

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNOO

Terminal Charts For UNOO

Revision Letter For Cycle 01-2014

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: 0330 Z
Sunset: 1055 Z,

Runway Information

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

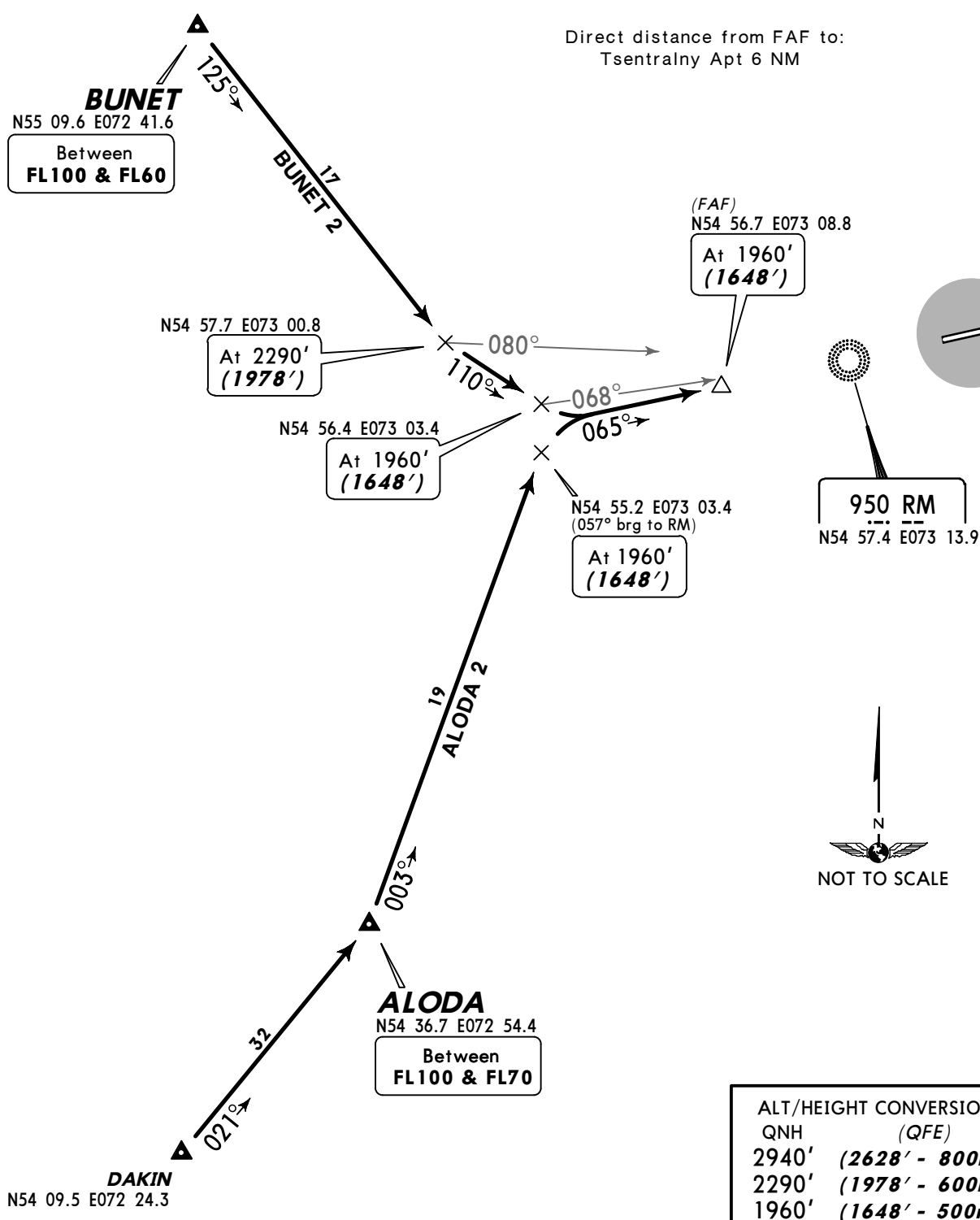
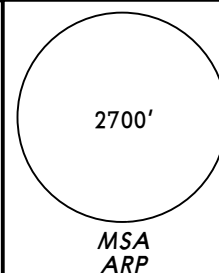
Runway: 25
Length x Width: 8205 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 294 ft
Lighting: Edge, ALS

Communication Information

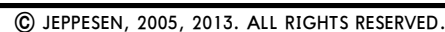
ATIS 126.4
Omsk Start Tower 124.0 Secondary
Omsk Start Tower 119.0
Omsk Taxiing Ground Control 124.0 Secondary
Omsk Taxiing Ground Control 121.7
Omsk Apron Ramp/Taxi Control 124.0 Secondary
Omsk Apron Ramp/Taxi Control 118.8
Omsk Approach Control 131.2
Omsk Radar 124.0 Secondary
Omsk Radar 119.0

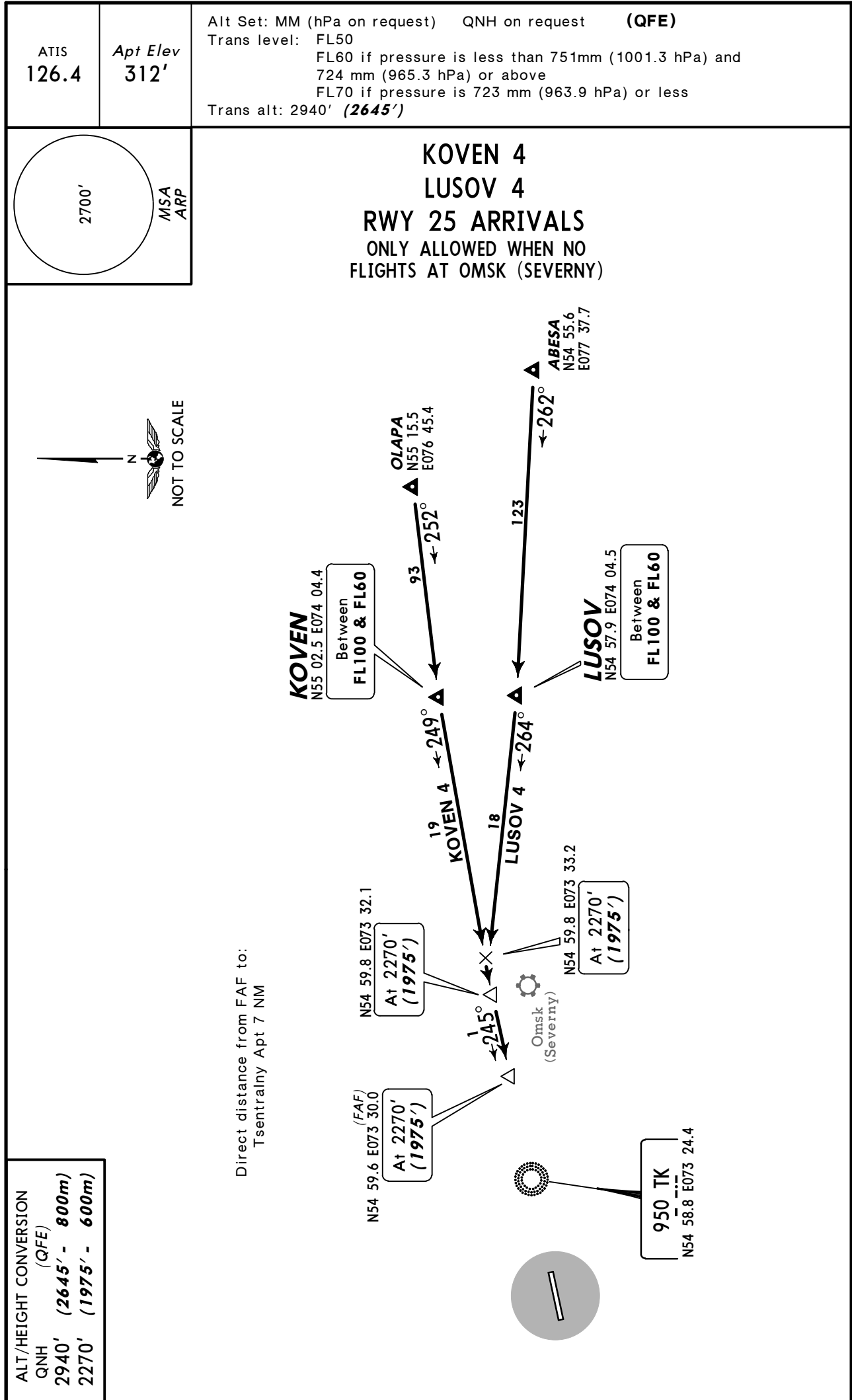
ATIS
126.4Apt Elev
312'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 751mm (1001.3 hPa) and
724 mm (965.3 hPa) or above
FL70 if pressure is 723 mm (963.9 hPa) or less
Trans alt: 2940' (2628')

ALODA 2
BUNET 2
RWY 07 ARRIVALS

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ATIS
126.4Apt Elev
312'

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

Trans level: FL50

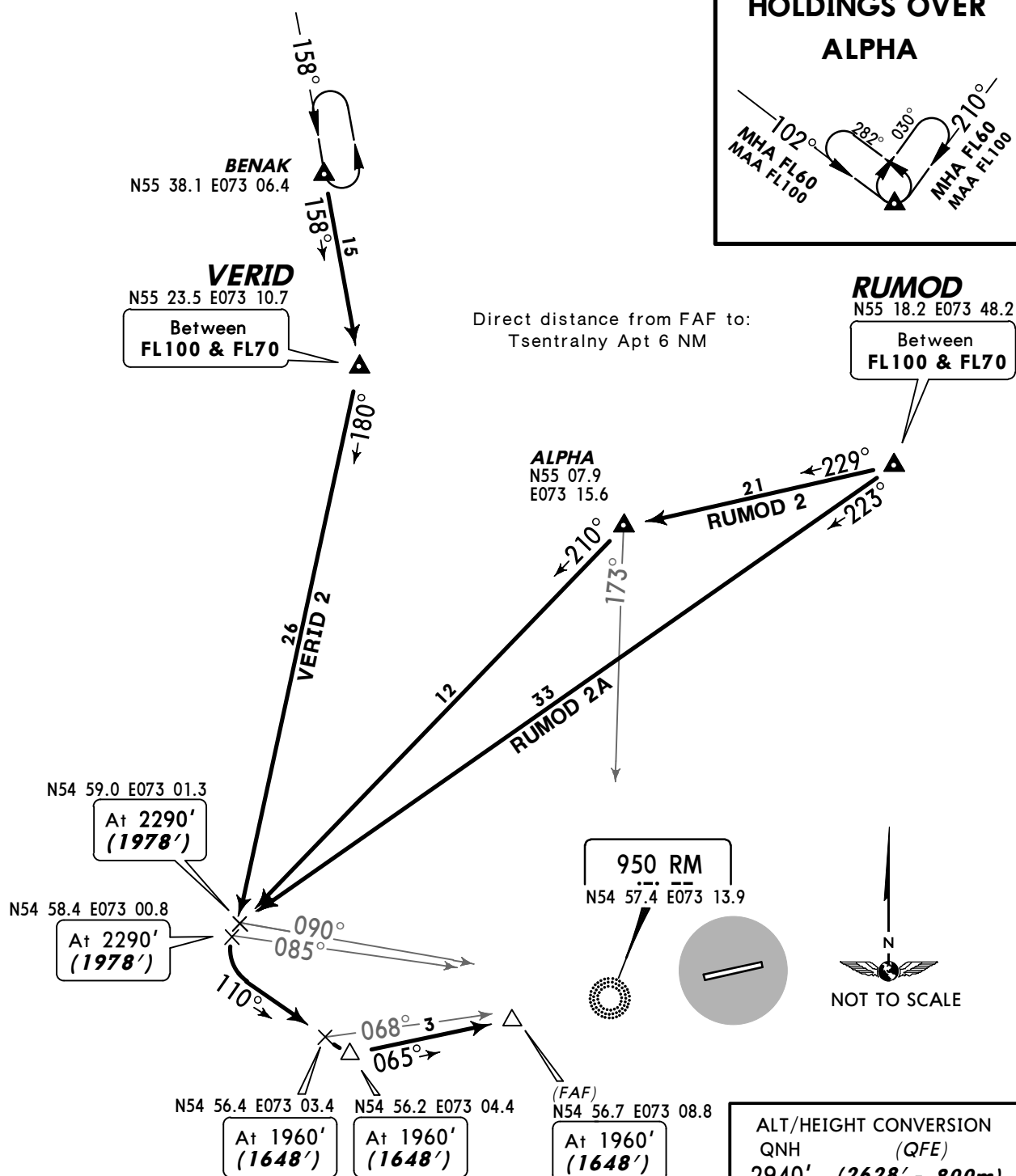
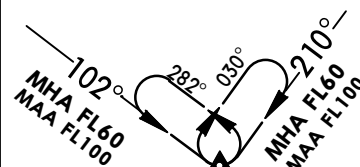
FL60 if pressure is less than 751mm (1001.3 hPa) and
724 mm (965.3 hPa) or above

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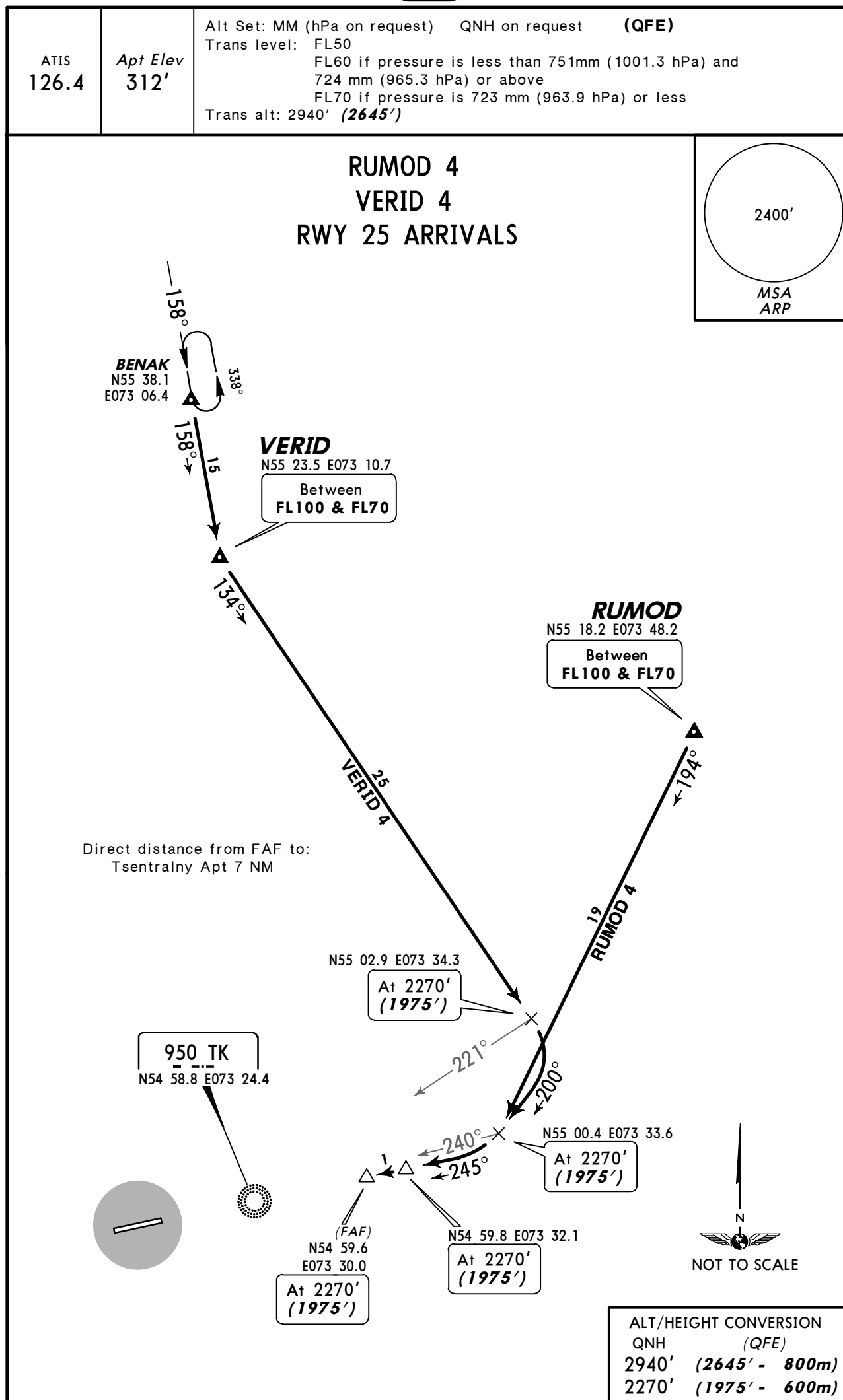
Trans alt: 2940' (2628')

RUMOD 2 , RUMOD 2A [RUMO2A] , VERID 2
RWY 07 ARRIVALS

2700'

MSA
ARPHOLDINGS OVER
ALPHA

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2940'	(2628' - 800m)
2290'	(1978' - 600m)
1960'	(1648' - 500m)



Apt Elev
312'

QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 751mm (1001.3 hPa) and
724 mm (965.3 hPa) or above

FL70 if pressure is 723 mm (963.9 hPa) or less

Trans alt: 2940' (2628')

Take-off shall be carried out with noise abatement procedures according to
Flight Operation Manual.

ALODA 1A [ALOD1A]

BUNET 1

ALODA 1B [ALOD1B]

By ATC

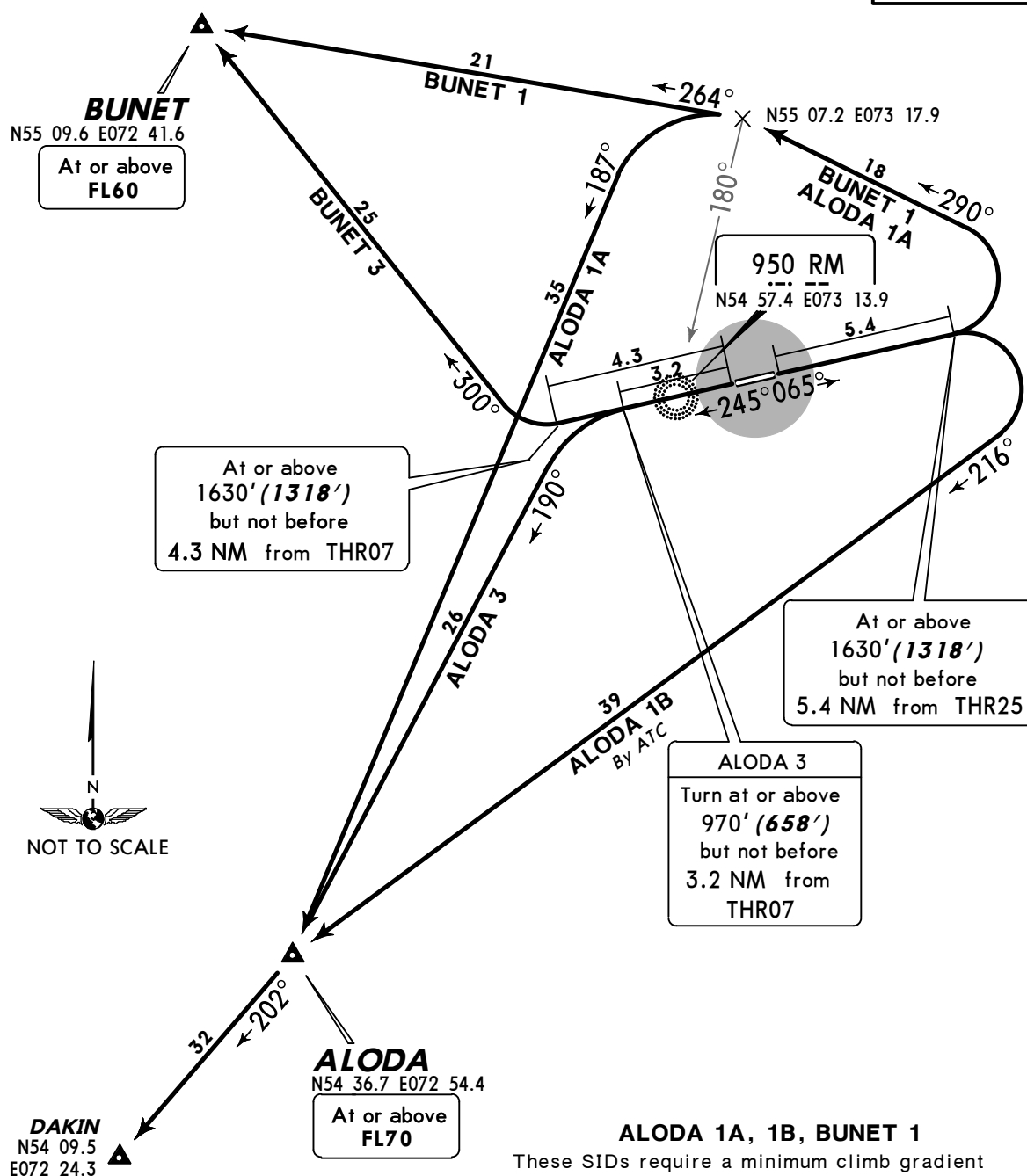
ALODA 3

BUNET 3

RWY 07 DEPARTURES

RWY 25 DEPARTURES

2700'

MSA
ARP

ALT/HEIGHT CONVERSION

QNH (QFE)

970'	(658' - 200m)
1630'	(1318' - 400m)
2290'	(1978' - 600m)
2940'	(2628' - 800m)

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

If unable to comply, TAKE-OFF minima:

CAT A, B: ceiling 330' - VIS 2300m;

CAT C, D: ceiling 350' - VIS 2400m with visual
avoidance of obstacle 390' at 500m to the RIGHT.

Apt Elev
312'

QNH on request (QFE)

Trans level: FL50

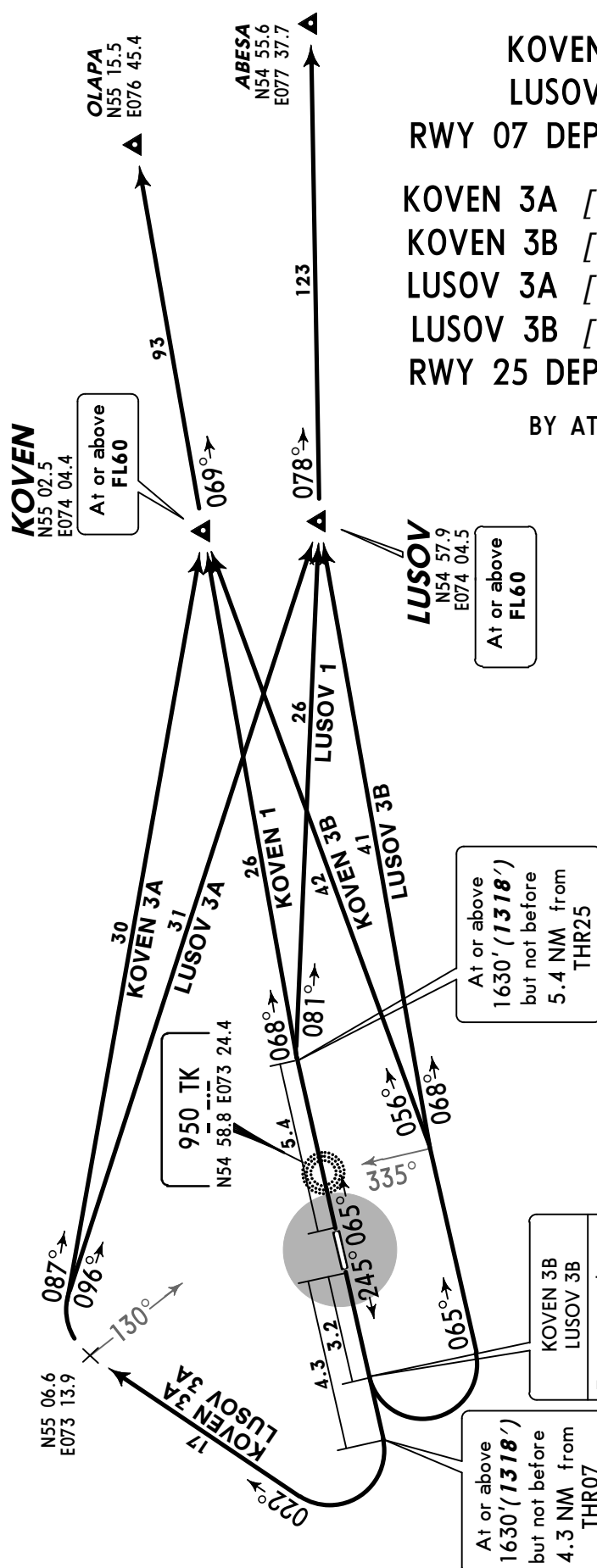
FL60 if pressure is less than 751mm (1001.3 hPa) and
724 mm (965.3 hPa) or above

FL70 if pressure is 723 mm (963.9 hPa) or less

Trans alt: 2940' (2628')

Take-off shall be carried out with noise abatement procedures according to
Flight Operation Manual.KOVEN 1
LUSOV 1
RWY 07 DEPARTURESKOVEN 3A [KOVE3A]
KOVEN 3B [KOVE3B]
LUSOV 3A [LUSO3A]
LUSOV 3B [LUSO3B]
RWY 25 DEPARTURES

BY ATC

ALT/HEIGHT CONVERSION
(QFE)QNH
970' (658' - 200m)
1630' (1318' - 400m)
2940' (2628' - 800m)2700'
MSA
ARP

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

If unable to comply, TAKE-OFF minima:

CAT A, B: ceiling 330' - VIS 2300m;

CAT C, D: ceiling 350' - VIS 2400m with visual
avoidance of obstacle 390' at 500m to the RIGHT.

Apt Elev
312'

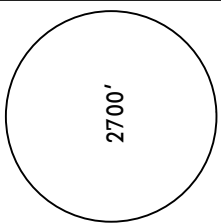
QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 751mm (1001.3 hPa) and
724 mm (965.3 hPa) or above

FL70 if pressure is 723 mm (963.9 hPa) or less

Trans alt: 2940' (2628')

Take-off shall be carried out with noise abatement procedures
according to Flight Operation Manual.MANUG 1 , NANOL 1
RWY 07 DEPARTURESMANUG 3 , NANOL 3
RWY 25 DEPARTURES

ALT/HEIGHT CONVERSION

QNH (QFE)

1630' (1318' - 400m)
2940' (2628' - 800m)

MANUG 1, NANOL 1

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

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

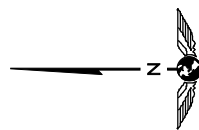
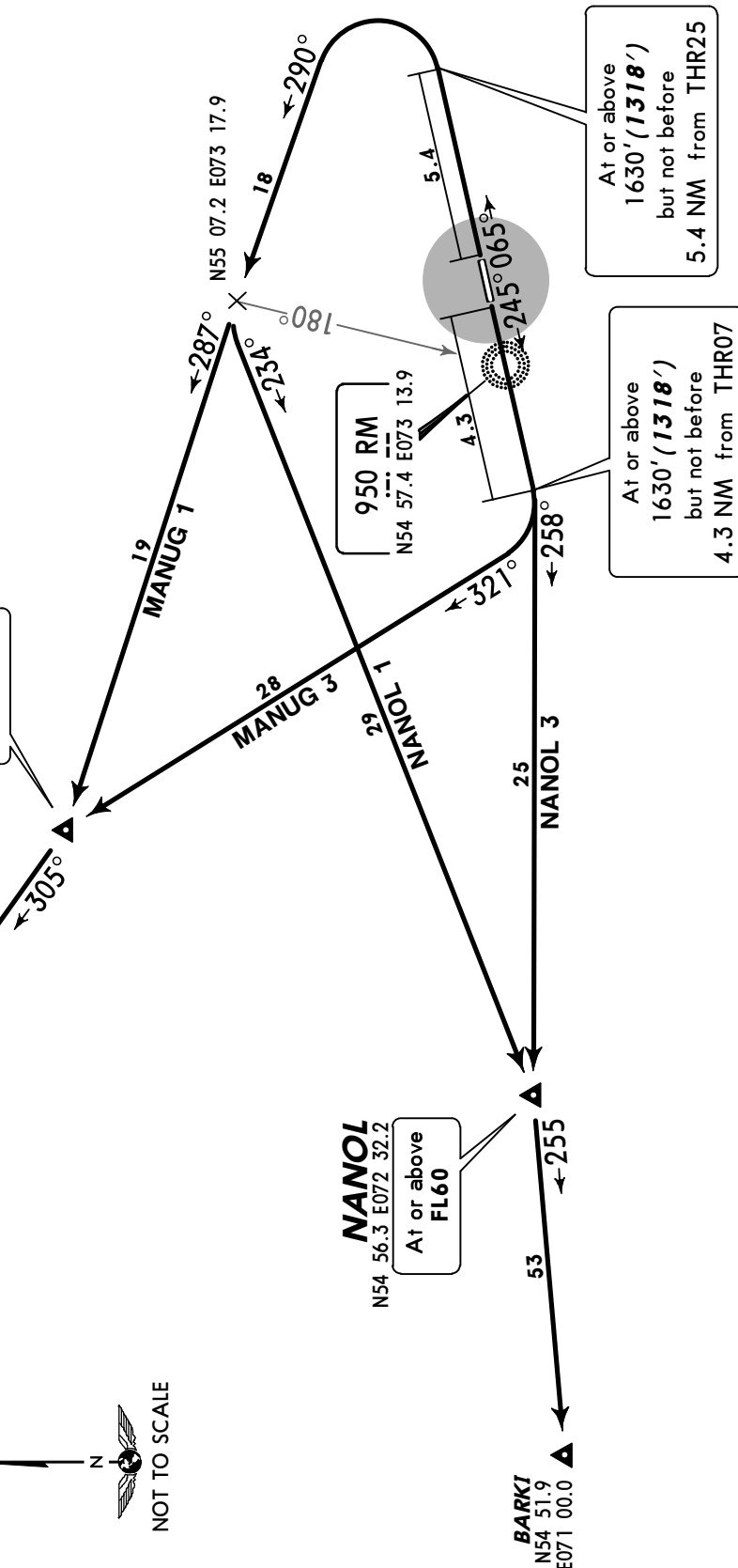
If unable to comply, TAKE-OFF minima:

CAT A, B: ceiling 330' - VIS 2300m;

CAT C, D: ceiling 350' - VIS 2400m with visual
avoidance of obstacle 390' at 500m to the RIGHT.

MANUG

N55 16.5 E072 48.0

At or above
FL70

NOT TO SCALE

Apt Elev
312'

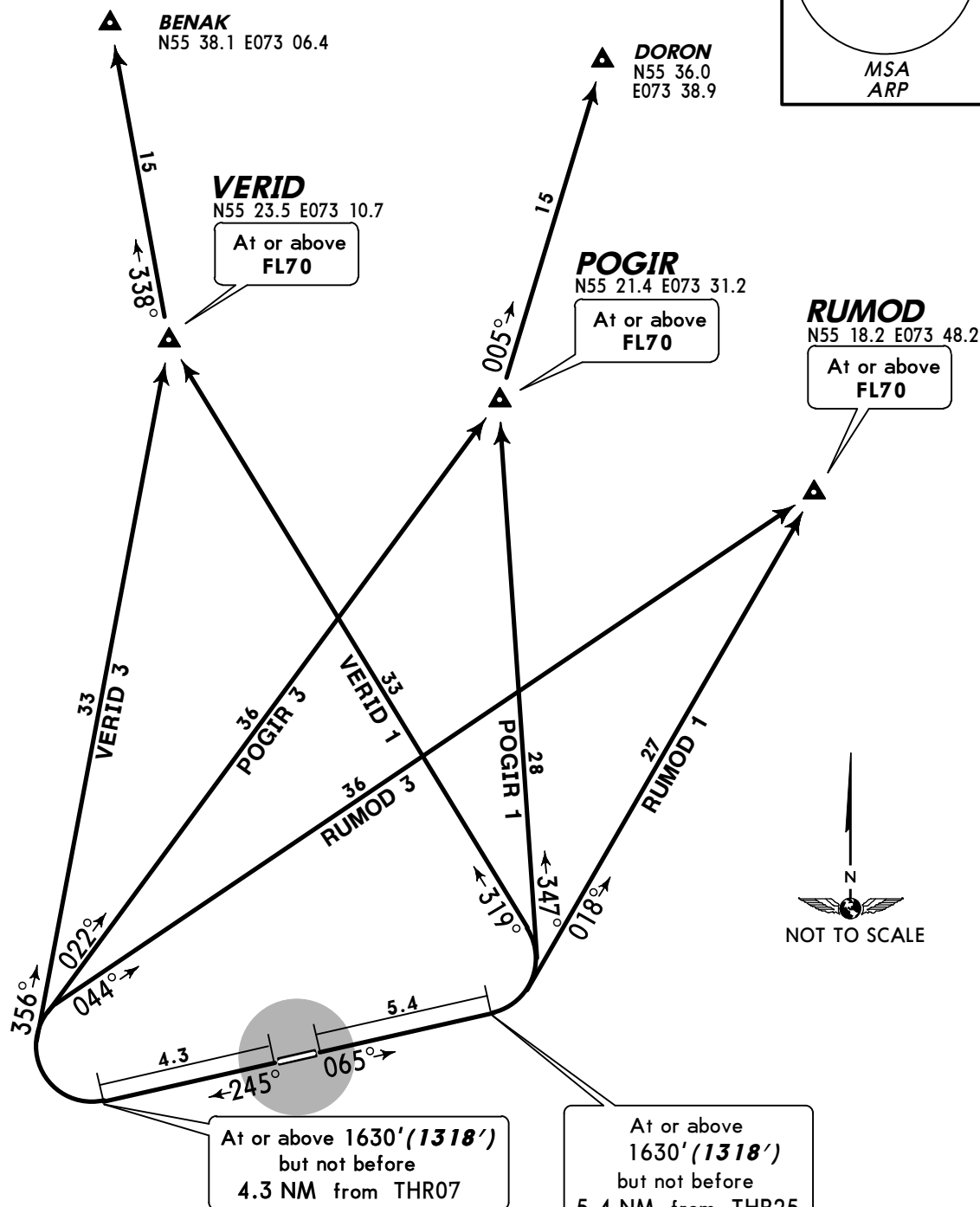
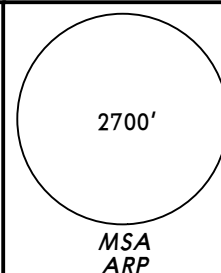
QNH on request (QFE)

Trans level: FL50

FL60 if pressure is less than 751mm (1001.3 hPa) and
724 mm (965.3 hPa) or above

FL70 if pressure is 723 mm (963.9 hPa) or less

Trans alt: 2940' (2628')

Take-off shall be carried out with noise abatement procedures according to
Flight Operation Manual.POGIR 1, RUMOD 1
VERID 1
RWY 07 DEPARTURESPOGIR 3, RUMOD 3
VERID 3
RWY 25 DEPARTURES**POGIR 1, RUMOD 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

If unable to comply, TAKE-OFF minima:

CAT A, B: ceiling 330' - VIS 2300m;

CAT C, D: ceiling 350' - VIS 2400m with visual
avoidance of obstacle 390' at 500m to the RIGHT.**ALT/HEIGHT CONVERSION**

QNH (QFE)

1630' (1318' - 400m)

2940' (2628' - 800m)

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

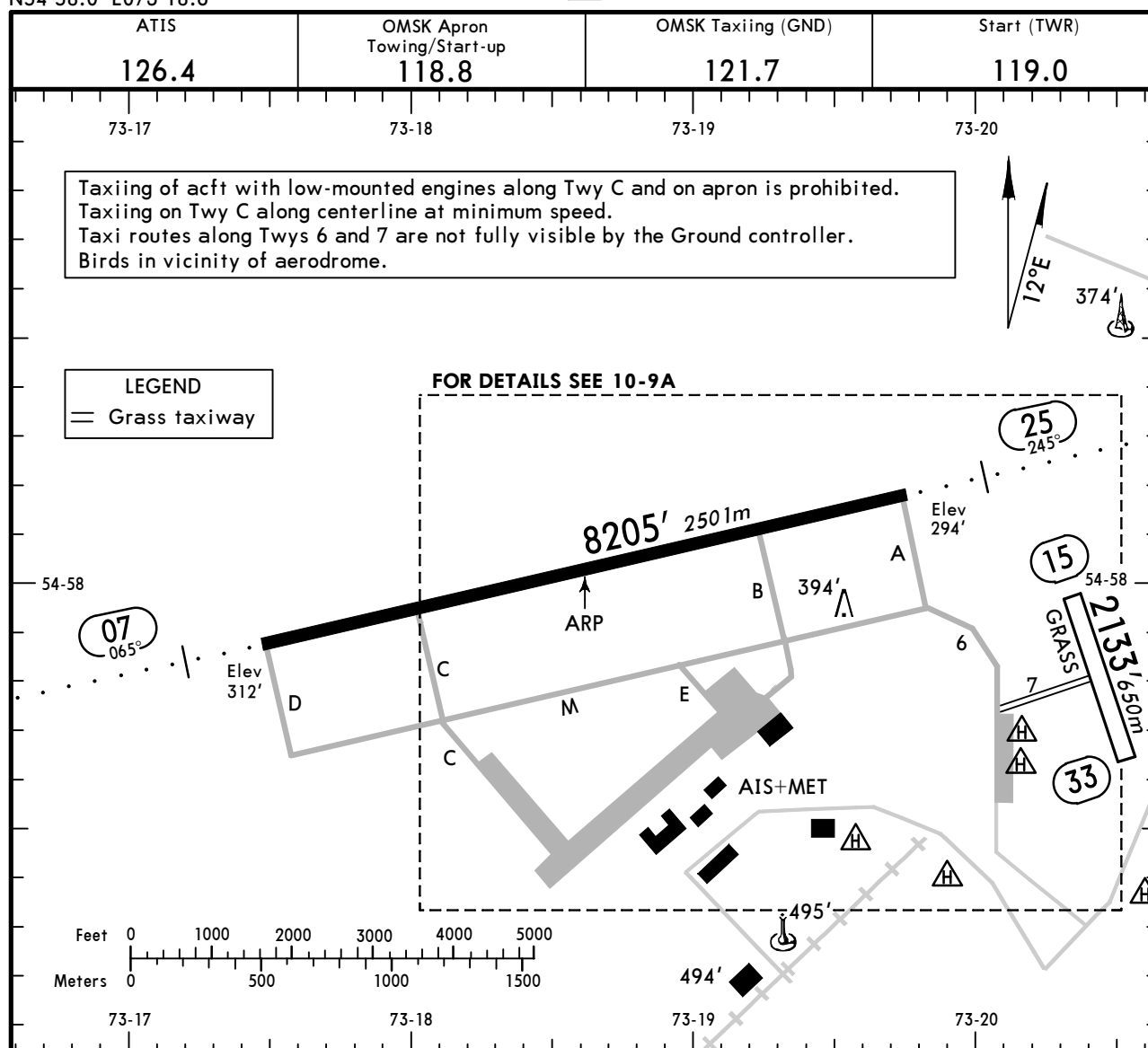
Retract wing devices

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.



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			WIDTH	
					LANDING BEYOND		TAKE-OFF		
RWY					Threshold	Glide Slope			
07	25	RL (60m)	ALS	PAPI-L (angle 3.00°)	RVR	8202' 2500m	7119' 2170m	7874' 2400m①	148' 45m
15	33								262' 80m

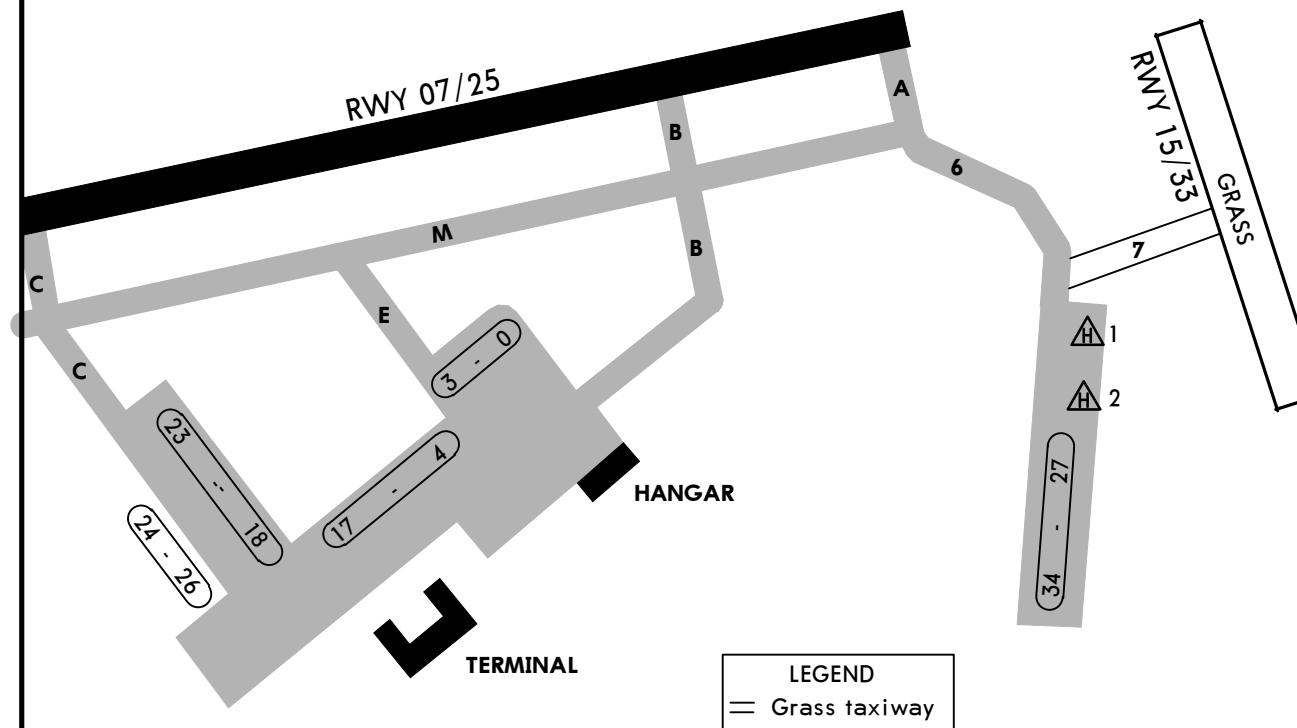
① First 328'/100m unusable for take-off.

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	ceil 330m- 2300m	250m		400m	
C							
D	300m		ceil 350m- 2400m	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') 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 ❶ ❷ with FAF	670' (358') R1400m	670' (358') R1400m	670' (358') R1400m	670' (358') R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶ ❷ w/o FAF	1030' (718') C3100m	1030' (718') C3100m	1030' (718') C3100m	1030' (718') C3100m
	ALS out	C3300m	C3300m	C3300m	C3300m
25	RM NDB ❶ ❷ 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
	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.

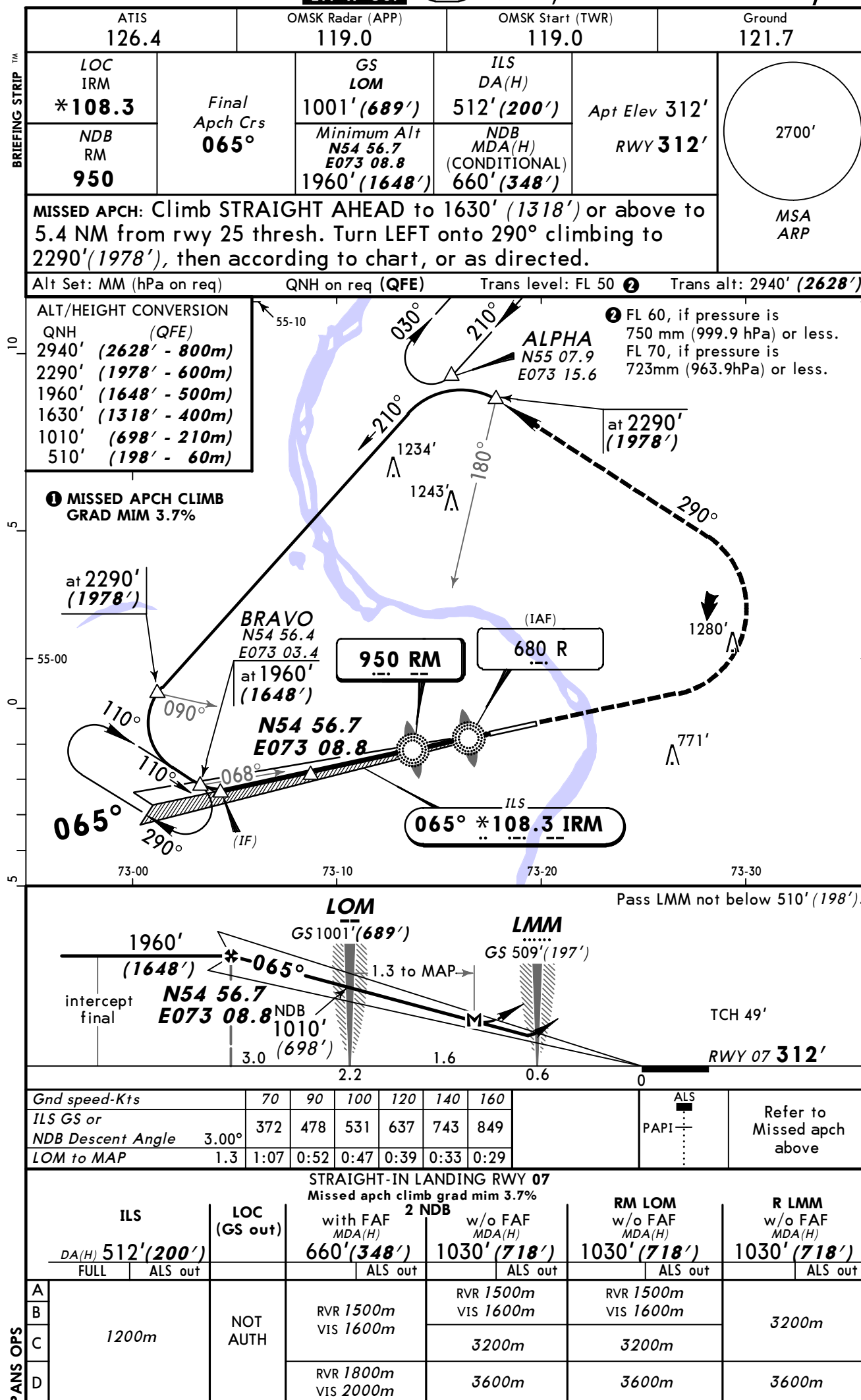
TAKE-OFF RWY 07

LVP must be in force				
	RCLM (DAY only) or RL ❸	RCLM (DAY only) or RL ❸	NIL (DAY only) ❸	
A	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	300m		
D			



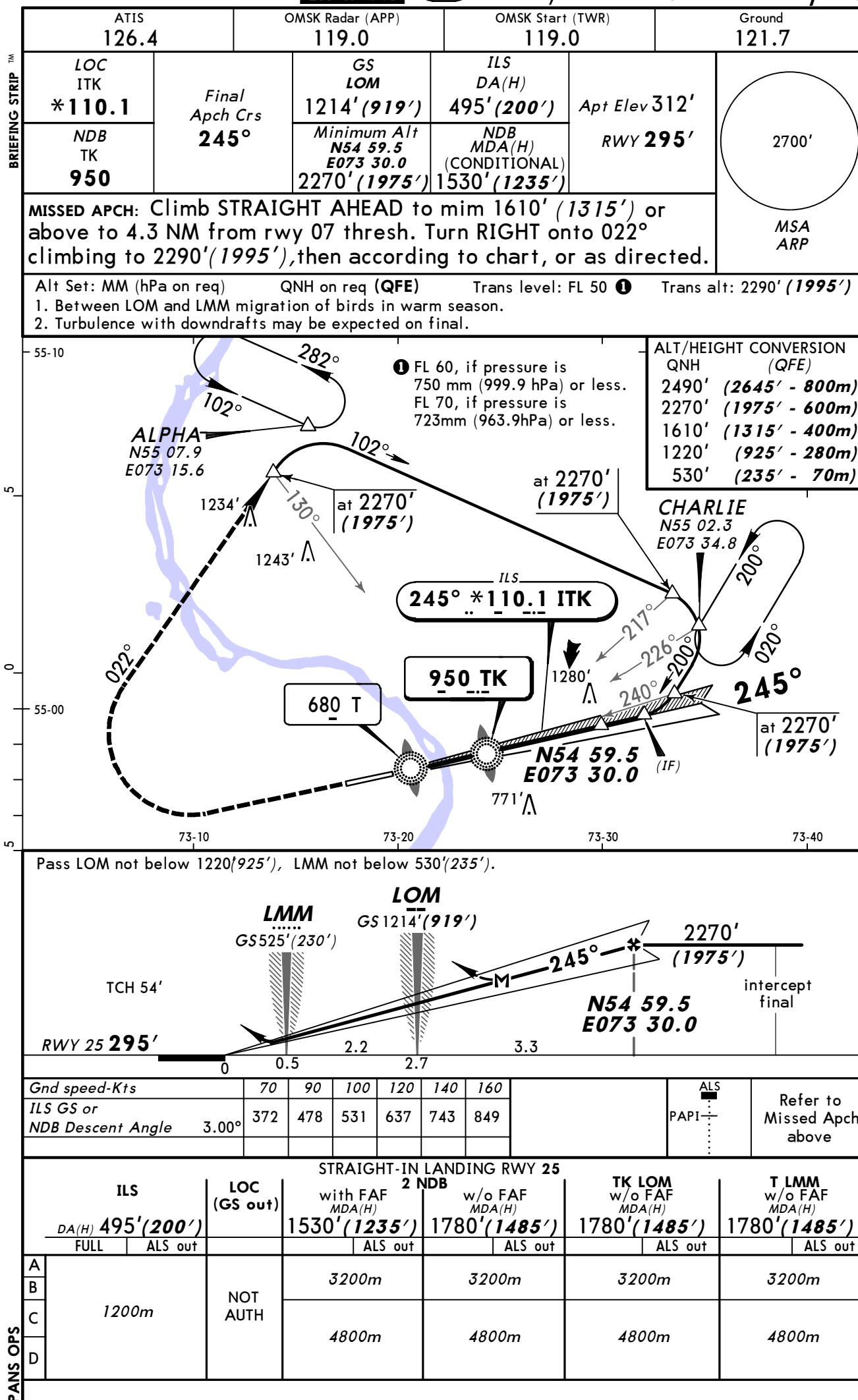


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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OMSK, (TSENTRALNY - UNOO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNOO