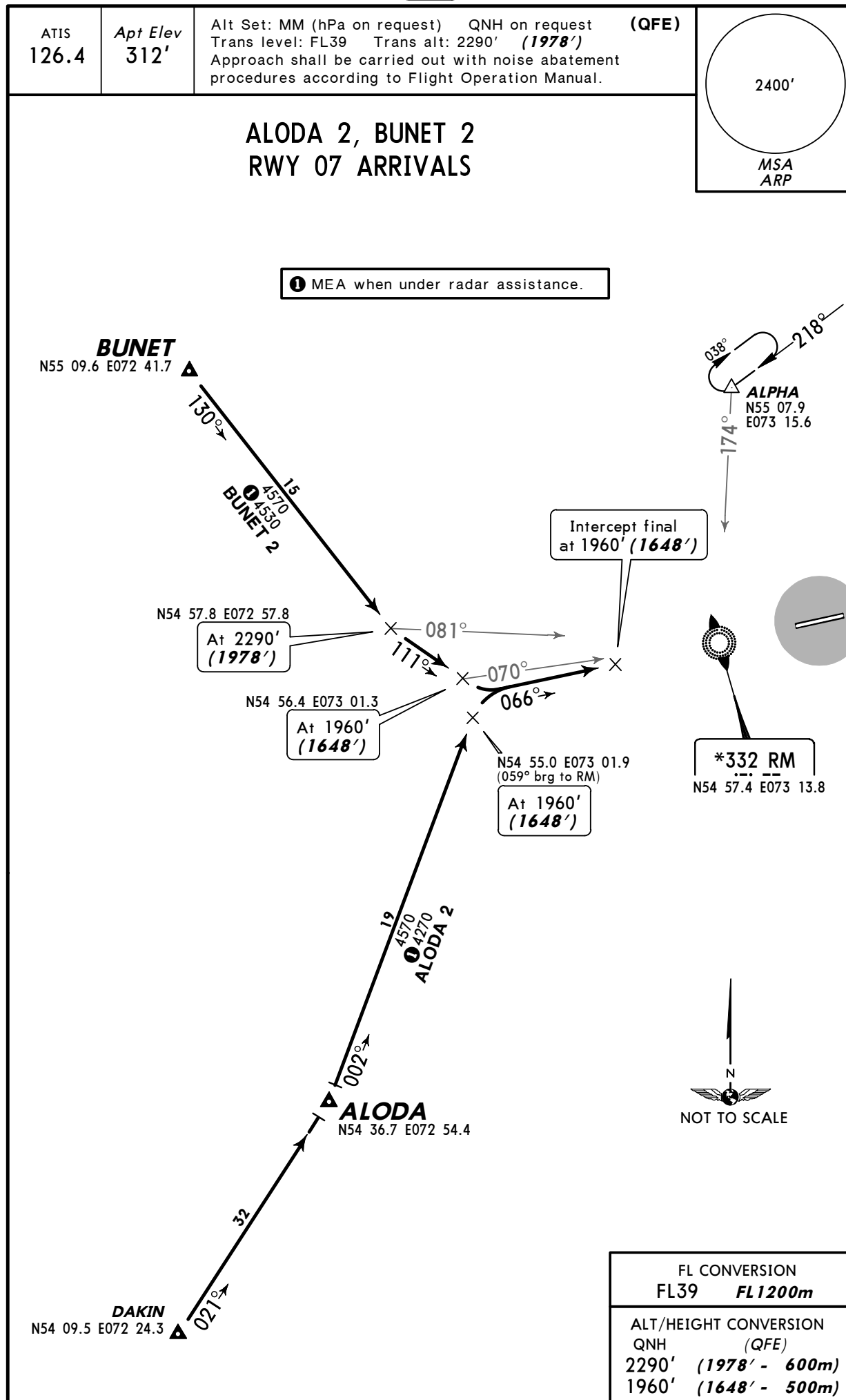


UNOO/OMS
TSENTRALNY

JEPPESEN
10 OCT 08 **10-2** Eff 23 Oct

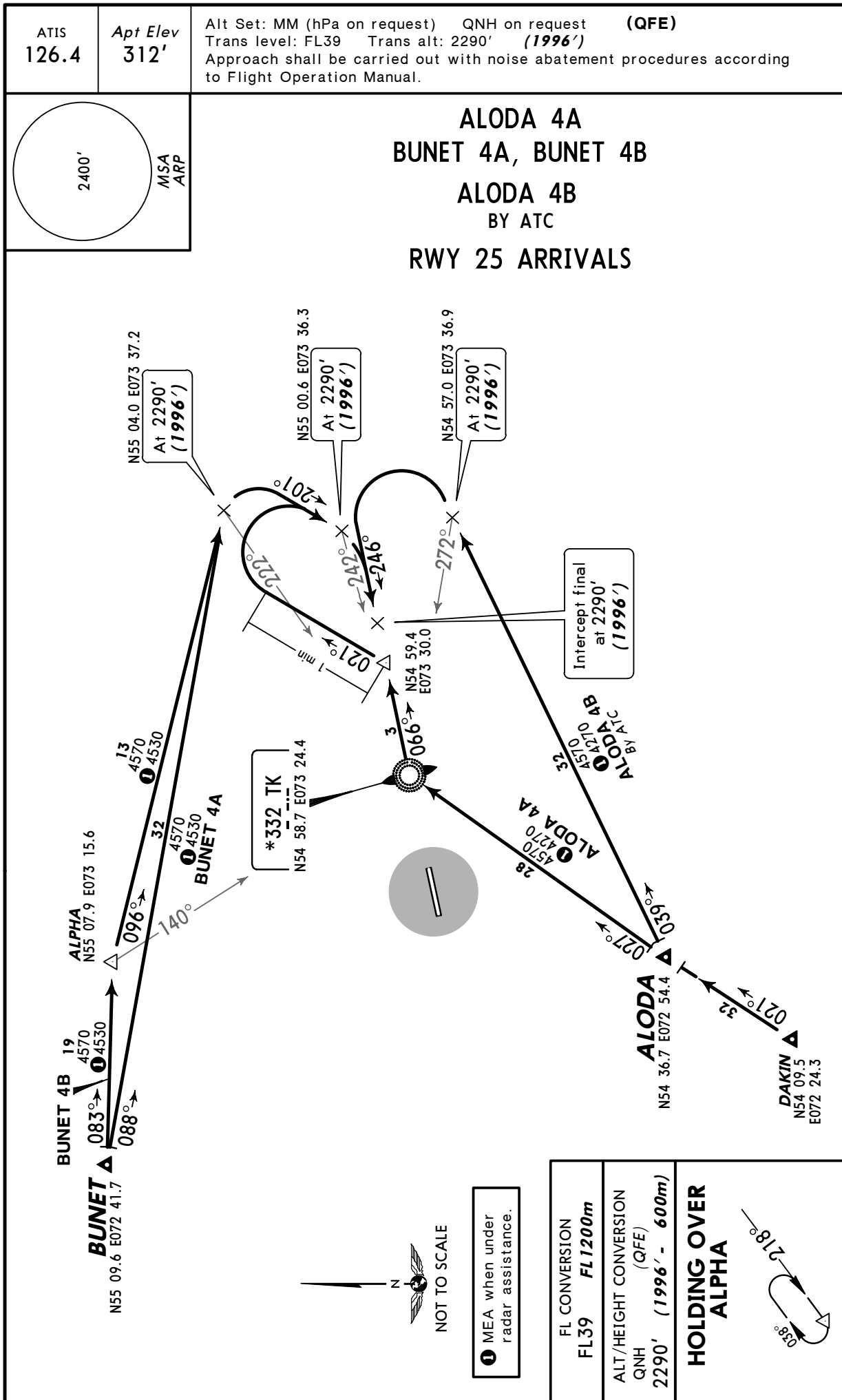
OMSK, RUSSIA
STAR



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 TSENTRALNY

JEPPESEN
 10 OCT 08 **10-2A** Eff 23 Oct

OMSK, RUSSIA
STAR



NOT TO SCALE

MEAs when under radar assistance.

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15 AUG 08

JEPPESEN

(10-2B)

Eff 28 Aug

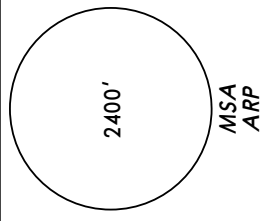
OMSK, RUSSIA

STAR

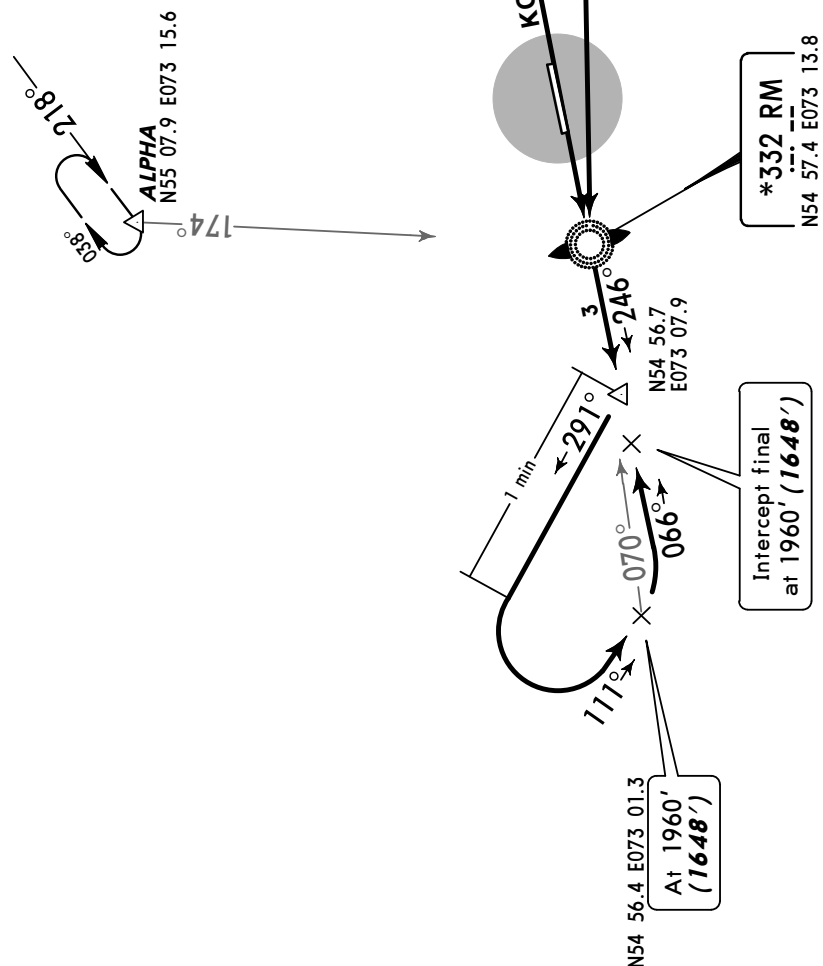
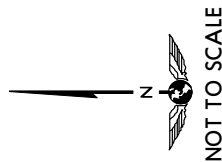
ATIS
126.4

Apt Elev
312'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2290' **(1978')**
Approach shall be carried out with noise abatement procedures according to Flight Operation Manual.



KOVEN 2, LUSOV 2 RWY 07 ARRIVALS



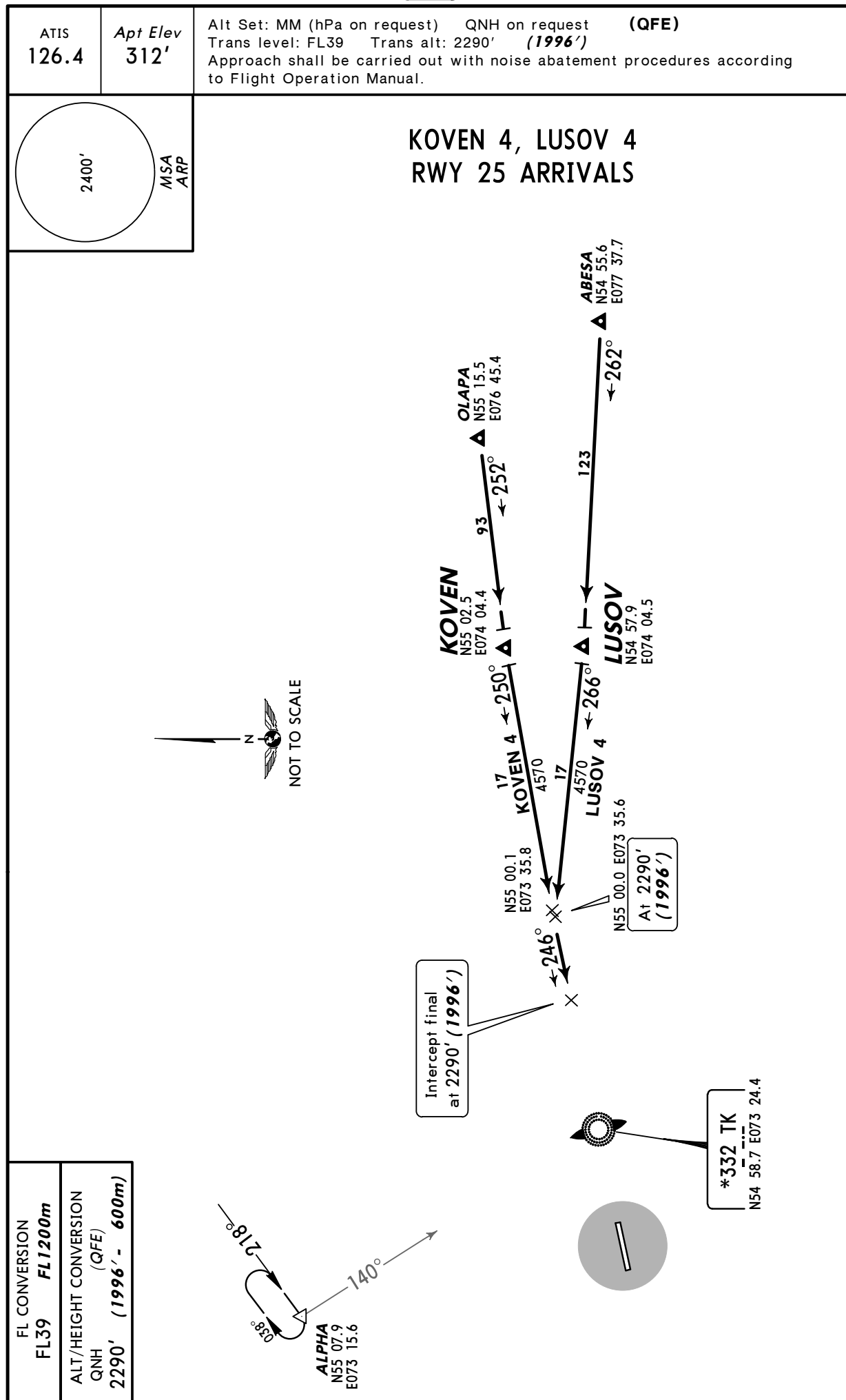
FL CONVERSION
FL39 *FL1200m*

ALT/HEIGHT CONVERSION
QNH (QFE)
2290' (1978' - 600m)
1960' (1648' - 500m)

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 TSENTRALNY

15 AUG 08 **10-2C** Eff 28 Aug

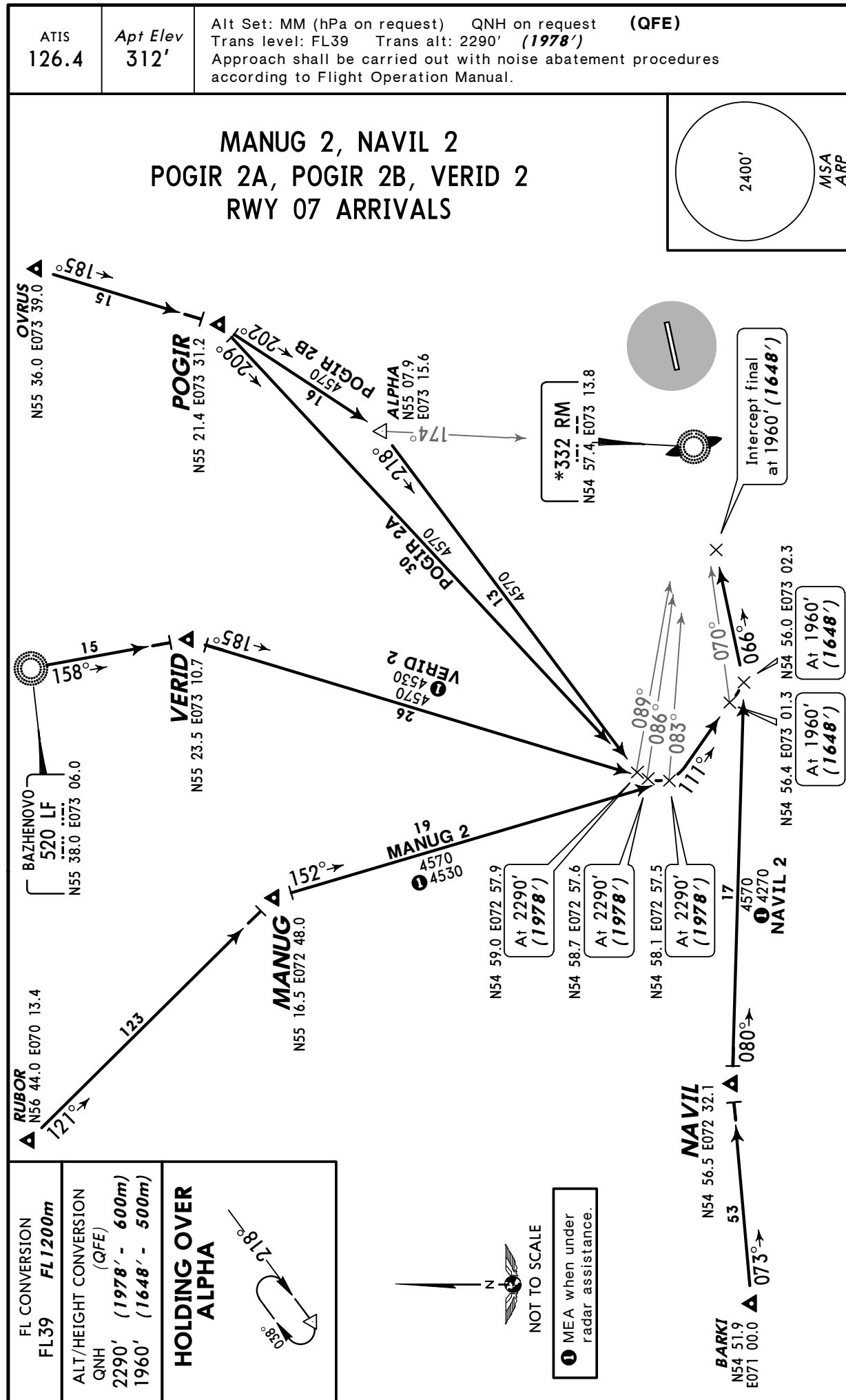
OMSK, RUSSIA
STAR



UNOO/OMS
 TSENTRALNY

JEPPESSEN
 15 AUG 08 **10-2D** Eff 28 Aug

OMSK, RUSSIA
STAR

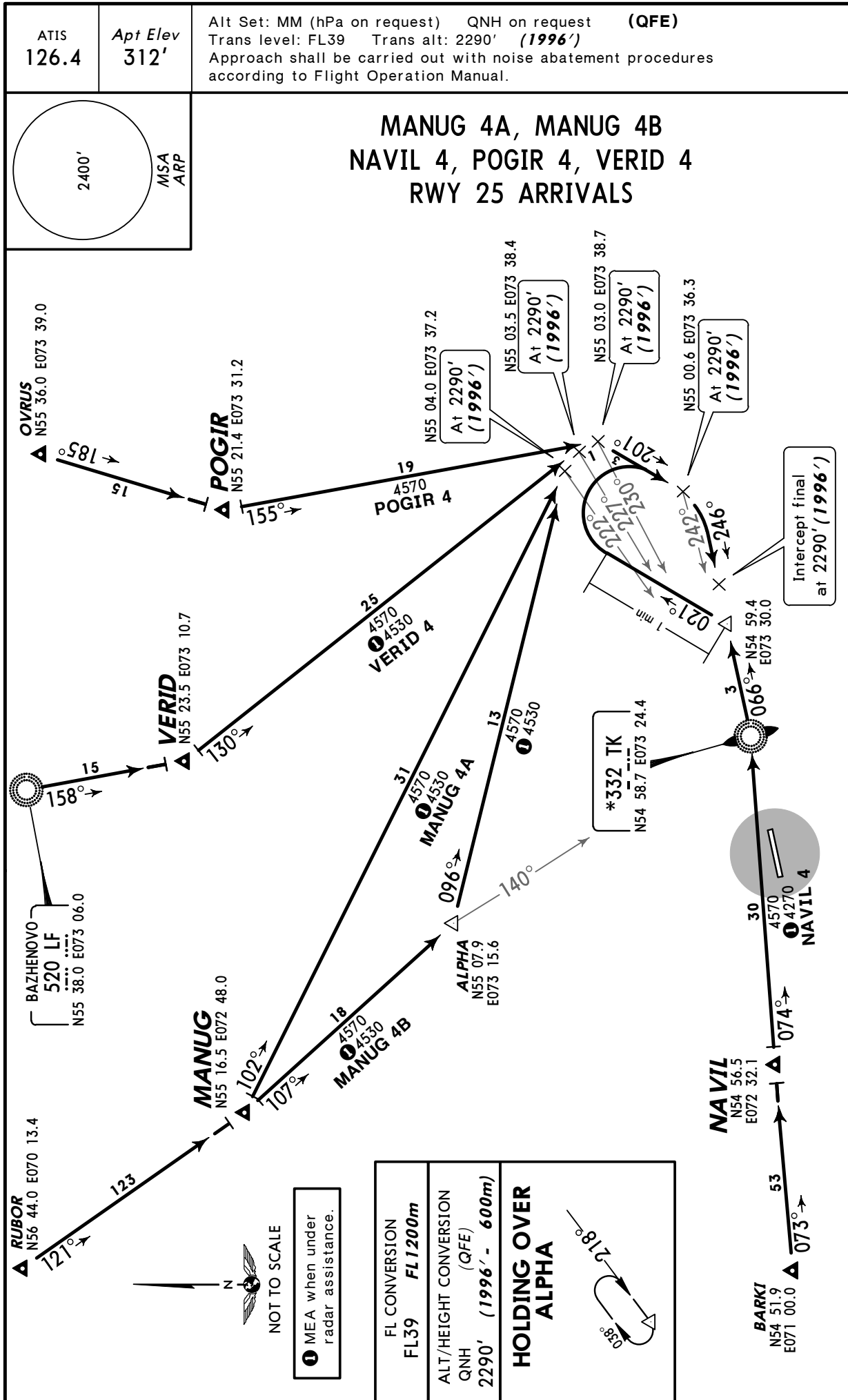


**UNOO/OMS
TSENTRALNY**

15 AUG 08

JEPPESEN**Eff 28 Aug**

OMSK, RUSSIA

STAR

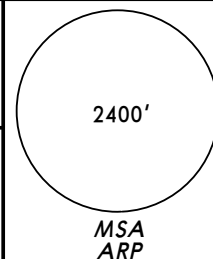
UNOO/OMS
 TSENTRALNY

JEPPESEN
 10 OCT 08 **10-3** Eff 23 Oct

OMSK, RUSSIA
SID

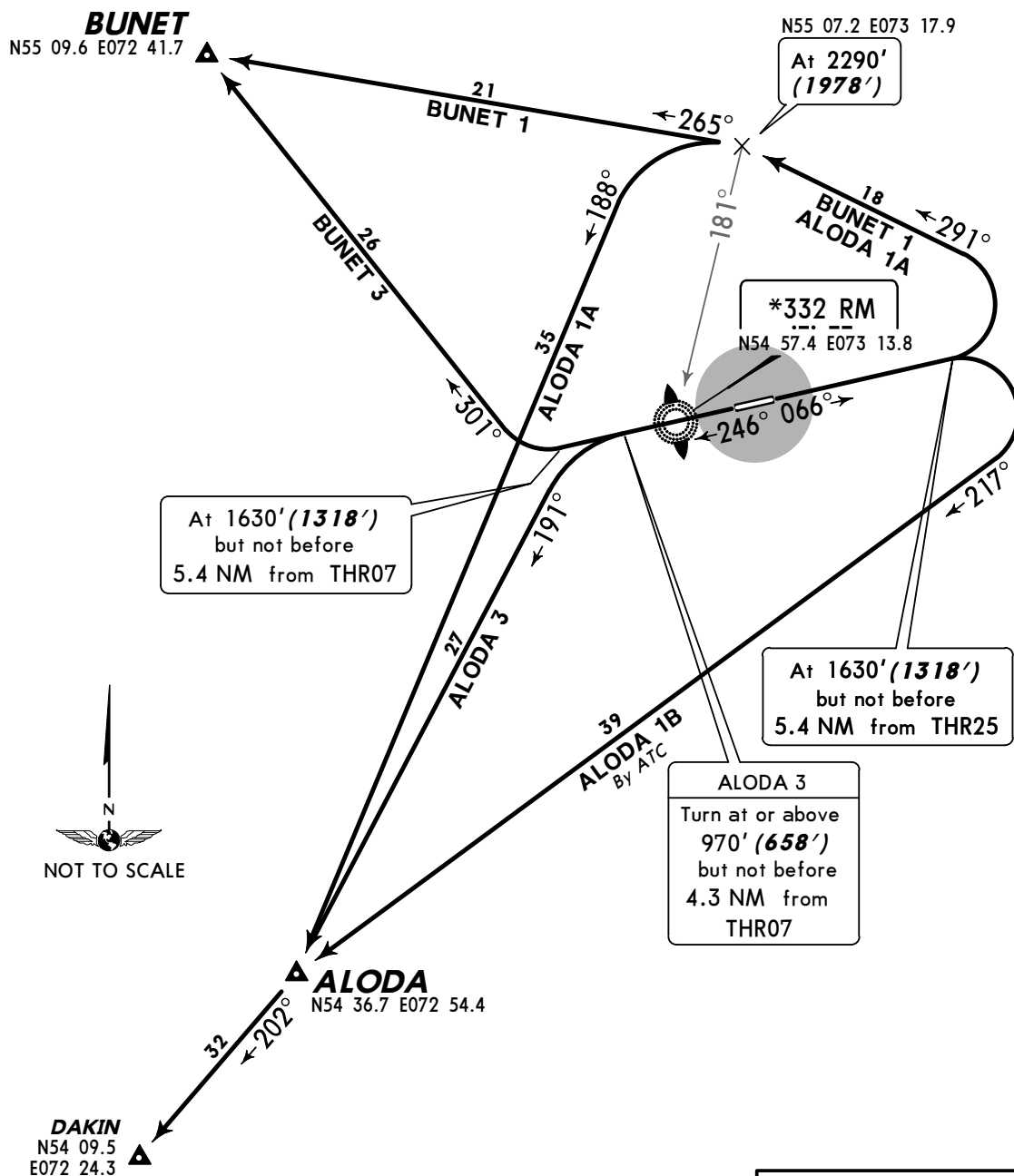
Apt Elev
 312'

QNH on request (QFE)
 Trans level: FL39 Trans alt: 2290' (1978')
 Take-off shall be carried out with noise abatement
 procedures according to Flight Operation Manual.



ALODA 1A
 BUNET 1
 ALODA 1B
 By ATC
 RWY 07 DEPARTURES

ALODA 3
 BUNET 3
 RWY 25 DEPARTURES



ALODA 1A, 1B, BUNET 1
 These SIDs require a minimum climb gradient
 of
 225' per NM (3.7%) up to 1630' (1318').

Gnd speed-KT	75	100	150	200	250	300
225' per NM	281	375	562	749	937	1124

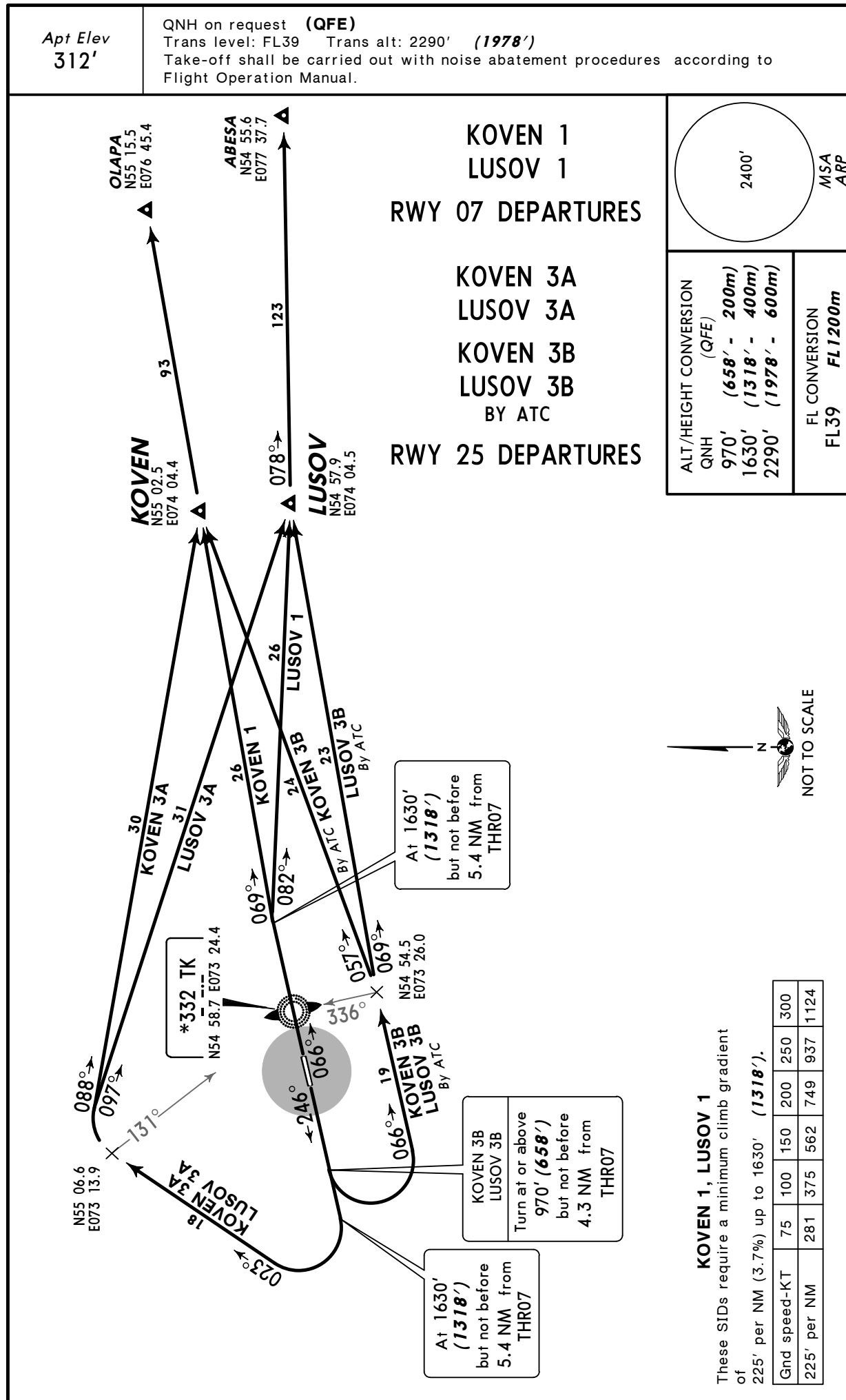
ALT/HEIGHT CONVERSION	
QNH	(QFE)
970'	(658' - 200m)
1630'	(1318' - 400m)
2290'	(1978' - 600m)

FL CONVERSION
 FL39 FL1200m

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JEPPESSEN
 10 OCT 08 **10-3A** Eff 23 Oct

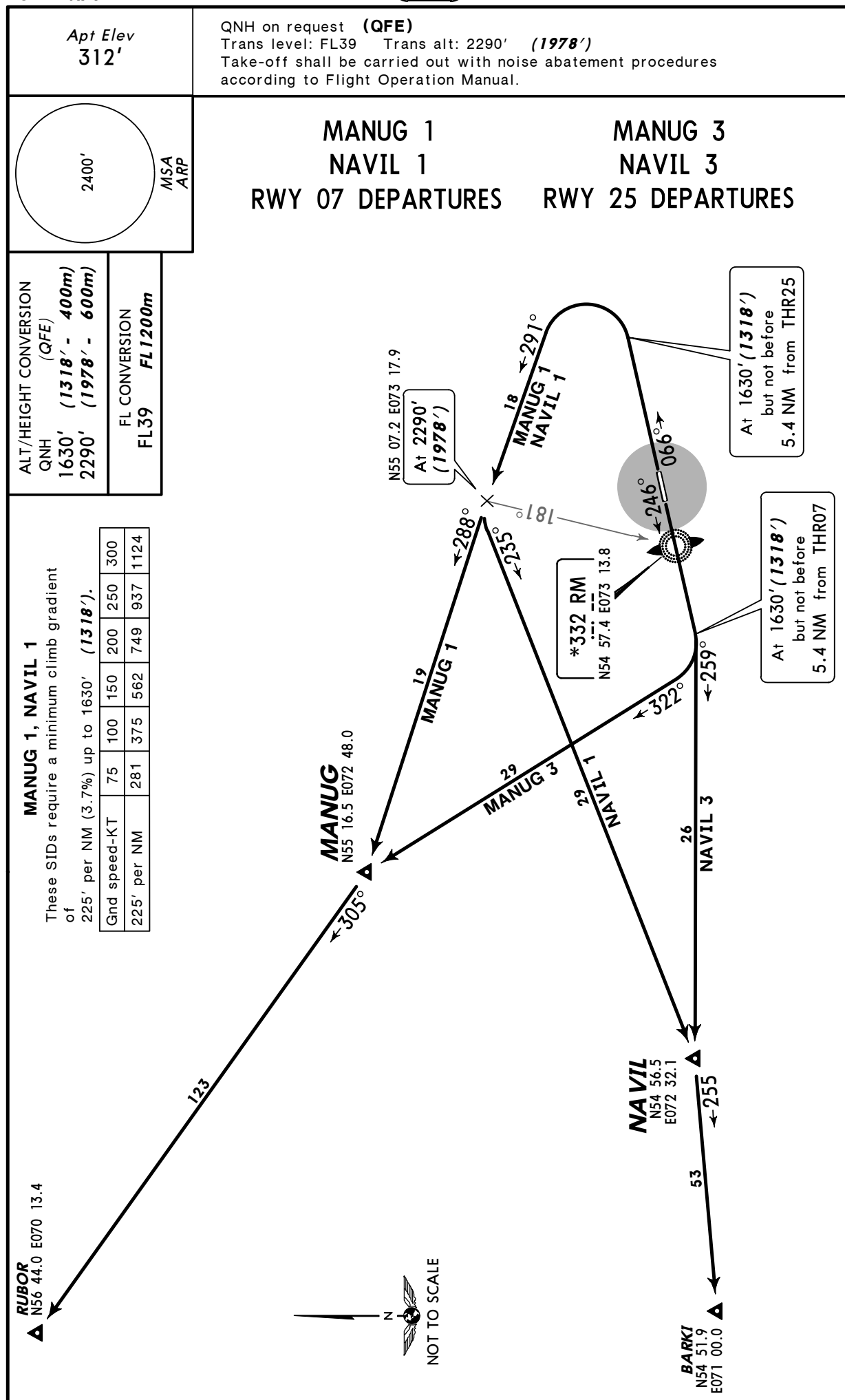
OMSK, RUSSIA
SID



UNOO/OMS
TSENTRALNY

15 AUG 08 **10-3B** Eff 28 Aug

OMSK, RUSSIA
SID



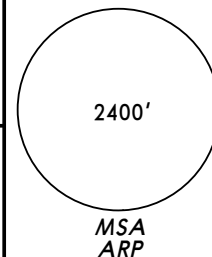
UNOO/OMS
 TSENTRALNY

JEPPESEN
 15 AUG 08 **(10-3C)** Eff 28 Aug

OMSK, RUSSIA
SID

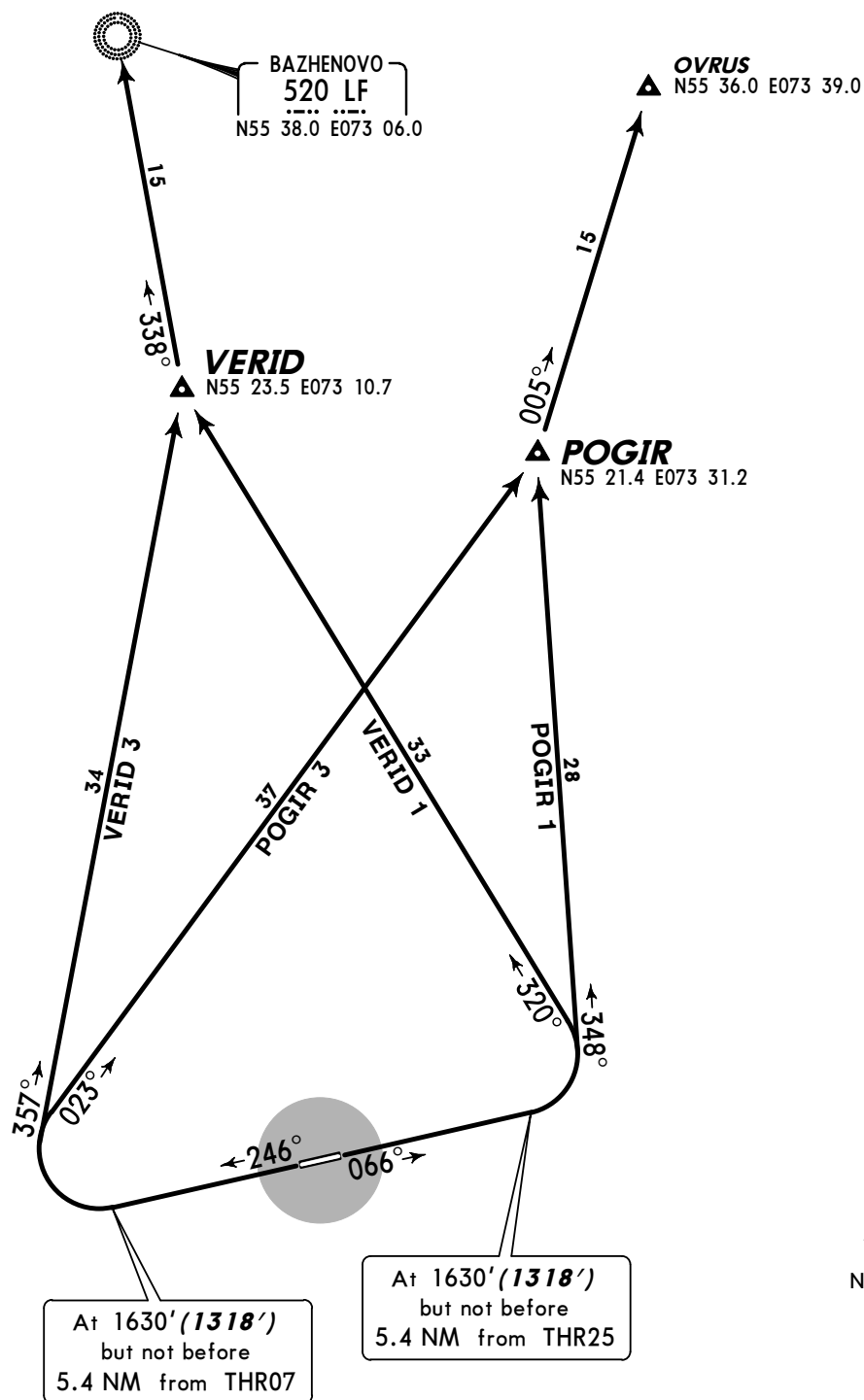
Apt Elev
312'

QNH on request **(QFE)**
 Trans level: FL39 Trans alt: 2290' **(1978')**
 Take-off shall be carried out with noise abatement
 procedures according to Flight Operation Manual.



POGIR 1 VERID 1
 RWY 07 DEPARTURES

POGIR 3 VERID 3
 RWY 25 DEPARTURES



POGIR 1, VERID 1

These SIDs require a minimum climb gradient
 of
 225' per NM (3.7%) up to 1630' **(1318')**.

Gnd speed-KT	75	100	150	200	250	300
225' per NM	281	375	562	749	937	1124

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1630'	(1318' - 400m)
2290'	(1978' - 600m)

FL CONVERSION	
FL39	FL1200m

UNOO/OMS

Apt Elev **312'**
N54 58.0 E073 18.7

JEPPesen

14 NOV 08 (10-9)

OMSK, RUSSIA

TSENTRALNY

ATIS

126.4

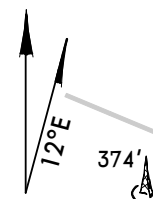
OMSK Taxiing (GND)

121.7

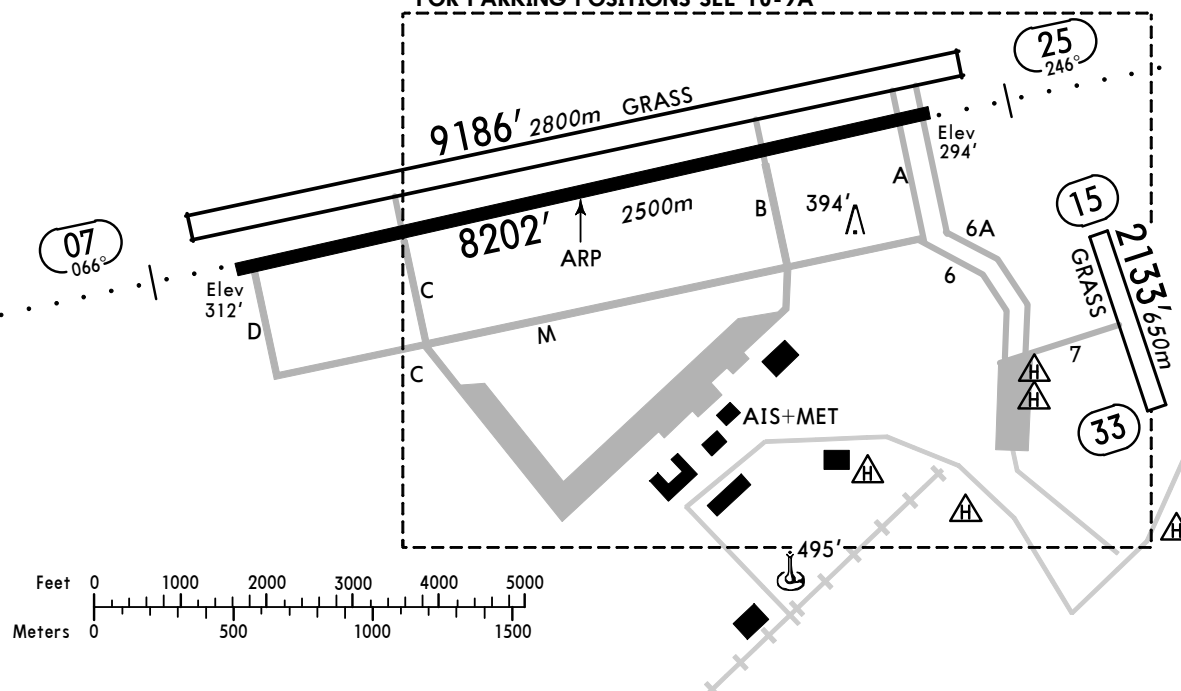
Start (TWR)

119.0

Taxi routes along Twys 6, 6A and 7 are not fully visible by the taxiing controller.
Taxiing on Twys A, B, C, D and M along centerline at minimum speed with the crews good look out.
Taxiing is under inner engines power.
Taxiing of TU-204 and IL-76 acft on apron is prohibited.
Birds in vicinity of areodrome.



FOR PARKING POSITIONS SEE 10-9A



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
07	RL (60m)	ALS	PAPI-L (angle 2.67°)	RVR		7119' 2170m	7874' 2400m①	148'
25	RL (60m)	ALS	PAPI-L (angle 3.00°)	RVR		6890' 2100m		45m
07②	25	Grass runway						328' 100m
15	33							262' 80m

① First 328'/100m unusable for take-off.

② NIGHT: Not available.

TAKE-OFF

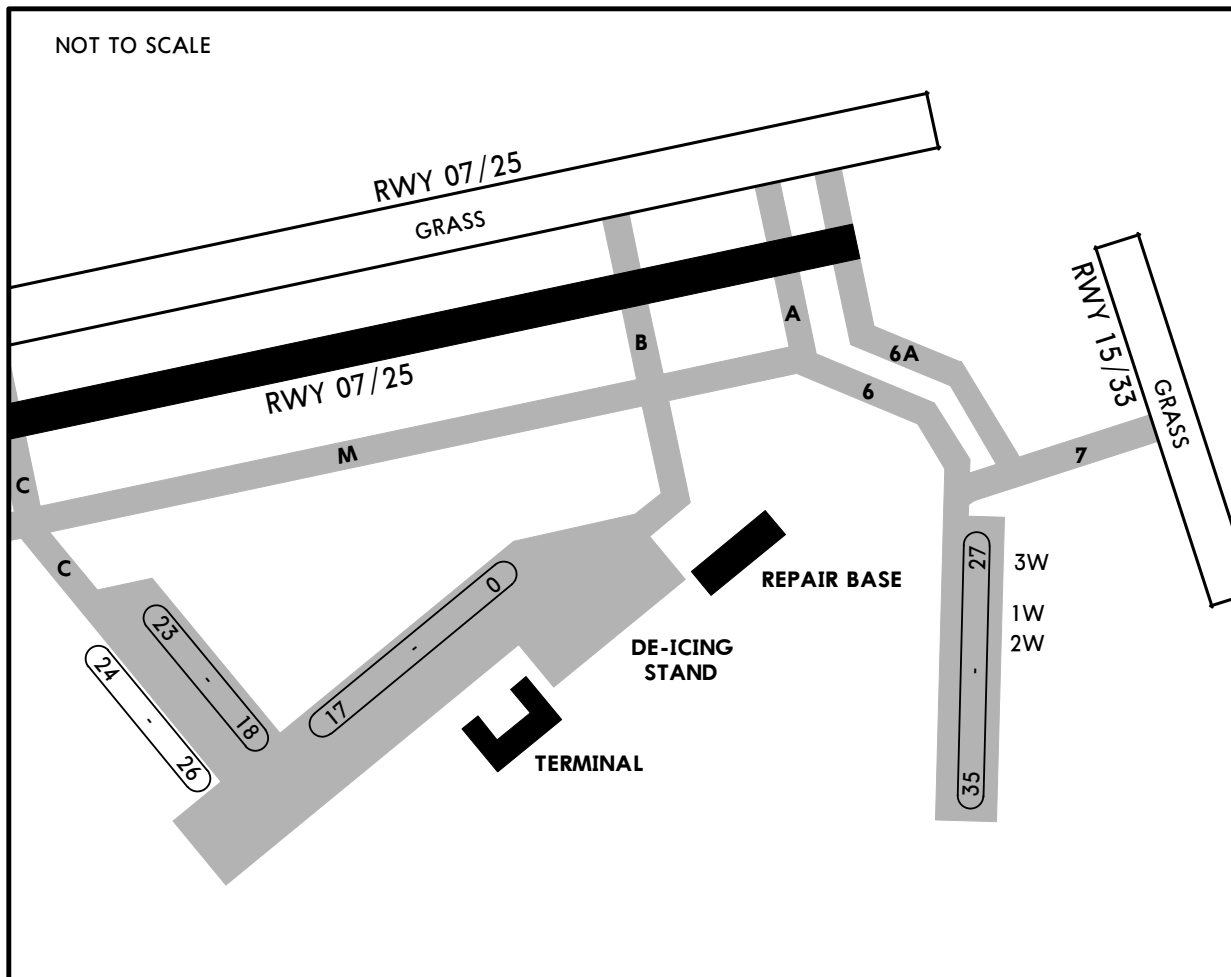
AIR CARRIER (JAA)

Main rwy 07				Main rwy 25			
With climb gradient 3.7% (225'/NM) up to 1630'.							
LVP must be in force				LVP must be in force			
RCLM (DAY only) or RL	RCLM (DAY only) or RL			RCLM (DAY only) or RL	RCLM (DAY only) or RL		
A							
B	250m	400m	330m - 2300m	250m	400m		
C			350m - 2400m				
D	300m			300m			

UNOO/OMS

14 NOV 08 **JEPPESEN**
 10-9A

OMSK, RUSSIA
 TSENTRALNY



INS COORDINATES		Stands 0 thru 6, 24 thru 26 and 1W thru 3W available for helicopters.
STAND No.	COORDINATES	
10	N54 57.6 E073 18.9	
14	N54 57.5 E073 18.8	

UN00/OMS

JEPPESEN

JAA MINIMUMS

7 MAR 03

10-9X

Eff 20 Mar

OMSK, RUSSIA
TSENTRALNY

STRAIGHT-IN RWY		A	B	C	D
07	ILS	512' (200')	512' (200')	512' (200')	512' (200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	512' (200')	512' (200')	512' (200')	512' (200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	620' (308')	620' (308')	620' (308')	620' (308')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
25	ILS	495' (200')	495' (200')	495' (200')	495' (200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	495' (200')	495' (200')	495' (200')	495' (200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	1530' (1235')	1530' (1235')	1530' (1235')	1530' (1235')
		R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 07

With climb gradient of 3.7% (225' /NM) up to 1630'.				
LVP must be in Force		RCLM (DAY only) or RL	NIL (DAY only)	NIL (DAY only)
RCLM (DAY only) or RL				
A	250m	400m	500m	330m- 2300m
B				
C				
D	300m			350m- 2400m

TAKE-OFF RWY 25

LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UNOO
TSENTRALNY

JEPPESEN

9 AUG 02

Eff 19 Aug

(11-1)

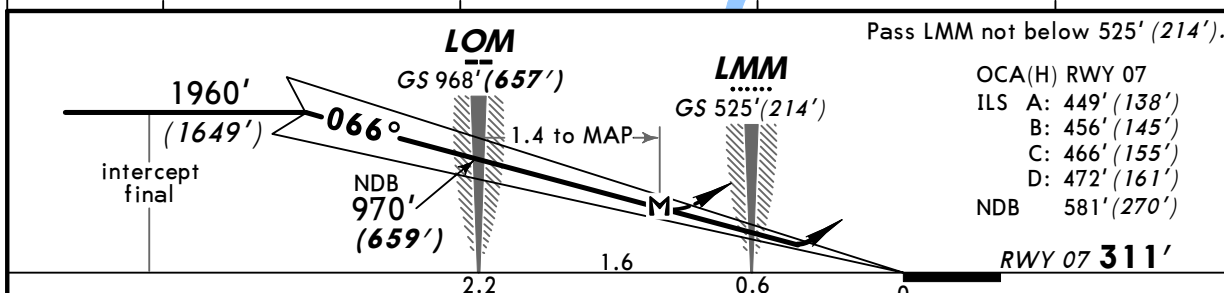
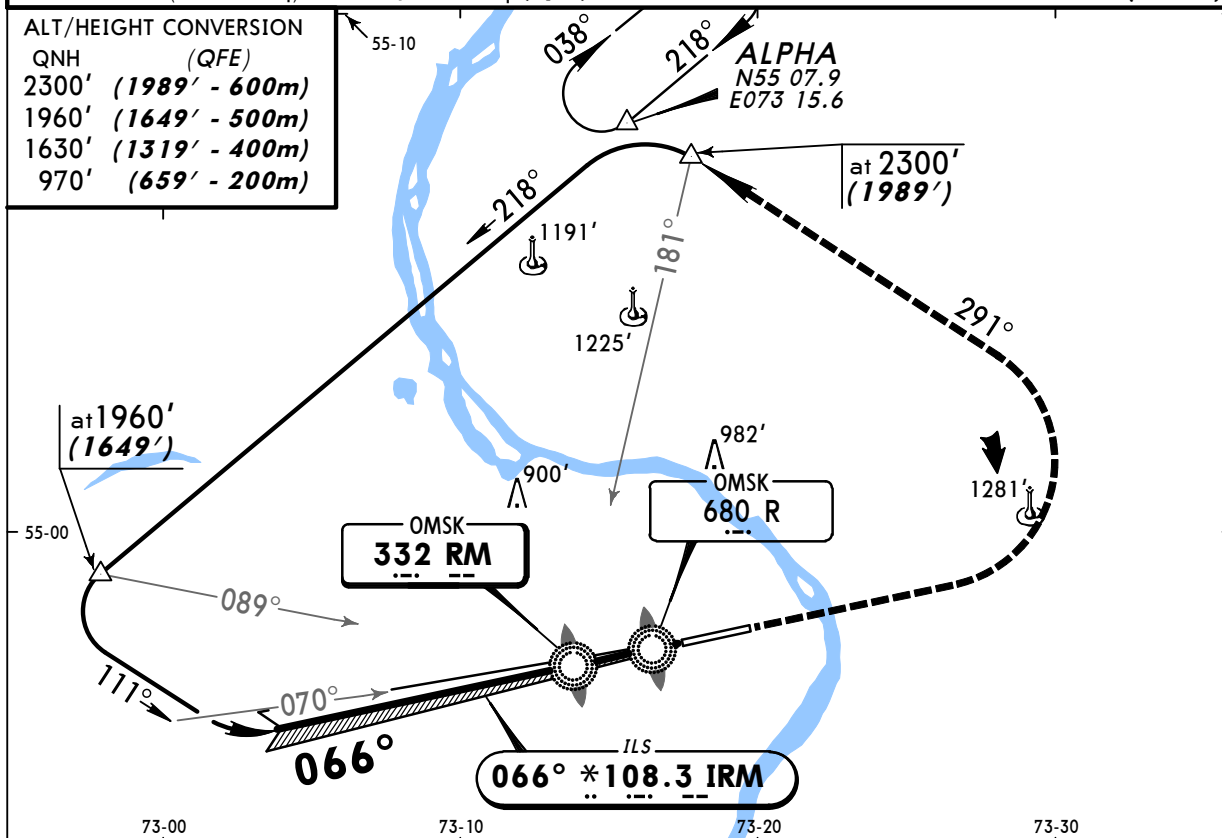
MISSED APCH CLIMB
GRAD MIM 3.7%

OMSK, RUSSIA
ILS or 2 NDB Rwy 07

BRIEFING STRIP

ATIS 126.4		OMSK Krug (APP/SRE) 119.0		OMSK Tower (PAR) 119.0		OMSK Start (TWR) 119.0		Ground 121.7	
LOC IRM *108.3		Final Apch Crs 066°		GS LOM 968'(657')		ILS DA(H) 511'(200')		Apt Elev 312' RWY 311'	
NDB RM 332				Minimum Alt LOM 970'(659')		NDB MDA(H) 620'(309')			
MISSED APCH: Climb STRAIGHT AHEAD to mim 1630'(1319') to 5.4 NM from threshold. Turn LEFT onto 291° climbing to 2300'(1989'), then as directed.									
2400' MSA Airport									

ALT/HEIGHT CONVERSION	QNH (QFE)
2300' (1989' - 600m)	
1960' (1649' - 500m)	
1630' (1319' - 400m)	
970' (659' - 200m)	



Gnd speed-Kts	70	90	100	120	140	160	ALS	Refer to Missed apch above
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769		
LOM to MAP 1.4	1:12	0:56	0:50	0:42	0:36	0:31		

STRAIGHT-IN LANDING RWY 07				MISSED APCH CLIMB GRAD MIM 3.7%			
ILS		LOC (GS out)		NDB		ALS	
DA(H) 511' (200')				MDA(H) 620' (309')			
FULL							
A							
B							
C							
D							

PANS OPS

UNOO
TSENTRALNY

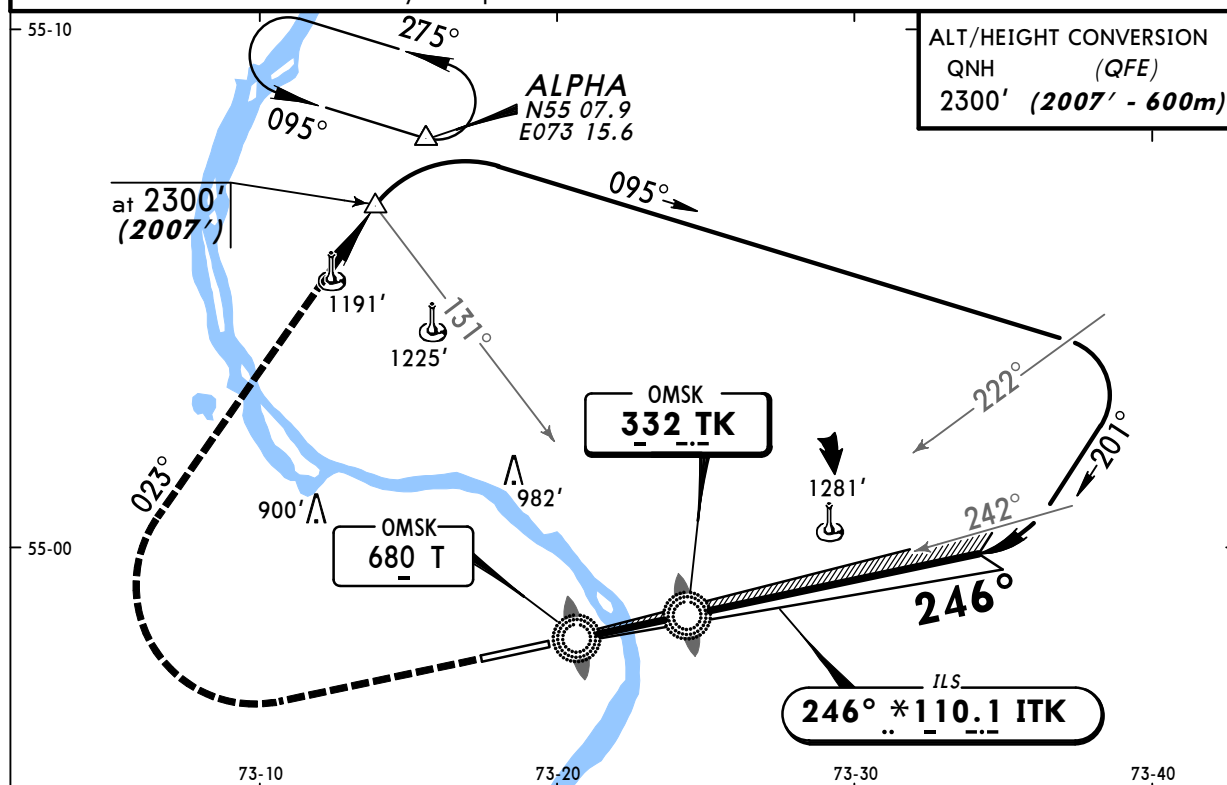
JEPPESEN

9 AUG 02
Eff 19 Aug 11-2

OMSK, RUSSIA
ILS or 2 NDB Rwy 25

BRIEFING STRIP

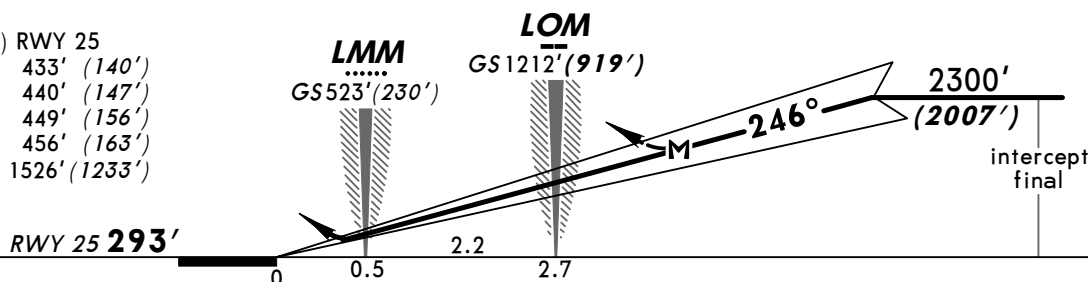
ATIS 126.4		OMSK Krug (APP/SRE) 119.0		OMSK Tower (PAR) 119.0		OMSK Start (TWR) 119.0		Ground 121.7		
LOC ITK *110.1		Final Apch Crs 246°		GS LOM 1212'(919')		ILS DA(H) 493'(200')		Apt Elev 312' RWY 293'		
NDB TK 332				Minimum Alt No FAF		NDB MDA(H) 1530'(1237')				
MISSED APCH: Climb STRAIGHT AHEAD to 5.4 NM from thresh. Turn RIGHT onto 023° climbing to 2300'(2007'), then as directed.									2400' MSA Airport	
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2300'(2007')										
1. Between LOM and LMM migration of birds in warm season. 2. Turbulence with downdrafts may be expected on final.										



Pass LOM not below 1212'(919'), LMM not below 523'(230').

OCA(H) RWY 25

ILS A: 433'(140')
B: 440'(147')
C: 449'(156')
D: 456'(163')
NDB 1526'(1233')



Gnd speed-Kts	70	90	100	120	140	160	ALS 5.4 NM from thresh
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	485	539	647	755	862	

STRAIGHT-IN LANDING RWY 25					
ILS DA(H) 493'(200')		LOC (GS out)		NDB MDA(H) 1530'(1237')	
FULL	ALS out				ALS out
A				3200m	
B					
C	1200m	NOT AUTHORIZED		4800m	
D					

PANS OPS