

List of pages in this Trip Kit

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Airport Information For UNOO
Terminal Charts For UNOO
Revision Letter For Cycle 17-2013
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: 0001 Z
Sunset: 1417 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 Apron Ramp/Taxi Control 124.0 Secondary
Omsk Apron Ramp/Taxi Control 118.8
Omsk Radar 124.0 Secondary
Omsk Radar 119.0

ATIS
126.4Apt Elev
312'

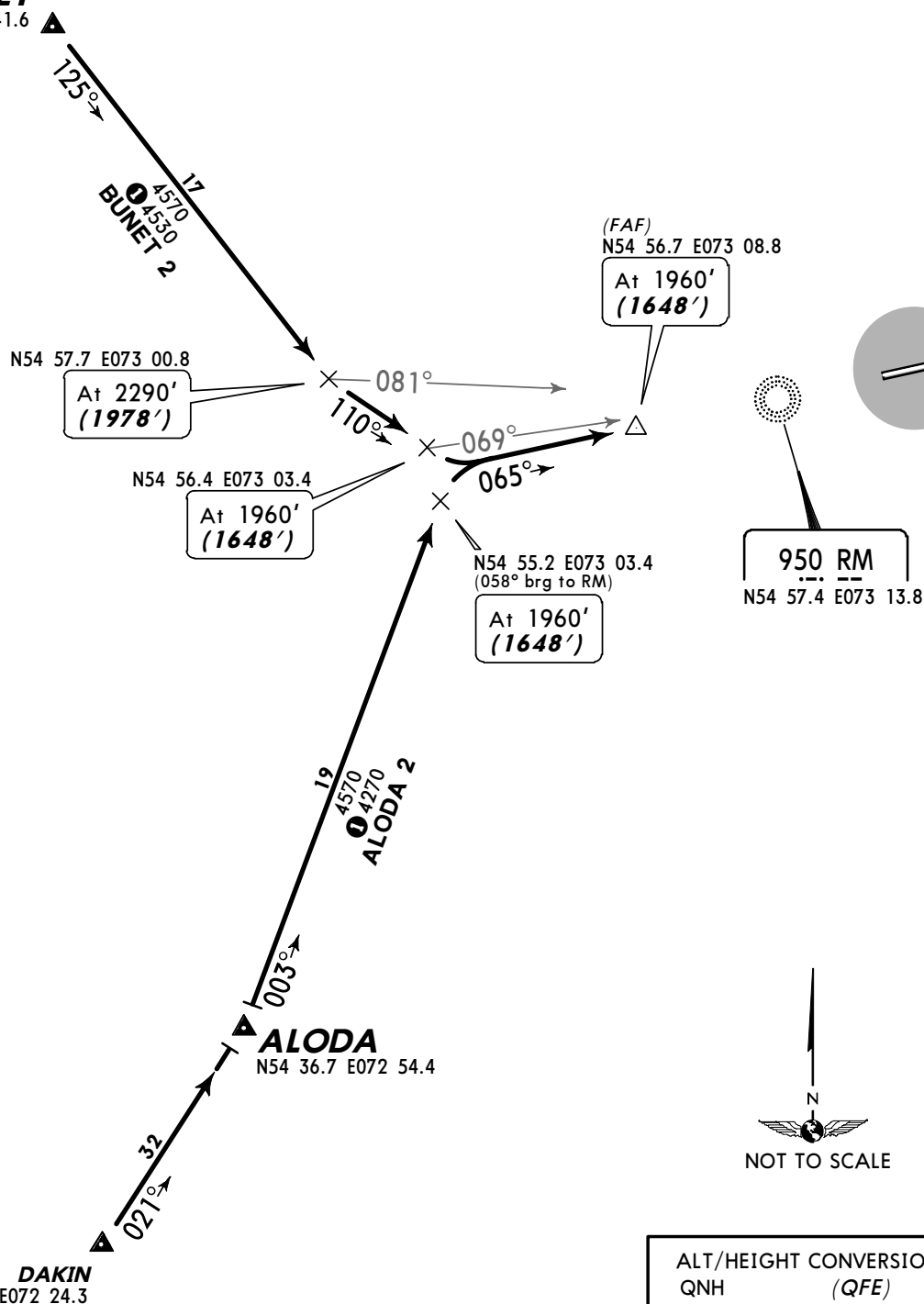
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL30
FL40 if pressure is less than 786 mm (1047.9 hPa) and
734 mm (978.6 hPa) or above
FL50 if pressure is 733 mm (977.3 hPa) or less
Trans alt: 2290' (1978')
Approach shall be carried out with noise abatement procedures
according to Flight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

ATIS
126.4Apt Elev
312'

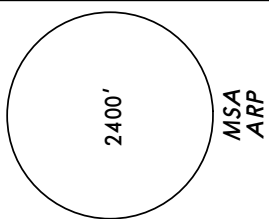
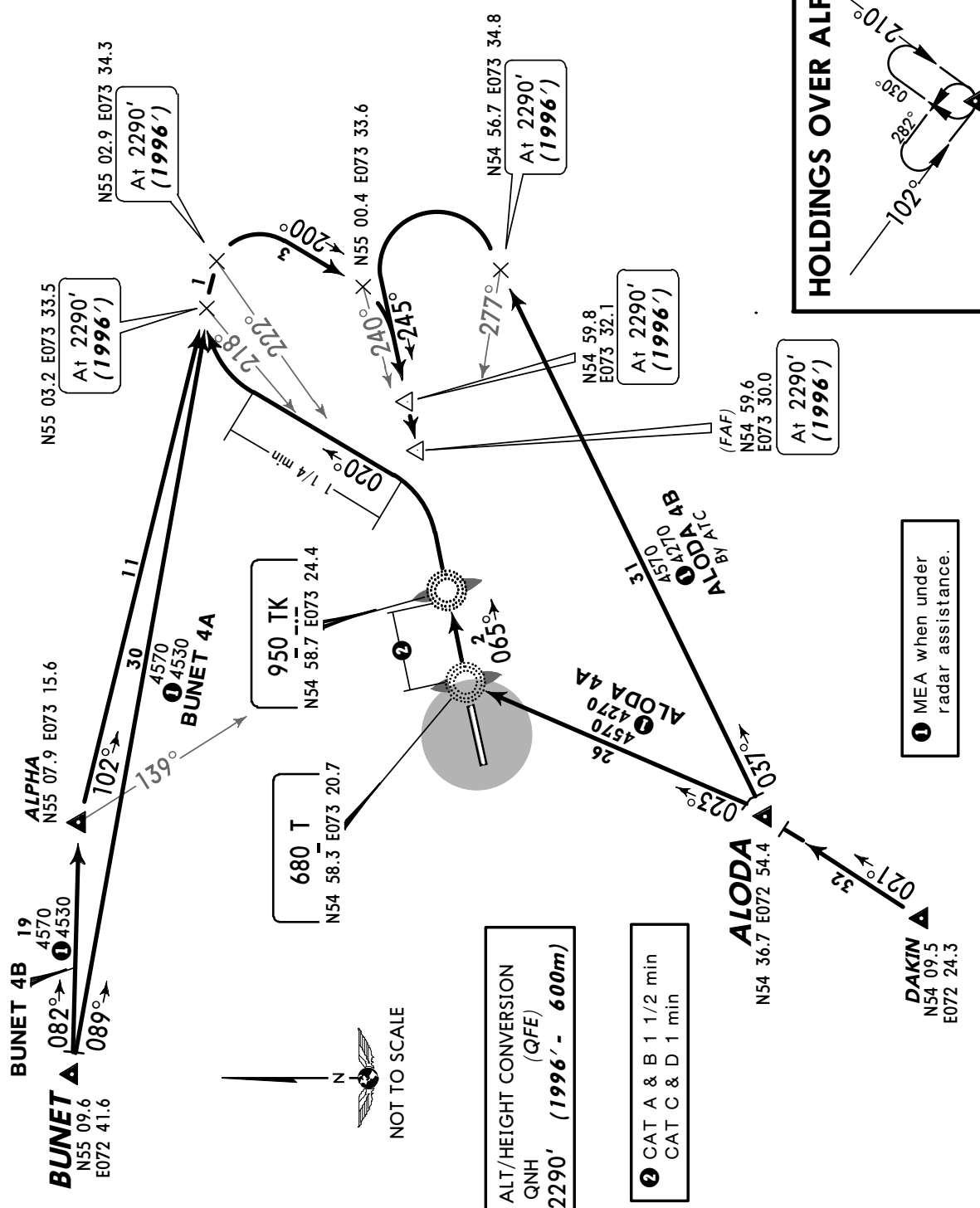
Alt Set: MM (hPa on request) QNH on request (QFE)

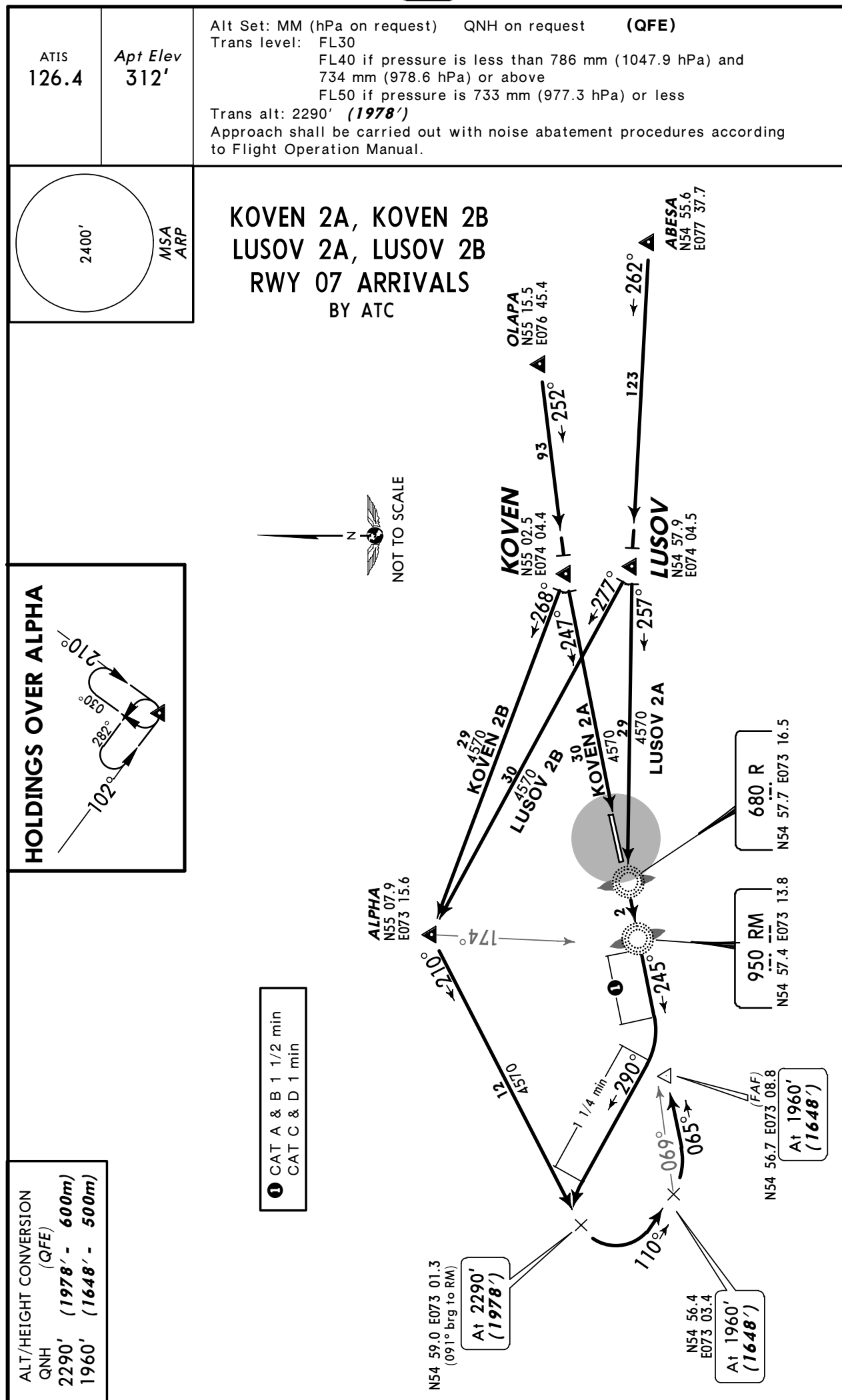
Trans level: FL30

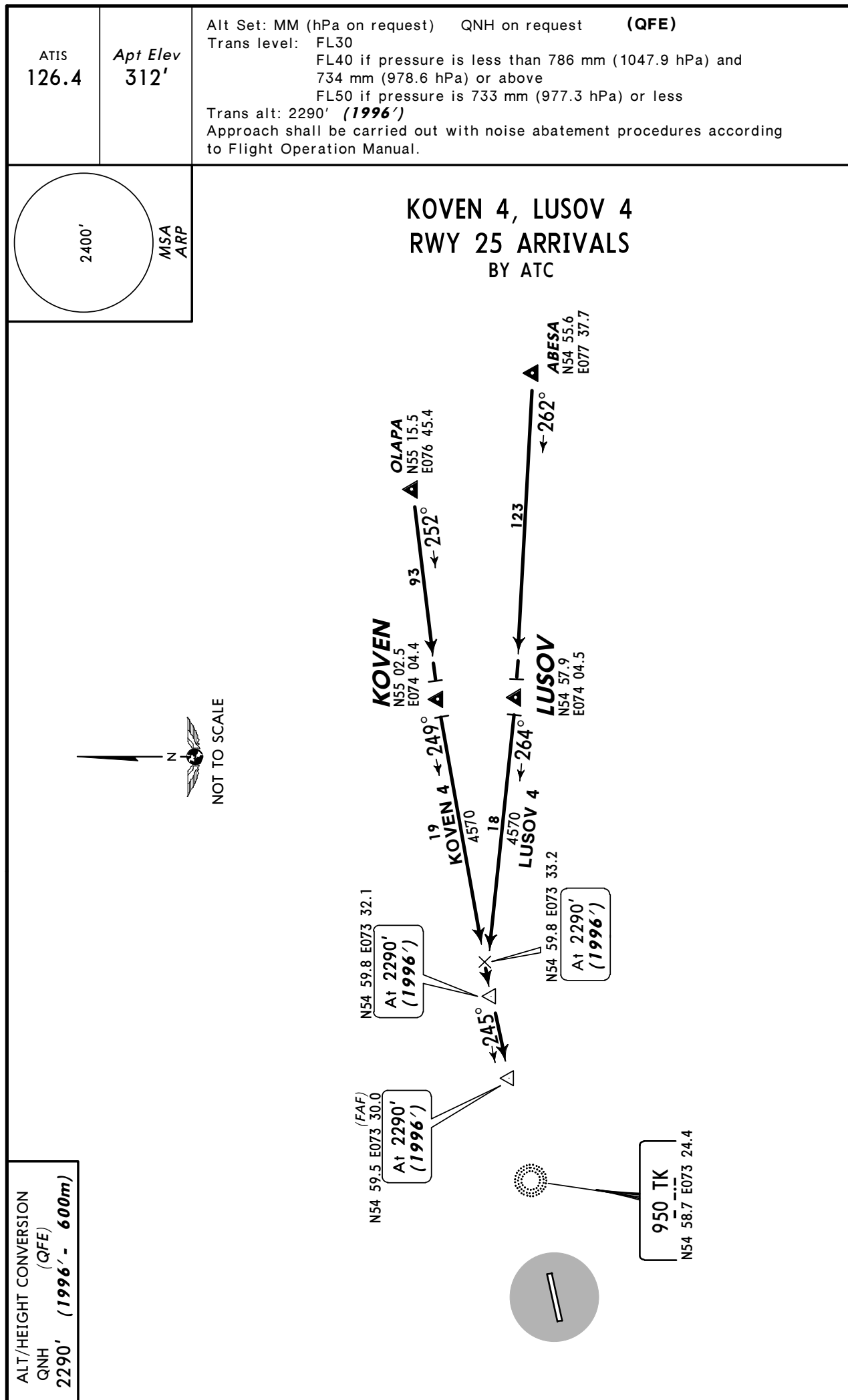
FL40 if pressure is less than 786 mm (1047.9 hPa) and
734 mm (978.6 hPa) or above

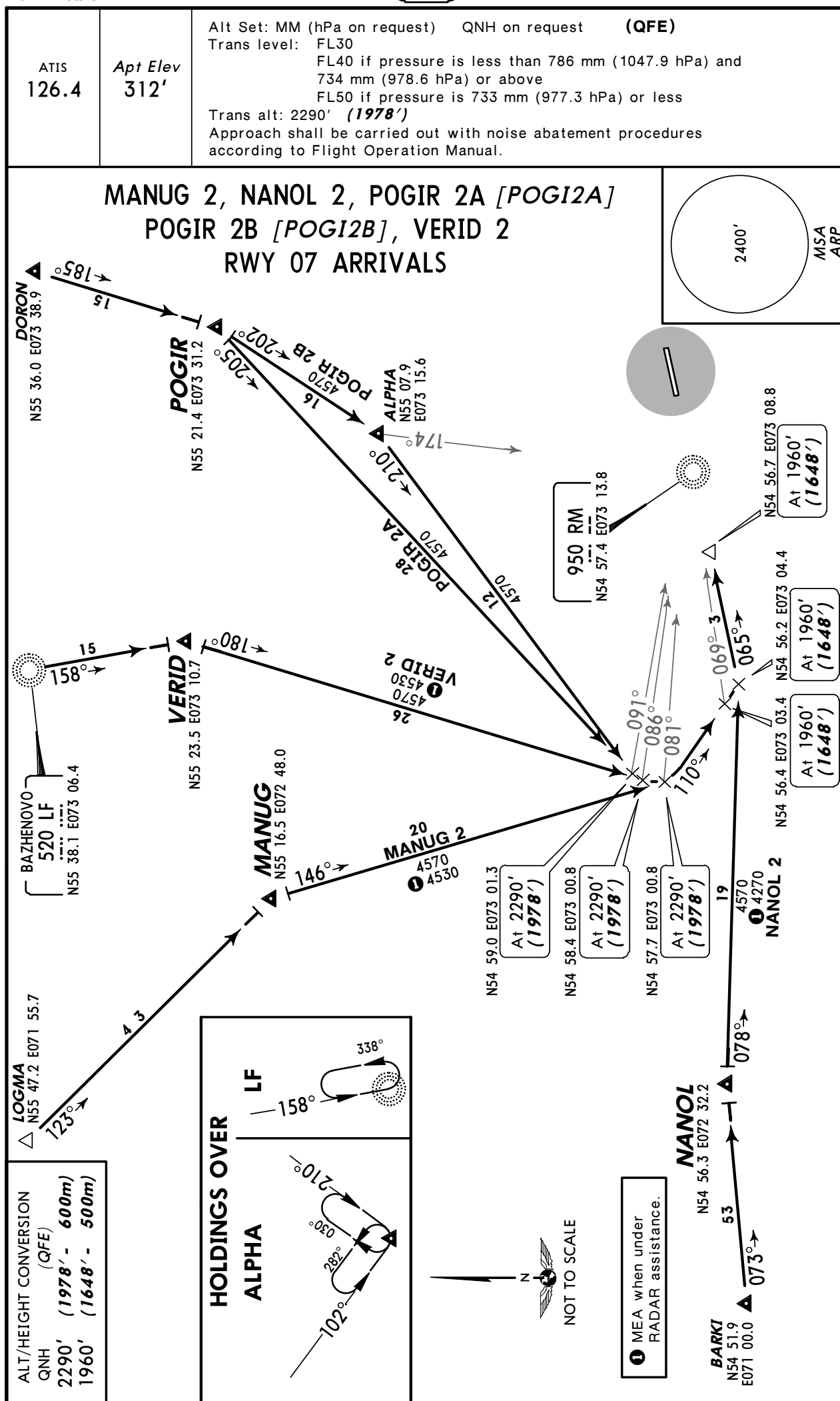
FL50 if pressure is 733 mm (977.3 hPa) or less

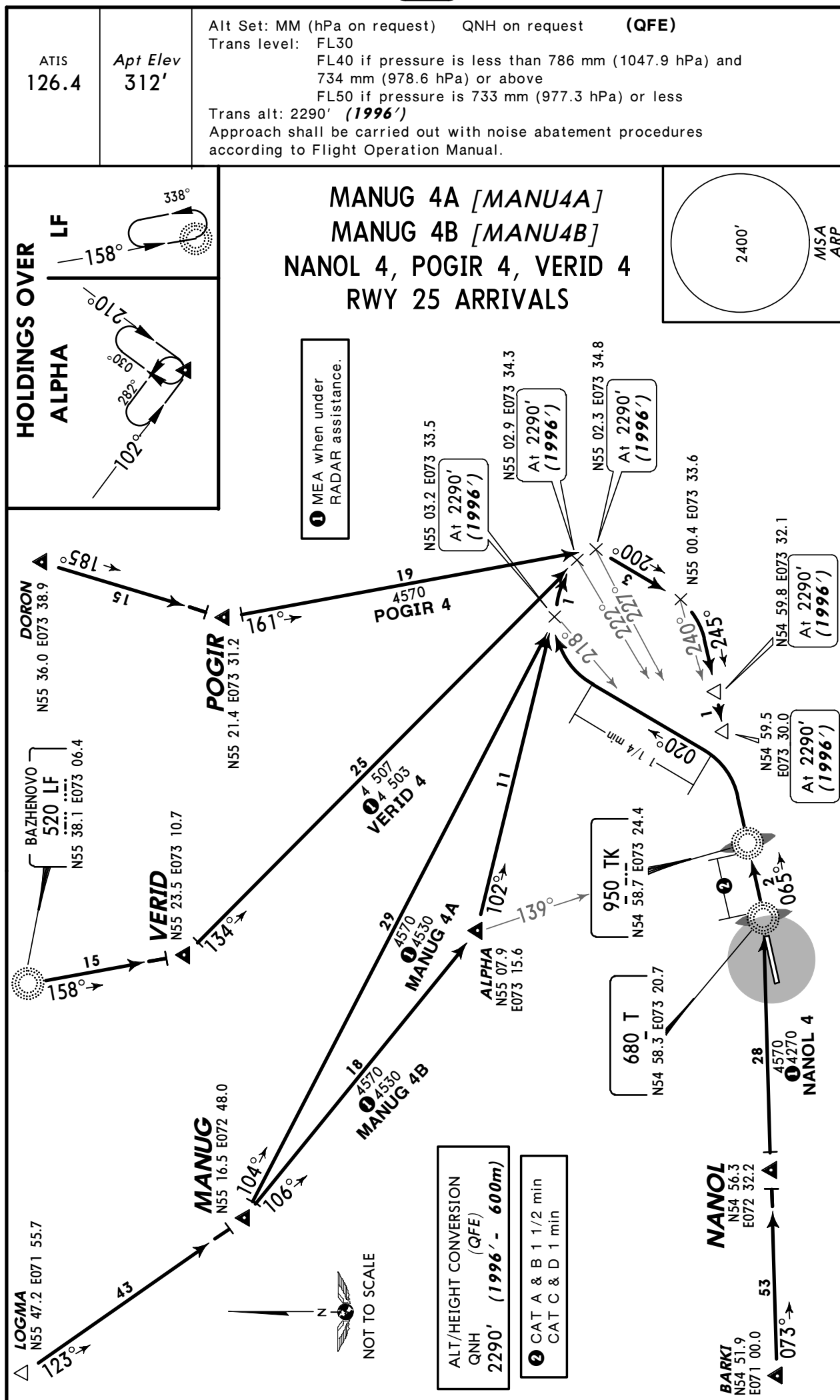
Trans alt: 2290' (1996')

Approach shall be carried out with noise abatement procedures according
to Flight Operation Manual.ALODA 4A
BUNET 4A, BUNET 4B
ALODA 4B
BY ATC
RWY 25 ARRIVALS









Apt Elev
312'

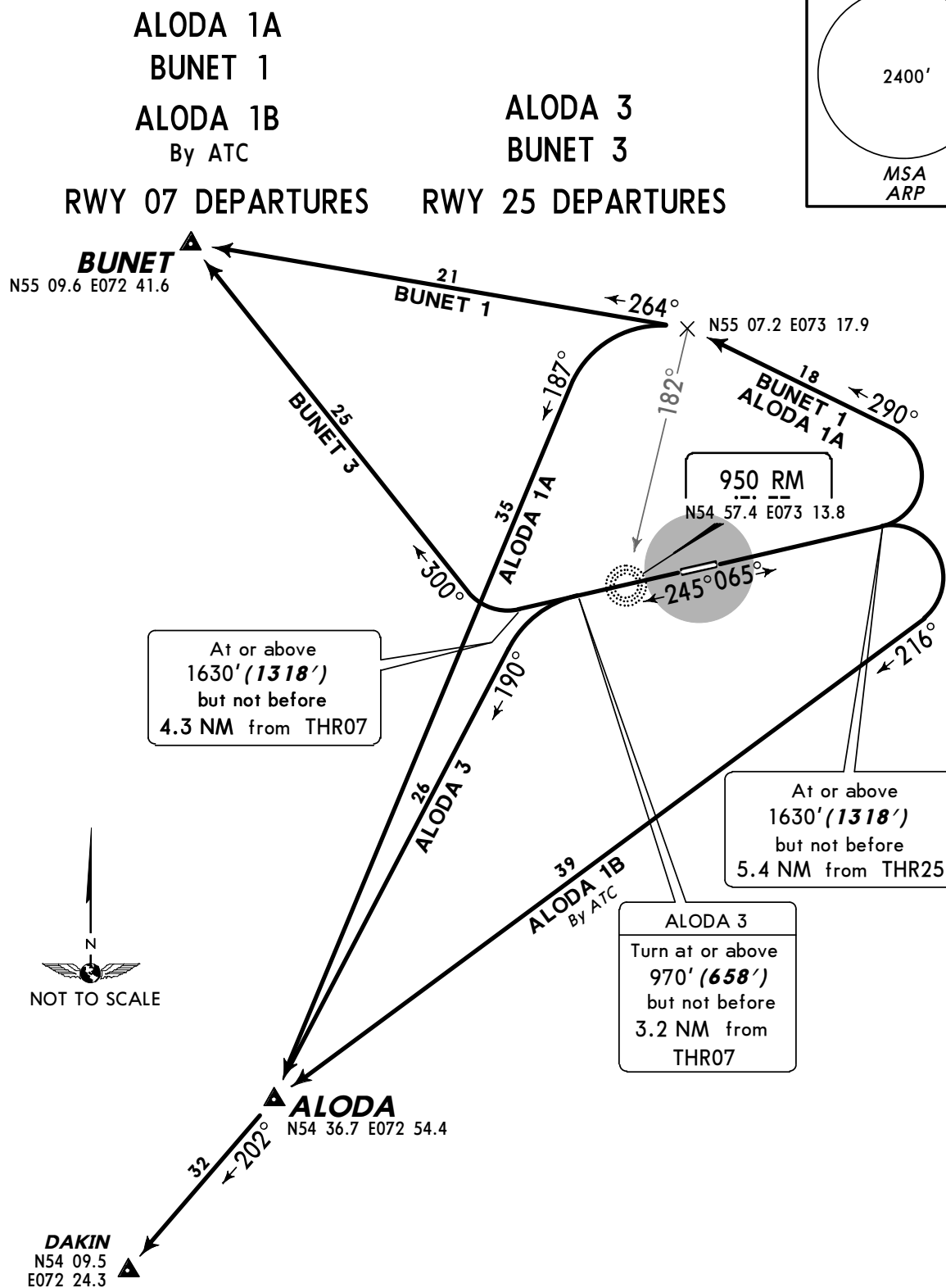
QNH on request (QFE)

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

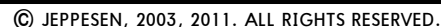
ALT/HEIGHT CONVERSION

QNH (QFE)

970' (658' - 200m)

1630' (1318' - 400m)

2290' (1978' - 600m)



Apt Elev
312'

QNH on request (QFE)

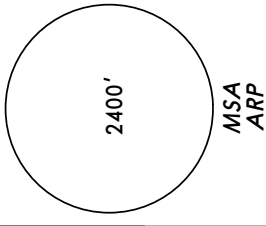
Trans level: FL30

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
NANOL 1
RWY 07 DEPARTURES

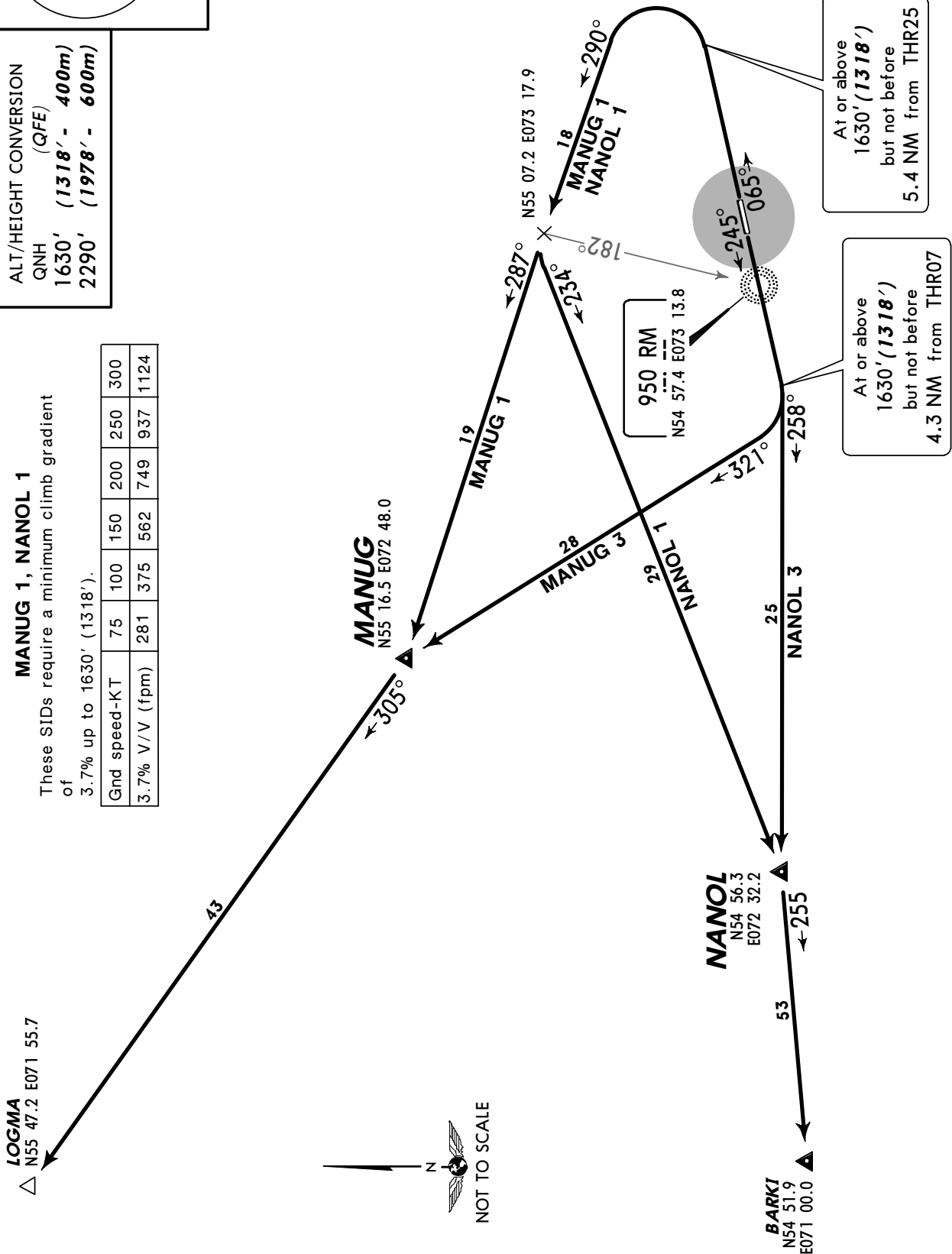
MANUG 3
NANOL 3
RWY 25 DEPARTURES

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

MANUG 1, NANOL 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

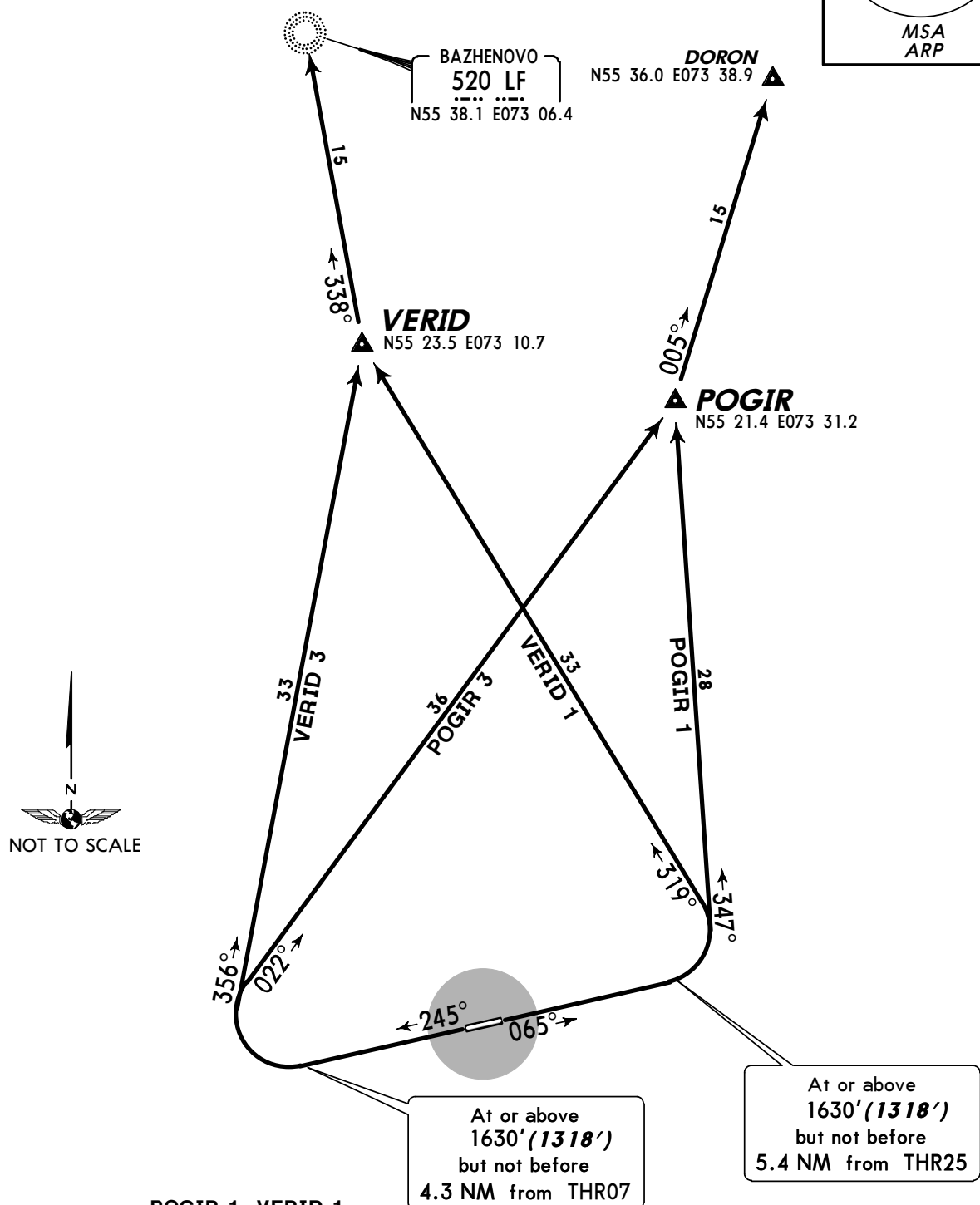
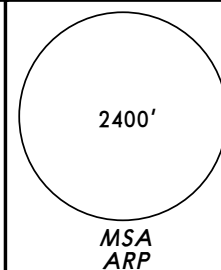
FL50 if pressure is 733 mm (977.3 hPa) or less

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-offs from RWY 07 in the direction of the city are prohibited if meteorological conditions of take-off from RWY 07 and RWY 25 are identical.

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

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

Reduce engines power to nominal value

At 3270' (2958')

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

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

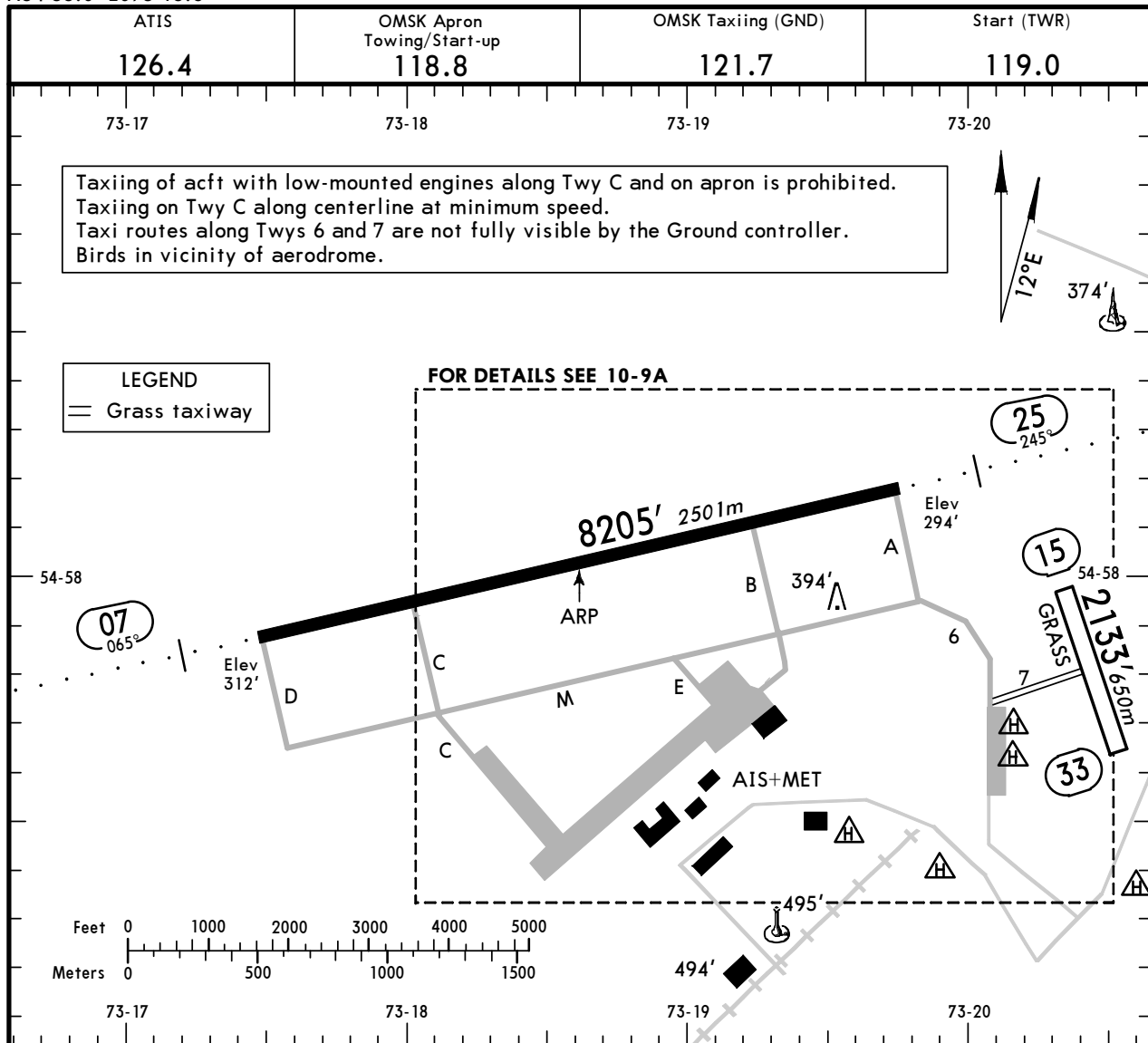
These procedures are not applied in cases when

- 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/s,
- tail-wind component (including gusts) exceeds 2m/s,
- when wind shear is forecasted or reported or it is expected that thunderstorms may influence the conditions of take-off and climbing for ACFT.

UNOO/OMS
Apt Elev **312'**
N54 58.0 E073 18.6

JEPPESEN
22 MAR 13 **(10-9)** Eff 4 Apr

OMSK, RUSSIA
TSENTRALNY

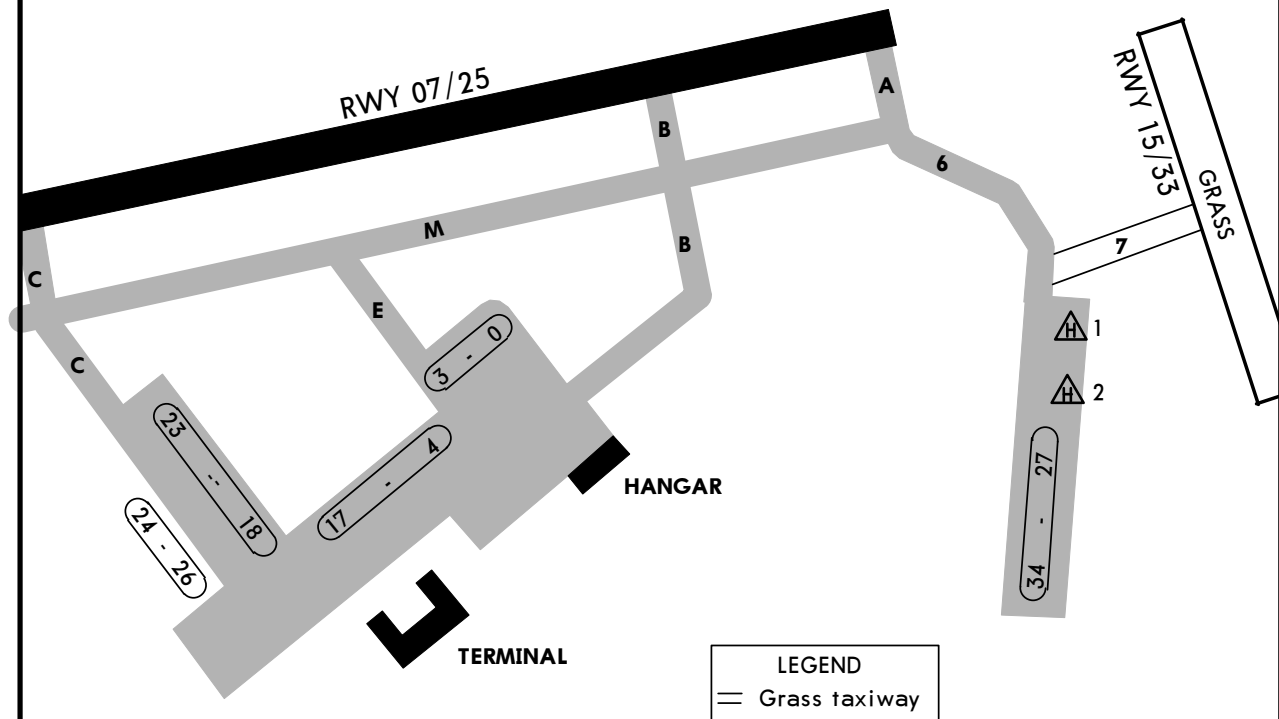


ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
					LANDING BEYOND				
					Threshold	Glide Slope			
07	25	RL (60m)	ALS	PAPI-L (angle 3.00°)	RVR	8202' 2500m	7119' 2170m	7874' 2400m ①	148' 45m
							6890' 2100m		
15	33								262' 80m

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

TAKE-OFF					
AIR CARRIER (JAA)					
Rwy 07			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	250m	400m	
C					
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')
	w/o FAF	C3300m	C3300m	C3500m	C3500m
	ALS out	C3500m	C3500m	C3700m	C3700m
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.

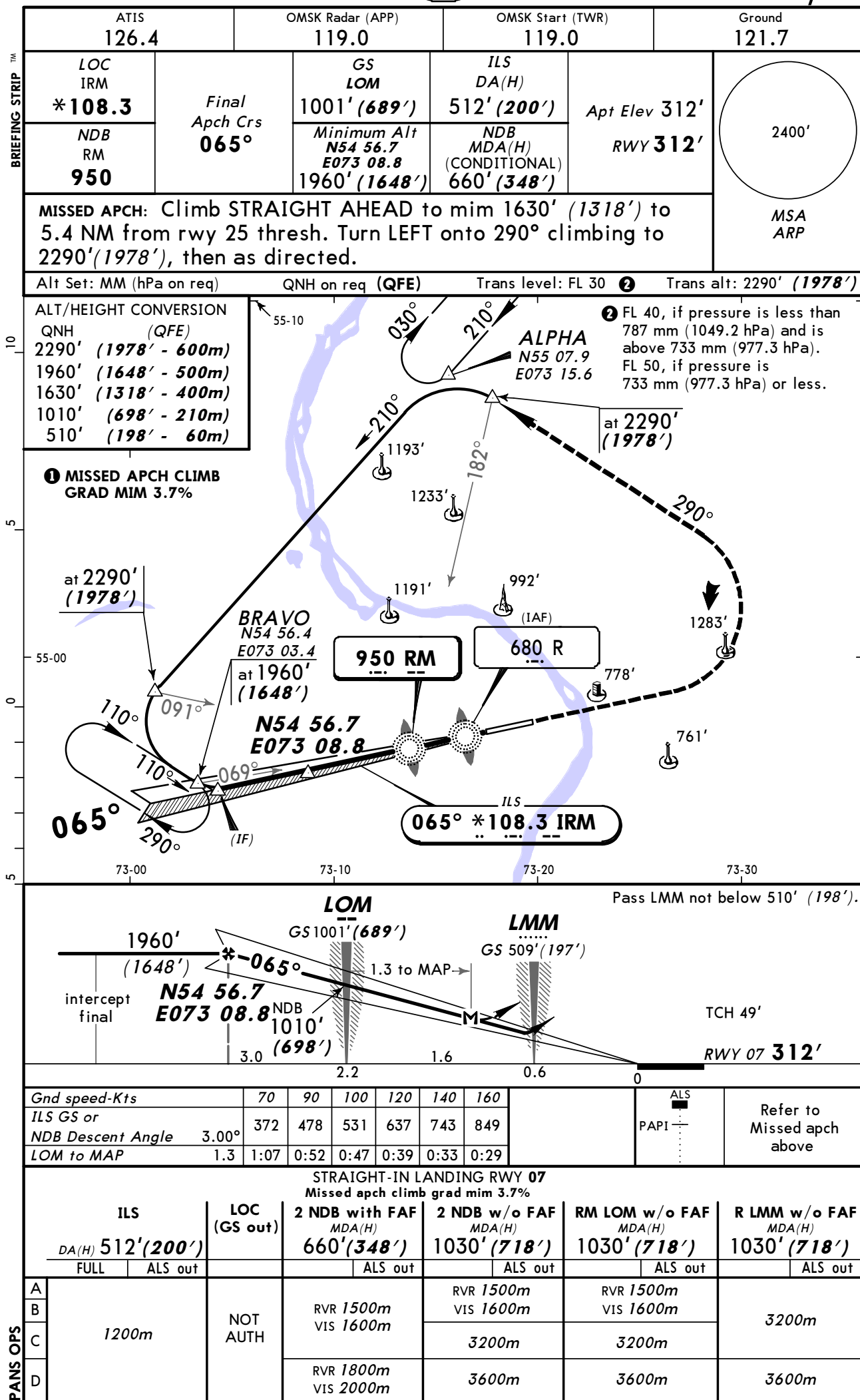
TAKE-OFF RWY 07

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				
C	300m			ceil 350m- V2400m
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	300m		
D			



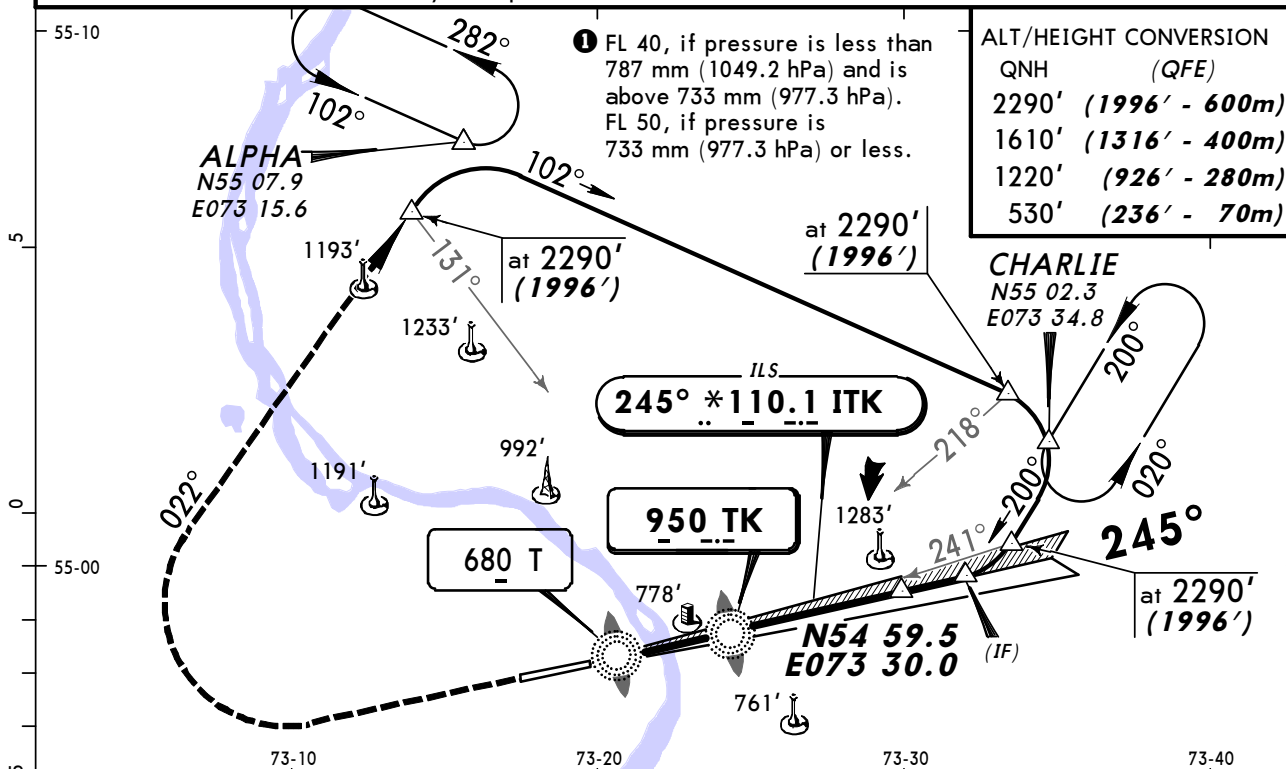
BRIEFING STRIP™

ATIS 126.4		OMSK Radar (APP) 119.0		OMSK Start (TWR) 119.0		Ground 121.7
LOC ITK *110.1	Final Apch Crs 245°	GS LOM 1212' (918')	ILS DA(H) 494' (200')	Apt Elev 312'		2400'
NDB TK 950		Minimum Alt N54 59.5 E073 30.0 2290' (1996')	NDB MDA(H) (CONDITIONAL) 1530' (1236')	RWY 294'		
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.						MSA ARP

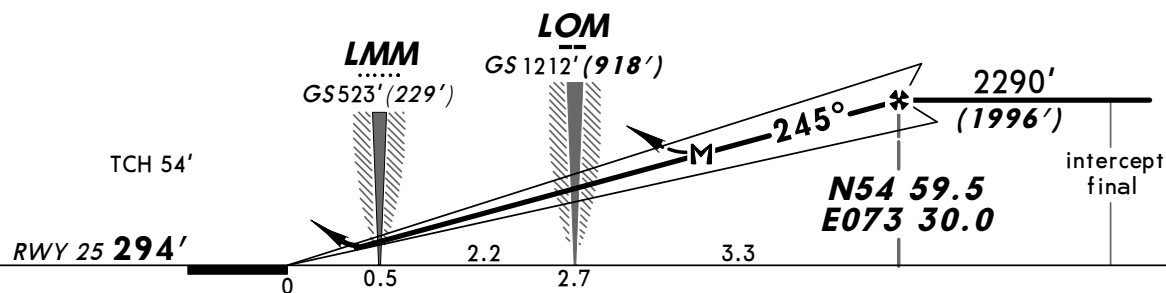
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 30 ① Trans alt: 2290' (1996')

1. Between LOM and LMM migration of birds in warm season.

2. Turbulence with downdrafts may be expected on final.



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



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	Refer to Missed Apch above
ILS GS or NDB Descent Angle 3.00°	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 25

ILS DA(H) 494' (200')		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')	
FULL	ALS out		ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
1200m		NOT AUTH	3200m		3200m		3200m		3200m	
			4800m		4800m		4800m		4800m	



Chart changes since cycle 16-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

OMSK, (TSENTRALNY - UNOO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNOO