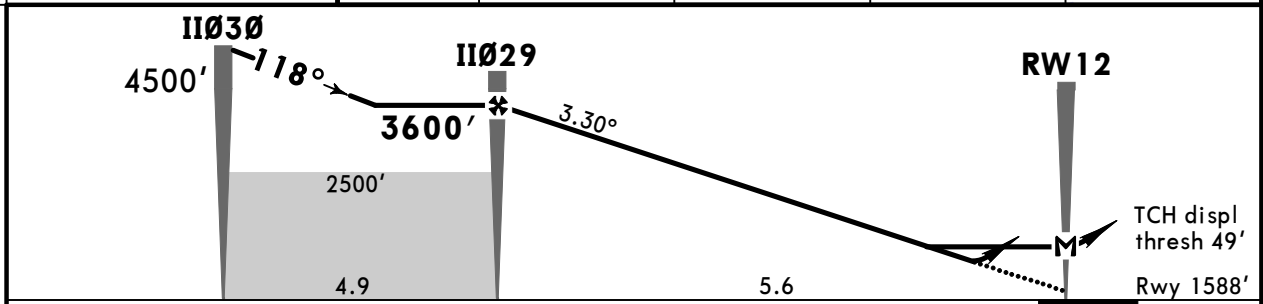
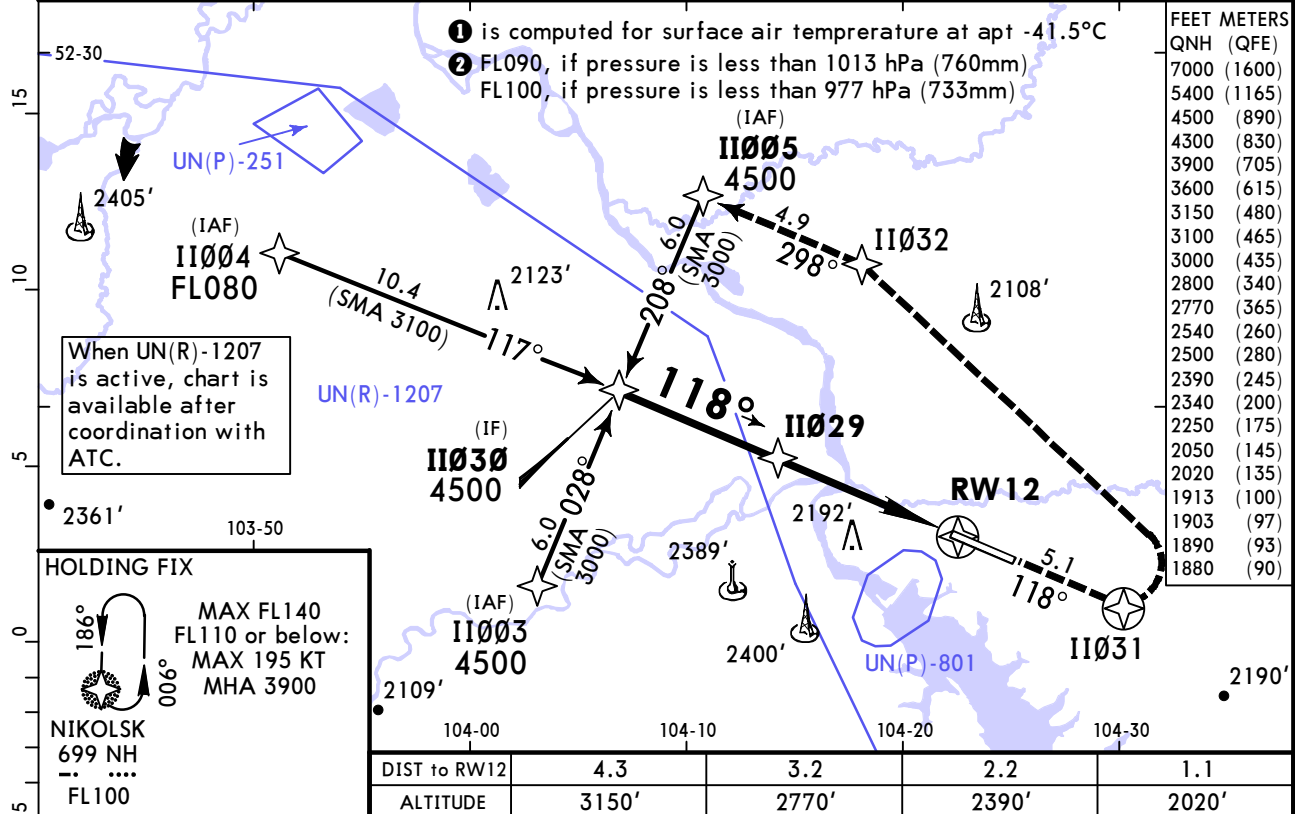
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: New procedure. © JEPPESEN, 2025. ALL RIGHTS RESERVED.

UIII/IKT
IRKUTSK

JEPPESEN
19 DEC 25 **(12-1)** Eff 25 Dec

IRKUTSK, RUSSIA
RNP Rwy 12

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
RNAV	Final Apch Crs 118°	II029 3600' (2012')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1588'	<p>MSA ARP ①</p>
MISSED APCH: Climb on track 118° to II031 , turn LEFT to II032 , then to II005 climbing to 4500' or above, then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 57 hPa	Trans level: FL080 ②	Trans alt: 7000'	
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -50°C. 3. VPA exceeds 3.5° above +30°C.					



TO DISPL THR	10.5	4.9	5.6	5.6	0		
Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle	3.30°	409	526	584	701	817	934
MAP at RW12							
Timing is not authorized for defining MAP							

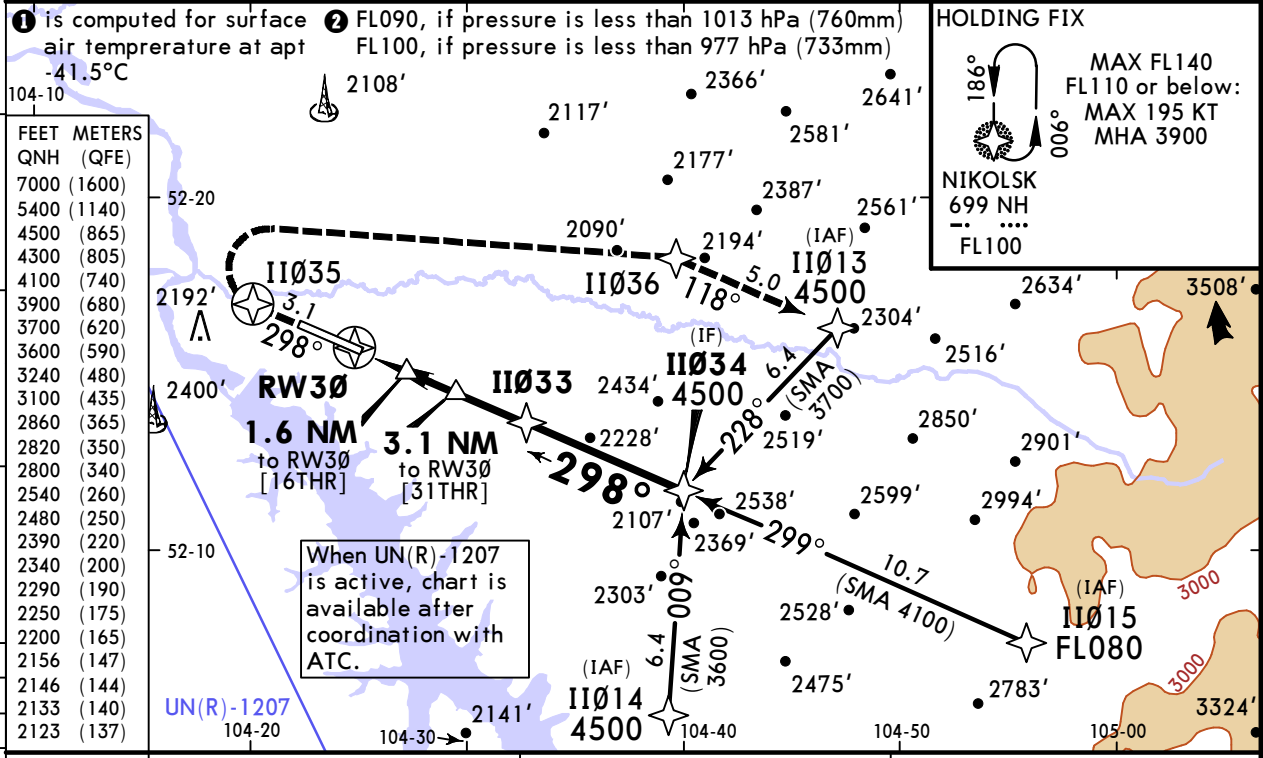
PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV DA(H)		LNAV CDFA		PALS CAT I	II031 on 118°
	A: 1880' (292') C: 1903' (315')		DA/MDA(H) 2050' (462')			
	B: 1890' (302') D: 1913' (325')		ALS out		Max KT	MDA(H)
A	R750m	R1400m	R1500m	100	2250' (562')	V1500m
B	R750m	R1400m	R1500m	135	2340' (652')	V1600m
C	R750m	R1400m	R1500m	180	2540' (852')	V2400m
D	R800m	R1500m	R2200m	205	2800' (1112')	V3600m

UIII/IKT IRKUTSK

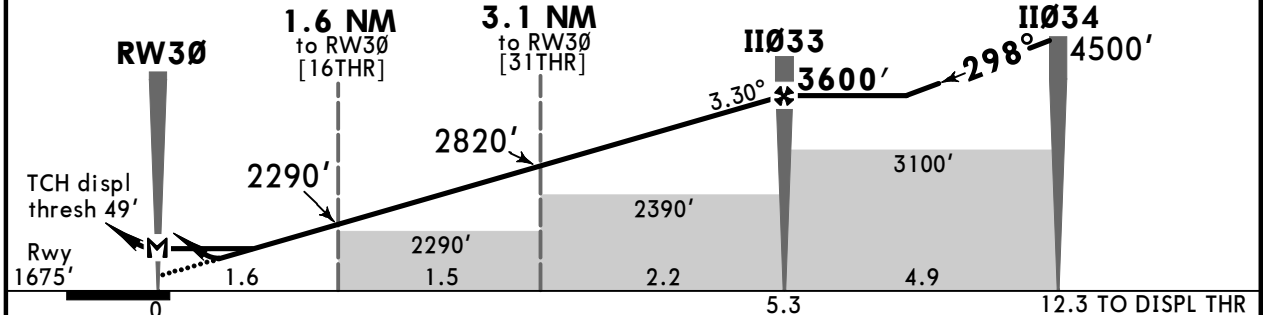
JEPPESSEN
19 DEC 25 **(12-2) Eff 25 Dec**

IRKUTSK, RUSSIA RNP Rwy 30

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
RNAV	Final Apch Crs 298°	II033 3600' (1925')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1675'	<p>MSA ARP ①</p>
MISSED APCH: Climb straight ahead to II035 (MAX 195 KT), turn RIGHT to II036, then to II013 climbing to 4500' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: 60 hPa	Trans level: FL080 ②		Trans alt: 7000'
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -50°C. 3. VPA exceeds 3.5° above +28°C.					



DIST to RW30	2.2	3.2	4.3
ALTITUDE	2480'	2860'	3240'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI II035 on 298° 195 KT MAX
Glide Path Angle	3.30°	409	526	584	701	817	
MAP at RW30							

Timing is not authorized for defining MAP

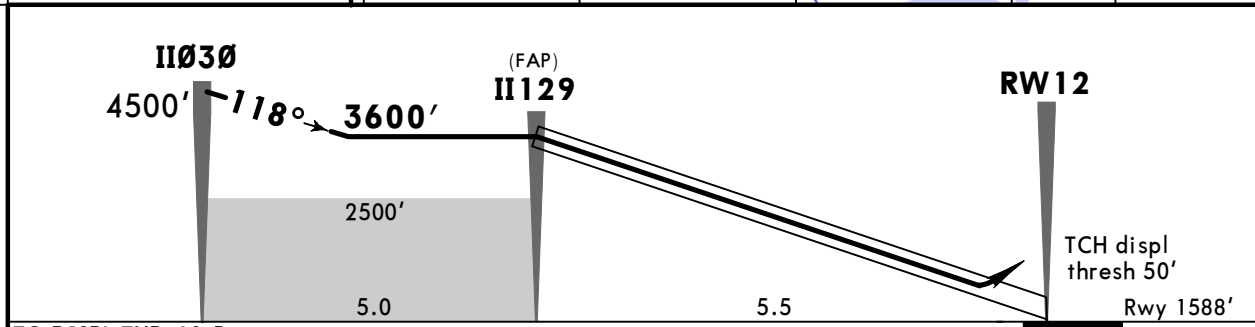
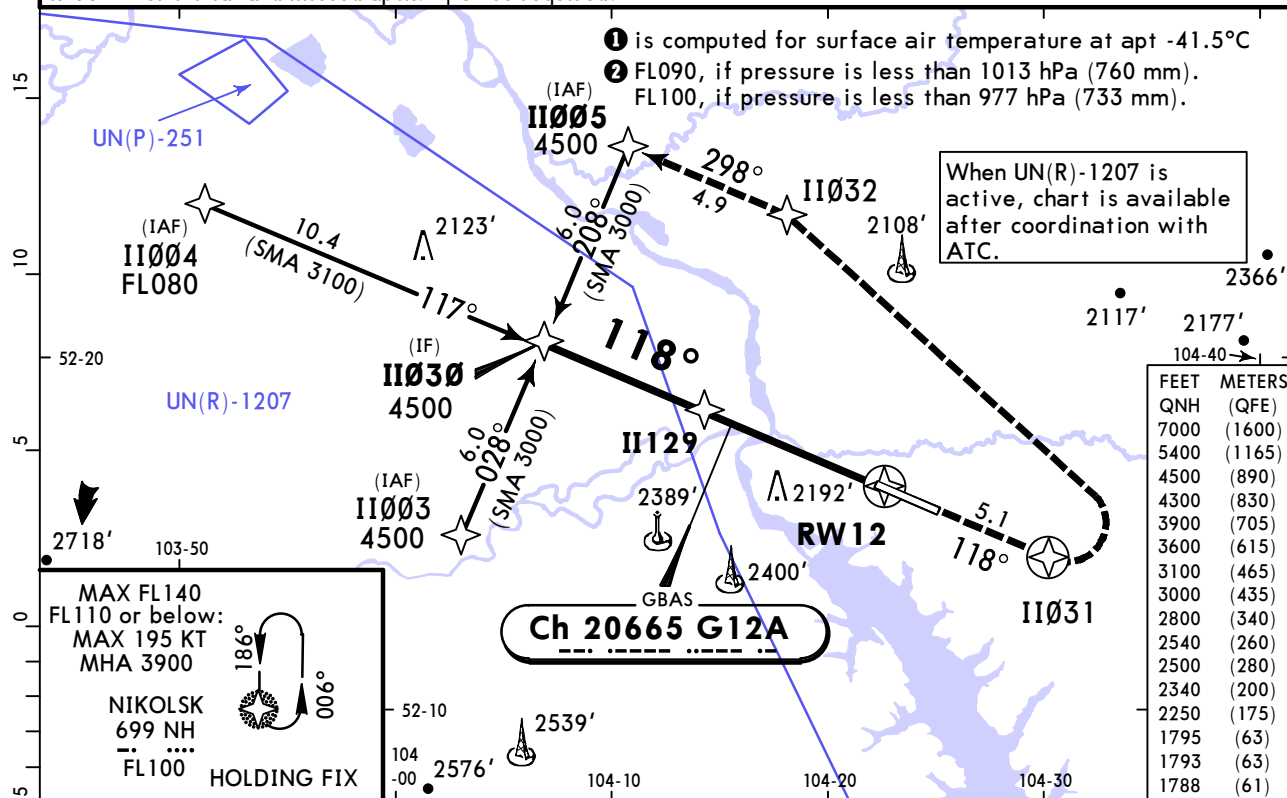
PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV DA(H) A: 2123' (448') C: 2146' (471') B: 2133' (458') D: 2156' (481')		LNAV CDFA DA/MDA(H) 2200' (525')		Max KT	MDA(H)
	ALS out		ALS out			
	A	R1400m	R1500m	R1500m	100	2250' (562') V1500m
	B	R1500m	R2200m	R1700m	135	2340' (652') V1600m
C	R1500m	R2300m	R2400m	180	2540' (852') V2400m	
D				205	2800' (1112') V3600m	

UIII/IKT IRKUTSK

JEPPESEN
19 DEC 25 **(12-40)** Eff 25 Dec

IRKUTSK, RUSSIA GLS Rwy 12

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
GBAS Ch 20665 G12A	Final Apch Crs 118°	II129 3600' (2012')	DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1588'	<p>MSA ARP ①</p>
MISSED APCH: Climb on track 118° to II031, turn LEFT to II032, then to II005 climbing to 4500'.					
Alt Set: hPa (MM on req)		Rwy Elev: 57 hPa	Trans level: FL080 ②		Trans alt: 7000'
RNAV 1 for initial and missed apch.		GNSS required.			



TO DISPL THR 10.5							PALS CAT I PAPI	
Gnd speed-Kts	70	90	100	120	140	160		
Glide Path Angle	3.30°	409	526	584	701	817	934	

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS			
	DA(H) ABC: 1788' (200') D: 1793' (205') ①			
			ALS out	
	A			Max KT
B			100	2250' (562') V1500m
C	R550m		135	2340' (652') V1600m
D		R1200m	180	2540' (852') V2400m
D _L			205	2800' (1112') V3600m
			D _L	

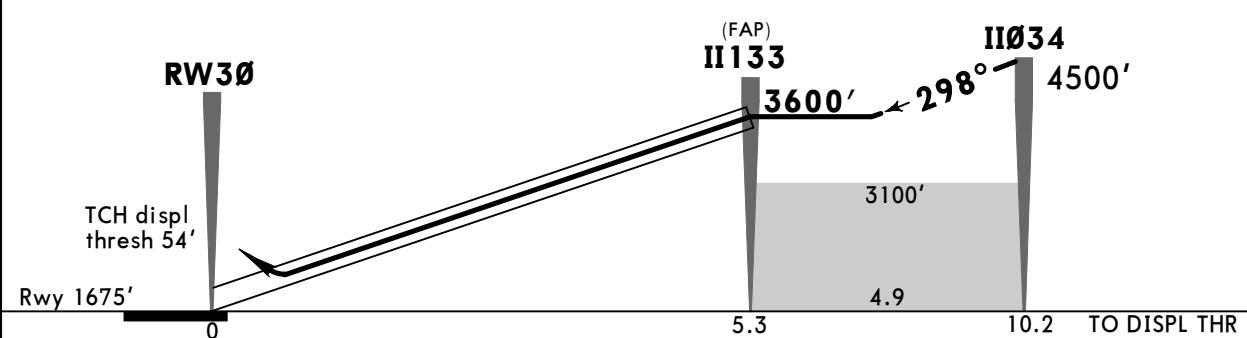
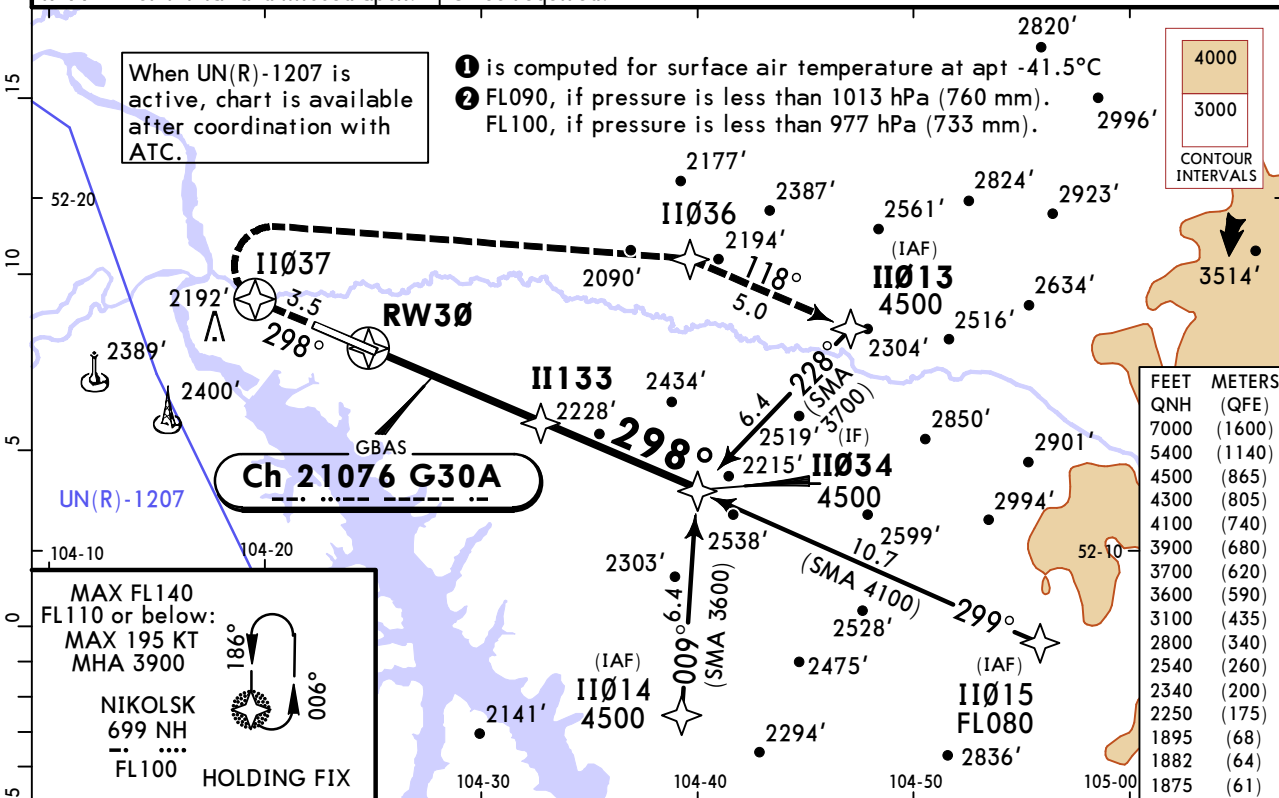
① DL: DA(H) 1795' (207'). ② R750m when a Flight Director or Autopilot or HUD to DA is not used.
CHANGES: Completely revised. © JEPPESEN, 2025. ALL RIGHTS RESERVED.

UIII/IKT IRKUTSK

JEPPESEN
19 DEC 25 **12-41** Eff 25 Dec

IRKUTSK, RUSSIA GLS Rwy 30

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
GBAS Ch 21076 G30A	Final Apch Crs 298°	II133 3600' (1925')	DA(H) Refer to Minimums	Apt Elev 1688' Rwy 1675'	<p>MSA ARP ①</p>
MISSED APCH: Climb on track 298° to II037 (MAX 195 KT), turn RIGHT to II036, then to II013 climbing to 4500' or above.					
Alt Set: hPa (MM on req)		Rwy Elev: 60 hPa	Trans level: FL080 ②		Trans alt: 7000'
RNAV 1 for initial and missed apch.		GNSS required.			



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	II037 on 298°
Glide Path Angle	3.30°	409	526	584	701	817		

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS			
	DA(H) ABC: 1875' (200') D: 1882' (207') ①			
			ALS out	
	A			Max KT MDA(H)
B			100 2250' (562') V1500m	
C			135 2340' (652') V1600m	
D			180 2540' (852') V2400m	
D _L			205 2800' (1112') V3600m	
			D _L	

① DL: DA(H) 1895'(220'). ② R750m when a Flight Director or Autopilot or HUD to DA is not used.

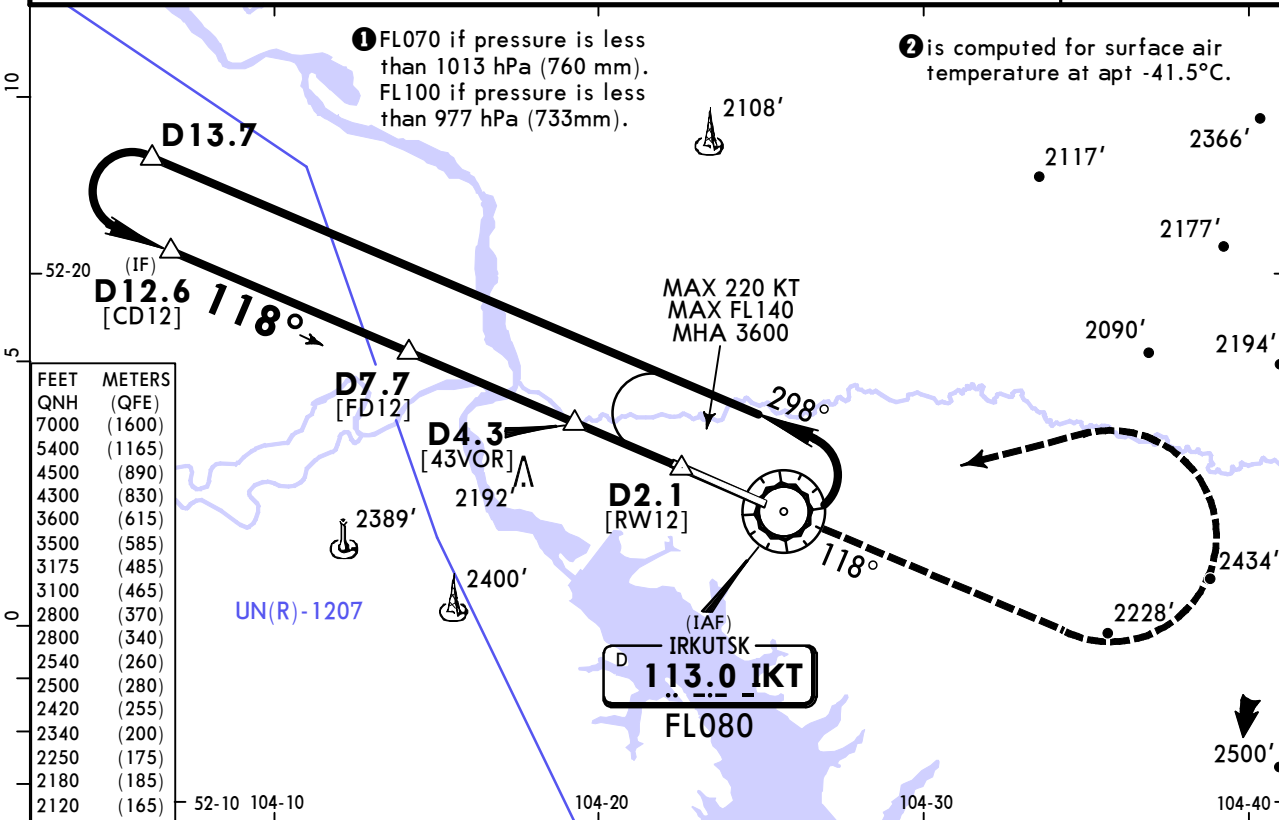
CHANGES: Completely revised. © JEPPESEN, 2025. ALL RIGHTS RESERVED.

UIII/IKT IRKUTSK

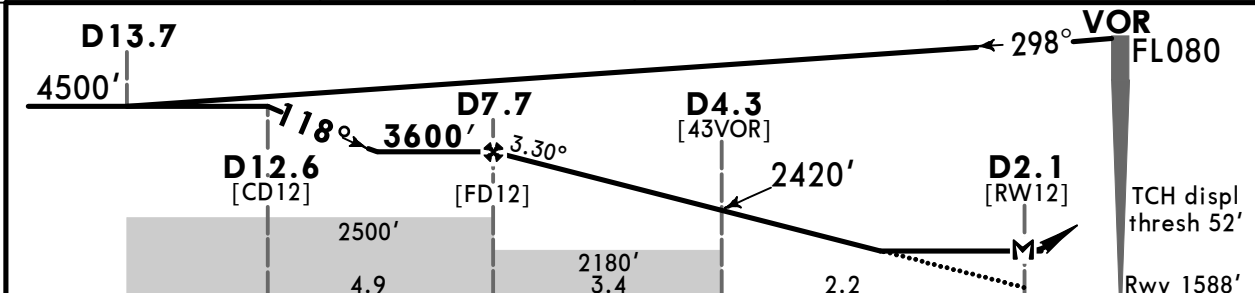
JEPPESEN
19 DEC 25 **(13-1) Eff 25 Dec**

IRKUTSK, RUSSIA VOR Rwy 12

BRIEFING STRIP	ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)	
	126.9 (Russian 124.850)	125.2	119.3	118.1	121.7	
	VOR IKT 113.0	Final Apch Crs 118°	D7.7 3600' (2012')	DA/MDA(H) (CONDITIONAL) 2120' (532')	Apt Elev 1688' Rwy 1588'	
	MISSED APCH: Climb on 118° to 3100' or above, turn LEFT to VOR climbing to 4500' or above. Turn before passing MAP is PROHIBITED.					
Alt Set: hPa (MM on req) Rwy Elev: 57 hPa Trans level: FL080 ① Trans alt: 7000'						
1. DME required. 2. When UN(R)-1207 is active, chart is available after coordination with ATC.						



IKT DME	6.5	5.4	4.3
ALTITUDE	3175'	2800'	2420'



TO DISPL THRESH							PALS CAT I PAPI 3100' or above on 118°
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.30°	409	526	584	701	817	

MAP at D2.1
Timing is not authorized for defining MAP

PANS OPS	Std				CIRCLE-TO-LAND	
	with D4.3 CDFA		W/o D4.3 CDFA		Max KT	MDA(H)
	① DA/MDA(H) 2120' (532')		① DA/MDA(H) 2180' (592')			
	ALS out		ALS out		100	2250' (562') ② V1500m
A	R1500m		R1500m		135	2340' (652') V1600m
C	R1700m	R2400m	R2000m	R2400m	180	2540' (852') V2400m
D	R1700m		R2400m		205	2800' (1112') V3600m

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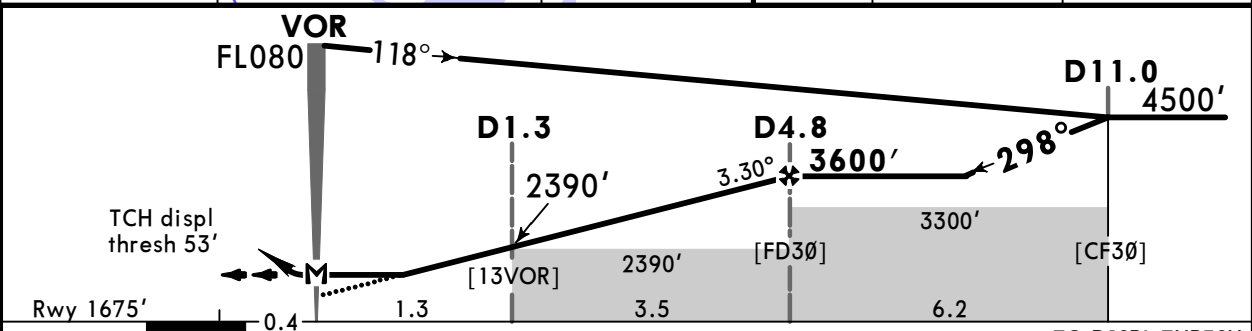
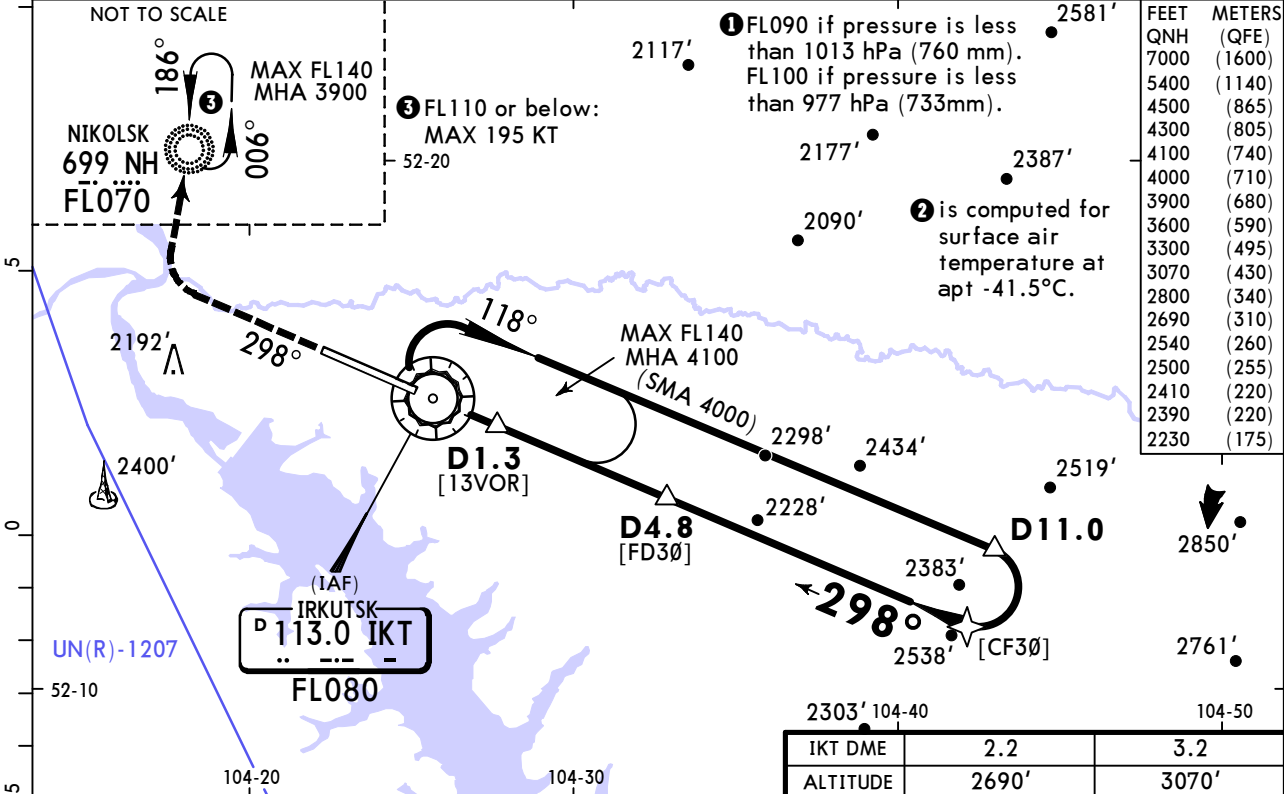
UIII/IKT IRKUTSK

JEPPESEN
19 DEC 25 **(13-2) Eff 25 Dec**

IRKUTSK, RUSSIA VOR Rwy 30

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
VOR IKT 113.0	Final Apch Crs 298°	D4.8 3600' (1925')	DA/MDA(H) (CONDITIONAL) 2230' (555')	Apt Elev 1688' Rwy 1675'	
MISSED APCH: Climb on 298° to 2500' or above, turn RIGHT to NH NDB climbing to FL070 or above. Turn before passing MAP is PROHIBITED. Missed apch requires a minimum climb gradient of 5.0% (304'/NM).					
Alt Set: hPa (MM on req)		Rwy Elev: 60 hPa	Trans level: FL080 ①		Trans alt: 7000'

1. DME required. 2. When UN(R)-1207 is active, chart is available after coordination with ATC.



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 2500' or above on 298°
Descent Angle	3.30°	409	526	584	701	817	
MAP at VOR							

Timing is not authorized for defining MAP

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D1.3 CDFA	w/o D1.3 CDFA	Max KT	MDA(H)
A	DA/MDA(H) 2230' (555')	DA/MDA(H) 2390' (715')	100	2410' (722') V1500m
B	ALS out	ALS out	135	2410' (722') V1600m
C	R1500m	R1500m	180	2540' (852') V2400m
D	R1800m R2400m	R2400m	205	2800' (1112') V3600m

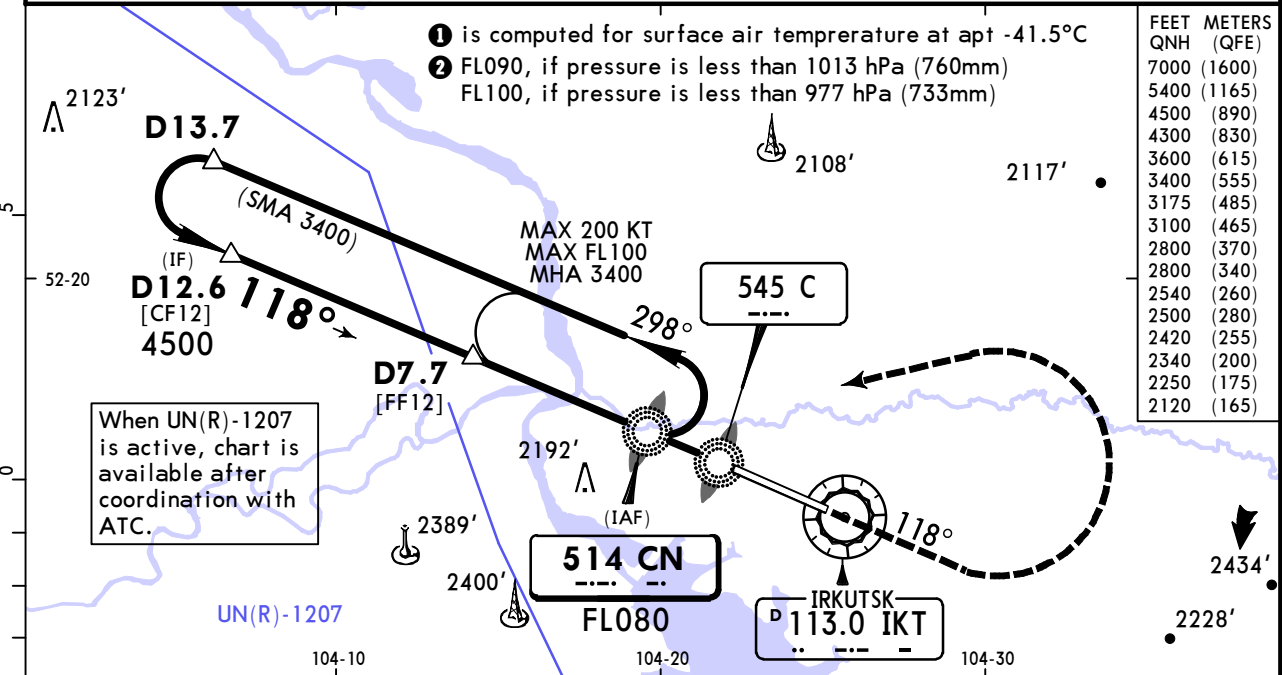
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Procedure completely revised. © JEPPESEN, 2025. ALL RIGHTS RESERVED.

UIII/IKT
IRKUTSK

JEPPESEN
19 DEC 25 **(16-1)** Eff 25 Dec

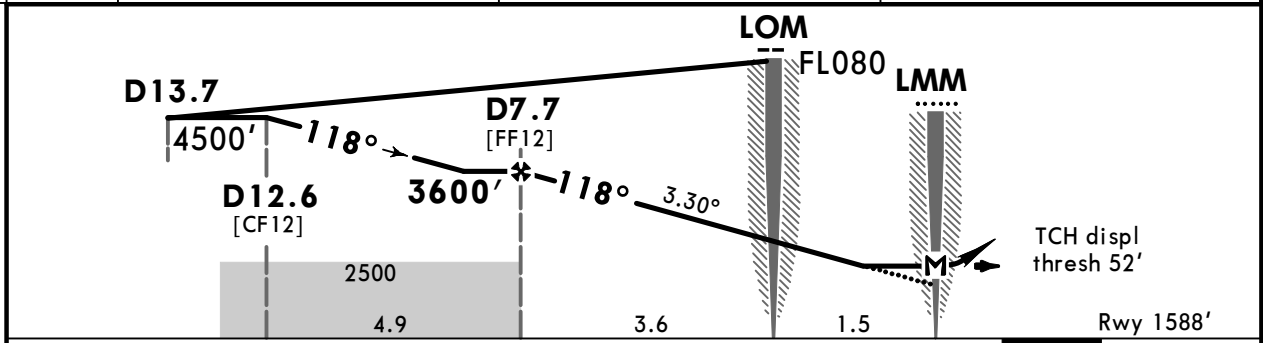
IRKUTSK, RUSSIA
NDB Z Rwy 12

BRIEFING STRIP™	ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
	126.9 (Russian 124.850)	125.2	119.3	118.1	121.7
	NDB CN 514	Final Apch Crs 118°	D7.7 3600' (2012')	DA/MDA(H) 2120' (532')	Apt Elev 1688' Rwy 1588'
MISSED APCH: Climb on track 118° to 3100' or above, turn LEFT to LOM CN climbing to 4500' or above. Turn before passing MAP is PROHIBITED.					MSA ARP ①
Alt Set: hPA (MM on req)		Rwy Elev: 57 hPA	Trans level: FL080 ②	Trans alt: 7000'	
1. DME is required. 2. Dual ADF is required.					



FEET	METERS
QNH	(QFE)
7000	(1600)
5400	(1165)
4500	(890)
4300	(830)
3600	(615)
3400	(555)
3175	(485)
3100	(465)
2800	(370)
2800	(340)
2540	(260)
2500	(280)
2420	(255)
2340	(200)
2250	(175)
2120	(165)

IKT DME	6.5	5.4	4.3
ALTITUDE	3175'	2800'	2420'



TO DISPLACED THRESHOLD	4.9	3.6	2.0	1.5	0.5	0
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817
MAP at LMM						
Timing not authorized for defining the MAP.						

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 2120' (532')			
	ALS out		Max	MDA(H)
	A	R1500m		100
B	R1500m		135	2340' (652') V1600m
C	R1700m	R2400m	180	2540' (852') V2400m
D	R1700m	R2400m	205	2800' (1112') V3600m

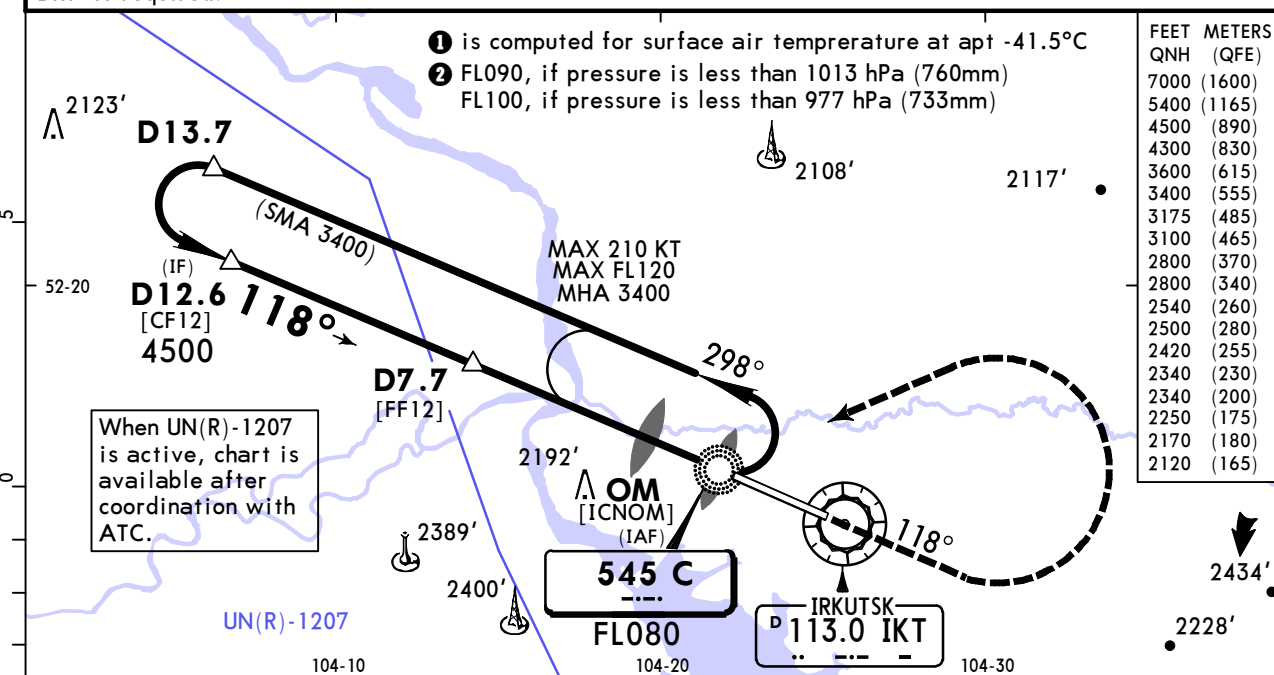
■ VNAV (DA(H) in lieu of MDA(H) depends on operator policy.

UIII/IKT IRKUTSK

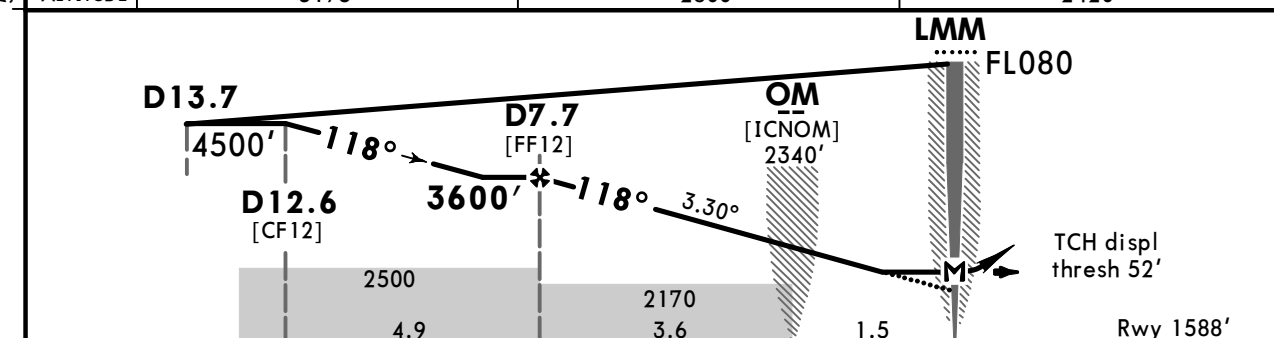
JEPPESEN
19 DEC 25 **(16-2)** Eff 25 Dec

IRKUTSK, RUSSIA NDB Y Rwy 12

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
NDB C 545	Final Apch Crs 118°	D7.7 3600' (2012')	DA/MDA(H) Refer to Minimums	Apt Elev 1688' Rwy 1588'	<p>MSA ARP ①</p>
MISSED APCH: Climb on track 118° to 3100' or above, turn LEFT to LMM climbing to 4500' or above. Turn before passing MAP is PROHIBITED.					
Alt Set: hPA (MM on req)		Rwy Elev: 57 hPA	Trans level: FL080 ②		Trans alt: 7000'
DME is required.					



IKT DME	6.5	5.4	4.3
ALTITUDE	3175'	2800'	2420'



TO DISPLACED THRESHOLD							PALS CAT I PAPI 3100' or above
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	3.30°	409	526	584	701	817	
MAP at LMM							
Timing not authorized for defining the MAP.							

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	With OM CDFA		W/o OM CDFA		Max KT	MDA(H)
A	① DA/MDA(H) 2120' (532')		① DA/MDA(H) 2170' (582')			
B	ALS out		ALS out		135	2340' (652') V1600m
C	R1500m	R1500m	R1500m	R1500m	180	2540' (852') V2400m
D	R1700m	R2400m	R2000m	R2400m	205	2800' (1112') V3600m

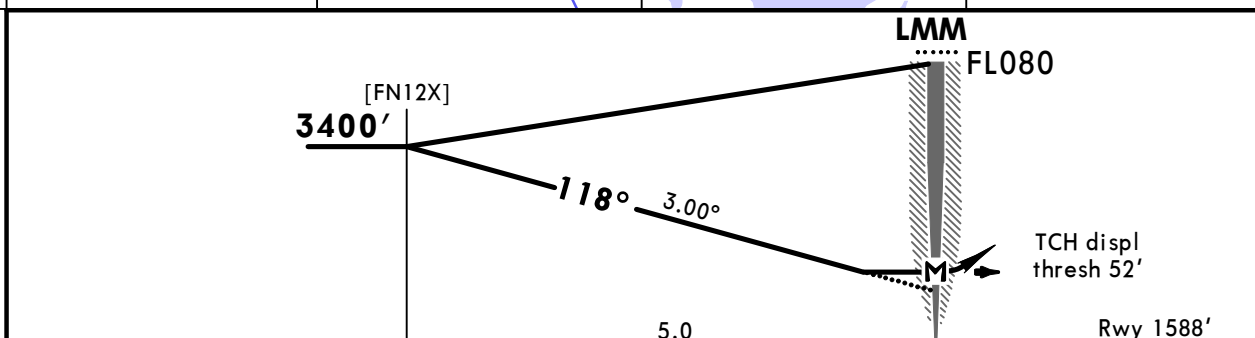
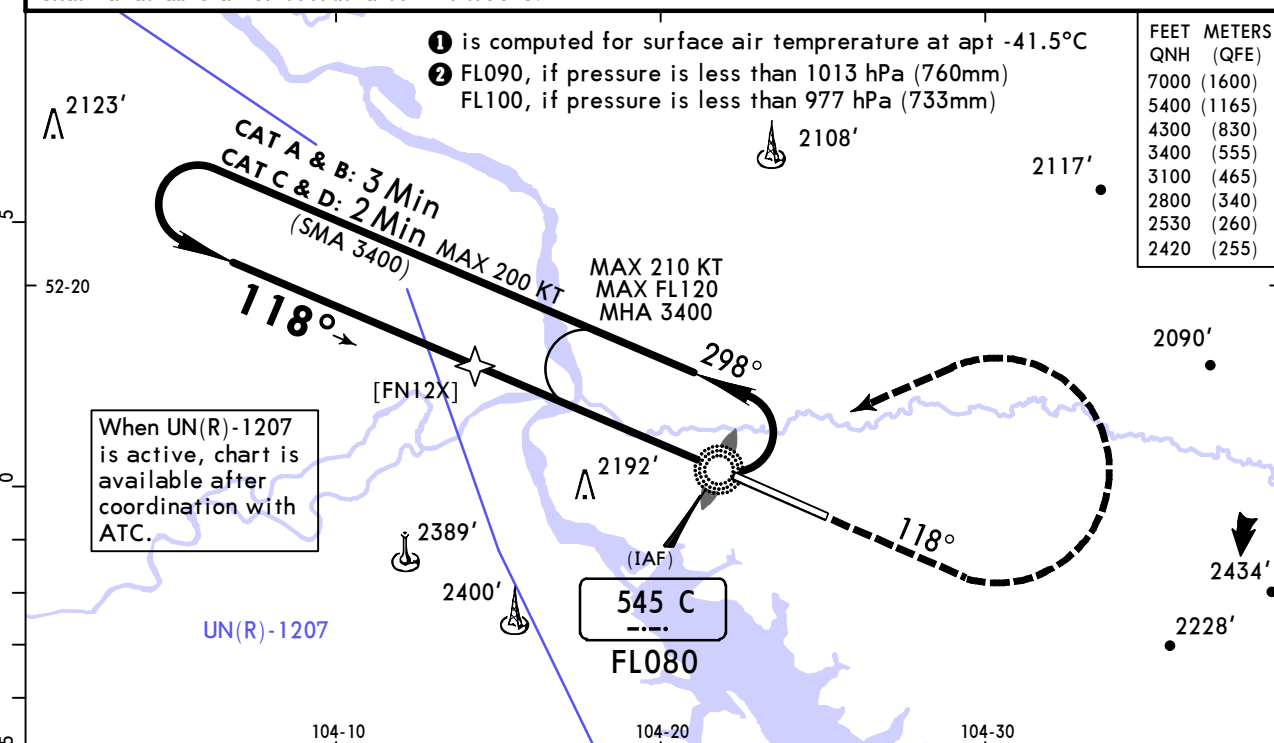
① VNAV (DA(H) in lieu of MDA(H) depends on operator policy. ② or higher straight-in minimums.

UIII/IKT
IRKUTSK

JEPPESEN
19 DEC 25 **(16-3)** Eff 25 Dec

IRKUTSK, RUSSIA
NDB X Rwy 12

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
NDB C 545	Final Apch Crs 118°	[FN12X] 3400' (1812')	DA/MDA(H) 2420' (832')	Apt Elev 1688' Rwy 1588'	<p>MSA ARP ①</p>
MISSED APCH: Climb on track 118° to 3100' or above, turn LEFT to LMM climbing to 3400' or above. Turn before passing MAP is PROHIBITED.					
Alt Set: hPA (MM on req)		Rwy Elev: 57 hPA	Trans level: FL080 ②		Trans alt: 7000'
Chart available after coordination with ATC.					



TO DISPLACED THRESHOLD	5.5	0.5	0					
Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI 3100' or above	
Descent Angle	3.00°	372	478	531	637	743		849
MAP at LMM								

Timing not authorized for defining the MAP.

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 2420' (832')			
	ALS out		Max	MDA(H)
	A	R1500m	100	2530' (842') V1500m
B		135	2530' (842') V1600m	
C		180	2530' (842') V2400m	
D	R2400m	205	2800' (1112') V3600m	

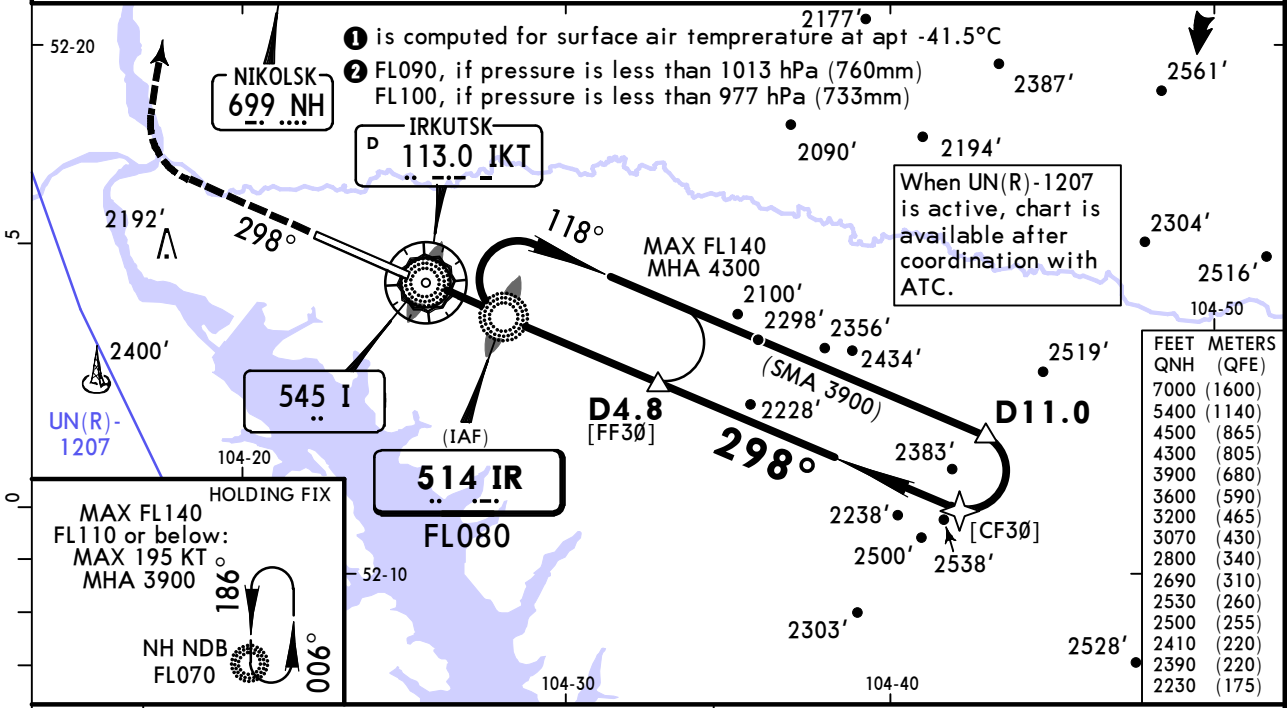
① VNAV (DA(H) in lieu of MDA(H) depends on operator policy.
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UIII/IKT IRKUTSK

JEPPESEN
19 DEC 25 **(16-4) Eff 25 Dec**

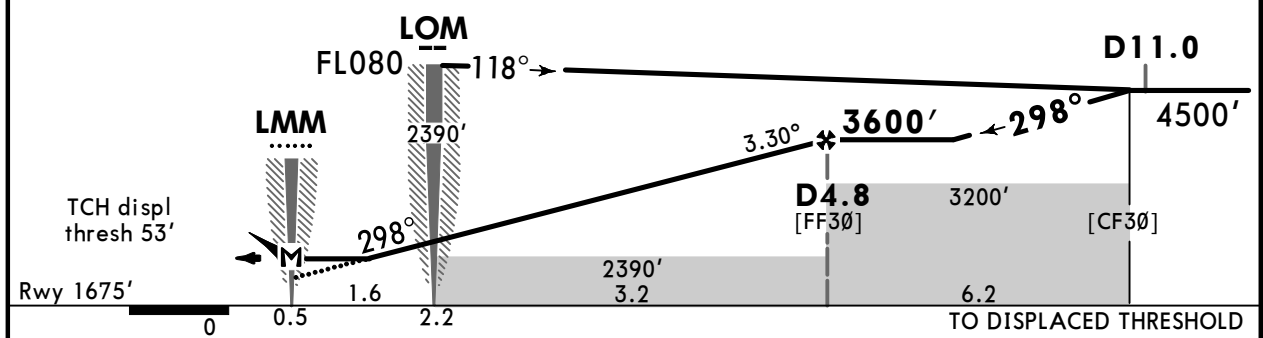
IRKUTSK, RUSSIA NDB Z Rwy 30

BRIEFING STRIP™	ATIS	IRKUTSK Approach	IRKUTSK Radar (TWR)	IRKUTSK Tower	Ground (TWR)
	126.9 (Russian 124.850)	125.2	119.3	118.1	121.7
	NDB IR 514	Final Apch Crs 298°	D4.8 3600' (1925')	DA/MDA(H) Refer to Minimums	Apt Elev 1688' Rwy 1675'
MISSED APCH: Climb on track 298° to 2500' or above, turn RIGHT to NH NDB climbing to FL070 or above. Turn before passing MAP is PROHIBITED. Missed approach requires a minimum climb of 5.0% (304'/NM) due to airspace structure.					MSA ARP ①
Alt Set: hPA (MM on req)		Rwy Elev: 60 hPA	Trans level: FL080 ②	Trans alt: 7000'	
1. DME required. 2. Dual ADF required.					



FEET	METERS
QNH	(QFE)
7000	(1600)
5400	(1140)
4500	(865)
4300	(805)
3900	(680)
3600	(590)
3200	(465)
3070	(430)
2800	(340)
2690	(310)
2530	(260)
2500	(255)
2410	(220)
2390	(220)
2230	(175)

IKT DME	2.2	3.2
ALTITUDE	2690'	3070'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	2500' or above	NH 699 RT	FL070 or above	
Descent Angle	3.30°	409	526	584	701	817					934
MAP at LMM											

Timing is not authorized for defining MAP

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	With IR LOM CDFA ① DA/MDA(H) 2230'(555')	W/o IR LOM CDFA ① DA/MDA(H) 2390'(715')	Max KT	MDA(H)
A	R1500m	R1500m	100	2410' (722') V1500m
B	R1500m	R1500m	135	2410' (722') V1600m
C	R1800m	R2400m	180	2530' (842') V2400m
D	R1800m	R2400m	205	2800' (1112') V3600m

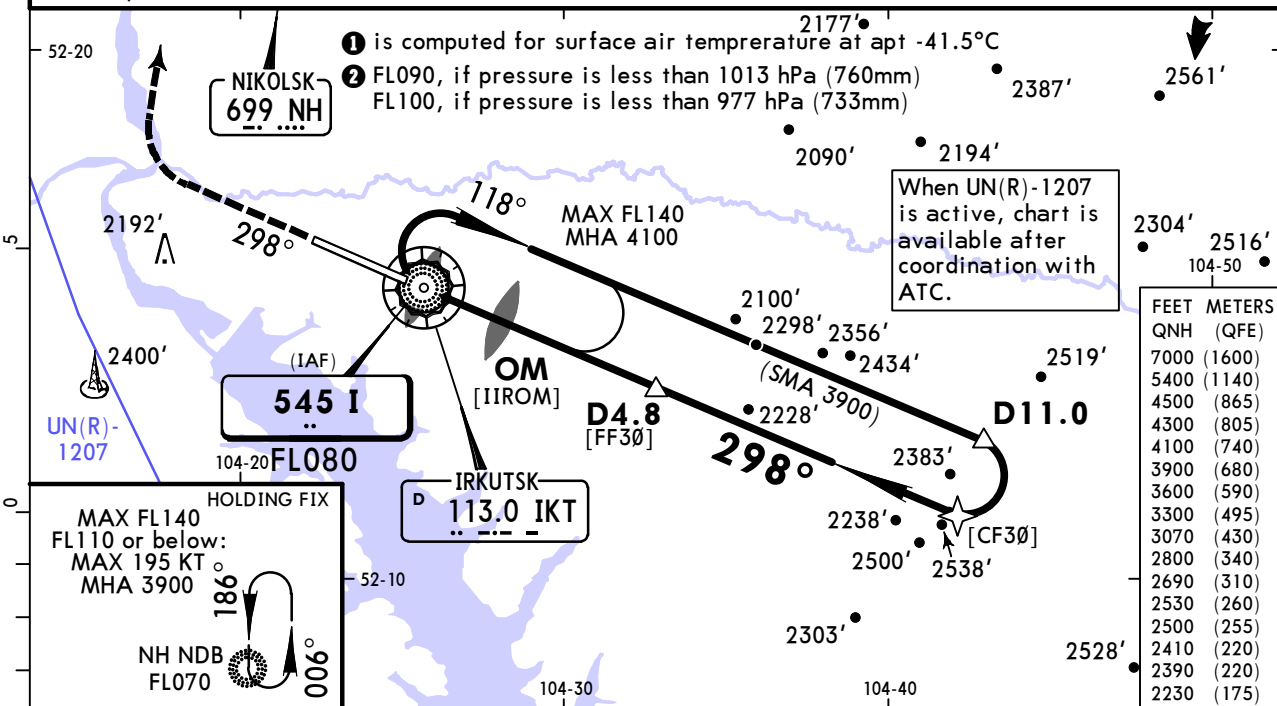
① VNAV (DA(H) in lieu of MDA(H) depends on operator policy.

UIII/IKT IRKUTSK

JEPPESEN
19 DEC 25 **(16-5) Eff 25 Dec**

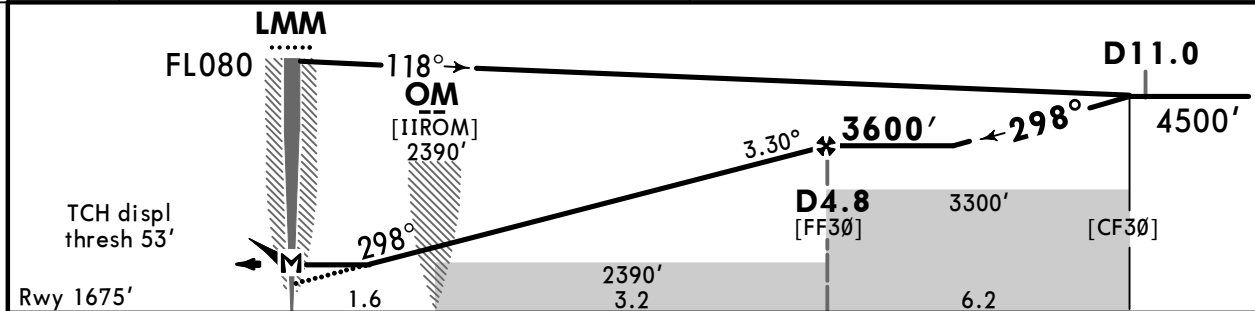
IRKUTSK, RUSSIA NDB Y Rwy 30

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
NDB I 545	Final Apch Crs 298°	D4.8 3600' (1925')	DA/MDA(H) Refer to Minimums	Apt Elev 1688' Rwy 1675'	
MISSED APCH: Climb on track 298° to 2500' or above, turn RIGHT to NH NDB climbing to FL070 or above. Turn before passing MAP is PROHIBITED. Missed approach requires a minimum climb of 5.0% (304'/NM) due to airspace structure.					
Alt Set: hPA (MM on req)		Rwy Elev: 60 hPA	Trans level: FL080 2		Trans alt: 7000'
DME required.					



FEET	METERS
QNH (QFE)	
7000 (1600)	
5400 (1140)	
4500 (865)	
4300 (805)	
4100 (740)	
3900 (680)	
3600 (590)	
3300 (495)	
3070 (430)	
2800 (340)	
2690 (310)	
2530 (260)	
2500 (255)	
2410 (220)	
2390 (220)	
2230 (175)	

IKT DME	2.2	3.2
ALTITUDE	2690'	3070'



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I 	2500' or above	NH 699 RT	FL070 or above	
Descent Angle	3.30°	409	526	584	701	817					934
MAP at LMM											

Timing is not authorized for defining MAP

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	With OM CDFA DA/MDA(H) 2230' (555')	W/o OM CDFA DA/MDA(H) 2390' (715')	Max KT	MDA(H)
A	R1500m	R1500m	100	2410' (722') V1500m
B	R1500m	R1500m	135	2410' (722') V1600m
C	R1800m	R2400m	180	2530' (842') V2400m
D	R1800m	R2400m	205	2800' (1112') V3600m

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

UIII/IKT IRKUTSK

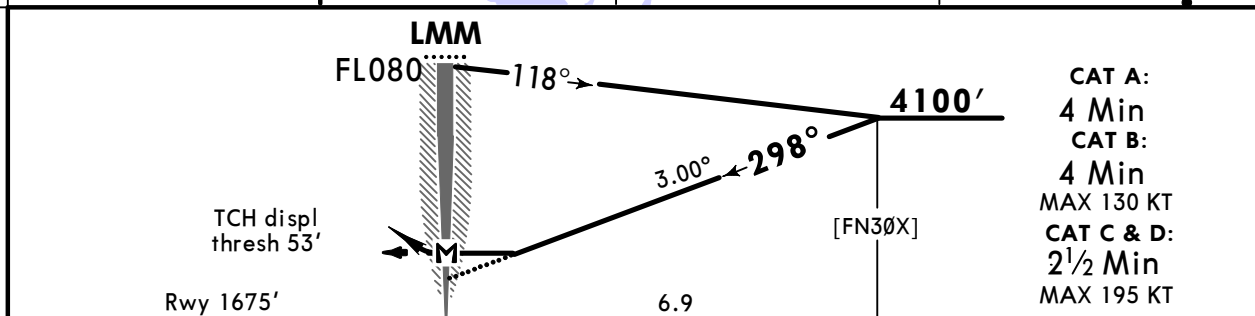
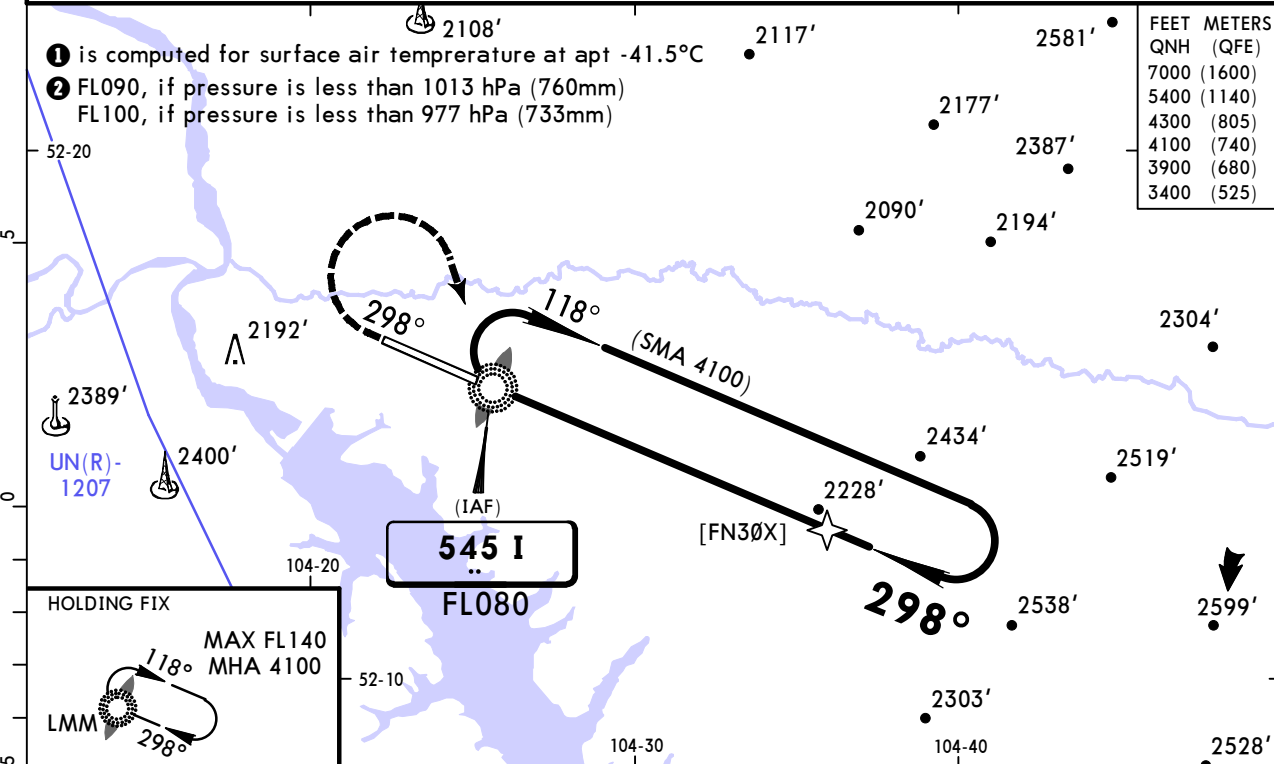
JEPPESEN
19 DEC 25 **(16-6)** Eff 25 Dec

IRKUTSK, RUSSIA NDB X Rwy 30

ATIS 126.9 (Russian 124.850)		IRKUTSK Approach 125.2	IRKUTSK Radar (TWR) 119.3	IRKUTSK Tower 118.1	Ground (TWR) 121.7
Lctr I 545	Final Apch Crs 298°	[FN30X] 4100' (2425')	DA/MDA(H) Refer to Minimums	Apt Elev 1688' Rwy 1675'	<p>MSA ARP 1</p>
MISSED APCH: Climb on track 298° to 3900' or above, turn RIGHT to LMM climbing to 4100' or above. Turn before passing MAP is PROHIBITED.					

Alt Set: hPA (MM on req) Rwy Elev: 60 hPa Trans level: FL080 **2** Trans alt: 7000'

When UN(R)-1207 is active, chart is available after coordination with ATC.



Gnd speed-Kts	70	90	100	120	140	160	PALS CAT I PAPI	3900' or above ↑	I 545 RT ↑	4100' or above ↑
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at LMM										

Timing is not authorized for defining MAP

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	1 DA/MDA(H) 3400' (1725')		ALS out	
	A	R1500m		Max KT 100 MDA(H) 3410' (1722') 2 V1500m
	B	R1500m		135 3410' (1722') 2 V1600m
C	R2400m		180 3410' (1722') 2 V2400m	
D	R2400m		205 3410' (1722') 2 V3600m	

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

Chart changes since cycle 07-2026

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