

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNOO

Terminal Charts For UNOO

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Omsk Rus
IATA Code: OMS
Lat/Long: N54° 58.0' E073° 18.6'
Elevation: 312 ft

Airport Use: Public
Magnetic Variation: 11.7°E

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

Sunrise: 2353 Z
Sunset: 1419 Z,

Runway Information

Runway: 07
Length x Width: 8205 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 312 ft
Lighting: Edge, ALS

Runway: 25
Length x Width: 8205 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 294 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.4
Omsk Start Tower 124.0 Secondary
Omsk Start Tower 119.0
Omsk Taxiing Ground Control 124.0 Secondary
Omsk Taxiing Ground Control 121.7
Omsk Radar 124.0 Secondary
Omsk Radar 119.0

ATIS
126.4Apt Elev
312'

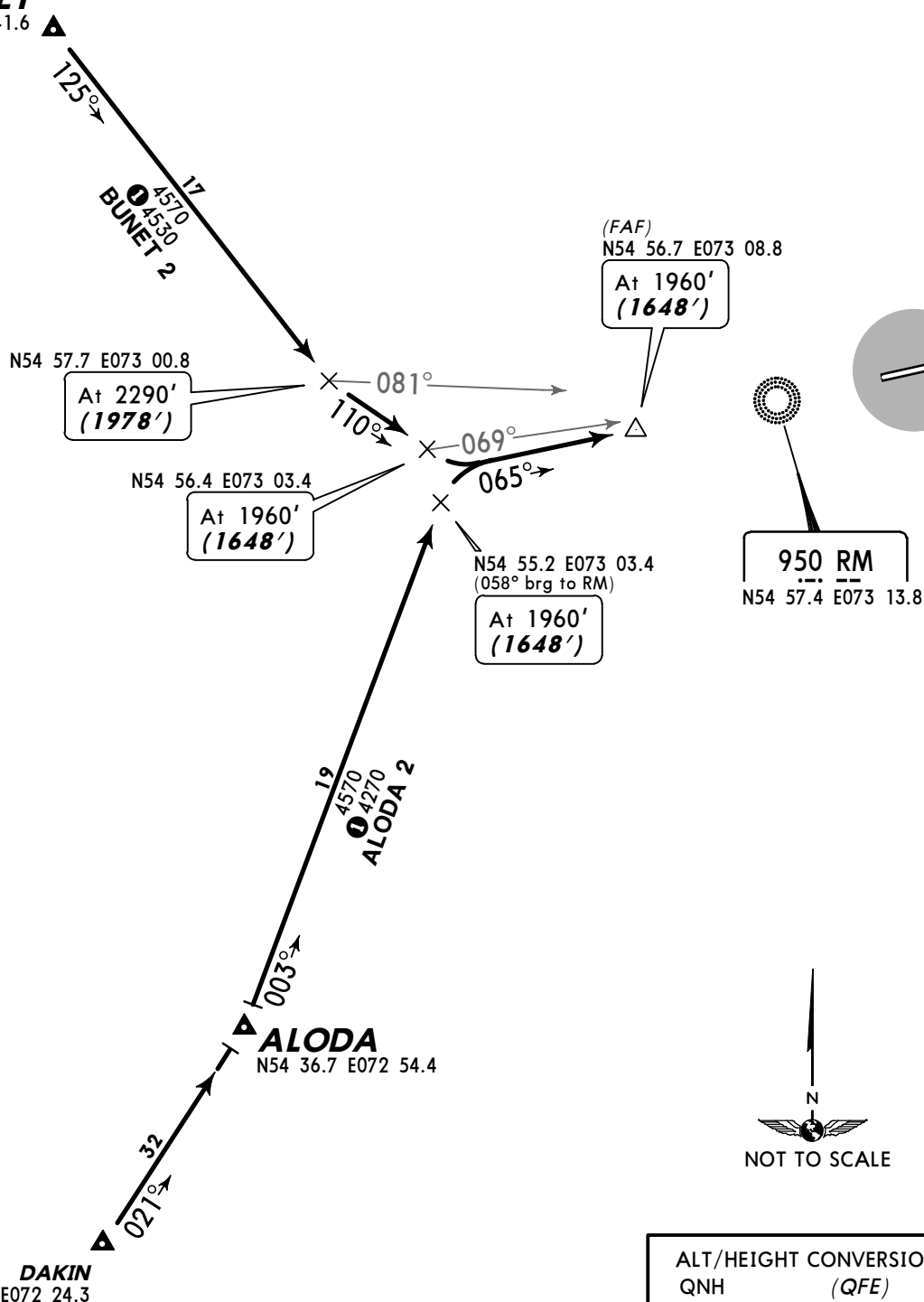
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL30
FL40 if pressure is less than 786 mm (1047.9 hPa) and
734 mm (978.6 hPa) or above
FL50 if pressure is 733 mm (977.3 hPa) or less
Trans alt: 2290' (1978')
Approach shall be carried out with noise abatement procedures
according to Flight Operation Manual.

ALODA 2, BUNET 2
RWY 07 ARRIVALS

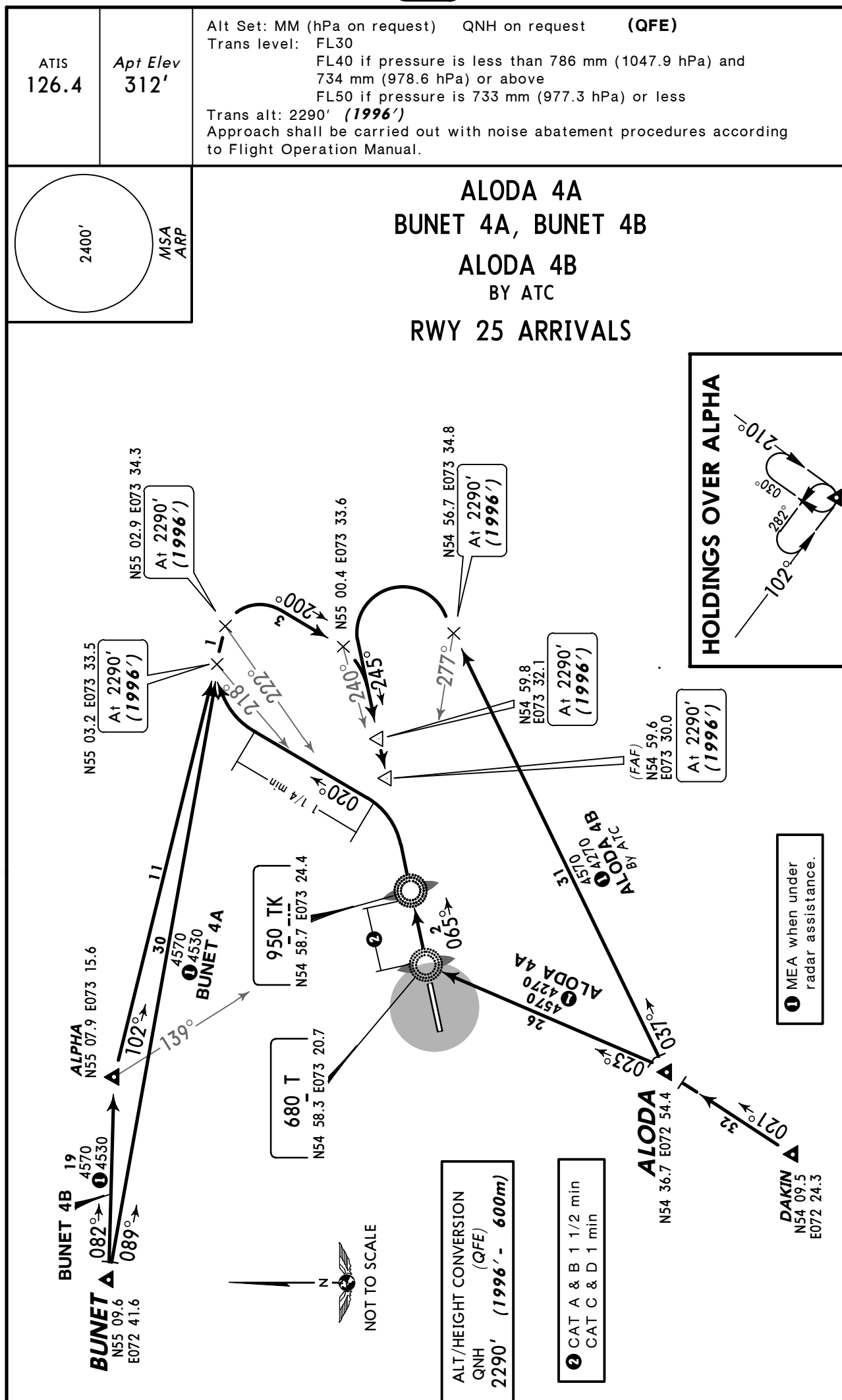
2400'

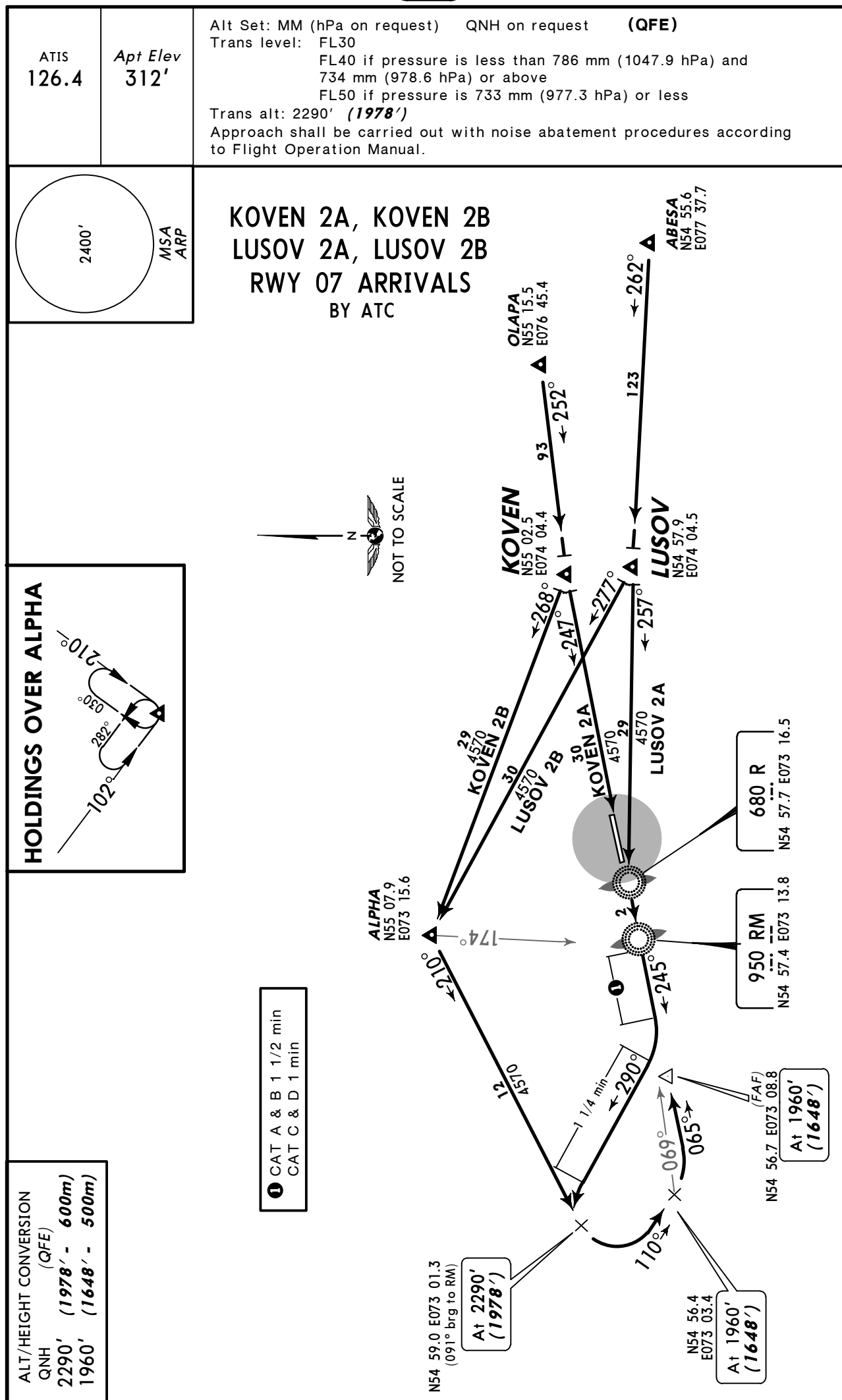
MSA
ARP

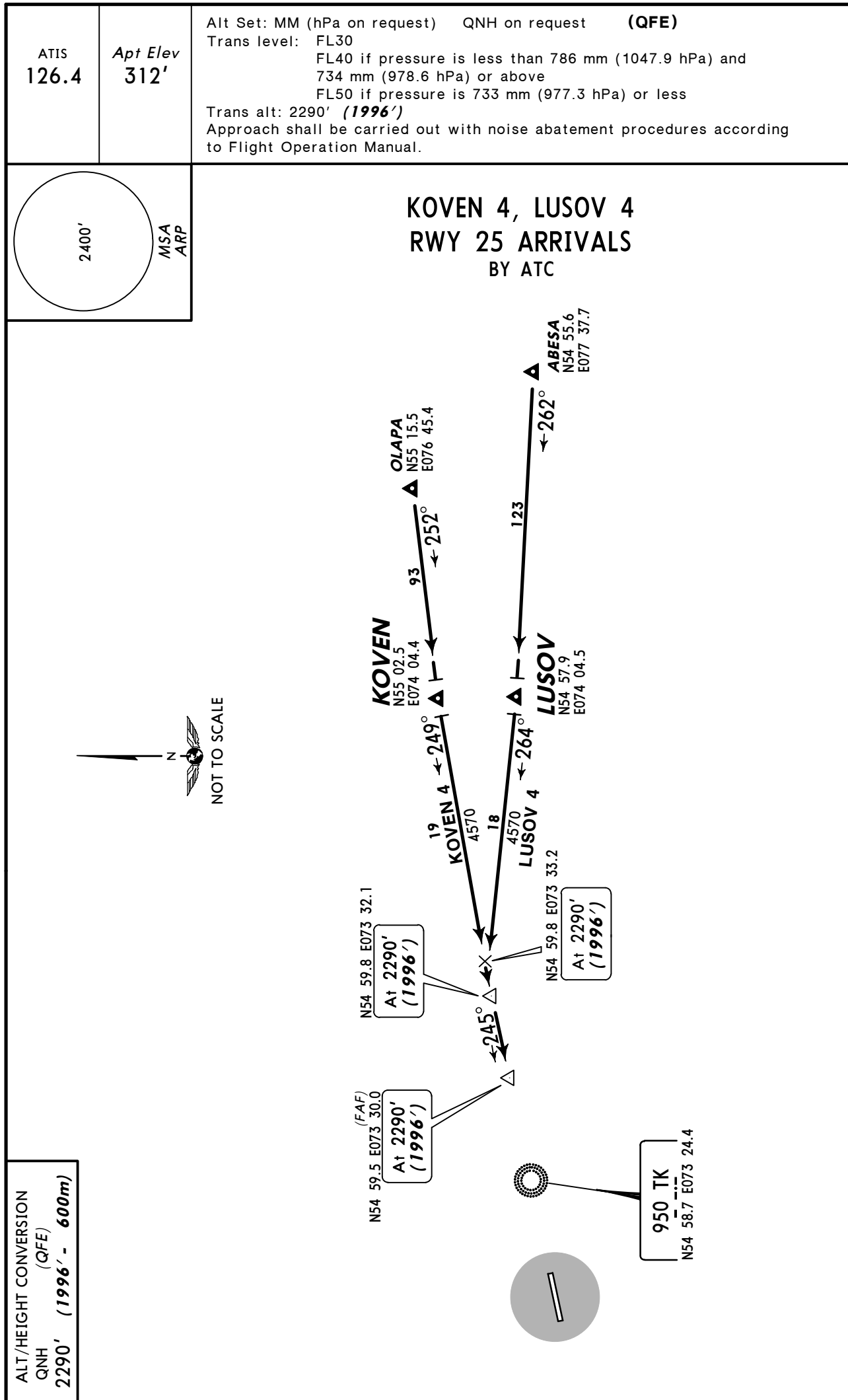
① MEA when under radar assistance.

BUNET
N55 09.6 E072 41.6

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







ALT/HEIGHT CONVERSION
QNH
2290' (1996' - 600m)

**MANUG 2, NAVIL 2
POGIR 2A, POGIR 2B, VERID 2
RWY 07 ARRIVALS**

ALT/HEIGHT CONVERSION

QNH	(QFE)
2290'	(1978' - 600m)
1960'	(1648' - 500m)

HOLDINGS OVER ALPHA

NOT TO SCALE

MEA when under radar assistance.

MANUG 2
N55 16.5 E072 48.0
4570
146°

NAVIL 2
N54 56.5 E072 32.1
4570
078°

POGIR 2A
N55 21.4 E073 31.2
4570
210°

POGIR 2B
N55 21.4 E073 31.2
4570
202°

VERID 2
N55 23.5 E073 10.7
4570
180°

ALPHA
N55 07.9 E073 15.6
4570
174°

LOGMA
N55 47.2 E071 55.7
123°

BAZHENOVO
N55 38.0 E073 05.9
520 LF

DORON
N55 36.0 E073 38.9
185°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
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180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
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078°

POGIR 2A
N54 57.4 E073 13.8
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210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
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180°

ALPHA
N54 57.7 E073 00.8
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174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
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POGIR 2B
N54 57.4 E073 13.8
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202°

VERID 2
N54 56.2 E073 04.4
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180°

ALPHA
N54 57.7 E073 00.8
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174°

NAVIL 2
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078°

POGIR 2A
N54 57.4 E073 13.8
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210°

POGIR 2B
N54 57.4 E073 13.8
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202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E073 00.8
4570
174°

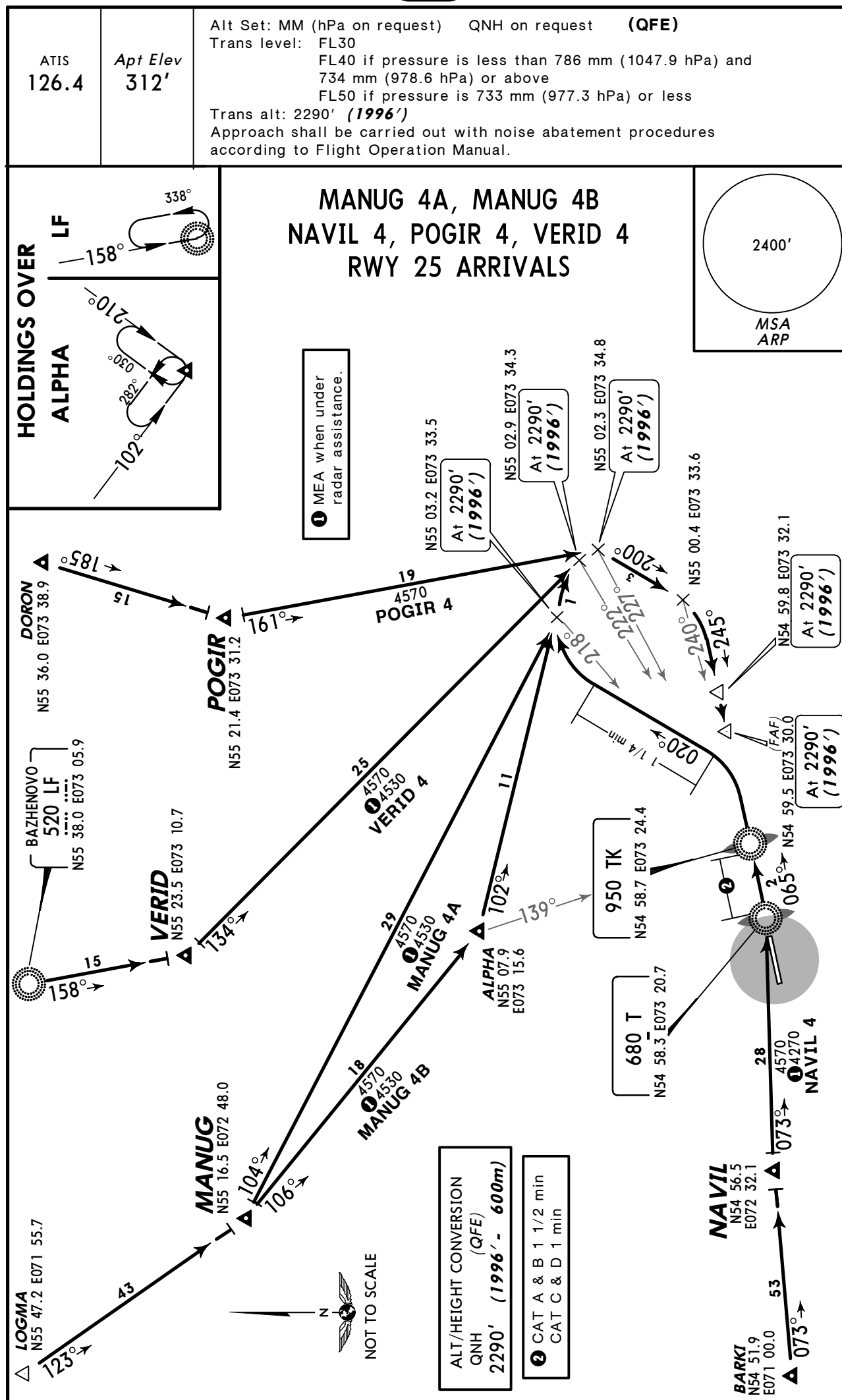
NAVIL 2
N54 56.4 E073 03.4
4570
078°

POGIR 2A
N54 57.4 E073 13.8
4570
210°

POGIR 2B
N54 57.4 E073 13.8
4570
202°

VERID 2
N54 56.2 E073 04.4
4570
180°

ALPHA
N54 57.7 E07



CHANGES: Holdings over ALPHA and LF established.

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Apt Elev
312'

QNH on request (QFE)

Trans level: FL30

FL40 if pressure is less than 786 mm (1047.9 hPa) and
734 mm (978.6 hPa) or above

FL50 if pressure is 733 mm (977.3 hPa) or less

Trans alt: 2290' (1978')

Take-off shall be carried out with noise abatement procedures according to
Flight Operation Manual.KOVEN 1
LUSOV 1
RWY 07 DEPARTURESKOVEN 3A
KOVEN 3B
LUSOV 3A
LUSOV 3B
RWY 25 DEPARTURES

BY ATC

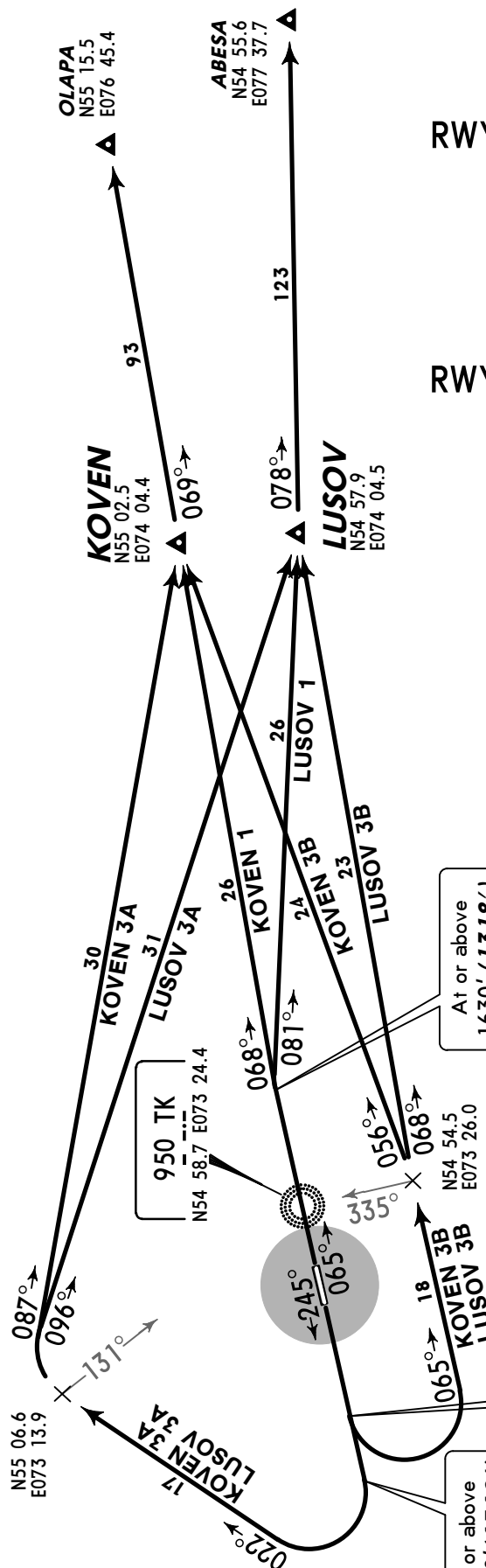
2400'

MSA
ARPALT/HEIGHT CONVERSION
(QFE)

QNH	970'	(658' - 200m)
	1630'	(1318' - 400m)
	2290'	(1978' - 600m)



NOT TO SCALE



KOVEN 1, LUSOV 1

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

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

Apt Elev
312'

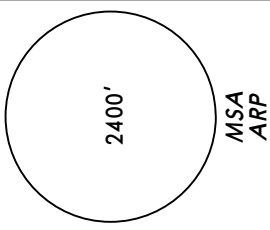
QNH on request (QFE)

Trans level: FL30

FL40 if pressure is less than 786 mm (1047.9 hPa) and
734 mm (978.6 hPa) or above

FL50 if pressure is 733 mm (977.3 hPa) or less

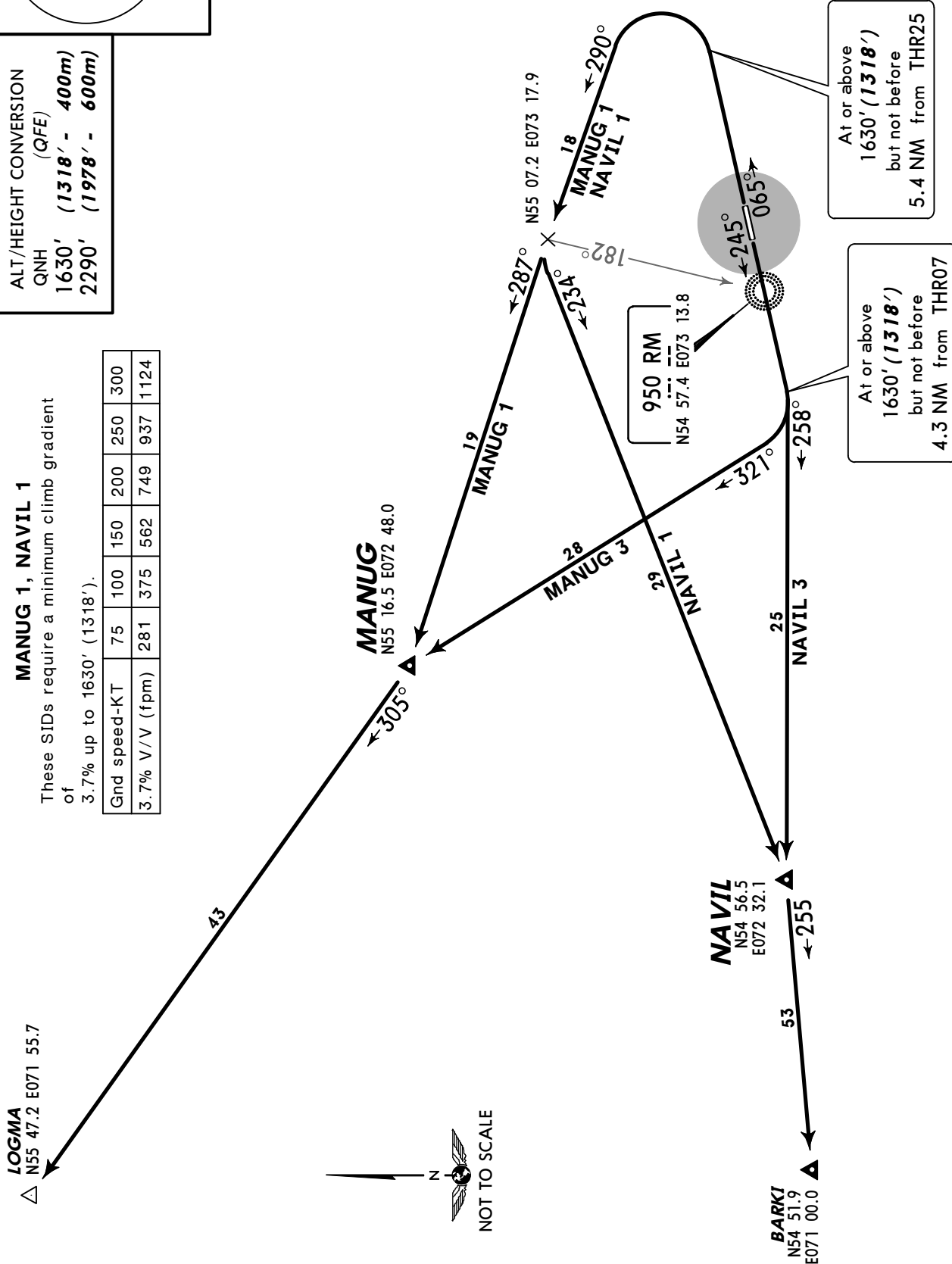
Trans alt: 2290' (1978')

Take-off shall be carried out with noise abatement procedures
according to Flight Operation Manual.MANUG 1
NAVIL 1
RWY 07 DEPARTURES
MANUG 3
NAVIL 3
RWY 25 DEPARTURESALT/HEIGHT CONVERSION
QNH (QFE)
1630' (1318' - 400m)
2290' (1978' - 600m)

MANUG 1, NAVIL 1

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

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124



Apt Elev
312'

QNH on request (QFE)

Trans level: FL30

FL40 if pressure is less than 786 mm (1047.9 hPa) and
734 mm (978.6 hPa) or above

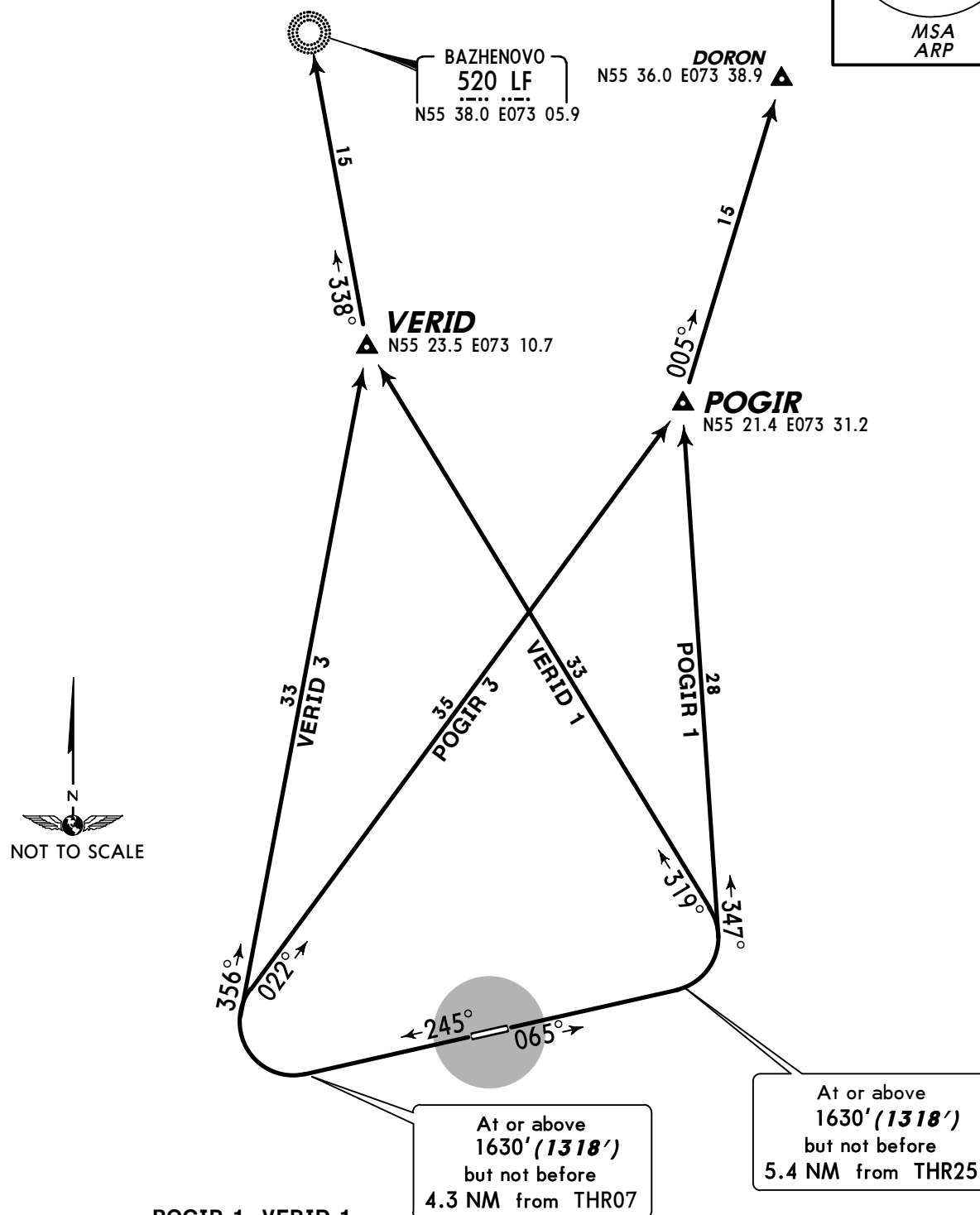
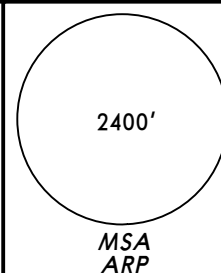
FL50 if pressure is 733 mm (977.3 hPa) or less

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
3.7% up to 1630' (1318').

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

ALT/HEIGHT CONVERSION

QNH	(QFE)
1630'	(1318' - 400m)
2290'	(1978' - 600m)

NOISE ABATEMENT

LOCAL TIME - 7 = UTC(Z)

GENERAL

Noise abatement procedures shall be carried out by all ACFT.

Restriction for take-off and landing of TU-134 (except scheduled flights), TU-154B, IL-76ACFT established during NIGHT time (2300-0600LT).

Special noise abatement procedures shall not be executed at the expense of the reduction of flight safety.

DEPARTURES

Take-off in direction of the City of Omsk under equal weather conditions prohibited.

Take-off procedure

Take-off and climbing to 1790' (1478')

Take-off power

Take-off flap

Climbing at $V_2 + 11$ to 22 KT

The initial turn shall be carried out at or above 1630' (1318') (except SIDsALODA 3, KOVEN 3B, LUSOV 3B)

At 1790' (1478')

Maintaining the positive vertical rate of climb

Reduce engines power to nominal value

Between 1790' (1478') - 3270' (2958')

Climbing shall be executed at $V_2 + 11-22$ KT

At 3270' (2958')

ACFT speed shall be accelerated to a speed when the wing devices to be retracted

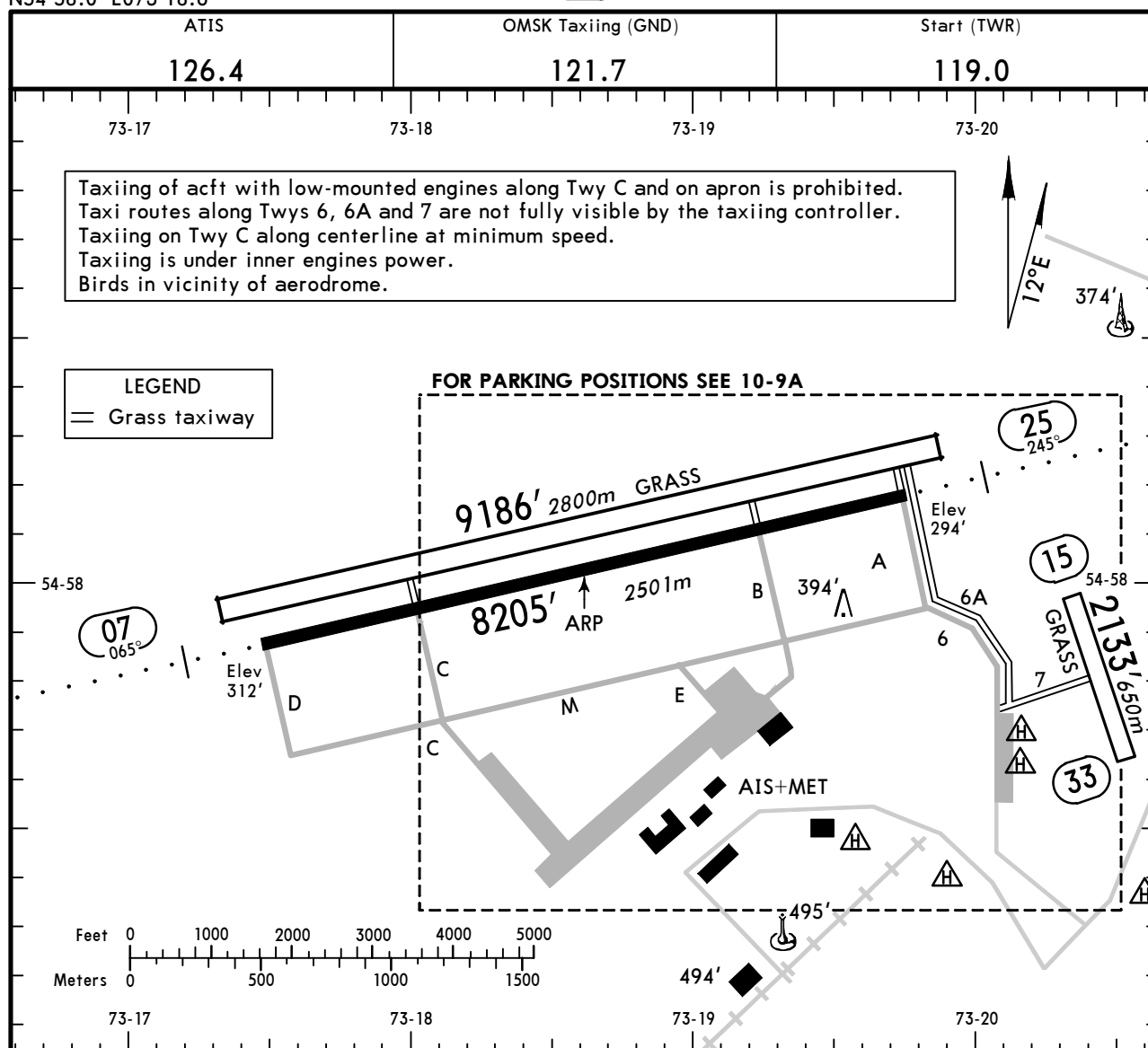
Retract wing devices

Further climb to flight altitude (FL) shall be carried out at a speed as per Airplane Flight Manual

Restrictions

These procedures are not applied in cases when

- one of the engines fail during take-off,
- the RWY is dirty and wet,
- the visibility is less than 2000m,
- cross-wind component (including gusts) exceeds 8m/sec,
- tail-wind component (including gusts) exceeds 2m/sec,
- when wind shear is forecasted or reported or it is expected that thunderstorms may influence the conditions of take-off and climbing for ACFT.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
					Threshold	Glide Slope	
07 25	RL (60m)	ALS	PAPI-L (angle 3.00°)	RVR	8202' 2500m	7119' 2170m 6890' 2100m	7874' 2400m ① 148' 45m
07 ② 25	Grass runway						328' 100m
15 33							262' 80m

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

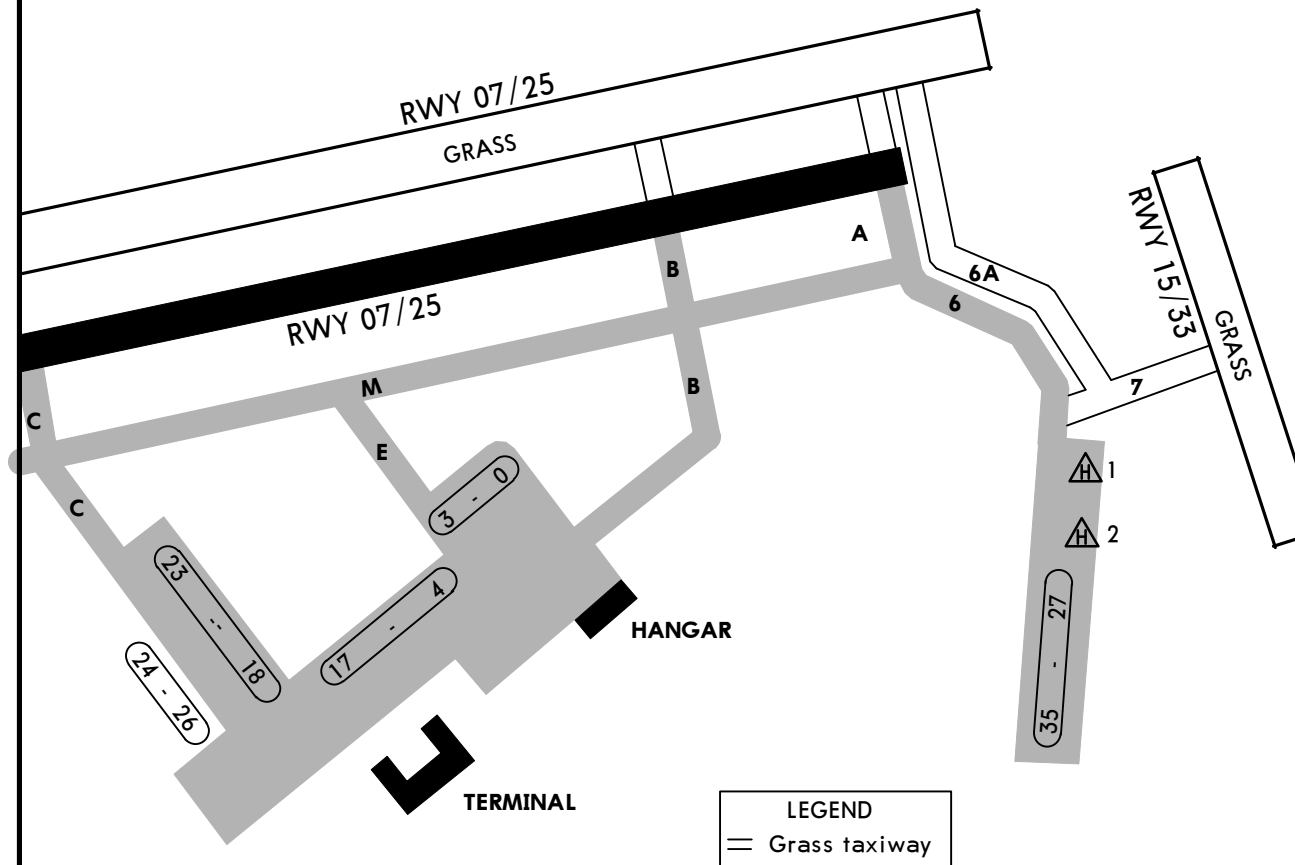
② NIGHT: Not available.

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		ceil 330m- 2300m			
B	250m	400m		250m	400m
C			ceil 350m- 2400m		
D	300m			300m	

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
10	N54 57.6 E073 18.9
14	N54 57.5 E073 18.8

Stands 4 thru 6 and 24 thru 26
available for helicopters.

STRAIGHT-IN RWY		A	B	C	D
07	ILS ❶	512' (200')	512' (200')	512' (200')	512' (200')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶ ❷	670' (358')	670' (358')	670' (358')	670' (358')
	with FAF	R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶ ❷	1030' (718')	1030' (718')	1030' (718')	1030' (718')
	w/o FAF	C3100m	C3100m	C3100m	C3100m
	ALS out	C3300m	C3300m	C3300m	C3300m
	RM NDB ❶ ❷	1030' (718')	1030' (718')	1030' (718')	1030' (718')
	w/o FAF	C3100m	C3100m	C3100m	C3100m
	ALS out	C3300m	C3300m	C3300m	C3300m
	R Lctr ❶	1030' (718')	1030' (718')	1030' (718')	1030' (718')
25					
	ILS	494' (200')	494' (200')	494' (200')	494' (200')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷	1530' (1236')	1530' (1236')	1530' (1236')	1530' (1236')
	with FAF	C5000m	C5000m	C5000m	C5000m
	2 NDB ❷	1780' (1486')	1780' (1486')	1780' (1486')	1780' (1486')
	w/o FAF	C5000m	C5000m	C5000m	C5000m
	TK NDB ❷	1780' (1486')	1780' (1486')	1780' (1486')	1780' (1486')
	w/o FAF	C5000m	C5000m	C5000m	C5000m
	T Lctr	1780' (1486')	1780' (1486')	1780' (1486')	1780' (1486')
	w/o FAF	C5000m	C5000m	C5000m	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				ceil 350m- V2400m
C	300m			
D				

❸ Climb gradient 3.7% (225'NM) 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			
D	300m		

STRAIGHT-IN RWY		A	B	C	D
07	ILS ①	512' (200')	512' (200')	512' (200')	512' (200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	660' (348')	660' (348')	660' (348')	660' (348')
	with FAF	R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB ①	1030' (718')	1030' (718')	1030' (718')	1030' (718')
	w/o FAF	R1500m	R1500m	R2000m	R2000m
	RM NDB ①	1030' (718')	1030' (718')	1030' (718')	1030' (718')
25		R1500m	R1500m	R2000m	R2000m
	R Lctr ①	1030' (718')	1030' (718')	1030' (718')	1030' (718')
	w/o FAF	R1500m	R1500m	R2000m	R2000m
	ILS	494' (200')	494' (200')	494' (200')	494' (200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	1530' (1236')	1530' (1236')	1530' (1236')	1530' (1236')
	with FAF	R1500m	R1500m	R2000m	R2000m
	2 NDB	1780' (1486')	1780' (1486')	1780' (1486')	1780' (1486')
	w/o FAF	R1500m	R1500m	R2000m	R2000m
	TK NDB	1780' (1486')	1780' (1486')	1780' (1486')	1780' (1486')
	w/o FAF	R1500m	R1500m	R2000m	R2000m
	T Lctr	1780' (1486')	1780' (1486')	1780' (1486')	1780' (1486')
	w/o FAF	R1500m	R1500m	R2000m	R2000m

① Missed apch climb gradient MIM 3.7%.

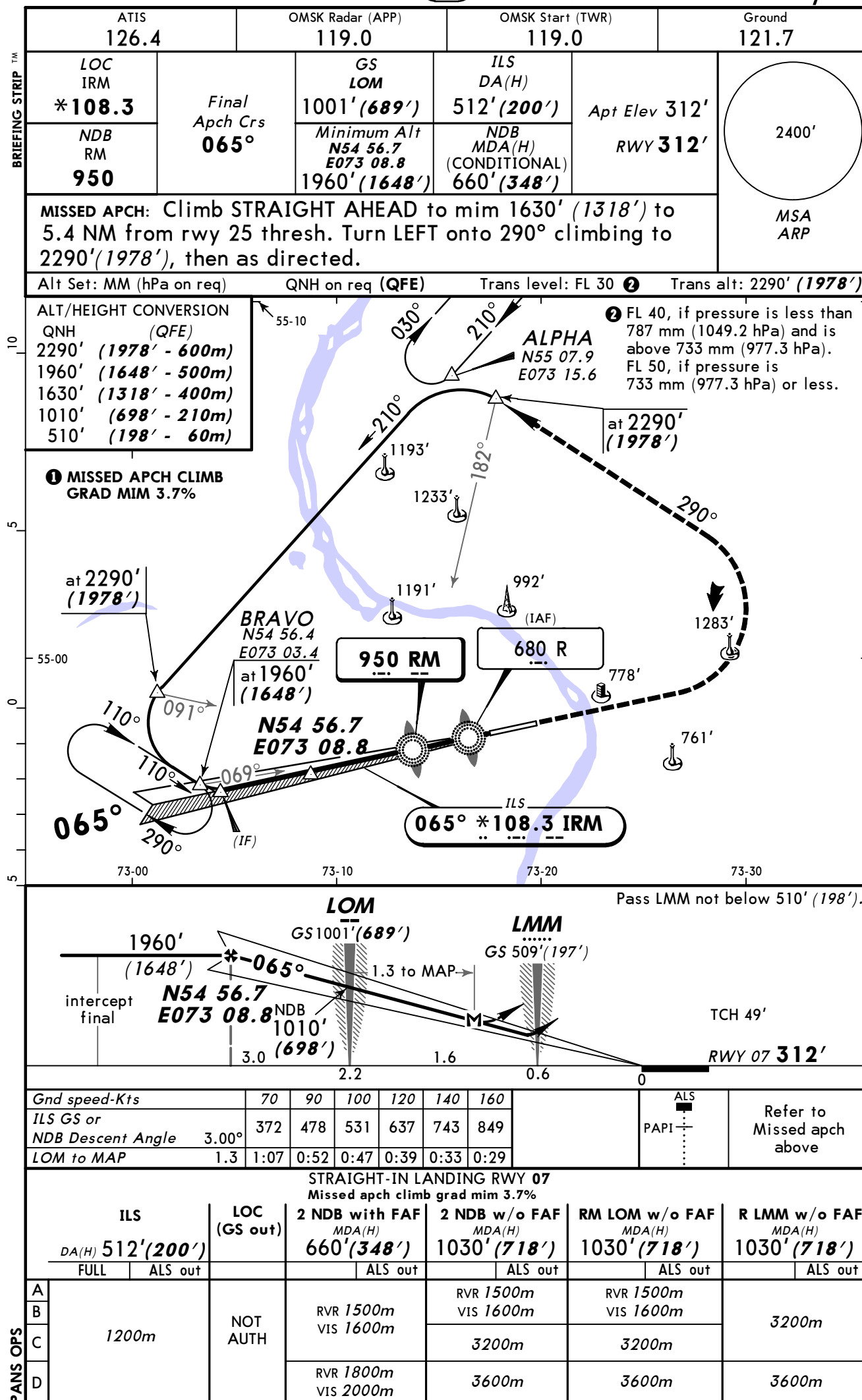
TAKE-OFF RWY 07

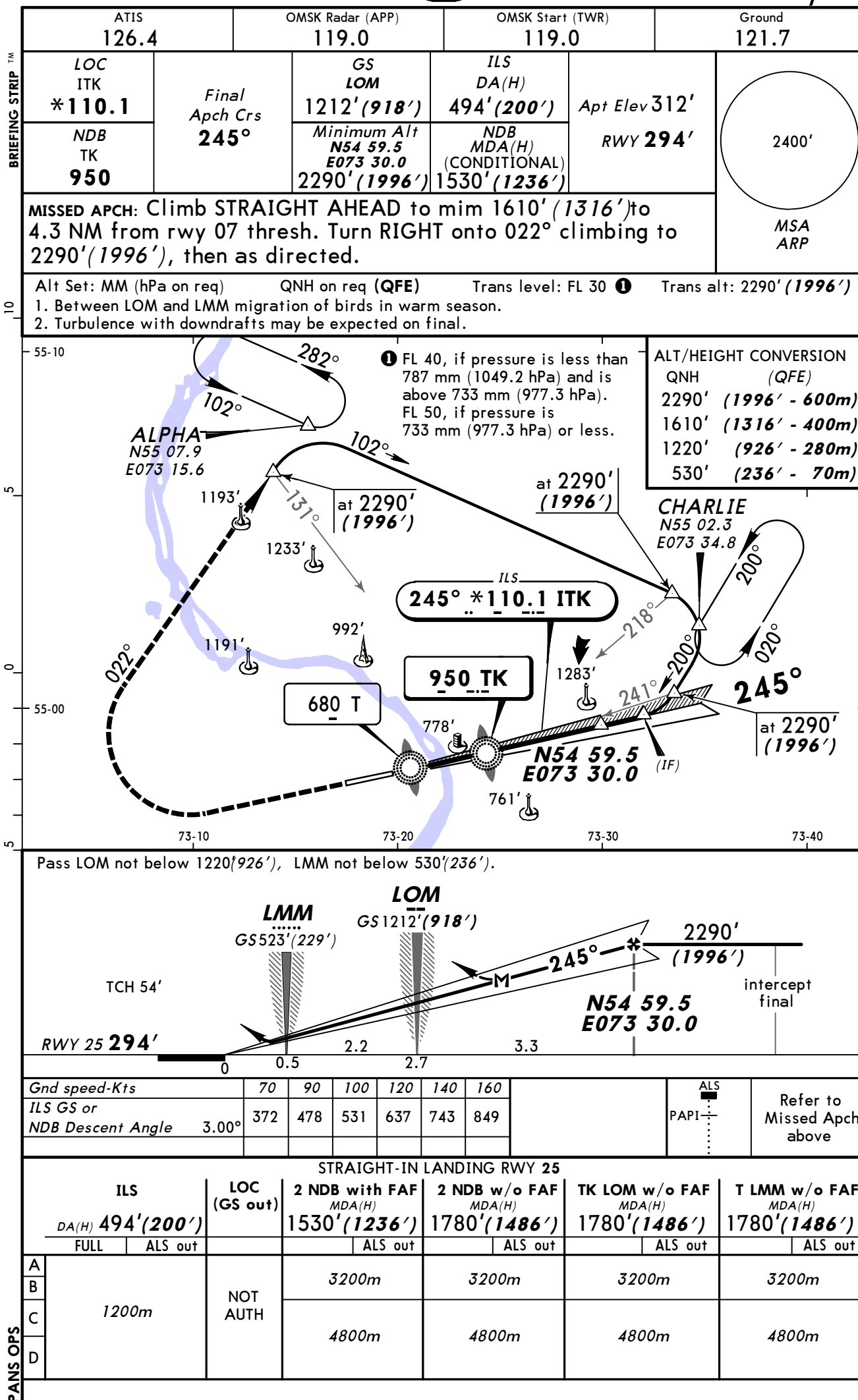
LVP must be in force				
RCLM (DAY only) or RL ②		RCLM (DAY only) or RL ②	NIL (DAY only) ②	
A	250m	400m	500m	ceil 330m- 2300m
B				
C				ceil 350m- 2400m
D	300m			

② Climb gradient 3.7% (225'/NM) 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				
D	300m			





OMSK, (TSENTRALNY - UNOO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNOO

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.