

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UNOO

UNOO (Tsentralny)**General Info**

Omsk, RUS

N 54° 58.0' E 73° 18.7' Mag Var: 11.7°E

Elevation: 312'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+6:00 uses DST

Runway Info

Runway 07-25 8202' x 148' asphalt

Runway 07 (66.0°M) TDZE 312'

Lights: Edge, ALS

Runway 25 (246.0°M) TDZE 294'

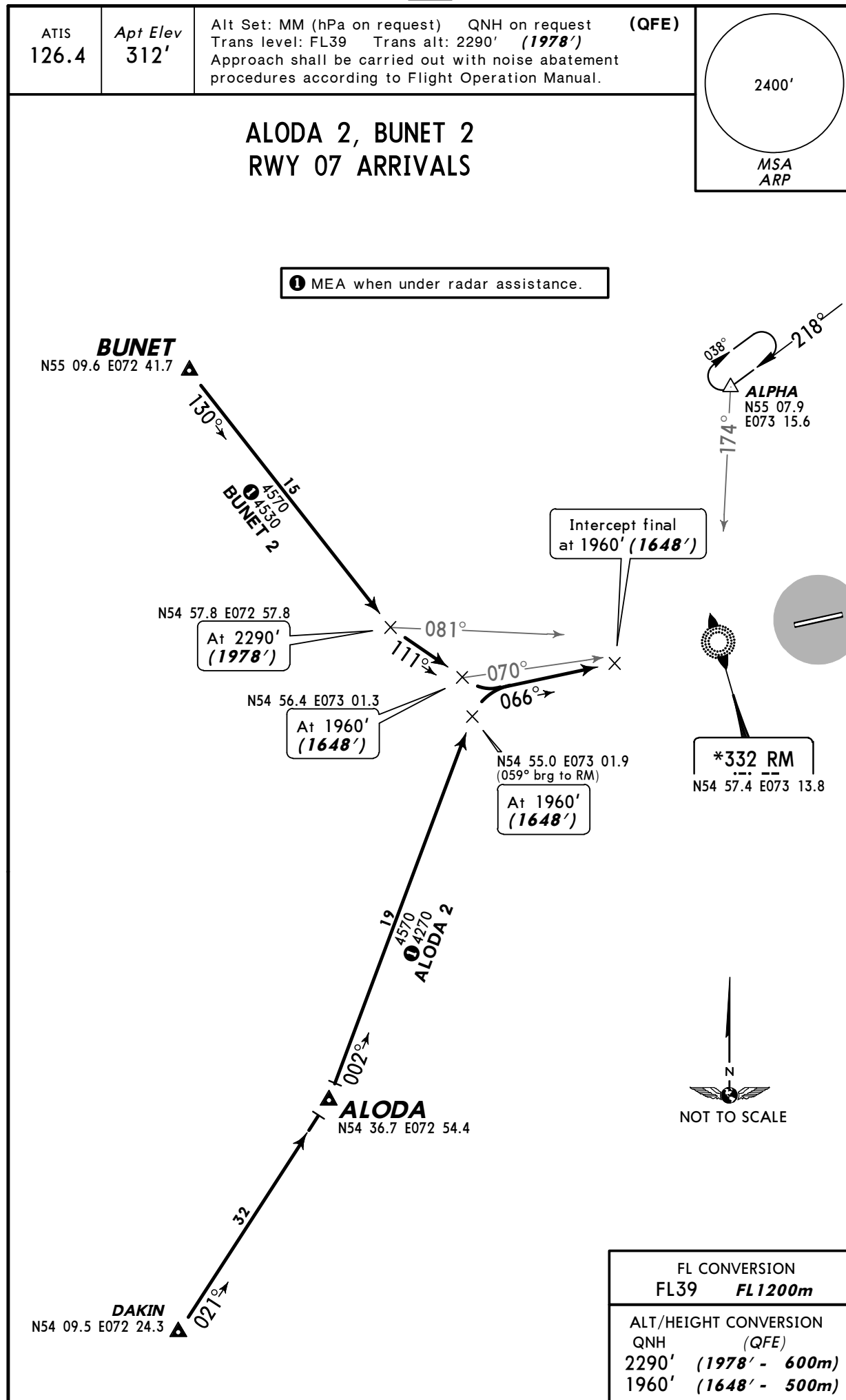
Lights: Edge, ALS

Communications InfoATIS **126.4**Omsk Start Tower **124.0** SecondaryOmsk Start Tower **119.0**Omsk Taxiing Ground Control **124.0** SecondaryOmsk Taxiing Ground Control **121.7**Omsk Krug Radar **124.0** SecondaryOmsk Krug Radar **119.0** MF**Notebook Info**

UNOO/OMS
TSENTRALNY

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

OMSK, RUSSIA
STAR



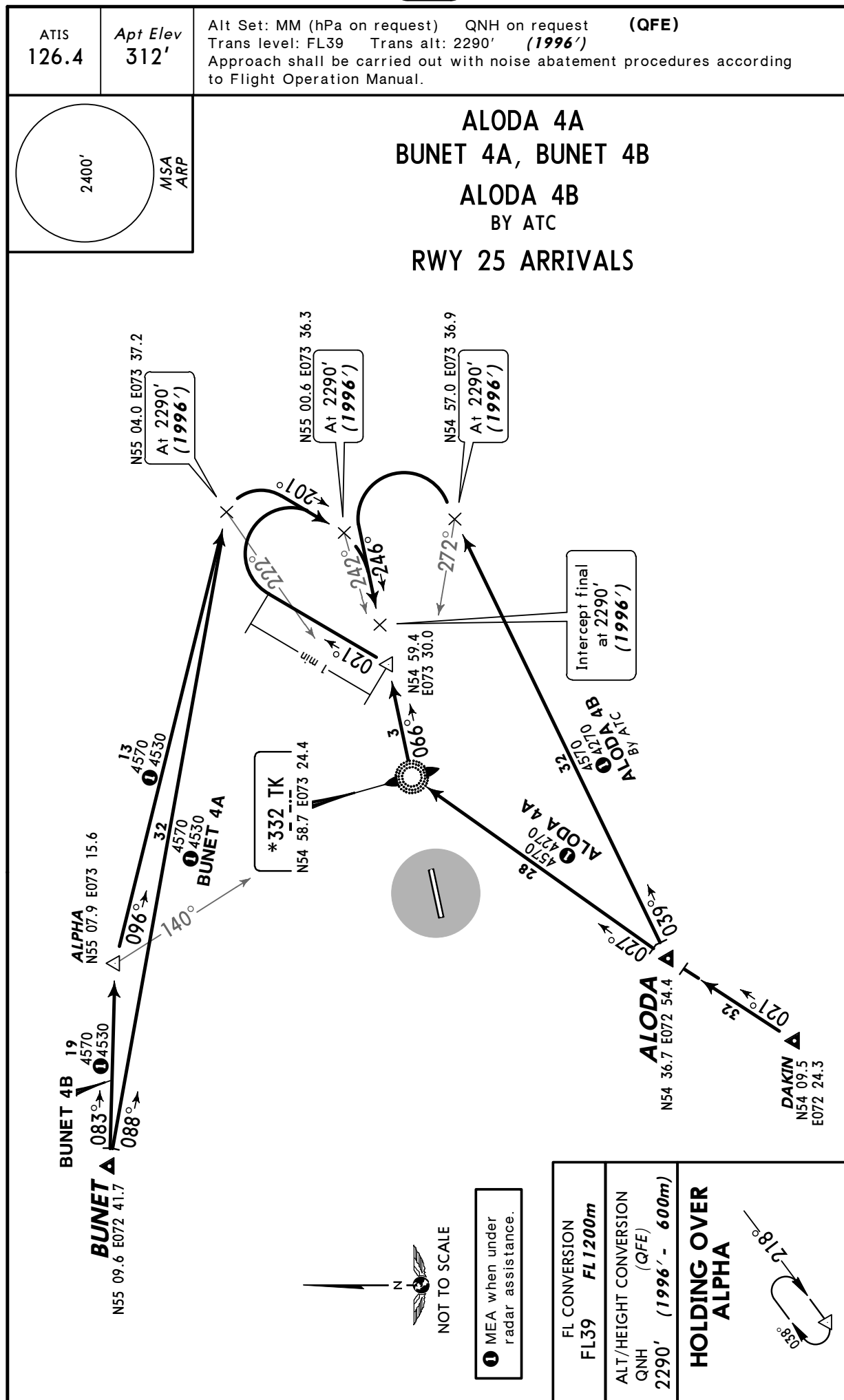
CHANGES: STAR BUNET 2 arrival continuation.

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 TSENTRALNY

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

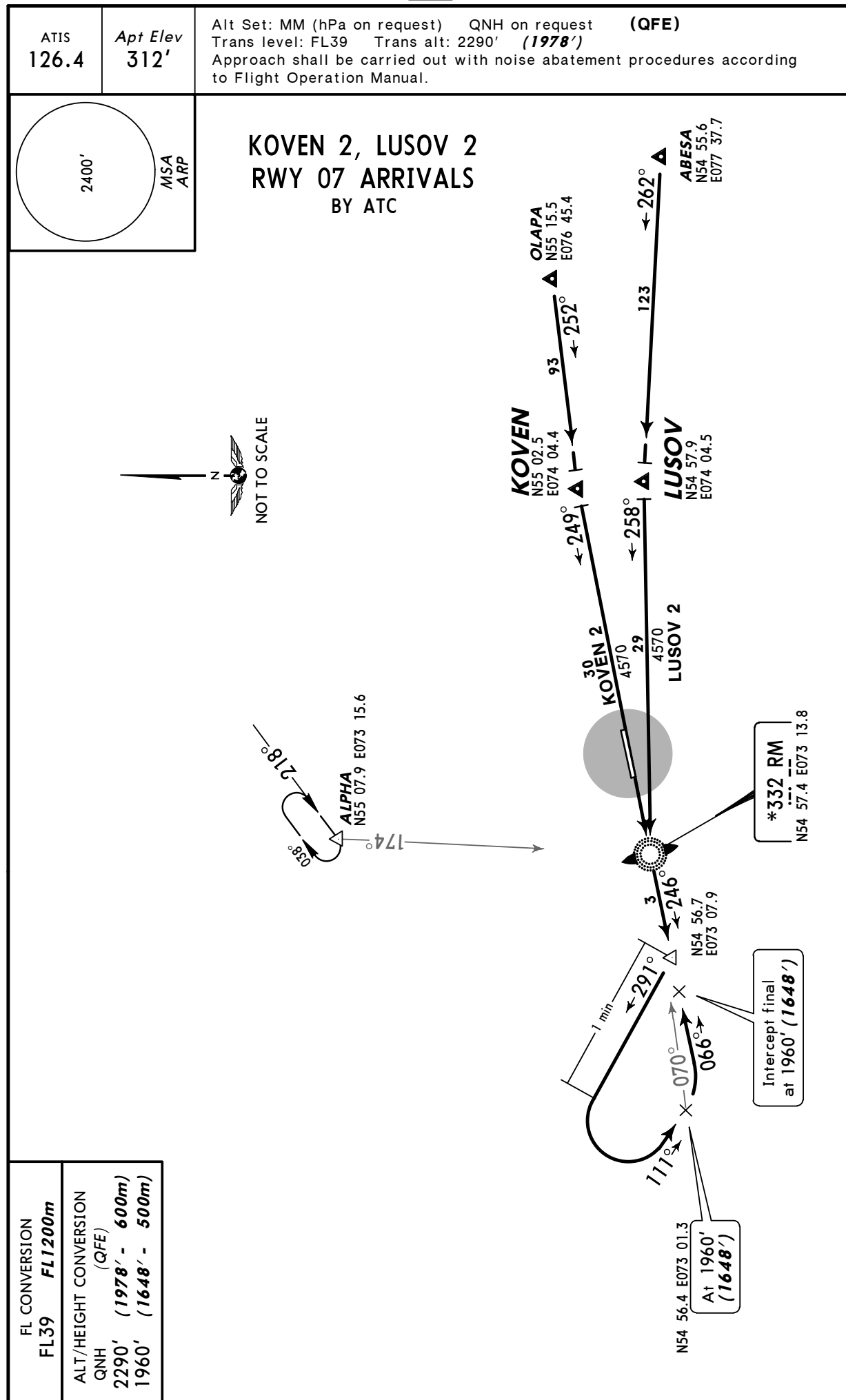
OMSK, RUSSIA
STAR



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TSENTRALNY

JEPPESSEN
 24 APR 09 **(10-2B)** **Eff 7 May**

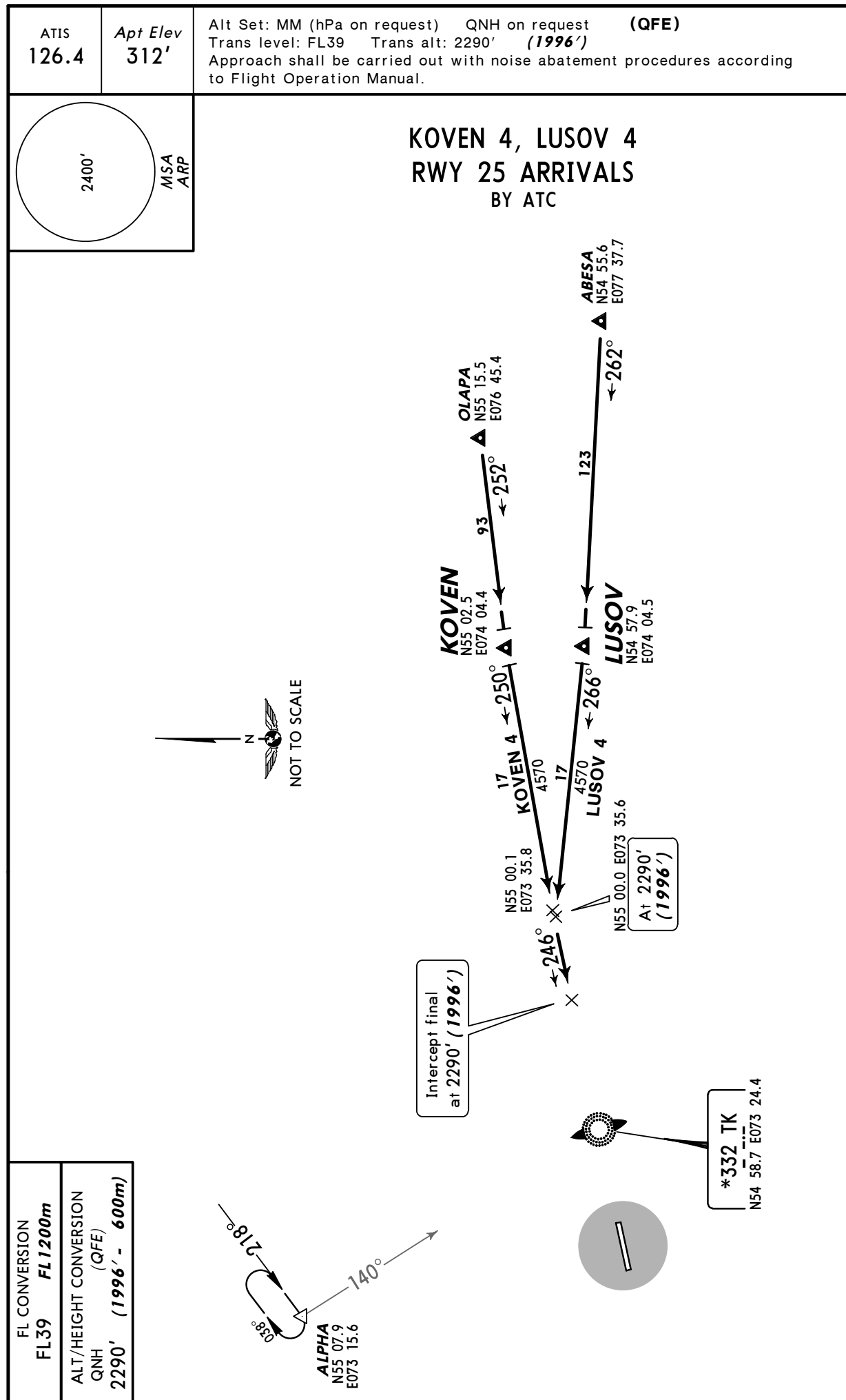
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JEPPESSEN
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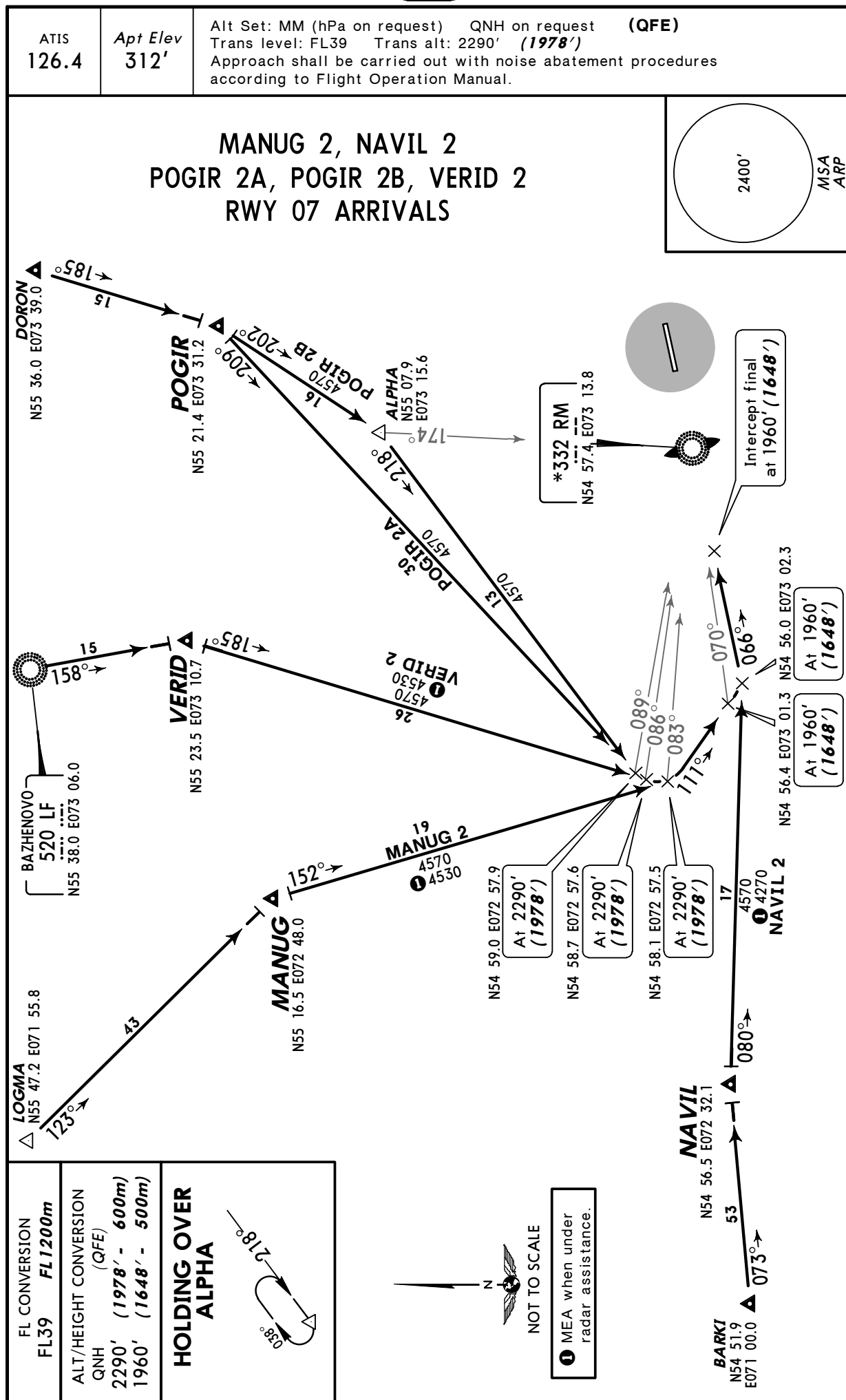
OMSK, RUSSIA
STAR



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JEPPESSEN
 13 AUG 10 **10-2D** **Eff 26 Aug**

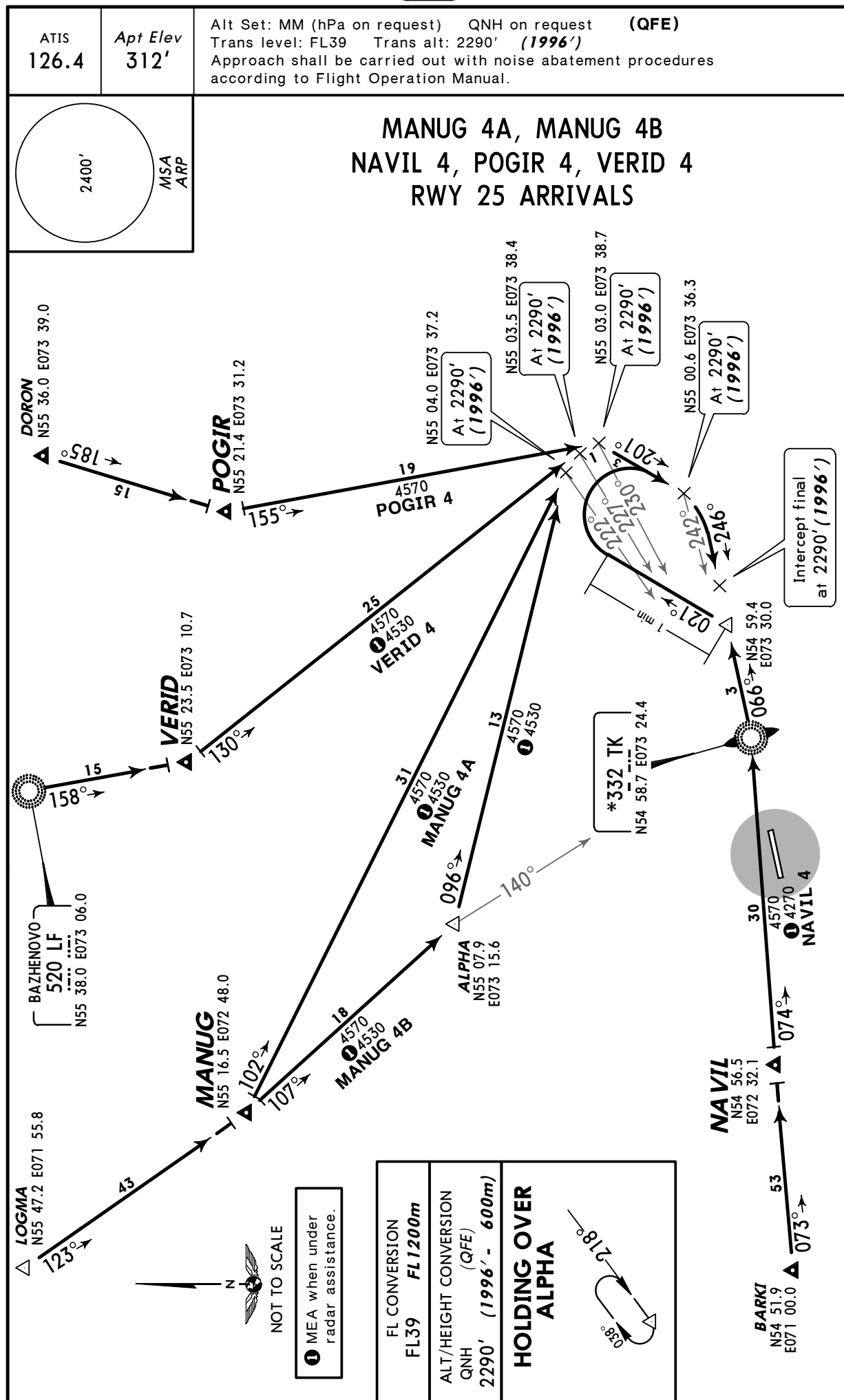
OMSK, RUSSIA
STAR



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TSENTRALNY

JEPPESSEN
13 AUG 10 **10-2E** **Eff 26 Aug**

OMSK, RUSSIA
STAR



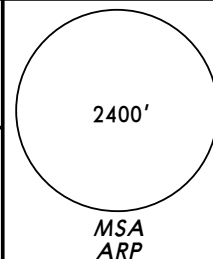
UNOO/OMS
TSENTRALNY

JEPPESEN
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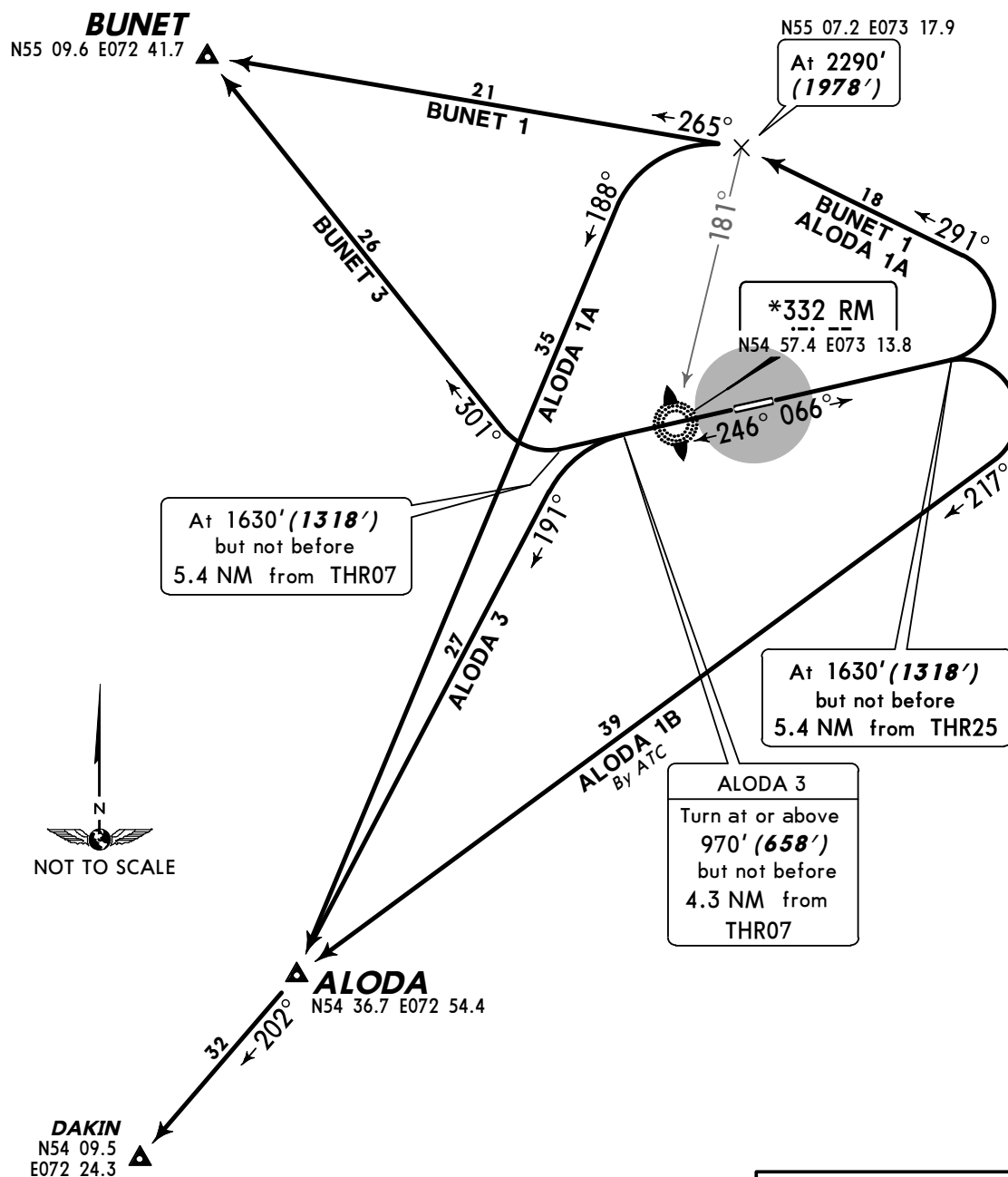
OMSK, RUSSIA
SID

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
ALODA 3
BUNET 3
RWY 07 DEPARTURES **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

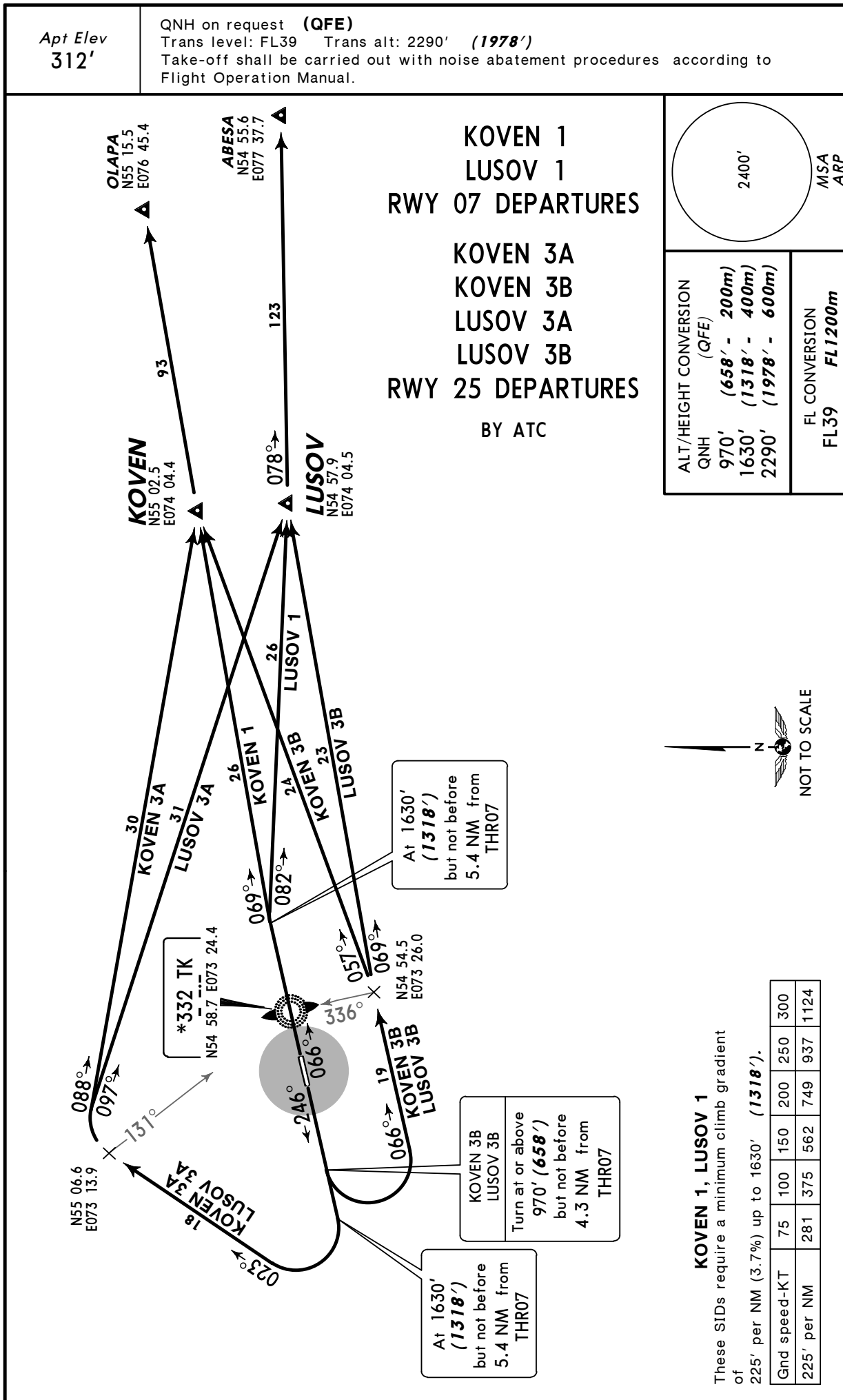
ALT/HEIGHT CONVERSION	
QNH	(QFE)
970'	(658' - 200m)
1630'	(1318' - 400m)
2290'	(1978' - 600m)

FL CONVERSION
FL39 FL1200m

UNOO/OMS
TSENTRALNY

JEPPESSEN
 24 APR 09 **10-3A** **Eff 7 May**

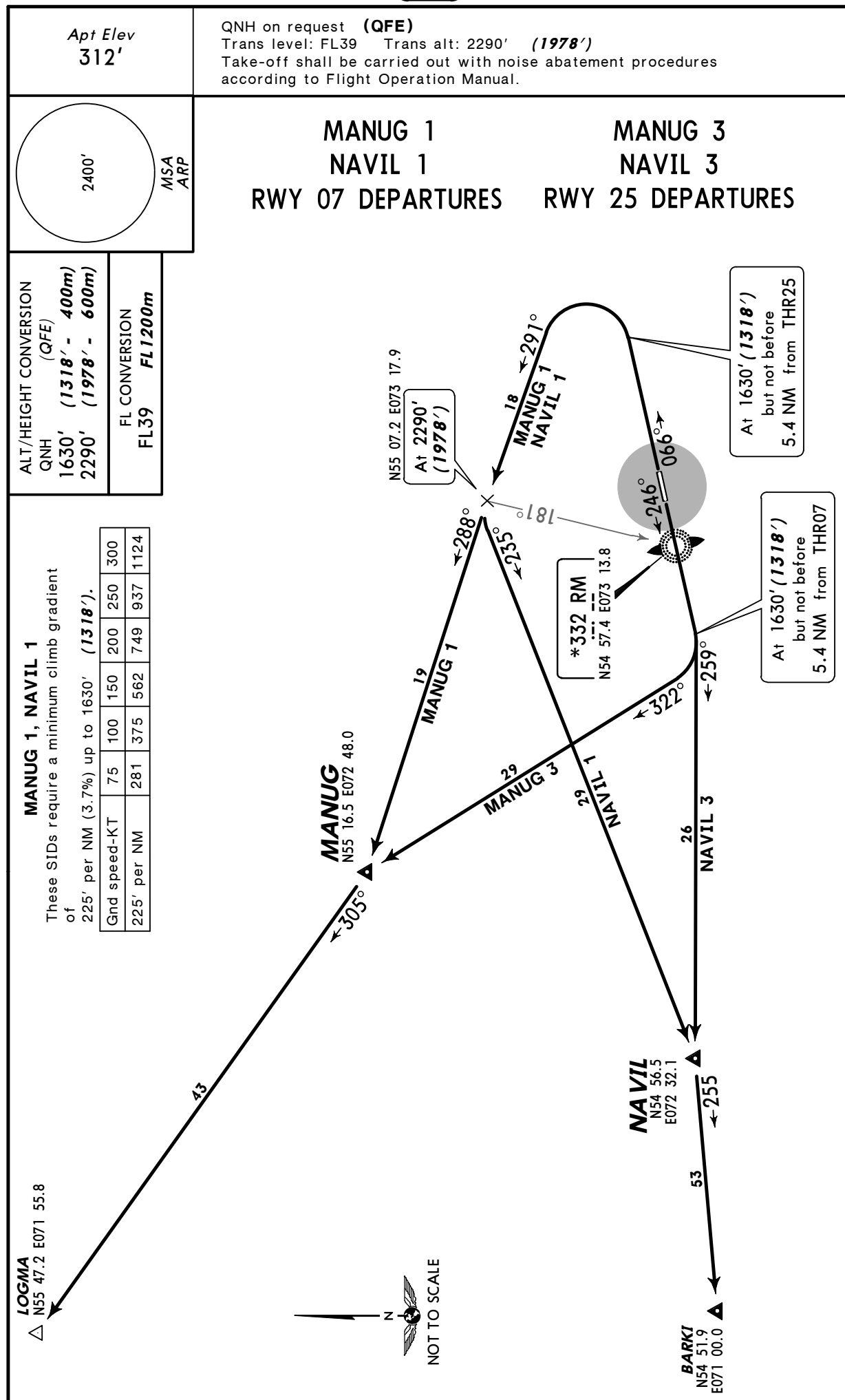
OMSK, RUSSIA
SID



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TSENTRALNY

JEPPesen
 13 AUG 10 **10-3B** Eff 26 Aug

OMSK, RUSSIA
SID



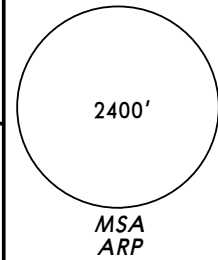
UNOO/OMS
TSENTRALNY

JEPPESEN
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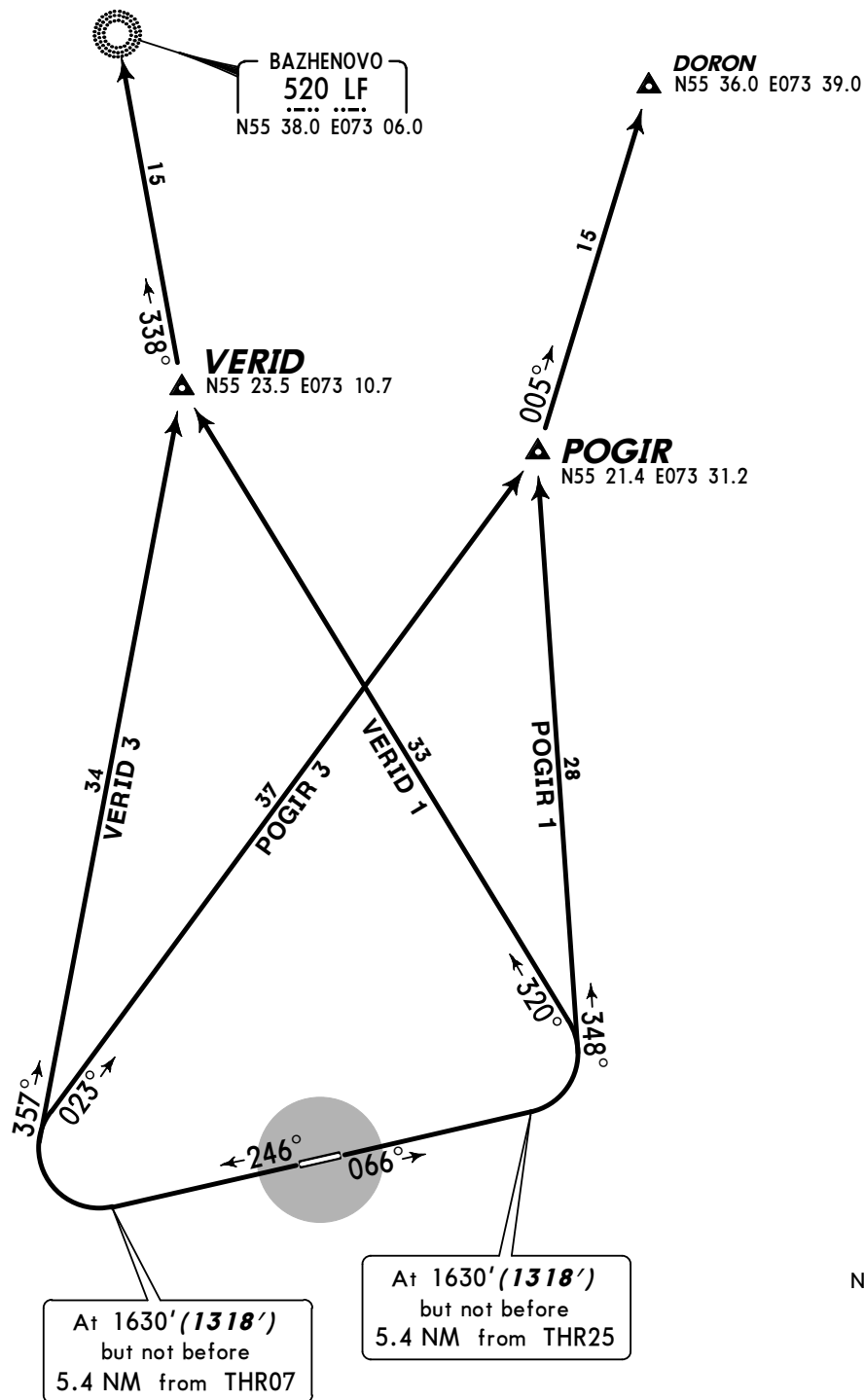
OMSK, RUSSIA
SID

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 **POGIR 3**
VERID 1 **VERID 3**
RWY 07 DEPARTURES **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

JEPPESSEN

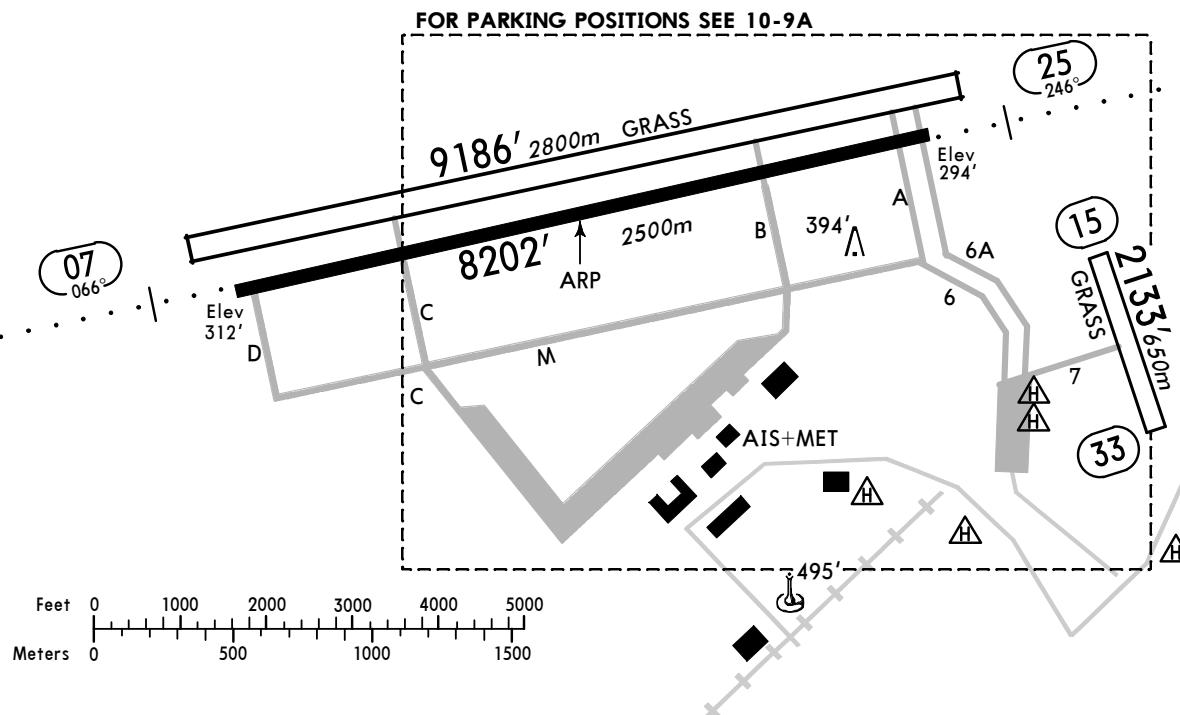
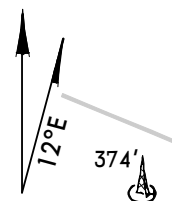
14 NOV 08 **(10-9)**

OMSK, RUSSIA

TSENTRALNY

ATIS	OMSK Taxiing (GND)	Start (TWR)
126.4	121.7	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.



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
07	25	RL (60m)	ALS	PAPI-L (angle 2.67°)	RVR	7119' 2170m	7874' 2400m①	148'
		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

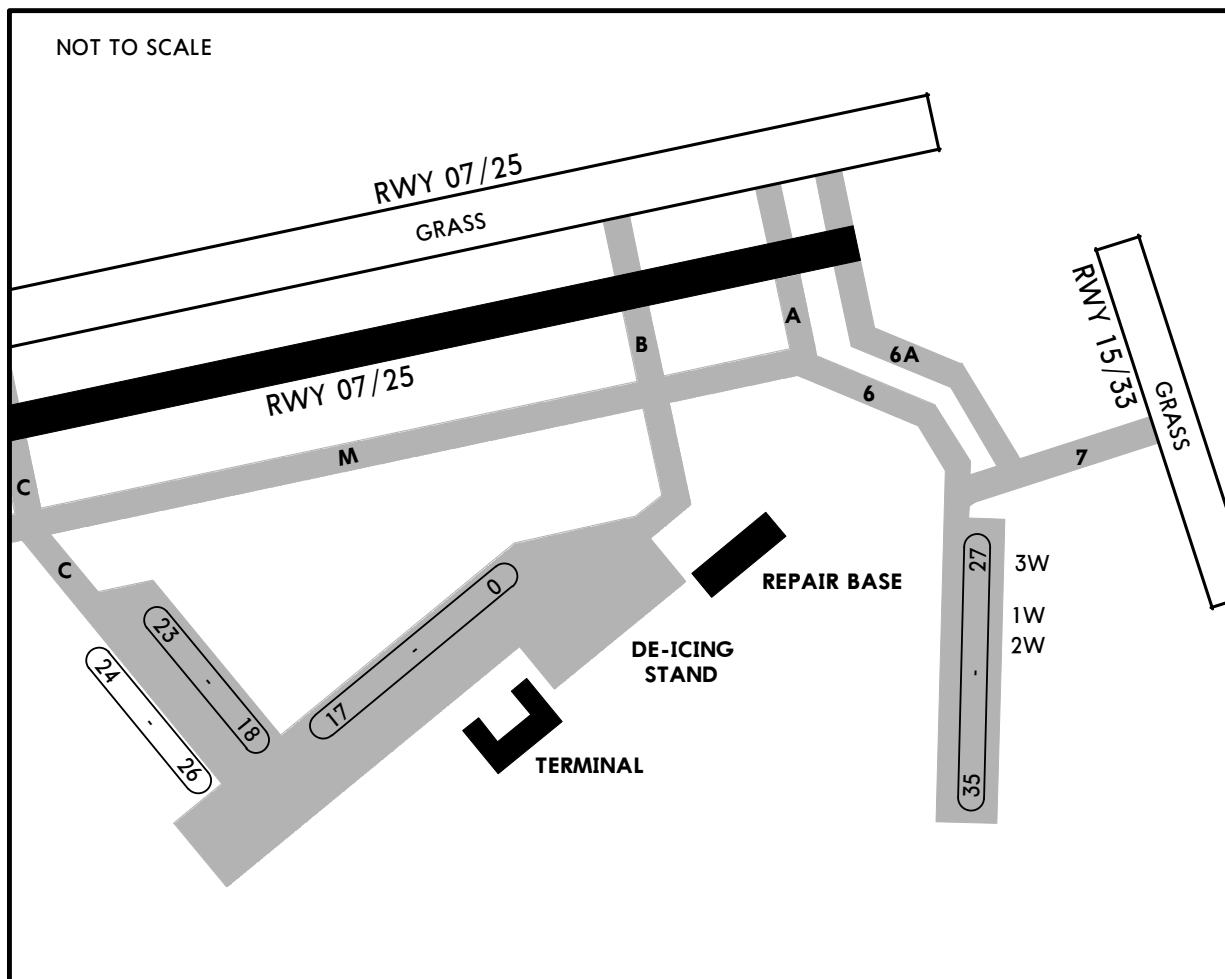
AIR CARRIER (JAA)

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					
D	300m		350m - 2400m	300m	

UNOO/OMS

JEPPESEN
 14 NOV 08 (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 14	N54 57.6 E073 18.9 N54 57.5 E073 18.8	

UN00/OMS

 **JEPPESEN**
10 DEC 10 **10-9S**
Standard
OMSK, RUSSIA
 TSENTRALNY

STRAIGHT-IN RWY		A	B	C	D
07	ILS ❶	511' (200') R1000m	511' (200') R1000m	511' (200') R1000m	511' (200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶ ❷	670' (359') R1400m	670' (359') R1400m	670' (359') R1400m	670' (359') R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m
25	ILS	493' (200') R1000m	493' (200') R1000m	493' (200') R1000m	493' (200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB	1530' (1237') C5000m	1530' (1237') C5000m	1530' (1237') C5000m	1530' (1237') C5000m

❶ Missed apch climb gradient MIM 3.7%.

❷ Continuous Descent Final Approach.

TAKE-OFF RWY 07

LVP must be in force				
	RCLM (DAY only) or RL ❸	RCLM (DAY only) or RL ❸	NIL (DAY only) ❸	
A	250m	400m	500m	ceil 330m- V2300m
B				
C	300m			ceil 350m- V2400m
D				

❸ Climb gradient 3.7% up to 1630' required.

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	300m		
D			

UN00/OMS

 **JEPPESEN**

7 MAR 03

Eff 20 Mar

10-9X

JAA MINIMUMS**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
25	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
	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	RCLM (DAY only) or RL	NIL (DAY only)	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		
			330m- 2300m
			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
B		
C		
D	300m	
		500m

UNOO
TSENTRALNY

JEPPesen

9 AUG 02
Eff 19 Aug

(11-1)

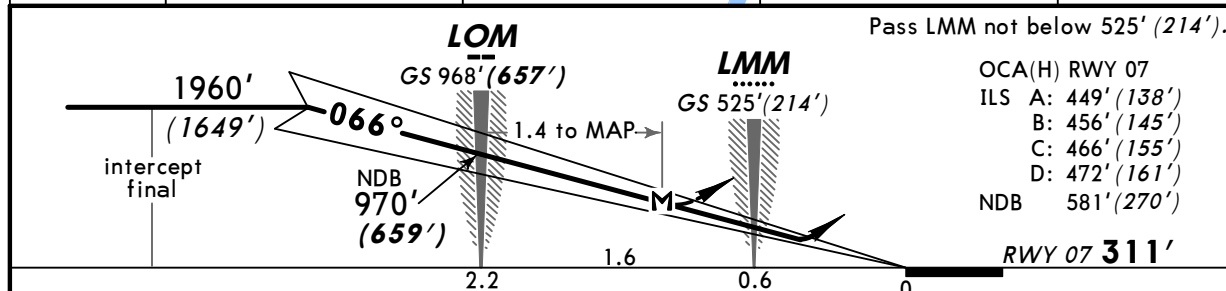
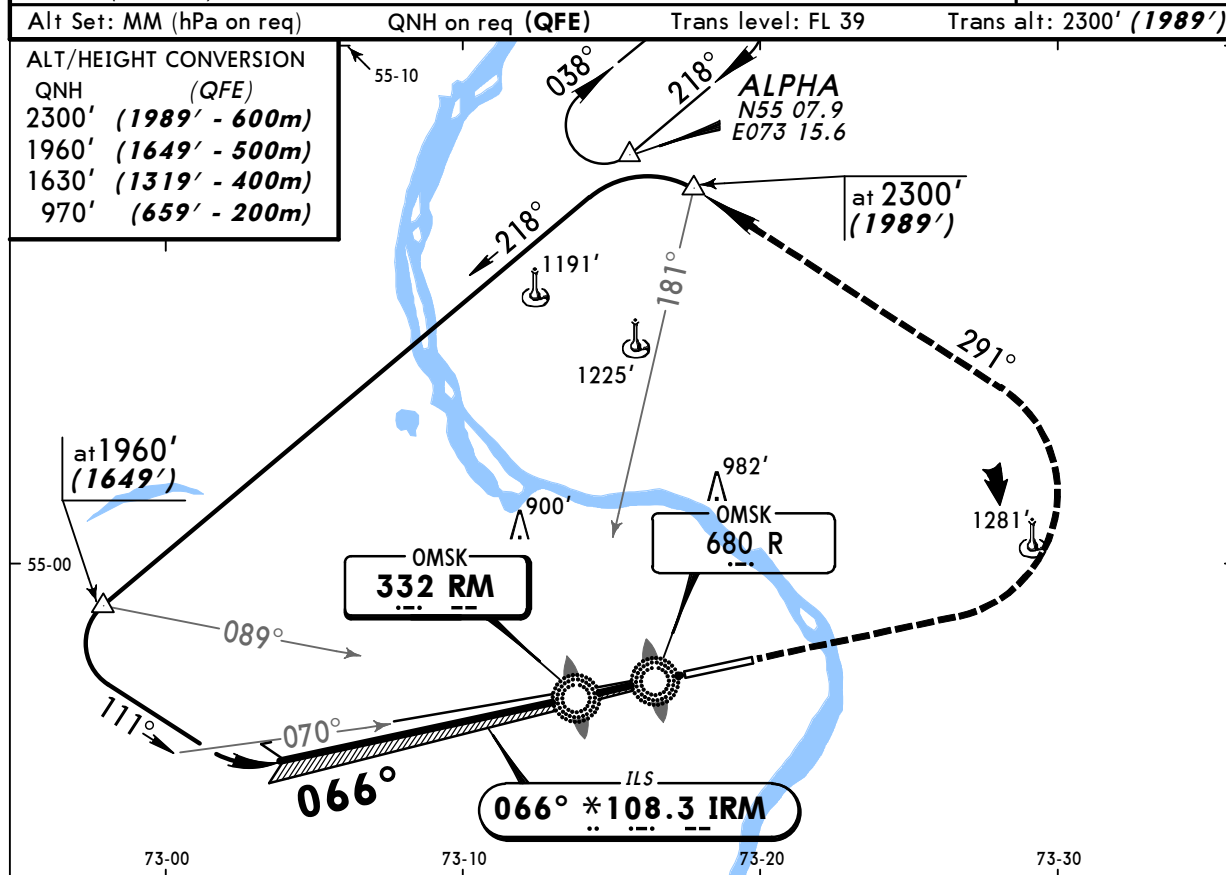
MISSED APCH CLIMB
GRAD MIM 3.7%

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

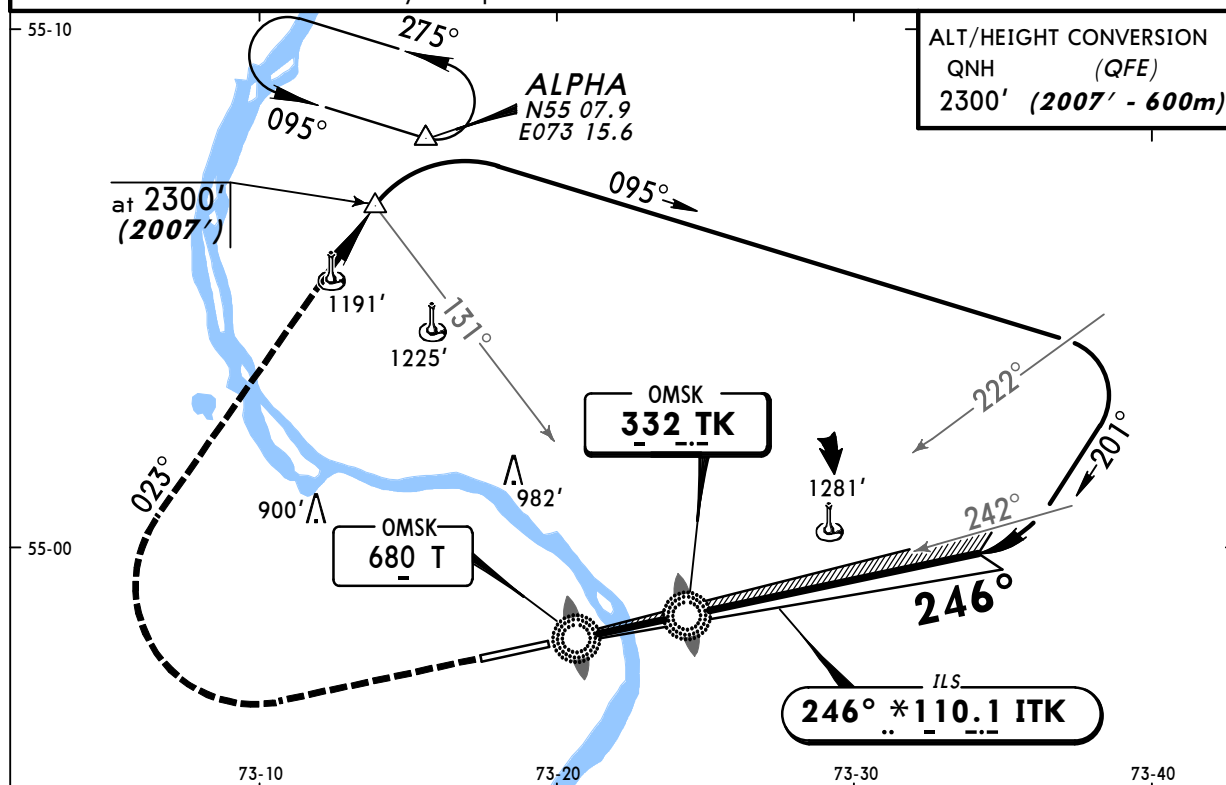
UNOO
TSENTRALNY

JEPPESEN
9 AUG 02
Eff 19 Aug **(11-2)**

OMSK, RUSSIA
ILS or 2 NDB Rwy 25

BRIEFING STRIP

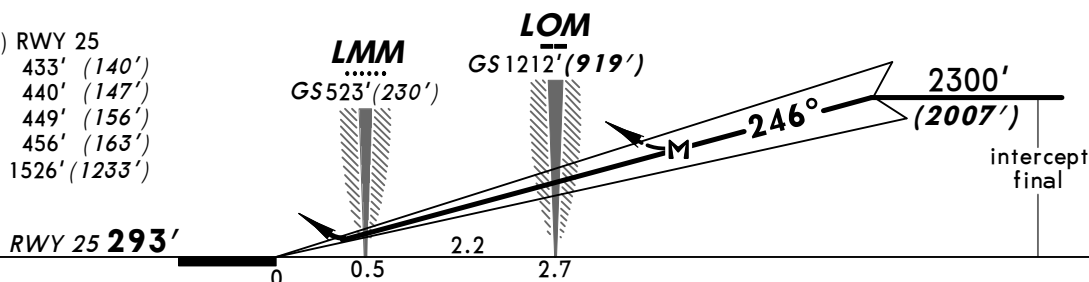
ATIS 126.4		OMSK Krug (APP/SRE) 119.0		OMSK Tower (PAR) 119.0		OMSK Start (TWR) 119.0		Ground 121.7		
LOC ITK *110.1		Final Apch Crs 246°		GS LOM 1212'(919')		ILS DA(H) 493'(200')		Apt Elev 312' RWY 293'		2400' MSA Airport
NDB TK 332				Minimum Alt No FAF		NDB MDA(H) 1530'(1237')				
MISSED APCH: Climb STRAIGHT AHEAD to 5.4 NM from thresh. Turn RIGHT onto 023° climbing to 2300'(2007'), then as directed.										
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	377	485	539	647	755	862	
NDB Descent Gradient 5.2%							

PANS OPS

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