Page 1
Changed chart(s) since Disc 26-2012
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UNOO

General Info

Omsk, RUS
N 54° 58.0' E 73° 18.6' 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+7:00 no DST

Runway Info

Runway 07-25 8205' x 148' asphalt

Runway 07 (65.0°M) TDZE 312'
  Lights: Edge, ALS
Runway 25 (245.0°M) TDZE 294'
  Lights: Edge, ALS

Communications Info

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**

Notebook Info

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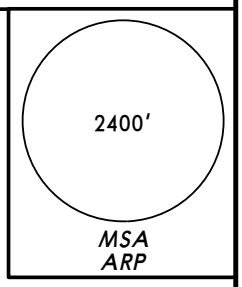
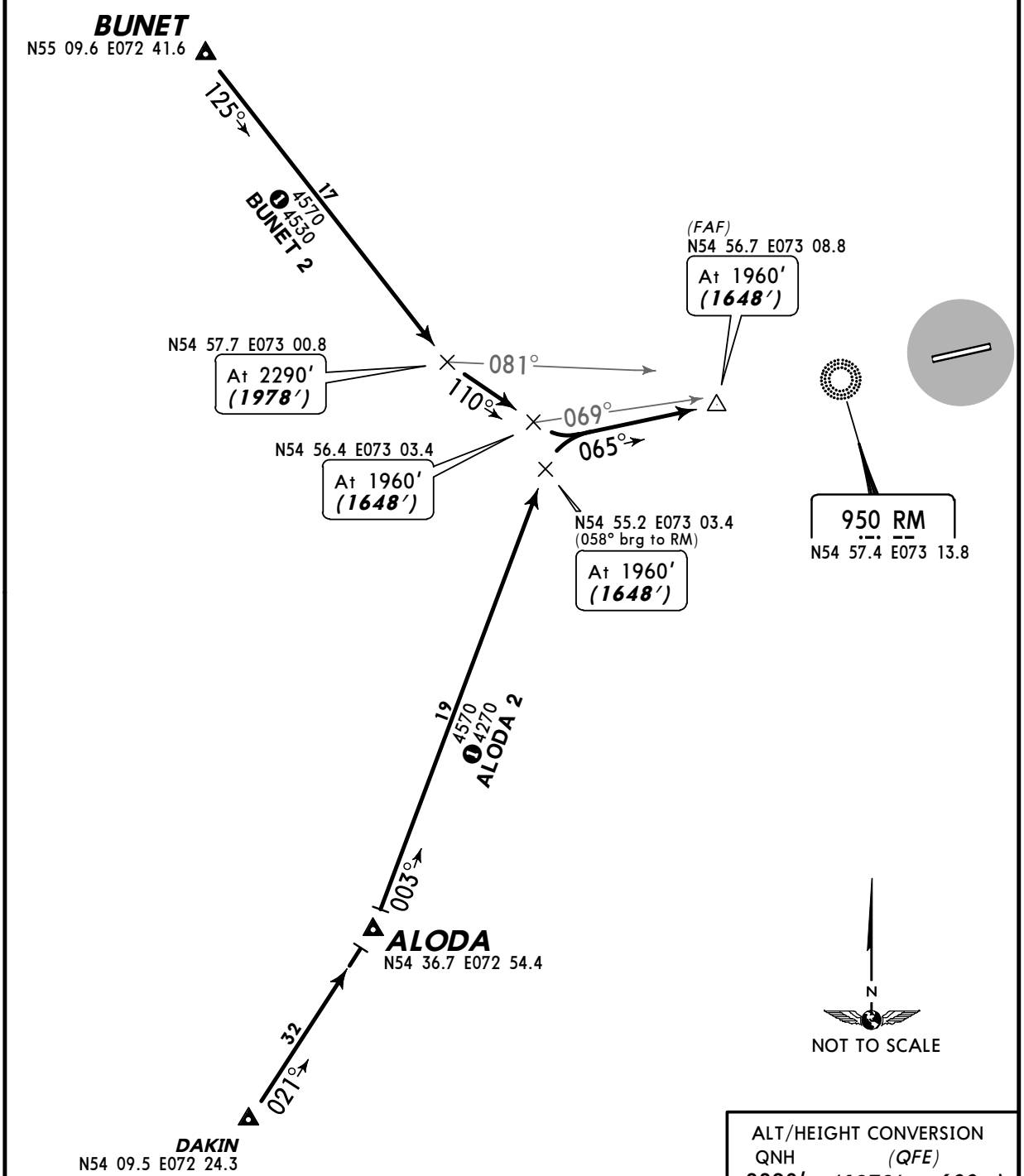
ATIS	Apt Elev	
126.4	312′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is less than 786 mm (1047.9 hPa) and 734 mm (978.6 hPa) or above FL50 if pressure is 733 mm (977.3 hPa) or less Trans alt: 2290′ ***(1978′)*** Approach shall be carried out with noise abatement procedures according to Flight Operation Manual.

ALODA 2, BUNET 2
RWY 07 ARRIVALS



❶ MEA when under radar assistance.



ALT/HEIGHT CONVERSION

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

CHANGES: None.

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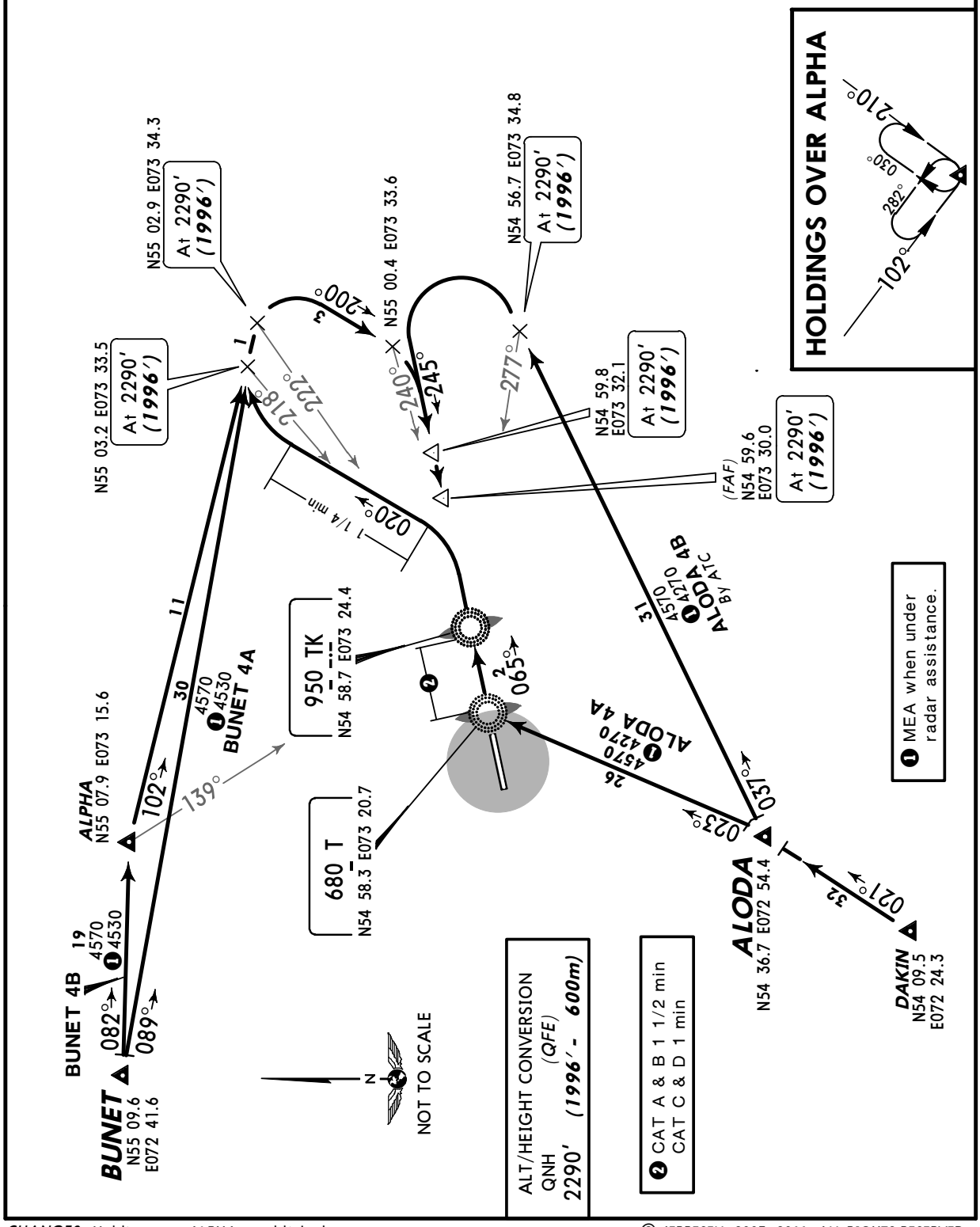
ATIS	Apt Elev
126.4	312′

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′ ***(1996′)***
Approach shall be carried out with noise abatement procedures according to Flight Operation Manual.

2400′ MSA ARP

ALODA 4A
BUNET 4A, BUNET 4B
ALODA 4B
BY ATC
RWY 25 ARRIVALS



CHANGES: Holding over ALPHA established.

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UNOO/OMS TSENTRALNY

JEPPESEN

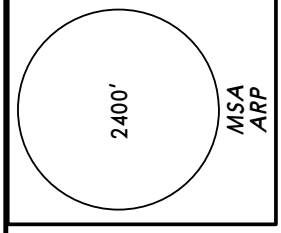
30 DEC 11 (10-2B) Eff 12 Jan

OMSK, RUSSIA

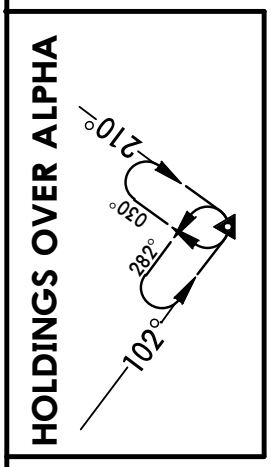
STAR

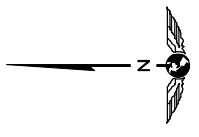
ATIS	Apt Elev
126.4	312′

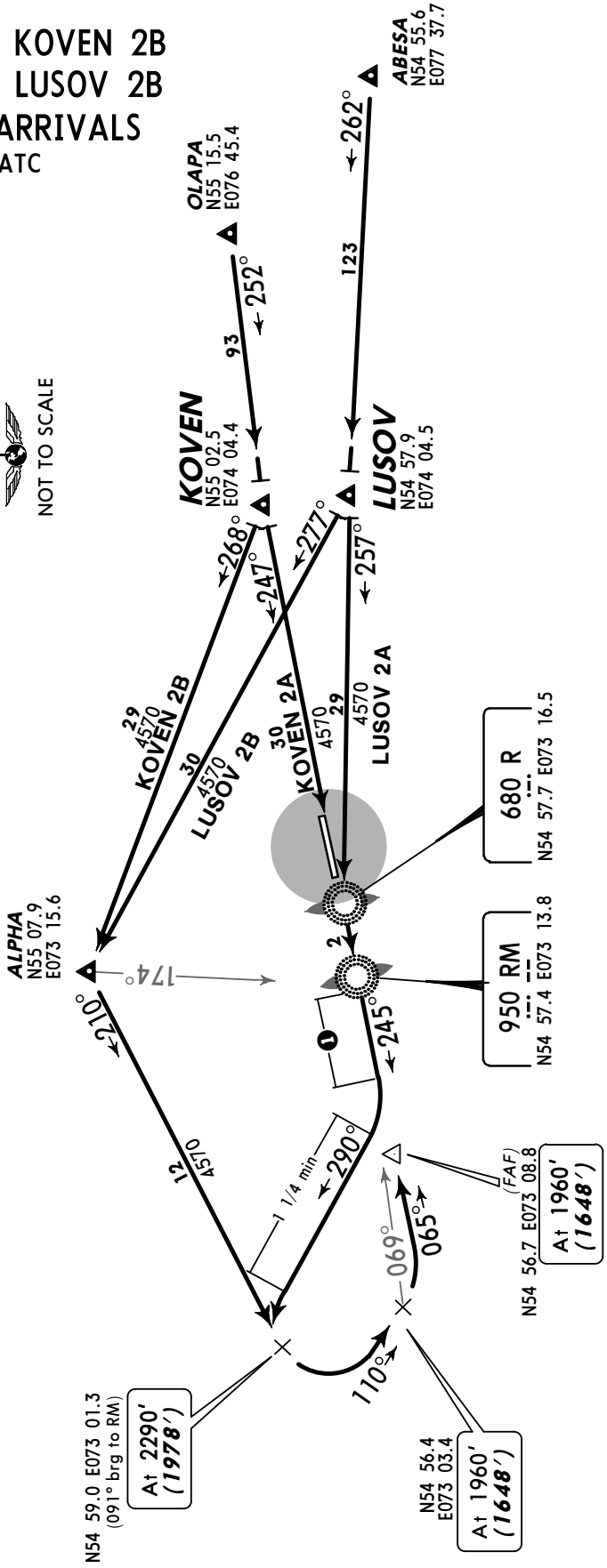
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL30
FL40 if pressure is less than 786 mm (1047.9 hPa) and 734 mm (978.6 hPa) or above
FL50 if pressure is 733 mm (977.3 hPa) or less
Trans alt: 2290′ ***(1978′)***
Approach shall be carried out with noise abatement procedures according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



KOVEN 2A, KOVEN 2B
LUSOV 2A, LUSOV 2B
RWY 07 ARRIVALS
BY ATC







❶ CAT A & B 1 1/2 min
CAT C & D 1 min

ALT/HEIGHT CONVERSION
(QFE)

QNH	
2290′	***(1978′ - 600m)***
1960′	***(1648′ - 500m)***

CHANGES: Holding over ALPHA established.

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UNOO/OMS TSENTRALNY

JEPPESEN

30 DEC 11 (10-2C) Eff 12 Jan

OMSK, RUSSIA

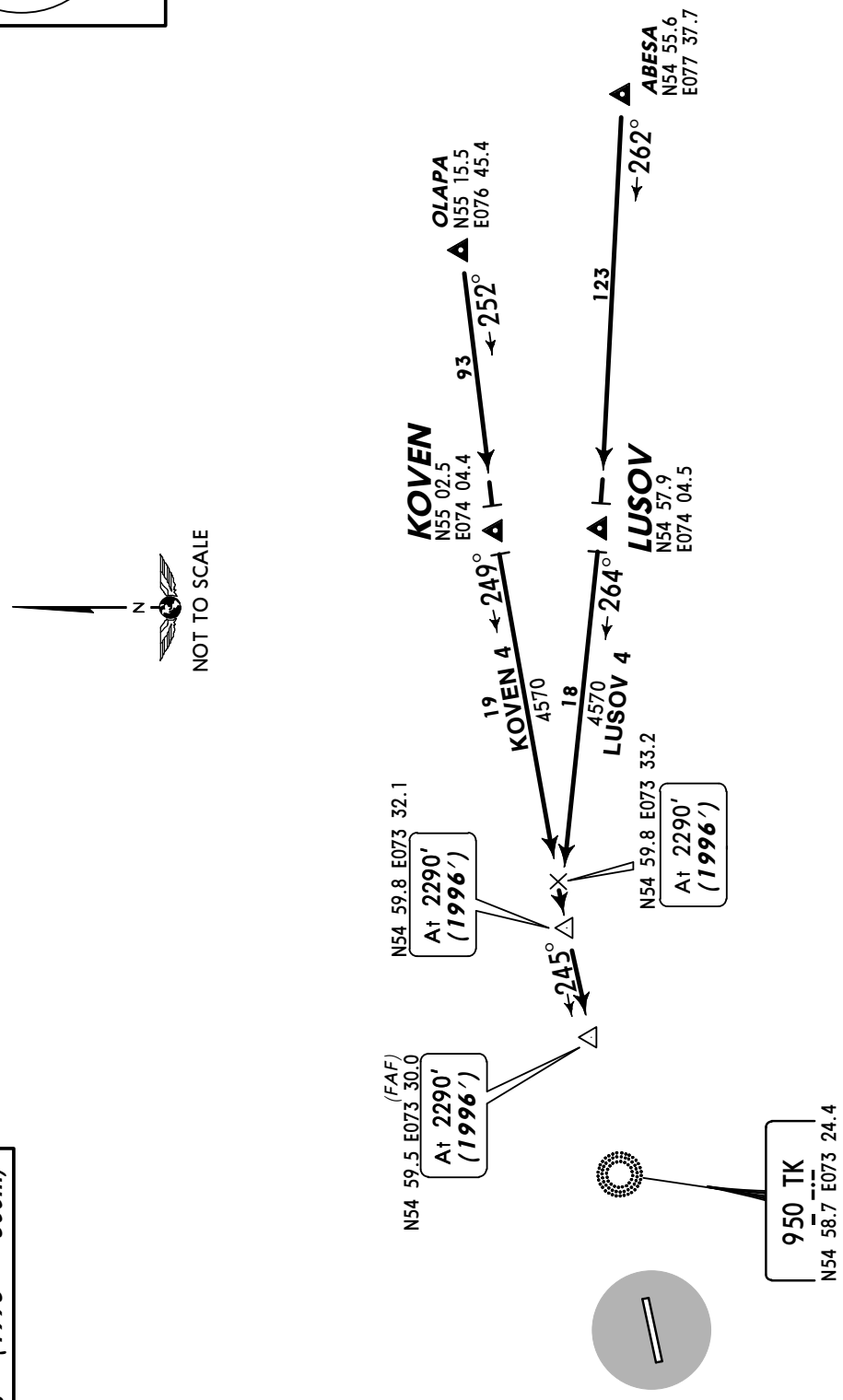
STAR

ATIS	Apt Elev
126.4	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′ ***(1996′)***
Approach shall be carried out with noise abatement procedures according to Flight Operation Manual.

MSA ARP 2400′

KOVEN 4, LUSOV 4
RWY 25 ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION
QNH (QFE)
2290′ ***(1996′ - 600m)***

CHANGES: None.

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UNOO/OMS TSENTRALNY

JEPPESEN

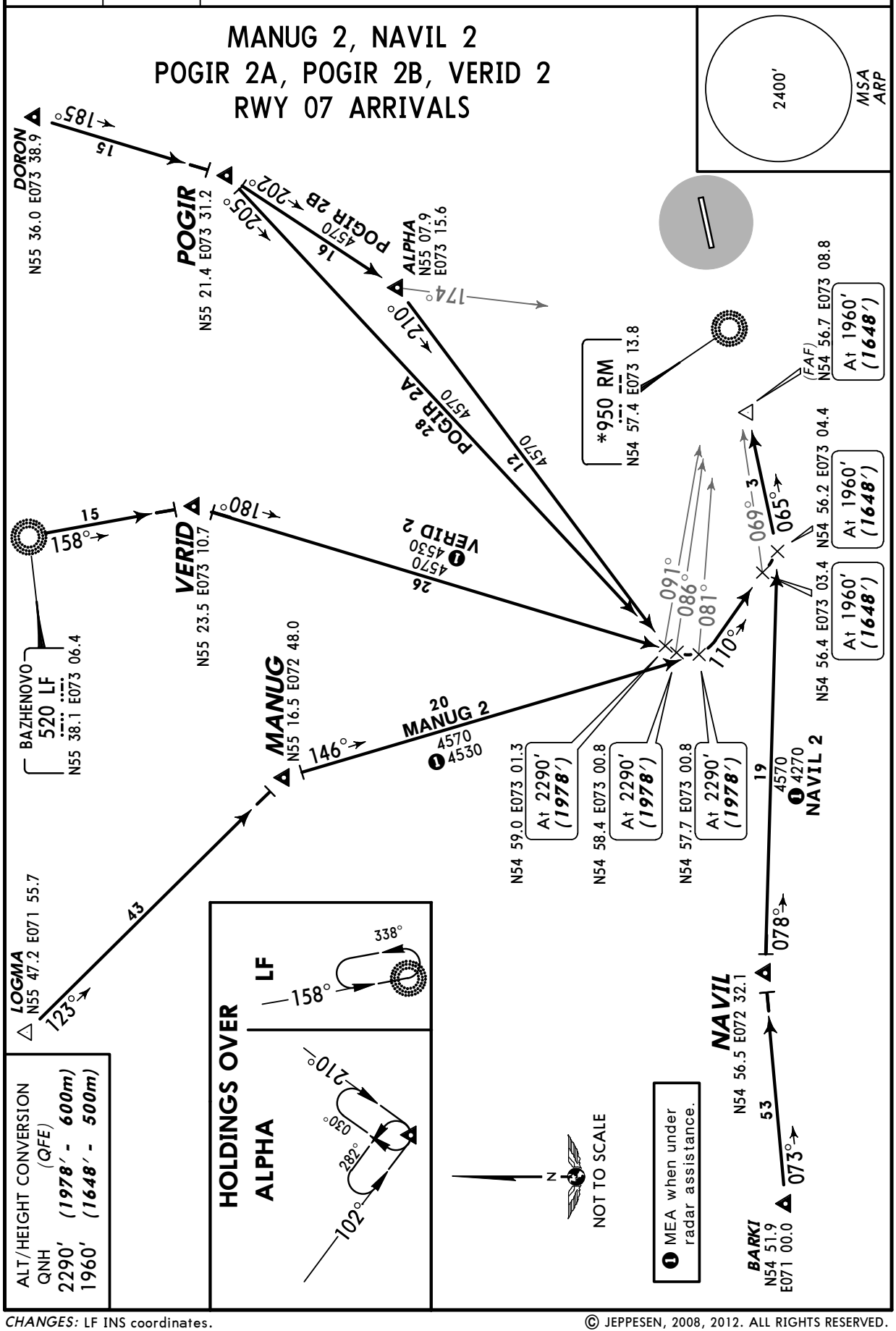
25 MAY 12 (10-2D) Eff 31 May

OMSK, RUSSIA

STAR

ATIS	Apt Elev
126.4	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.



CHANGES: LF INS coordinates.

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UNOO/OMS TSENTRALNY

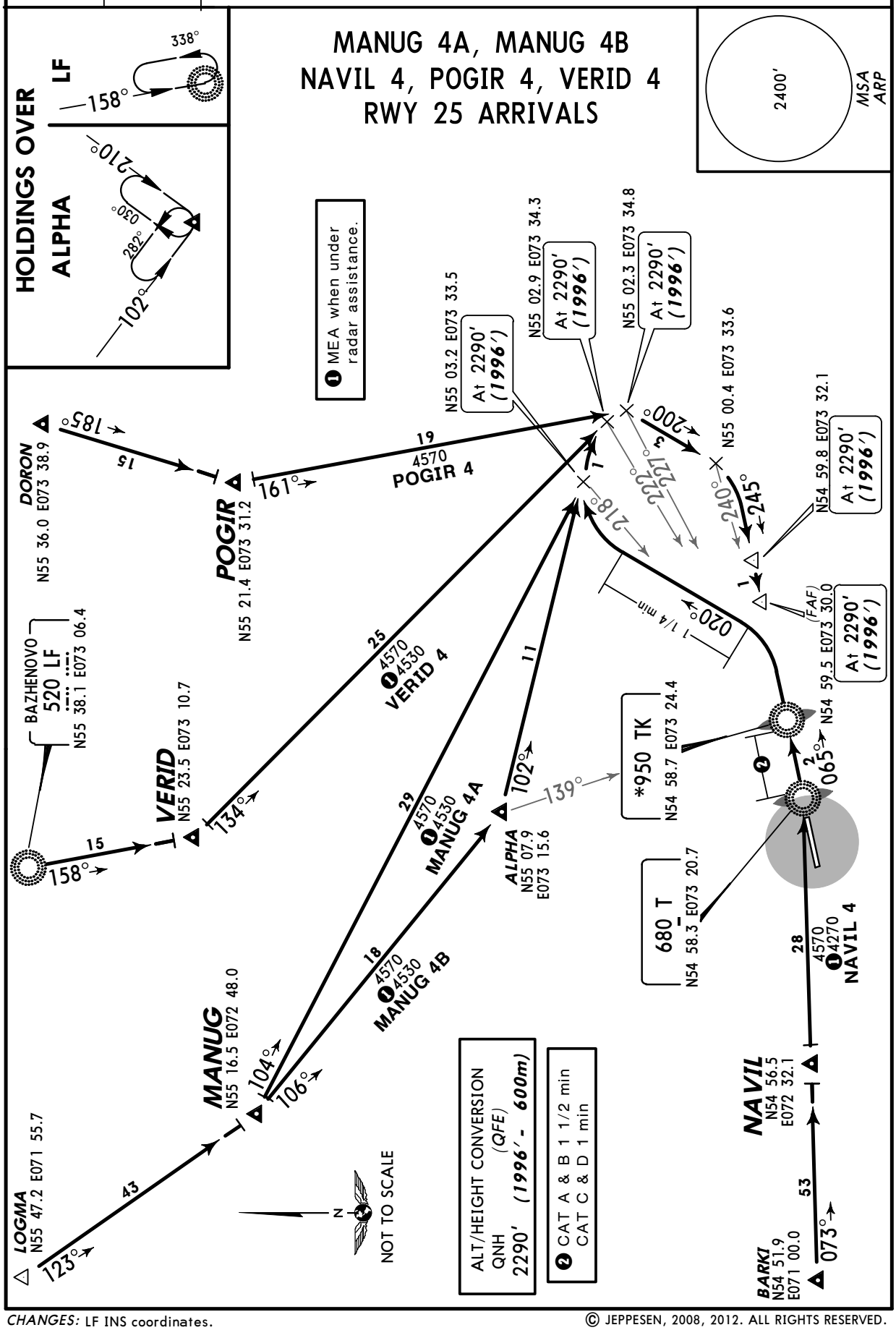
JEPPESEN 25 MAY 12 (10-2E) Eff 31 May

OMSK, RUSSIA

STAR

ATIS	Apt Elev
126.4	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′ ***(1996′)***
Approach shall be carried out with noise abatement procedures according to Flight Operation Manual.



CHANGES: LF INS coordinates.

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UNOO/OMS TSENTRALNY

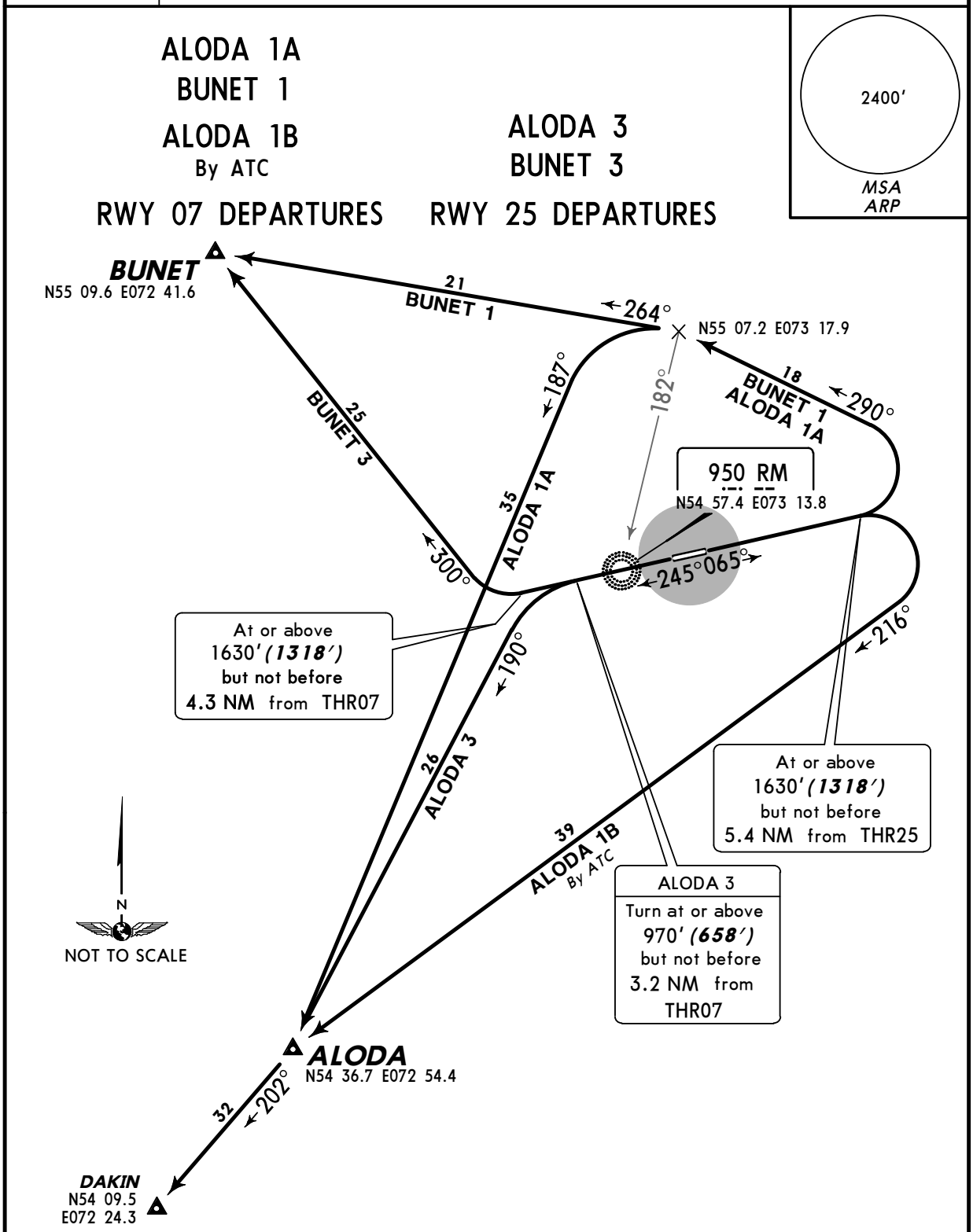
JEPPESEN

30 DEC 11 (10-3) Eff 12 Jan

OMSK, RUSSIA

SID

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.



ALODA 1A, 1B, BUNET 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)
970′	***(658′ - 200m)***
1630′	***(1318′ - 400m)***
2290′	***(1978′ - 600m)***

CHANGES: SIDs BUNET 1 & ALODA 1A crossing withdrawn.

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UNOO/OMS TSENTRALNY

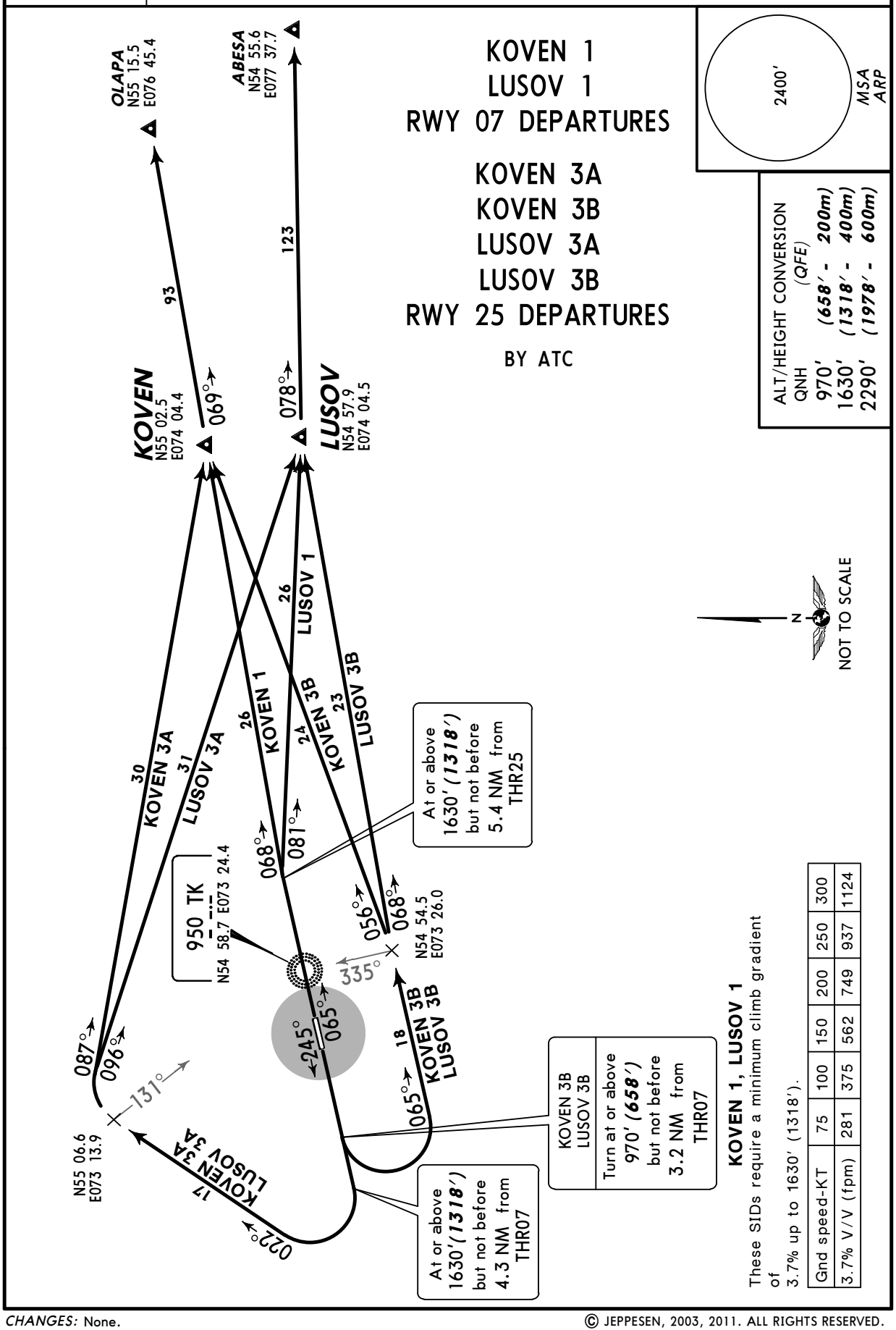
JEPPESEN

30 DEC 11 (10-3A) Eff 12 Jan

OMSK, RUSSIA

SID

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

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

CHANGES: None.

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UNOO/OMS TSENTRALNY

JEPPESEN

25 MAY 12 (10-3B) Eff 31 May

OMSK, RUSSIA

SID

Apt Elev
312′

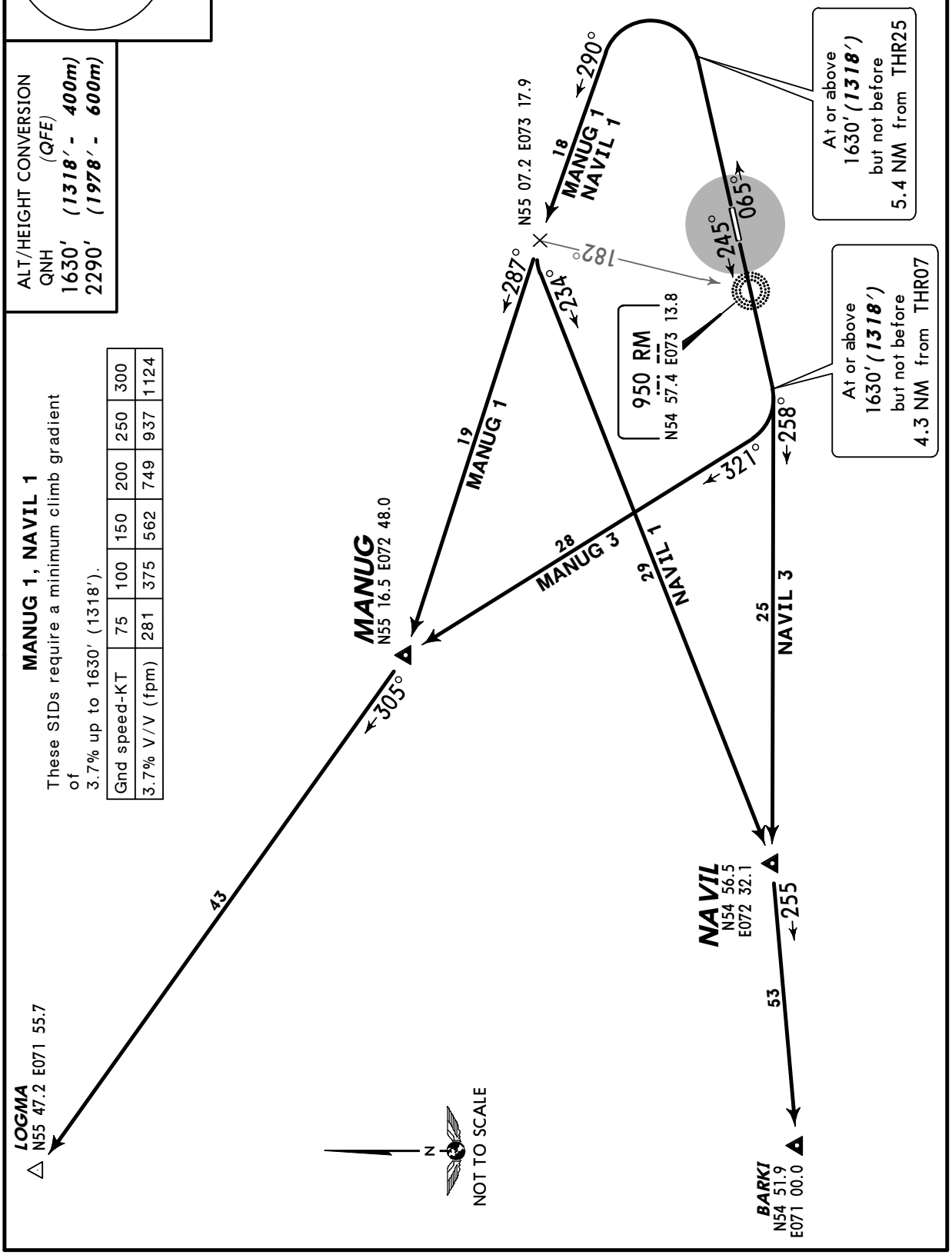
QNH on request **(QFE)**
Trans level: FL30
FL40 if pressure is less than 786 mm (1047.9 hPa) and 734 mm (978.6 hPa) or above
FL50 if pressure is 733 mm (977.3 hPa) or less
Trans alt: 2290′ ***(1978′)***
Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.

MSA ARP 2400′

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

MANUG 1
NAVIL 1
RWY 07 DEPARTURES

MANUG 3
NAVIL 3
RWY 25 DEPARTURES



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

CHANGES: None.

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UNOO/OMS TSENTRALNY

JEPPESEN

25 MAY 12 (10-3C) Eff 31 May

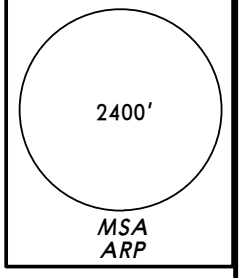
OMSK, RUSSIA

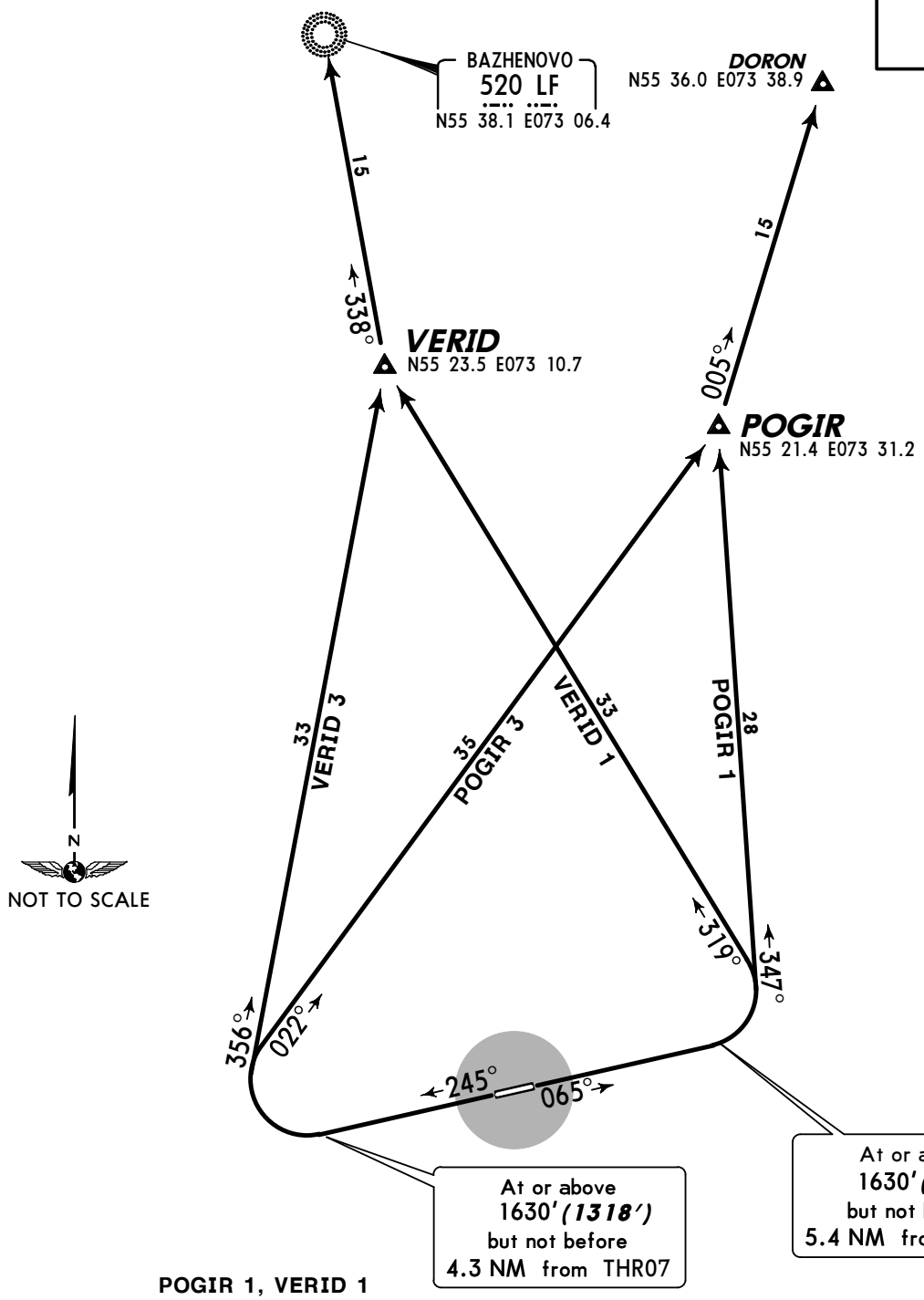
SID

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)***

CHANGES: LF INS coordinates.

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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.

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UNOO/OMS

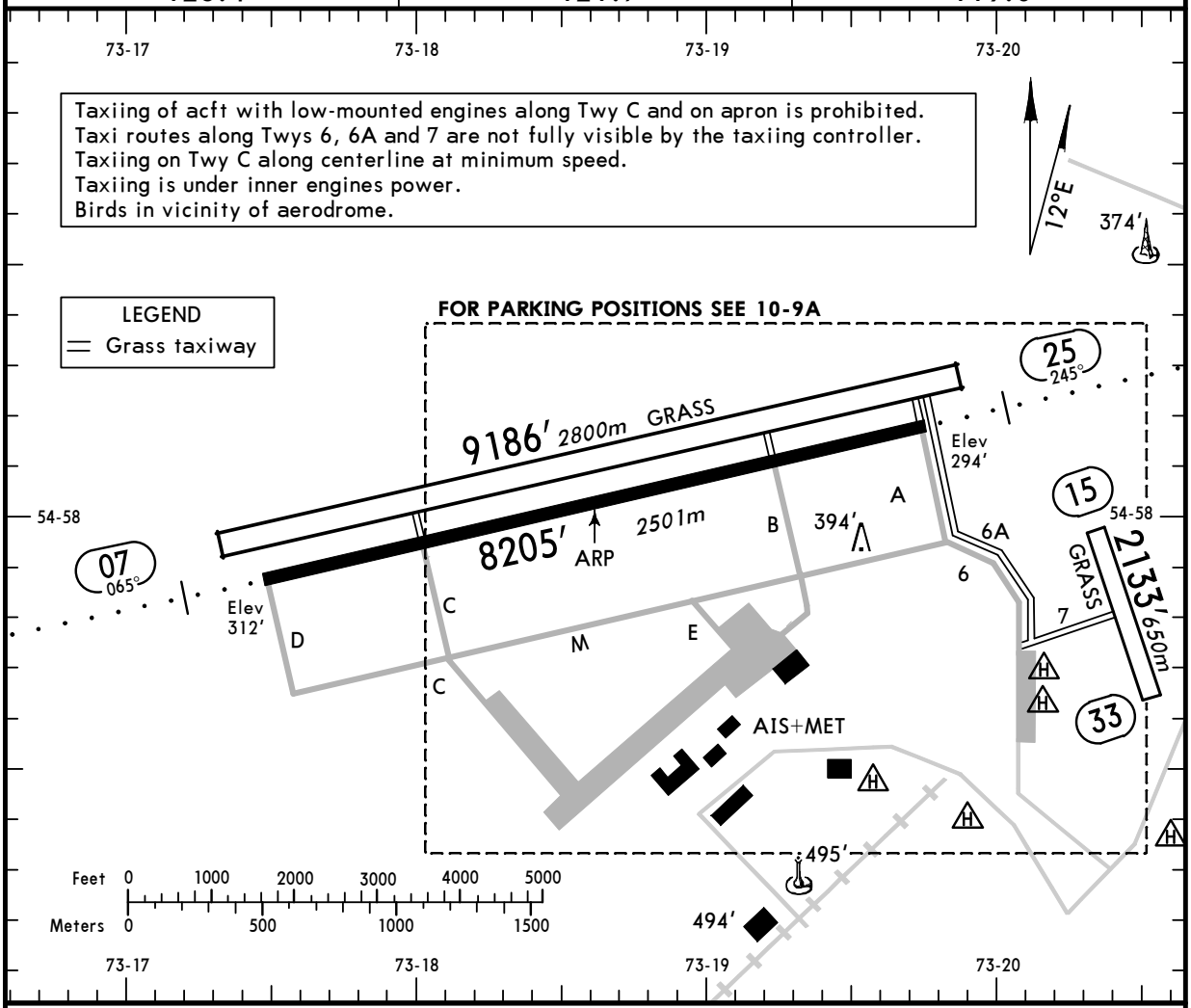
Apt Elev **312′**
N54 58.0 E073 18.6

JEPPESEN
16 DEC 11 (10-9)

OMSK, RUSSIA
TSENTRALNY

ATIS	OMSK Taxiing (GND)	Start (TWR)
126.4	121.7	119.0

Taxiing of acft with low-mounted engines along Twy C and on apron is prohibited.
Taxi routes along Twys 6, 6A and 7 are not fully visible by the taxiing controller.
Taxiing on Twy C along centerline at minimum speed.
Taxiing is under inner engines power.
Birds in vicinity of aerodrome.



ADDITIONAL RUNWAY INFORMATION

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

❶ First 328′/100m unusable for take-off.
❷ 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 RCLM (DAY only) or RL	RCLM (DAY only) or RL		**LVP must be in force** RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*	ceil 330m- *2300m*	*250m*	*400m*
B					
C			ceil 350m- *2400m*		
D	*300m*			*300m*	

CHANGES: Variation. Rwy bearings. Notes. Twy E.

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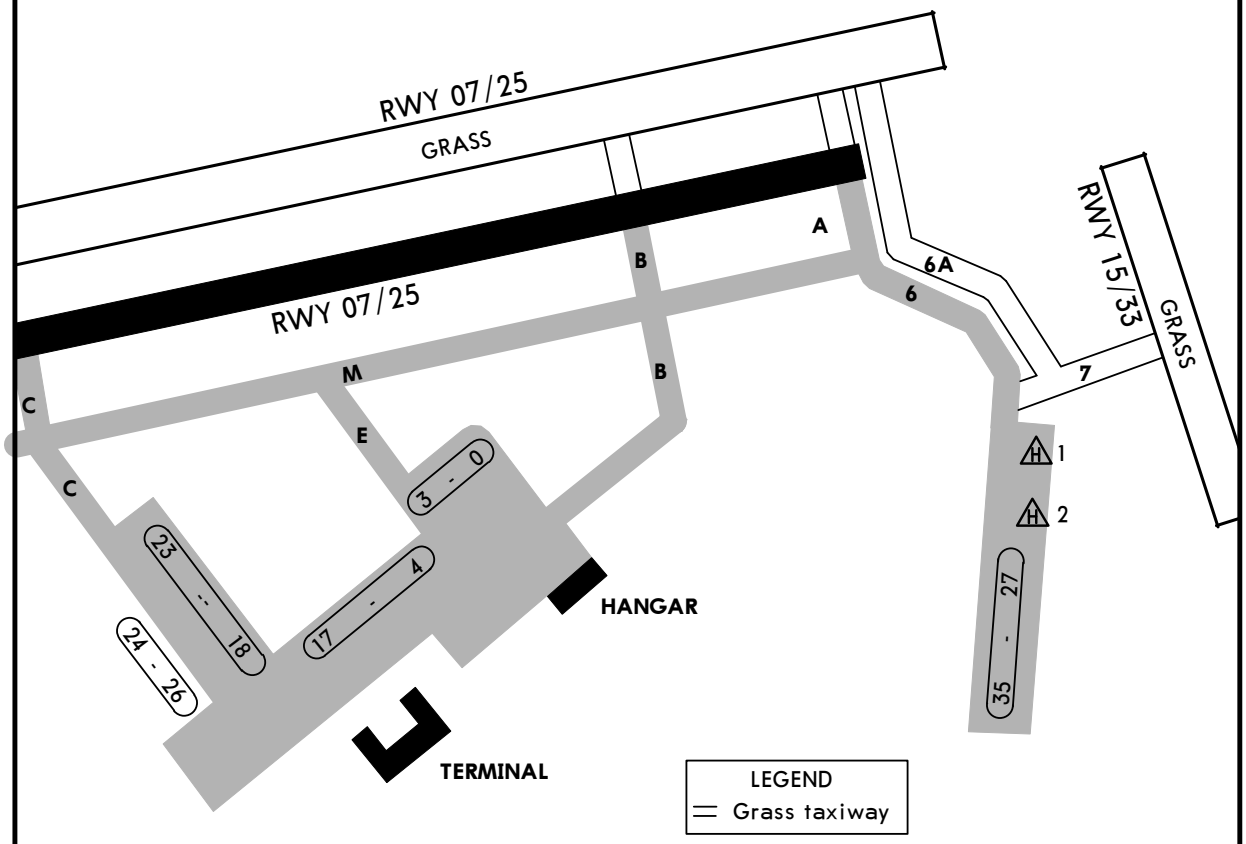
NOT TO SCALE



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.

CHANGES: Stands.

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STRAIGHT-IN RWY		A	B	C	D
07	ILS ❶	**512′**(200′) **R1000m**	**512′**(200′) **R1000m**	**512′**(200′) **R1000m**	**512′**(200′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶❷ with FAF	**670′**(358′) **R1400m**	**670′**(358′) **R1400m**	**670′**(358′) **R1400m**	**670′**(358′) **R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶❷ w/o FAF	**1030′** (718′) **C3100m**	**1030′** (718′) **C3100m**	**1030′** (718′) **C3100m**	**1030′** (718′) **C3100m**
	ALS out	C3300m	C3300m	C3300m	C3300m
	RM NDB ❶❷ w/o FAF	**1030′** (718′) **C3100m**	**1030′** (718′) **C3100m**	**1030′** (718′) **C3100m**	**1030′** (718′) **C3100m**
	ALS out	C3300m	C3300m	C3300m	C3300m
	R Lctr ❶ w/o FAF	**1030′** (718′) **C3300m**	**1030′** (718′) **C3300m**	**1030′** (718′) **C3500m**	**1030′** (718′) **C3500m**
	ALS out	C3500m	C3500m	C3700m	C3700m
25	ILS	**494′**(200′) **R1000m**	**494′**(200′) **R1000m**	**494′**(200′) **R1000m**	**494′**(200′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❷ with FAF	**1530′**(1236′) **C5000m**	**1530′**(1236′) **C5000m**	**1530′**(1236′) **C5000m**	**1530′**(1236′) **C5000m**
	2 NDB ❷ w/o FAF	**1780′**(1486′) **C5000m**	**1780′**(1486′) **C5000m**	**1780′**(1486′) **C5000m**	**1780′**(1486′) **C5000m**
	TK NDB ❷ w/o FAF	**1780′**(1486′) **C5000m**	**1780′**(1486′) **C5000m**	**1780′**(1486′) **C5000m**	**1780′**(1486′) **C5000m**
	T Lctr w/o FAF	**1780′**(1486′) **C5000m**	**1780′**(1486′) **C5000m**	**1780′**(1486′) **C5000m**	**1780′**(1486′) **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, B	*250m*	*400m*	*500m*	ceil 330m- V2300m
C				ceil 350m- V2400m
D	*300m*			

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, B, C	*250m*	*400m*	*500m*
D	*300m*		

CHANGES: Minimums.

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STRAIGHT-IN RWY		A	B	C	D
07	ILS ❶	**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 ❶	**660′**(348′)	**660′**(348′)	**660′**(348′)	**660′**(348′)
	with FAF	**R1300m**	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB ❶	**1030′**(718′)	**1030′**(718′)	**1030′**(718′)	**1030′**(718′)
	w/o FAF	**R1500m**	**R1500m**	**R2000m**	**R2000m**
	RM NDB ❶	**1030′**(718′)	**1030′**(718′)	**1030′**(718′)	**1030′**(718′)
	w/o FAF	**R1500m**	**R1500m**	**R2000m**	**R2000m**
	R Lctr ❶	**1030′**(718′)	**1030′**(718′)	**1030′**(718′)	**1030′**(718′)
	w/o FAF	**R1500m**	**R1500m**	**R2000m**	**R2000m**
25	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**

❶ Missed apch climb gradient MIM 3.7%.

TAKE-OFF RWY 07

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

❷ 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*		

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UNOO/OMS TSENTRALNY

JEPPESEN
16 DEC 11 (11-1)

OMSK, RUSSIA
❶ ILS or 2 NDB Rwy 07

BRIEFING STRIP ™

ATIS	OMSK Radar (APP)	OMSK Start (TWR)	Ground
126.4	119.0	119.0	121.7

LOC IRM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 312′
*108.3	065°	1001′(689′)	512′(200′)	RWY 312′
NDB RM 950		Minimum Alt N54 56.7 E073 08.8 1960′(1648′)	NDB MDA(H) (CONDITIONAL) 660′(348′)	

MISSED APCH: Climb STRAIGHT AHEAD to mim 1630′ (1318′) to 5.4 NM from rwy 25 thresh. Turn LEFT onto 290° climbing to 2290′(1978′), then as directed.

MSA ARP: 2400′

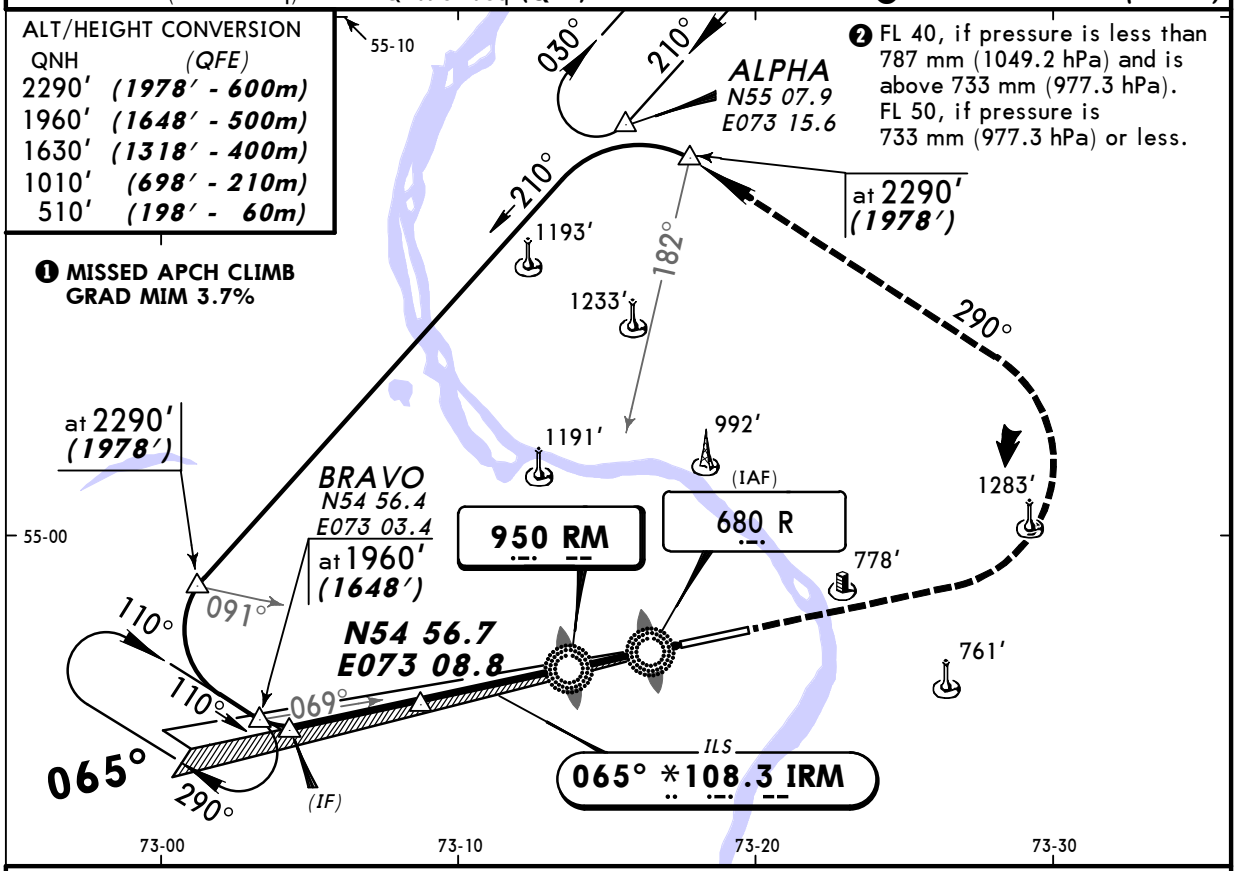
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 30 ❷ Trans alt: 2290′ (1978′)

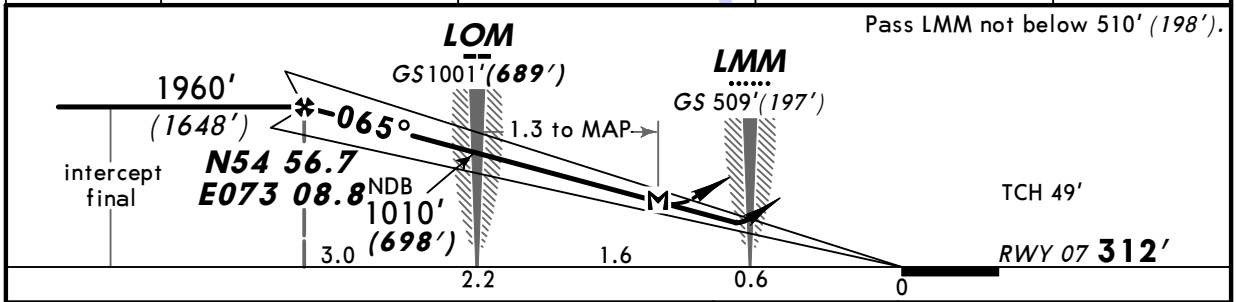
ALT/HEIGHT CONVERSION

QNH	(QFE)
2290′	(1978′ - 600m)
1960′	(1648′ - 500m)
1630′	(1318′ - 400m)
1010′	(698′ - 210m)
510′	(198′ - 60m)

❶ MISSED APCH CLIMB GRAD MIM 3.7%

❷ FL 40, if pressure is less than 787 mm (1049.2 hPa) and is above 733 mm (977.3 hPa). FL 50, if pressure is 733 mm (977.3 hPa) or less.





Gnd speed-Kts		70	90	100	120	140	160
ILS GS or NDB Descent Angle	3.00°	372	478	531	637	743	849
LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33	0:29

ALS PAPI

Refer to Missed apch above

STRAIGHT-IN LANDING RWY 07
Missed apch climb grad mim 3.7%

PANS OPS

	ILS DA(H) 512′(200′) FULL	ILS DA(H) 512′(200′) ALS out	LOC (GS out)	2 NDB with FAF MDA(H) 660′(348′)	2 NDB with FAF MDA(H) 660′(348′) ALS out	2 NDB w/o FAF MDA(H) 1030′(718′)	2 NDB w/o FAF MDA(H) 1030′(718′) ALS out	RM LOM w/o FAF MDA(H) 1030′(718′)	RM LOM w/o FAF MDA(H) 1030′(718′) ALS out	R LMM w/o FAF MDA(H) 1030′(718′)	R LMM w/o FAF MDA(H) 1030′(718′) ALS out
A	1200m		NOT AUTH	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		3200m	
B											
C						3200m		3200m			
D				RVR 1800m VIS 2000m		3600m		3600m		3600m	

CHANGES: Trans level. Procedure. Minimums.

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UNOO/OMS TSENTRALNY

JEPPESEN

16 DEC 11 (11-2)

OMSK, RUSSIA ILS or 2 NDB Rwy 25

BRIEFING STRIP ™

ATIS	OMSK Radar (APP)	OMSK Start (TWR)	Ground
126.4	119.0	119.0	121.7

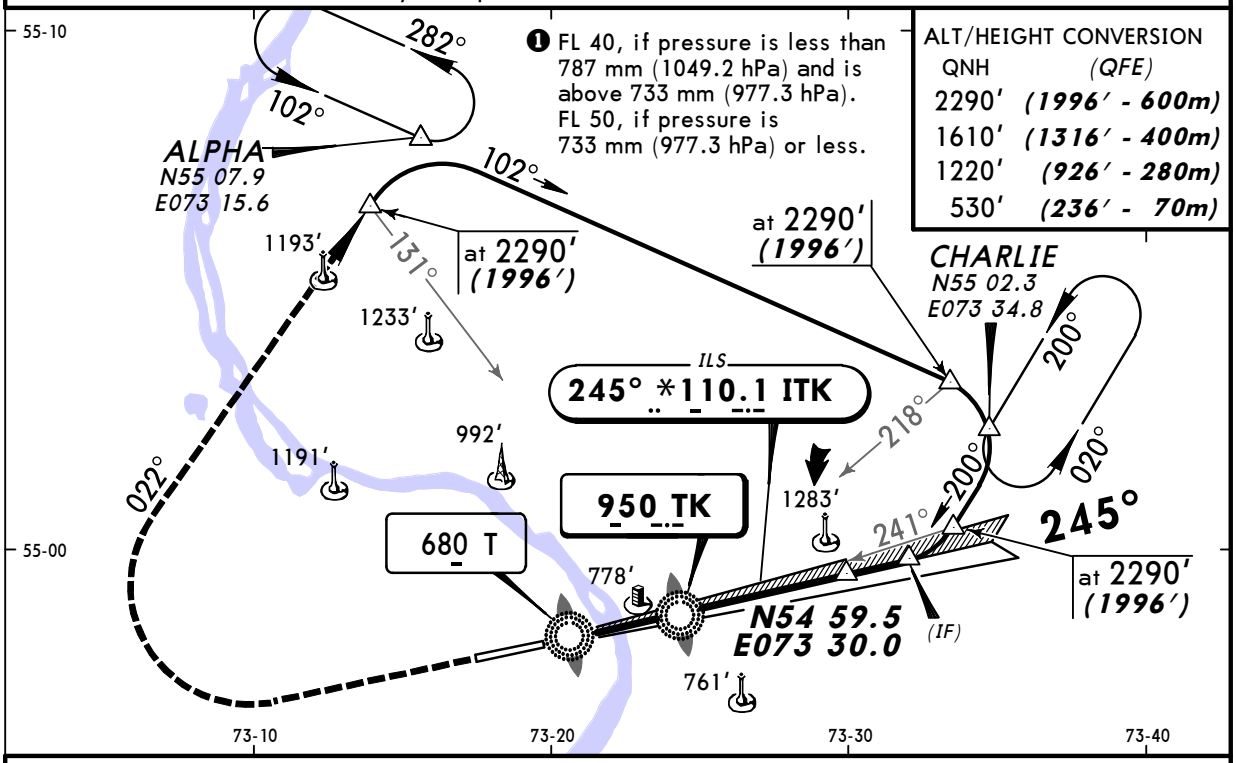
LOC ITK *110.1	Final Apch Crs 245°	GS LOM 1212′(918′)	ILS DA(H) 494′(200′)	Apt Elev 312′ RWY 294′
NDB TK 950		Minimum Alt N54 59.5 E073 30.0 2290′(1996′)	NDB MDA(H) (CONDITIONAL) 1530′(1236′)	

MISSED APCH: Climb STRAIGHT AHEAD to mim 1610′(1316′) to 4.3 NM from rwy 07 thresh. Turn RIGHT onto 022° climbing to 2290′(1996′), then as directed.

2400′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 30 ❶ Trans alt: 2290′(1996′)

1. Between LOM and LMM migration of birds in warm season.
2. Turbulence with downdrafts may be expected on final.

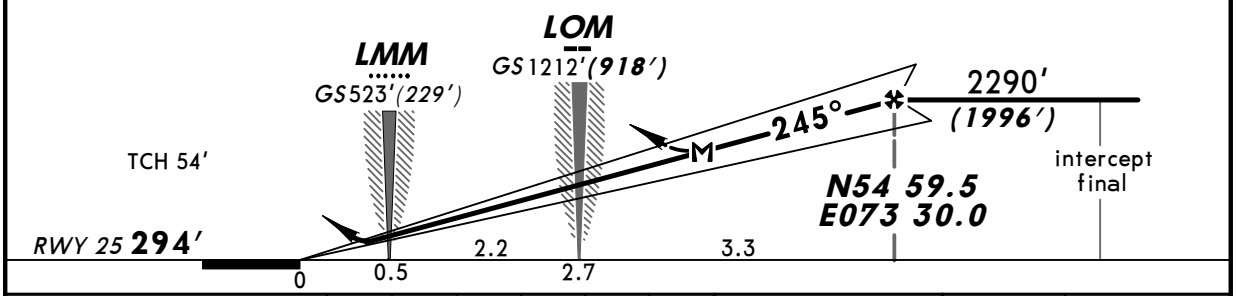


❶ FL 40, if pressure is less than 787 mm (1049.2 hPa) and is above 733 mm (977.3 hPa). FL 50, if pressure is 733 mm (977.3 hPa) or less.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2290′	(1996′ - 600m)
1610′	(1316′ - 400m)
1220′	(926′ - 280m)
530′	(236′ - 70m)

Pass LOM not below 1220′(926′), LMM not below 530′(236′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Descent Angle 3.00°	372	478	531	637	743	849

ALS PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 494′(200′) FULL	ILS DA(H) 494′(200′) ALS out	LOC (GS out)	2 NDB with FAF MDA(H) 1530′(1236′)	2 NDB w/o FAF MDA(H) 1780′(1486′)	TK LOM w/o FAF MDA(H) 1780′(1486′)	T LMM w/o FAF MDA(H) 1780′(1486′)
PANS OPS A	1200m		NOT AUTH	3200m	3200m	3200m	3200m
PANS OPS B							
PANS OPS C				4800m	4800m	4800m	4800m
PANS OPS D							

CHANGES: Trans level. Procedure. Minimums.

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