

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNOO

Terminal Charts For UNOO

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: OMSK RUS
ICAO/IATA: UNOO / OMS
Lat/Long: N54° 58.03', E073° 18.62'
Elevation: 312 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -6:00 = UTC
Magnetic Variation: 12.0° E

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

Sunrise: 2227 Z
Sunset: 1549 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: 126.400
Omsk Start Tower: 119.000
Omsk Start Tower: 124.000 Secondary
Omsk Taxiing Ground: 121.700
Omsk Taxiing Ground: 124.000 Secondary
Omsk Apron Ramp/Taxi: 124.000 Secondary
Omsk Apron Ramp/Taxi: 118.800
Omsk Approach: 131.200
Omsk Radar: 119.000
Omsk Radar: 124.000 Secondary

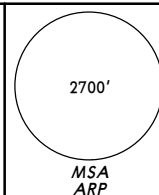
UNOO/OMSK
TSENTRALNY

JEPPESSEN
11 OCT 13 10-2 Eff 17 Oct

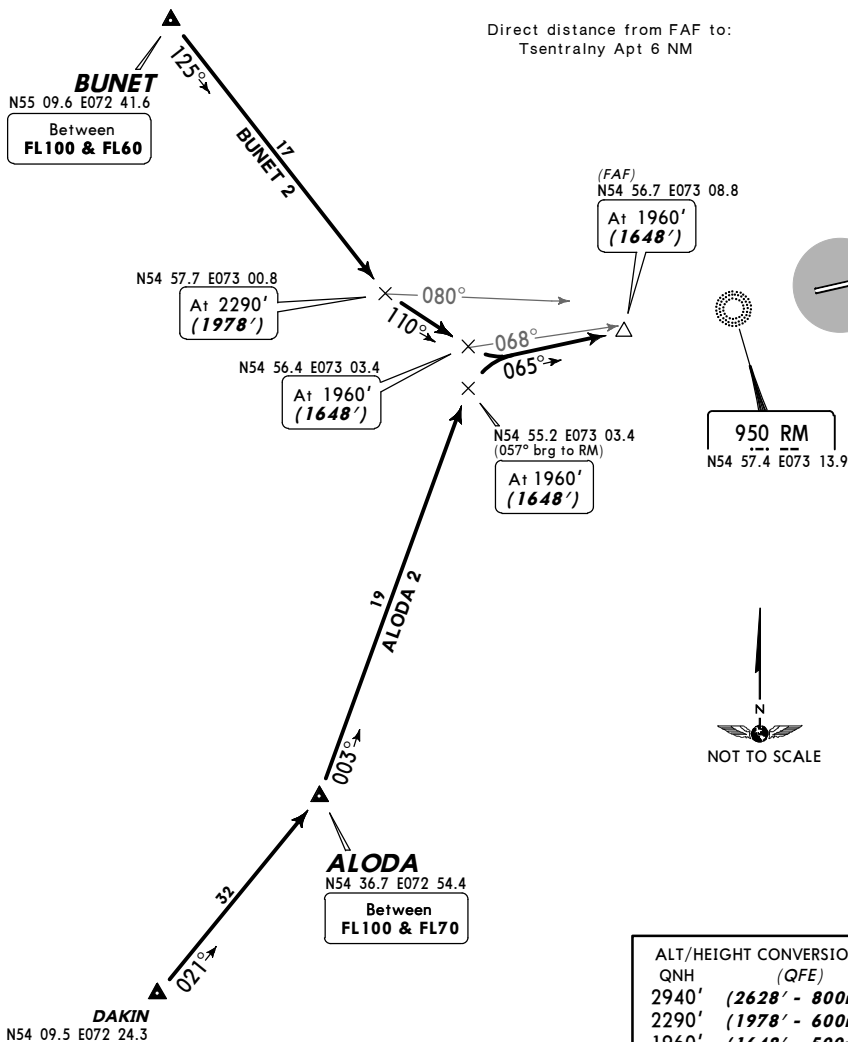
OMSK, RUSSIA
STAR

ATIS 126.4	Apt 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')
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ALODA 2
BUNET 2
RWY 07 ARRIVALS



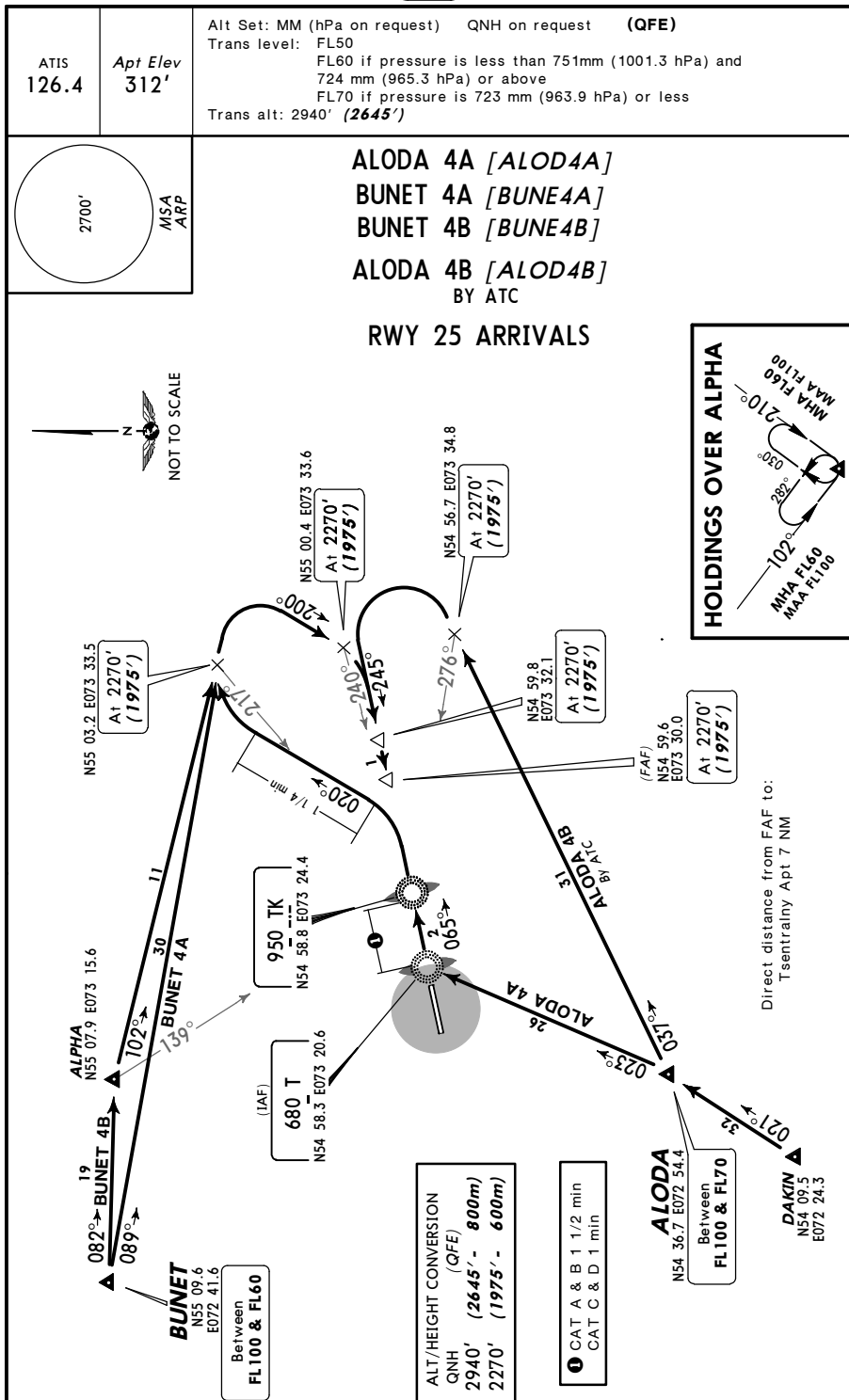
Direct distance from FAF to:
Tsentralny Apt 6 NM



UNOO/OMSK
TSENTRALNY

JEPPESSEN
11 OCT 13 (10-2A) Eff 17 Oct

OMSK, RUSSIA
STAR



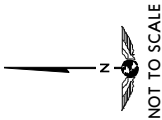
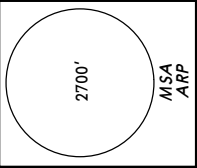
UNOO/OMS
TSENTRALNY

JEPPESSEN
27 DEC 13 (10-2B) Eff 9 Jan

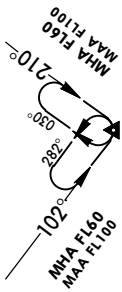
OMSK, RUSSIA
STAR

ATIS 126.4	Apt 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')
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KOVEN 2A [KOVE2A], KOVEN 2B [KOVE2B]
LUSOV 2A [LUSO2A], LUSOV 2B [LUSO2B]
RWY 07 ARRIVALS
ONLY ALLOWED WHEN NO
FLIGHTS AT OMSK (SEVERNY)



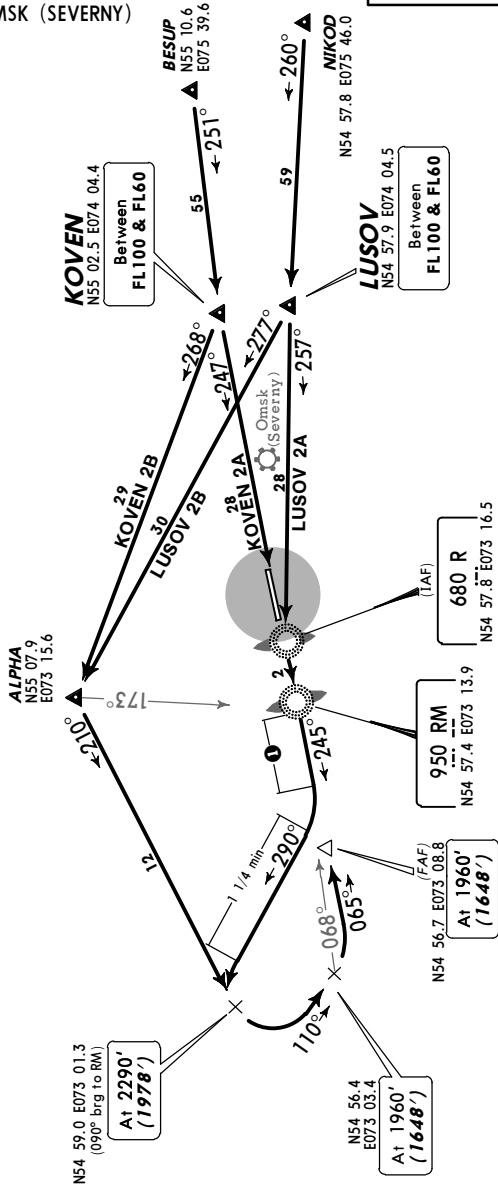
HOLDINGS OVER ALPHA



Direct distance from FAF to:
Tsentralny Apt 6 NM

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

- 1 CAT A & B 1 1/2 min
- CAT C & D 1 min

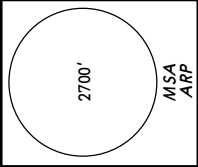


UNOO/OMSK
TSENTRALNY

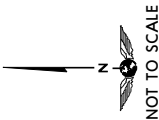
JEPPESSEN
27 DEC 13 (10-2C) Eff 9 Jan

OMSK, RUSSIA
STAR

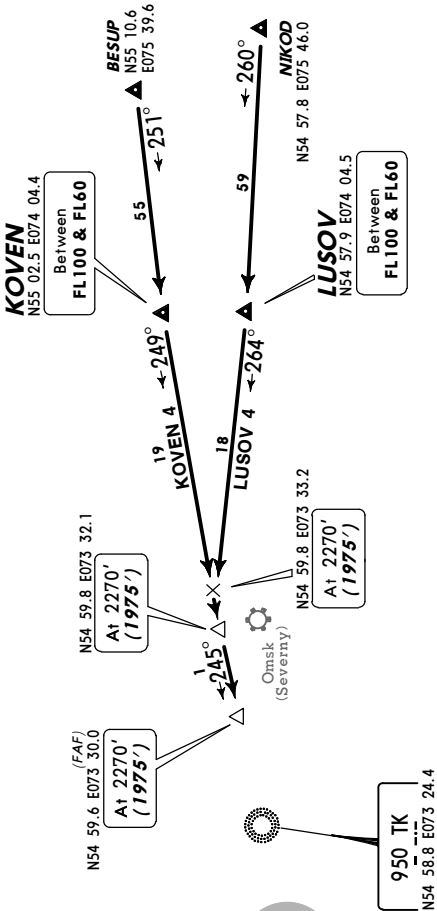
ATIS 126.4	Apt Elev 312'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 751mm (1001.3 hPa) and 724 mm (965.3 hPa) or above FL70 if pressure is 723 mm (963.9 hPa) or less Trans alt: 2940' (2645')
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KOVEN 4
LUSOV 4
RWY 25 ARRIVALS
ONLY ALLOWED WHEN NO
FLIGHTS AT OMSK (SEVERNY)

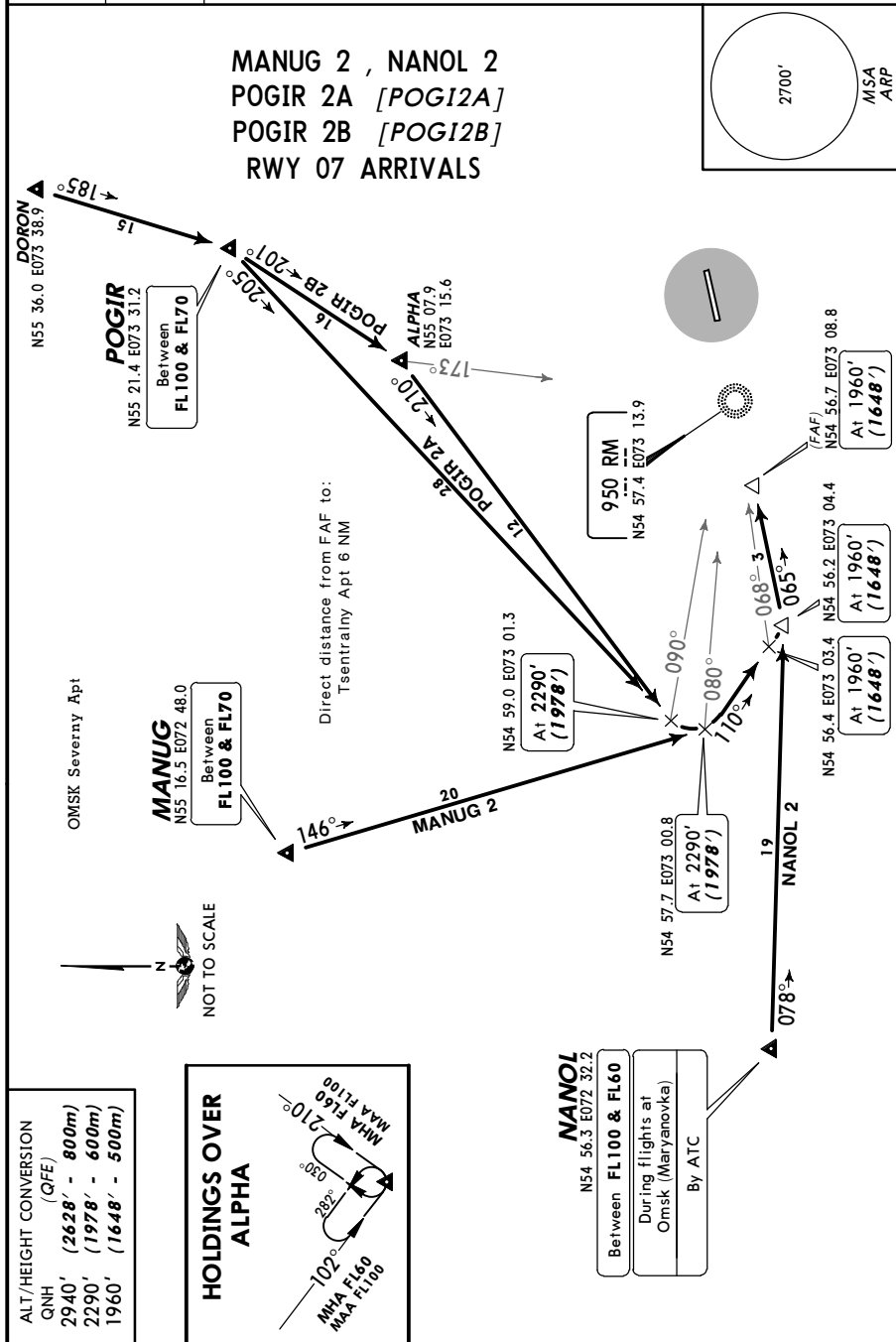


Direct distance from FAF to:
Tsentralny Apt 7 NM



ALT/HEIGHT CONVERSION QNH (QFE) 2940' (2645' - 800m) 2270' (1975' - 600m)
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ATIS 126.4	<i>Apt Elev</i> 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')
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CHANGES: TA; TL; STARs revised; VERID 4 transferred. © JEPPESEN, 2013. ALL RIGHTS RESERVED.

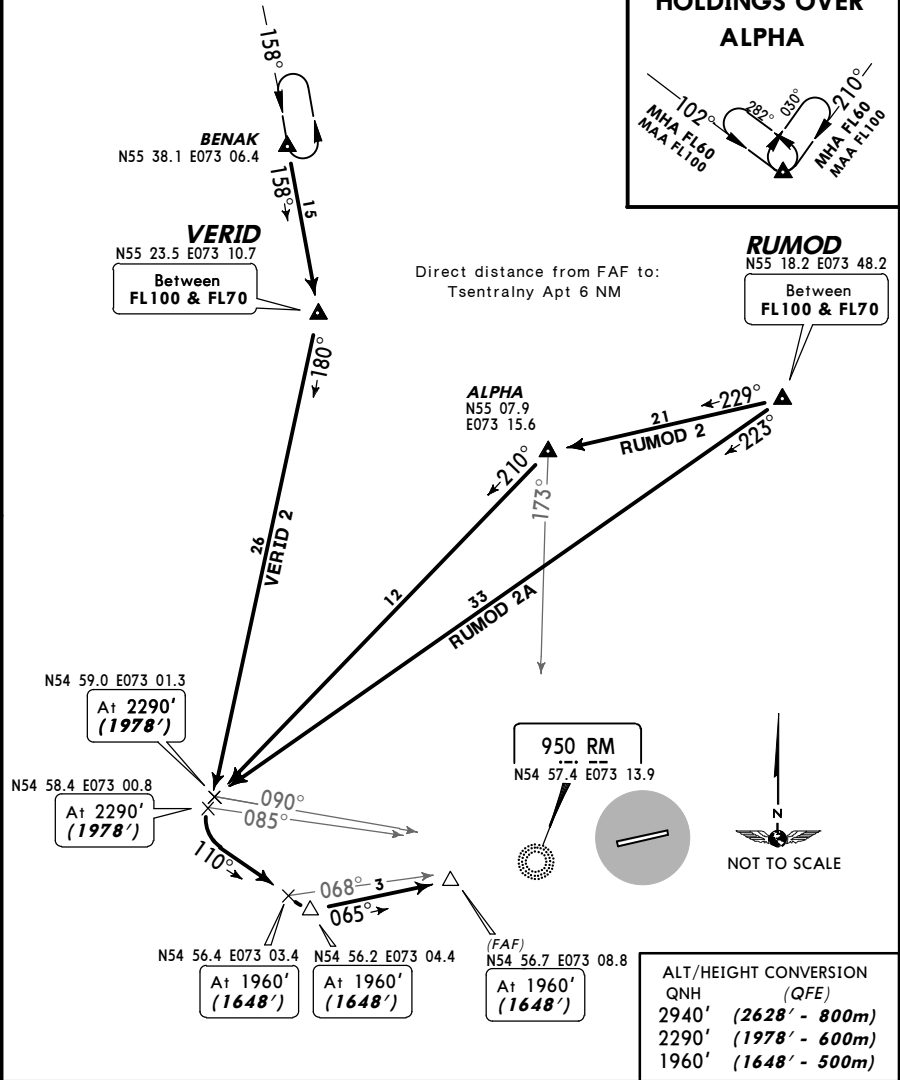
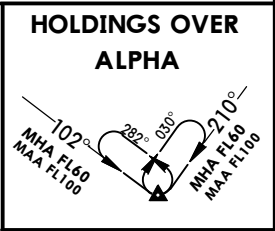
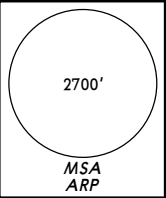
UNOO/OMSK
TSENTRALNY

JEPPESSEN
14 NOV 14 10-2F

OMSK, RUSSIA
STAR

ATIS 126.4	Apt 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')

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



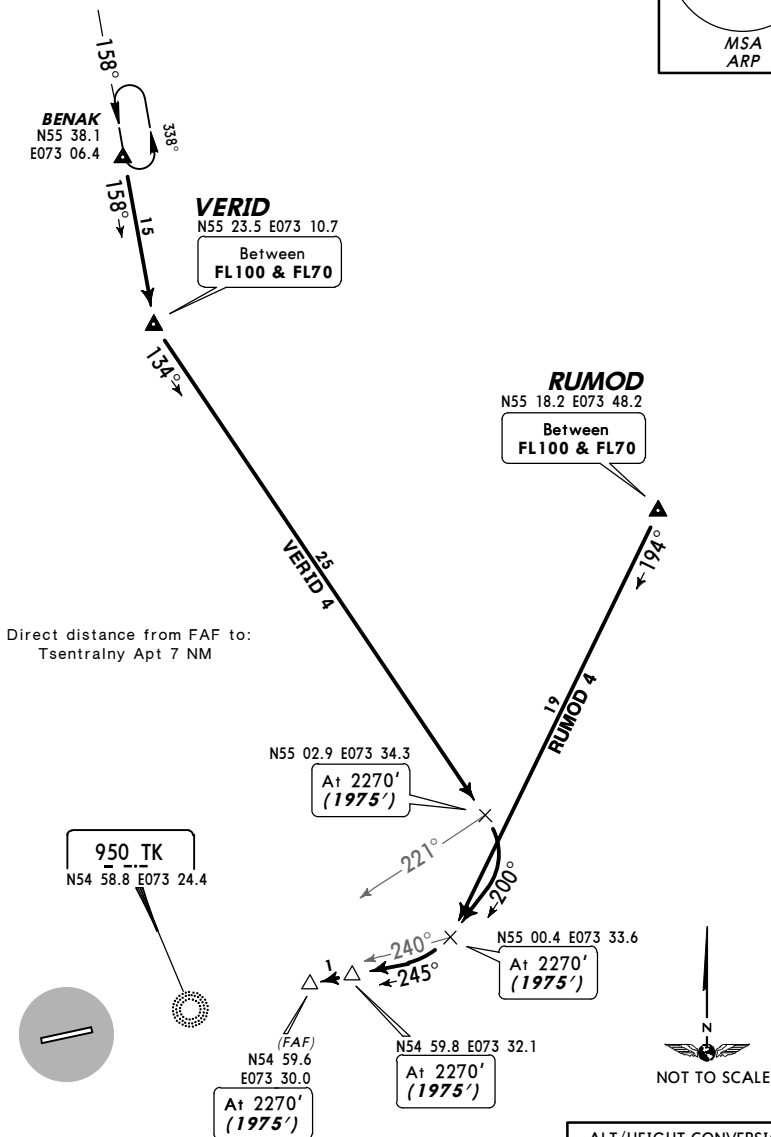
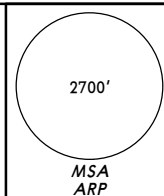
UNOO/OMS
TSENTRALNY

JEPPESSEN
14 NOV 14 10-2G

OMSK, RUSSIA
STAR

ATIS 126.4	Apt 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' (2645')
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RUMOD 4
VERID 4
RWY 25 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2940'	(2645' - 800m)
2270'	(1975' - 600m)

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JEPPesen
27 DEC 13 (10-3) Eff 9 Jan

OMSK, RUSSIA
SID

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

RWY 07 DEPARTURES

ALODA 3
BUNET 3

RWY 25 DEPARTURES



BUNET
N55 09.6 E072 41.6

At or above
FL60



At or above
1630' (1318')
but not before
4.3 NM from THR07

At or above
1630' (1318')
but not before
5.4 NM from THR25

ALODA 3
Turn at or above
970' (658')
but not before
3.2 NM from
THR07

DAKIN
N54 09.5
E072 24.3

ALODA
N54 36.7 E072 54.4
At or above
FL70

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.

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

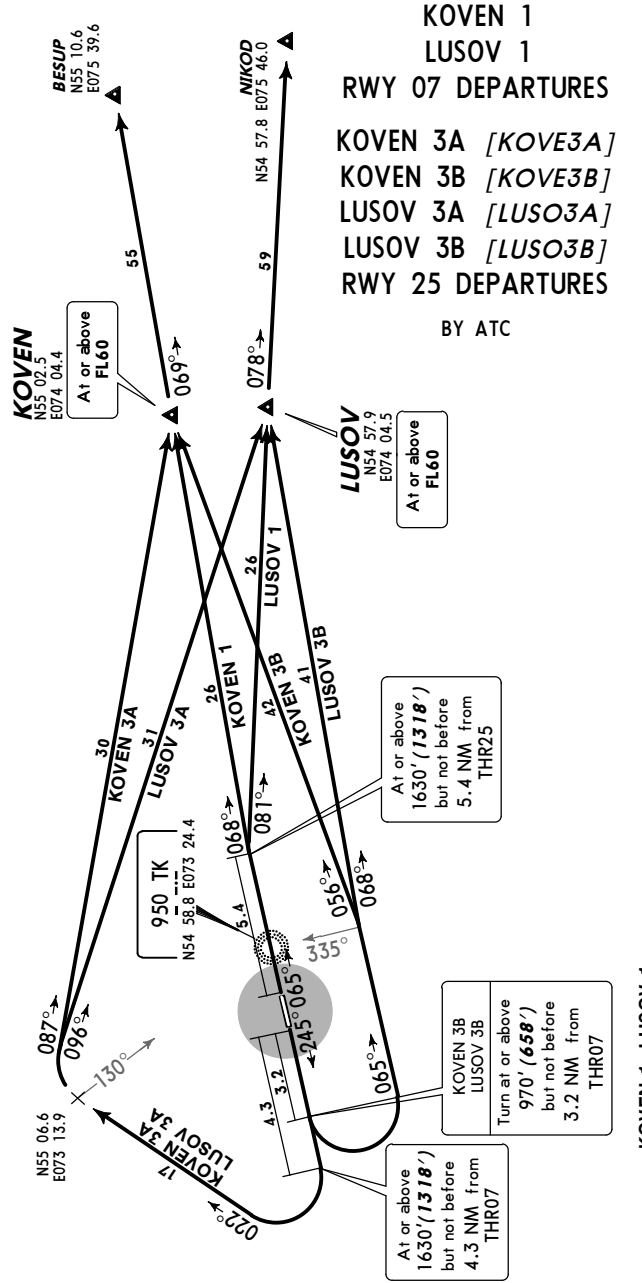
UNOO/OMSK
TSENTRALNY

JEPPESSEN
27 DEC 13 (10-3A) Eff 9 Jan

OMSK, RUSSIA
SID

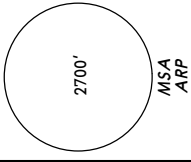
Apt Elev
312'

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.



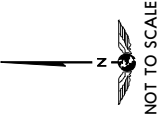
KOVEN 1
LUSOV 1
RWY 07 DEPARTURES
KOVEN 3A [KOVE3A]
KOVEN 3B [KOVE3B]
LUSOV 3A [LUSO3A]
LUSOV 3B [LUSO3B]
RWY 25 DEPARTURES

BY ATC



ALT/HEIGHT CONVERSION (QFE)

QNH	1630'
1630'	(658' - 200m)
1630'	(1318' - 400m)
2940'	(2628' - 800m)

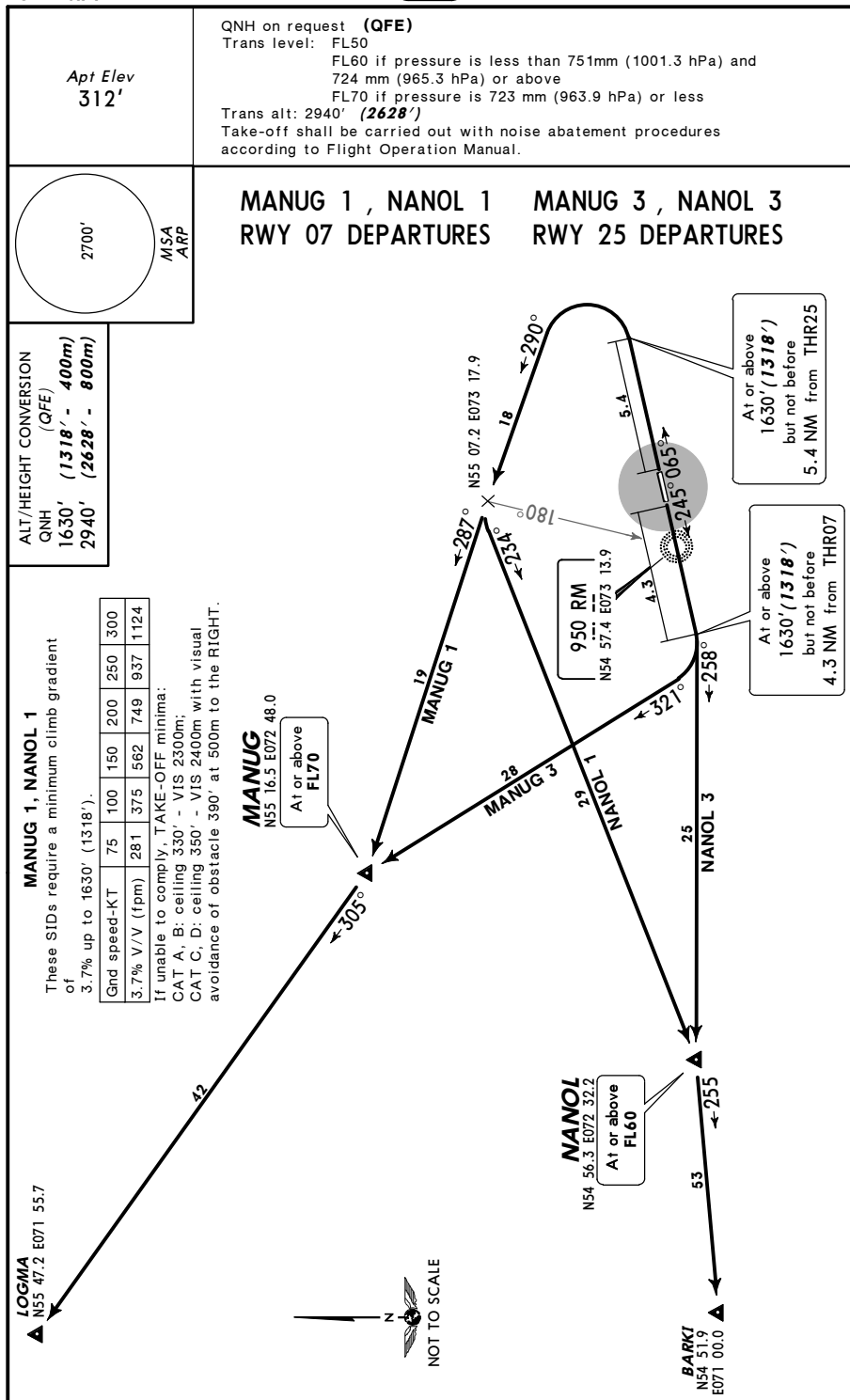


NOT TO SCALE

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

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.



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TSENTRALNY

JEPPESSEN
27 DEC 13 (10-3C)

OMSK, RUSSIA
SID

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

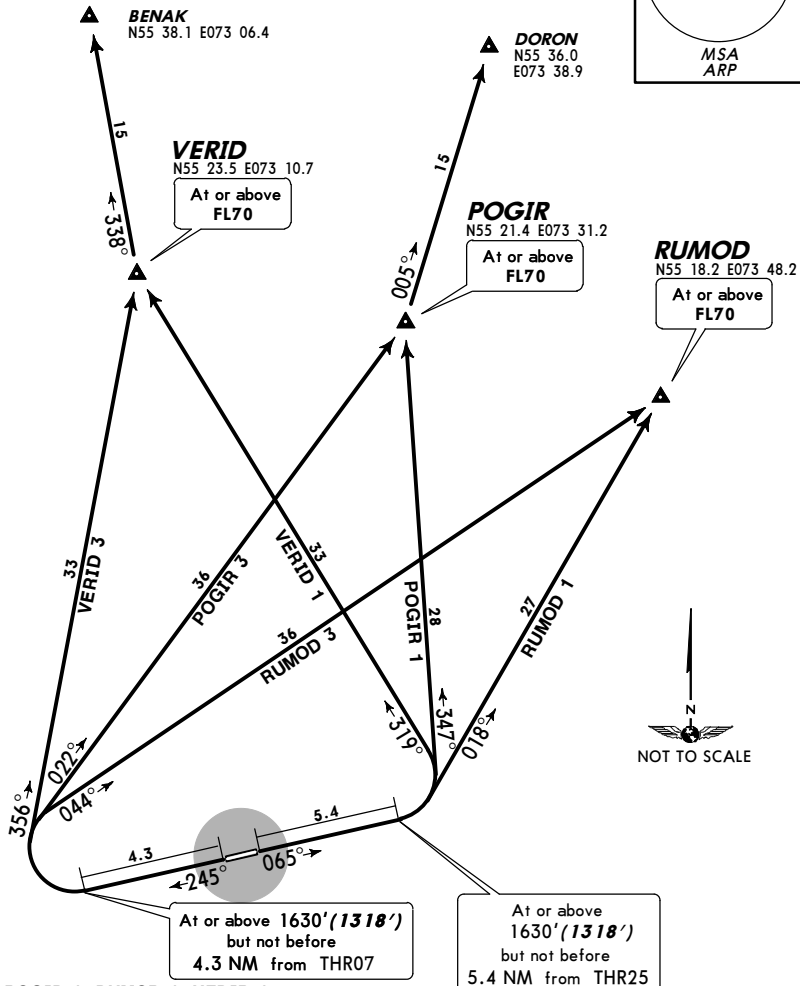
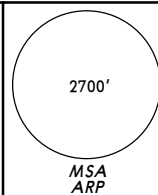
Trans alt: 2940' (2628')

Take-off shall be carried out with noise abatement procedures according to

Flight Operation Manual.

POGIR 1, RUMOD 1
VERID 1
RWY 07 DEPARTURES

POGIR 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)

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TSENTRALNY

JEPPESEN
29 MAR 13 10-4 Eff 4 Apr

OMSK, RUSSIA
NOISE

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

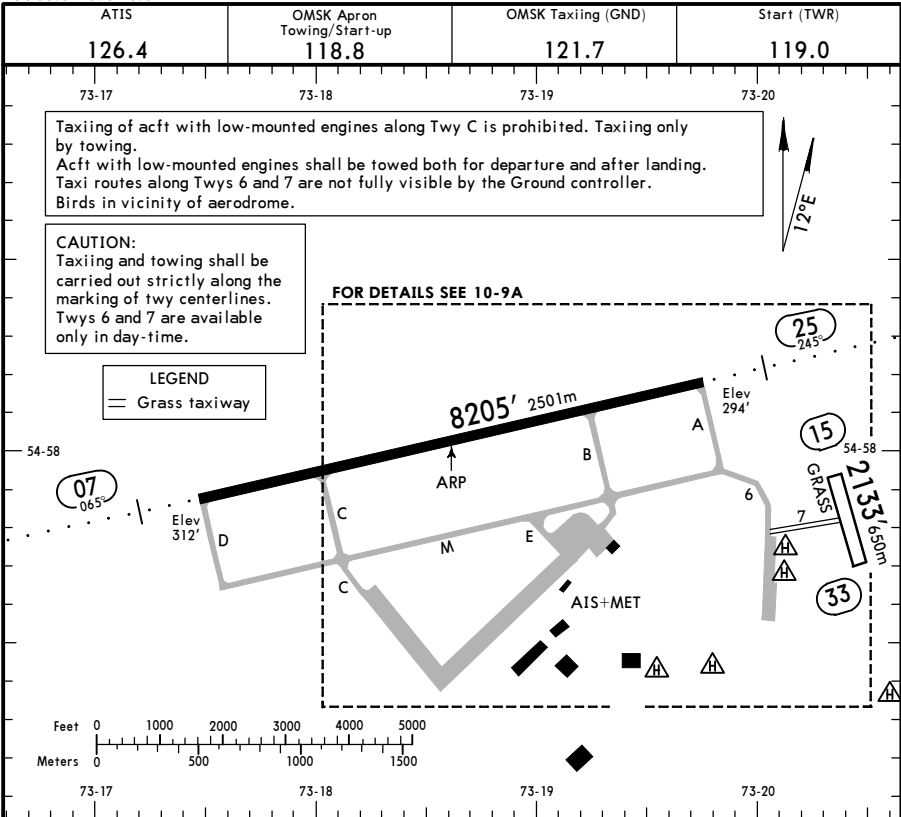
Apt Elev **312'**
N54 58.0 E073 18.6

 **JEPPESSEN**

20 MAR 15 **(10-9)**

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	7230' 2204m 7291' 2222m	7874' 2400m ①	148' 45m
15	33								262' 80m

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

TAKE-OFF

AIR CARRIER (JAA)

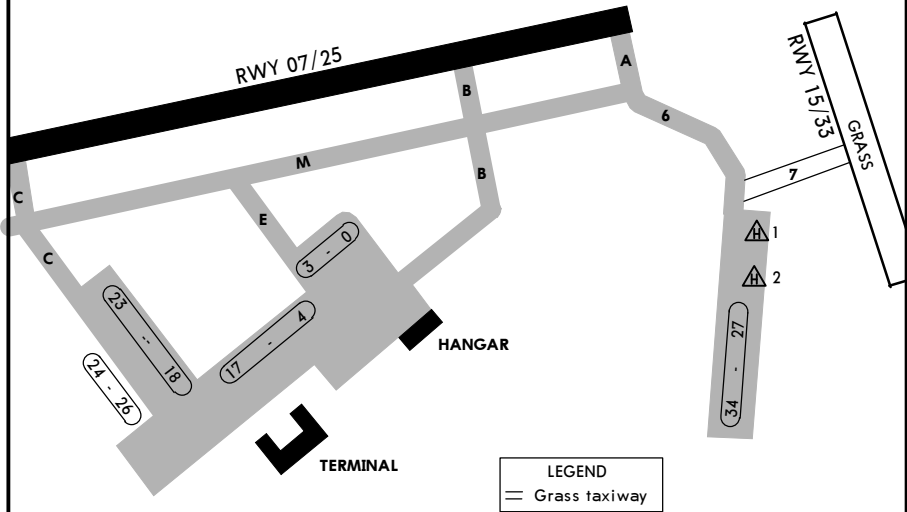
Rwy 07				Rwy 25			
With climb gradient 3.7% (225'/NM) up to 1630'.							
LVP must be in force				LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL		RCLM (DAY only) or RL		RCLM (DAY only) or RL	
A							
B	250m	400m	ceiling 330m- 2300m	250m		400m	
C							
D	300m		ceiling 350m- 2400m	300m			

UN00/OMS

JEPPesen
20 MAR 15 (10-9A)

OMSK, RUSSIA
TSENTRALNY

NOT TO SCALE



Acft with low-mounted engines on the apron from stand 4 thru 23 shall be carried out only by towing.
Stands 4 thru 6 and 24 thru 26 available for helicopters.

UNOO/OMS


JEPPESSEN
25 JUL 14 **10-9S**
Standard
OMSK, RUSSIA
TSENTRALNY

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	670'(358') R1400m	670'(358') R1400m	670'(358') R1400m	670'(358') R1400m
	with FAF	R1500m	R1500m	R1600m	R1600m
	ALS out				
	2 NDB ❶ ❷	1030'(718') C3100m	1030'(718') C3100m	1030'(718') C3100m	1030'(718') C3100m
	w/o FAF	C3300m	C3300m	C3300m	C3300m
	ALS out				
	RM NDB ❶ ❷	1030'(718') C3100m	1030'(718') C3100m	1030'(718') C3100m	1030'(718') C3100m
25	w/o FAF	C3300m	C3300m	C3300m	C3300m
	ALS out				
	R Lctr ❶	1030'(718') C3300m	1030'(718') C3300m	1030'(718') C3500m	1030'(718') C3500m
	w/o FAF	C3500m	C3500m	C3700m	C3700m
	ALS out				
	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	1530'(1236') C5000m	1530'(1236') C5000m	1530'(1236') C5000m	1530'(1236') C5000m
	with FAF				
	2 NDB ❷	1780'(1486') C5000m	1780'(1486') C5000m	1780'(1486') C5000m	1780'(1486') C5000m
	w/o FAF				
	TK NDB ❷	1780'(1486') C5000m	1780'(1486') C5000m	1780'(1486') C5000m	1780'(1486') C5000m
	w/o FAF				
	T Lctr	1780'(1486') C5000m	1780'(1486') C5000m	1780'(1486') C5000m	1780'(1486') C5000m
	w/o FAF				

❶ Missed apch climb gradient MIM 3.7%.

❷ Continuous Descent Final Approach.

UN00/OMS

 **JEPPESSEN**

25 JUL 14

(10-9S)

Standard

OMSK, RUSSIA

TSENTRALNY

CIRCLE-TO-LAND ❶	A	B	C	D
to rwy 07	1300' (988') cei1 350m- V3000m	1300' (988') cei350m- V3000m	1400' (1088') cei1 430m- V5000m	1400' (1088') cei1 430m- V5000m

❶ Prohibited East of limiting line.

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	
C	250m	400m	500m	ceil 330m- V2300m
D	300m			ceil 350m- V2400m

❷ Climb gradient 3.7% (225'/NM) up to 1630' required.

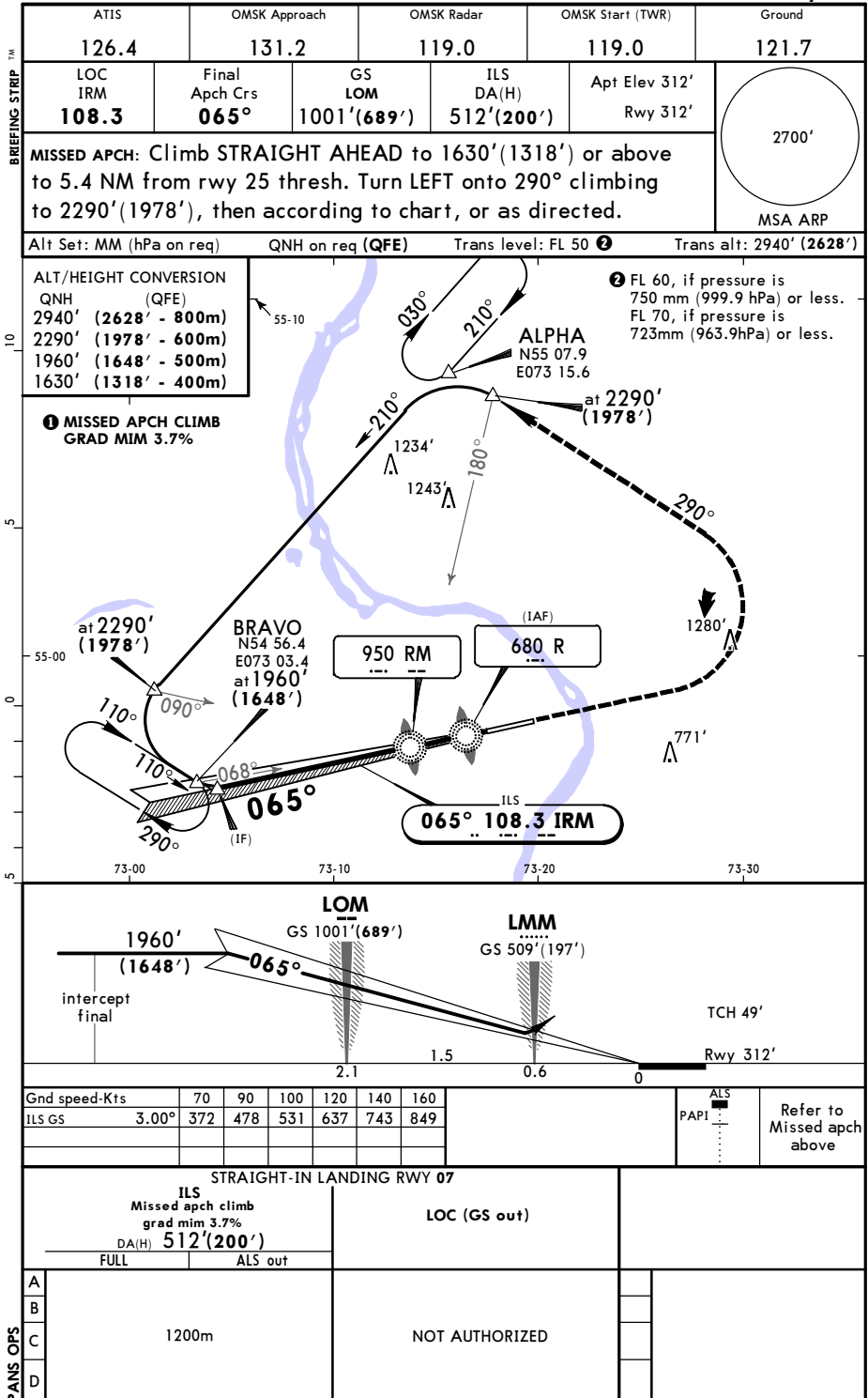
TAKE-OFF RWY 25

LVP must be in force		RCLM (DAY only) or RL	NIL (DAY only)
	RCLM (DAY only) or RL		
C	250m	400m	500m
D	300m		

UNOO/OMS
TSENTRALNY

JEPPesen
15 JAN 16 (11-1)

OMSK, RUSSIA
● ILS Rwy 07

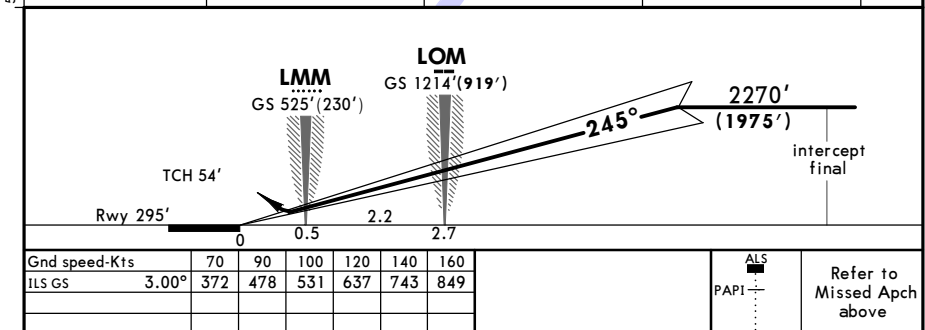
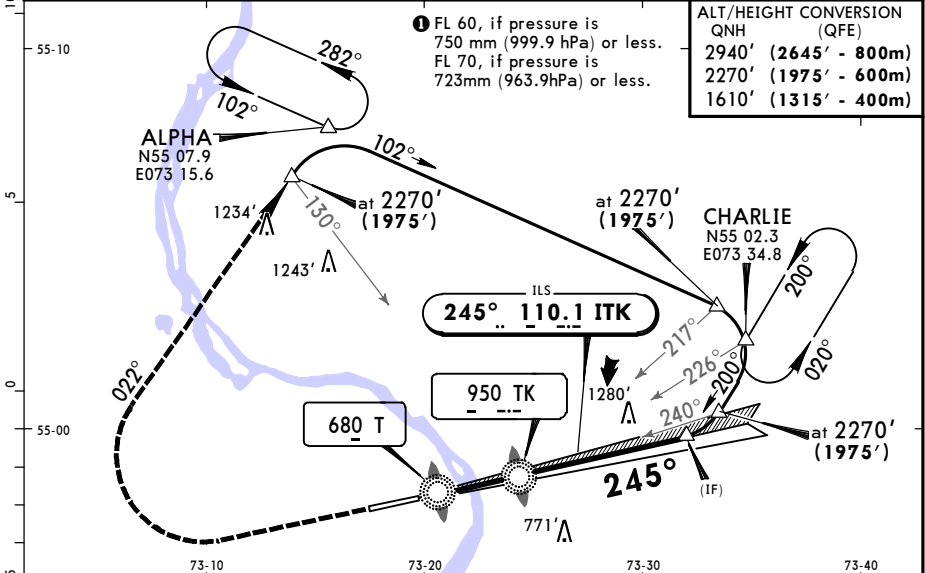


UNOO/OMS
TSENTRALNY

JEPPesen
15 JAN 16 11-2

OMSK, RUSSIA
ILS Rwy 25

ATIS 126.4	OMSK Approach 131.2	OMSK Radar 119.0	OMSK Start (TWR) 119.0	Ground 121.7
LOC ITK 110.1	Final Apc Crs 245°	GS LOM 1214'(919')	ILS DA(H) 495'(200')	Apt Elev 312' Rwy 295'
MISSED APCH: Climb STRAIGHT AHEAD to mim 1610'(1315') or above to 4.3 NM from rwy 07 thresh. Turn RIGHT onto 022° climbing to 2270'(1975'), then according to chart, or as directed.				2700' MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 2940' (2645')				
1. Between LOM and LMM migration of birds in warm season. 2. Turbulence with downdrafts may be expected on final.				



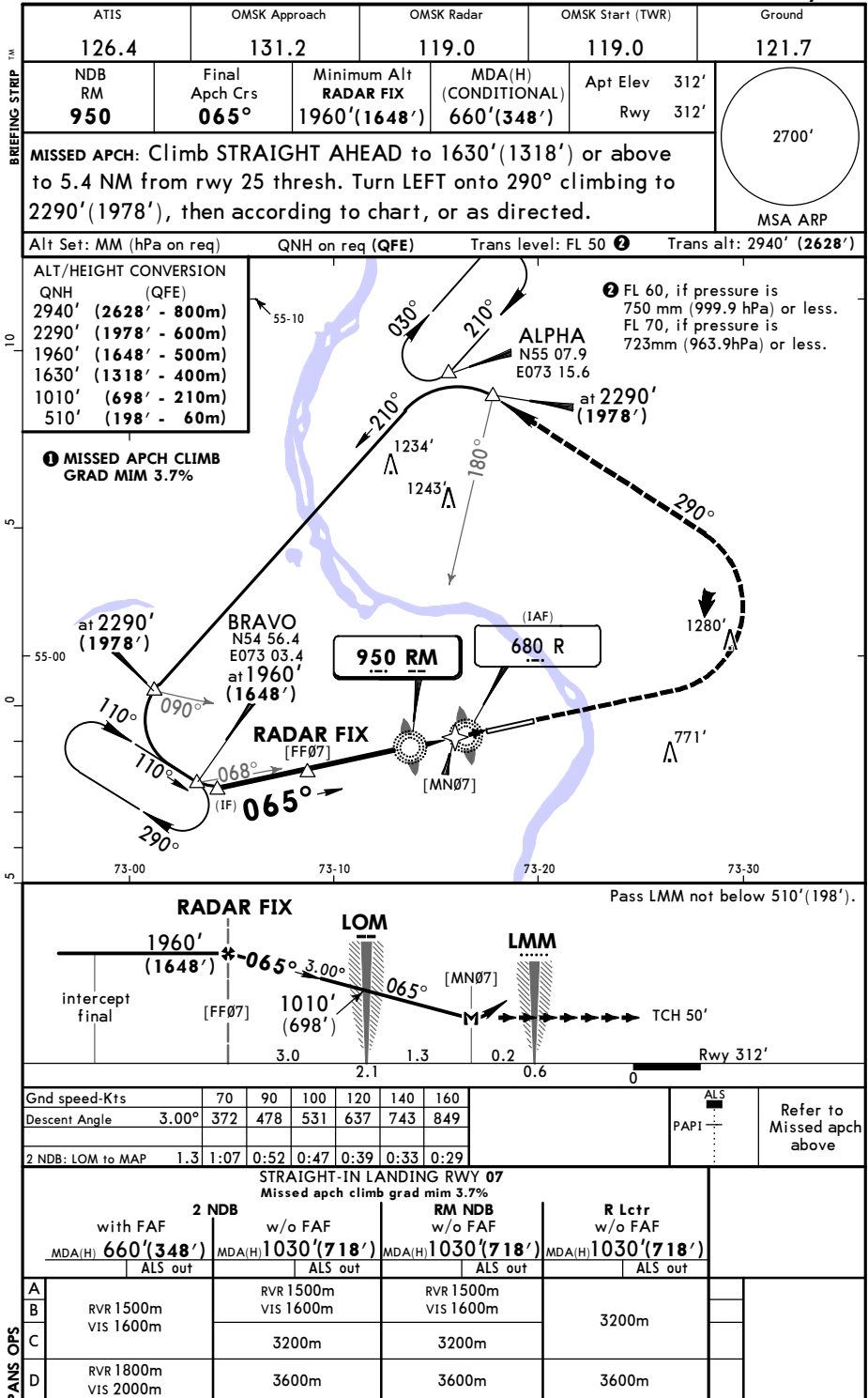
STRAIGHT-IN LANDING RWY 25		LOC (GS out)	
ILS DA(H) 495'(200')	LOC (GS out)		
FULL	ALS out		
A			
B			
C			
D			
1200m		NOT AUTHORIZED	

PANS OPS

UNOO/OMS
TSENTRALNY

JEPPesen
15 JAN 16 (16-1)

OMSK, RUSSIA
● 2 NDB or NDB Rwy 07

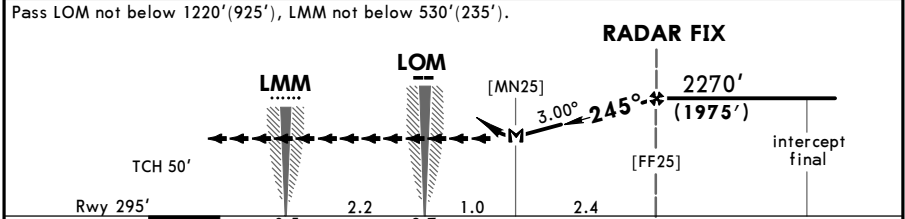
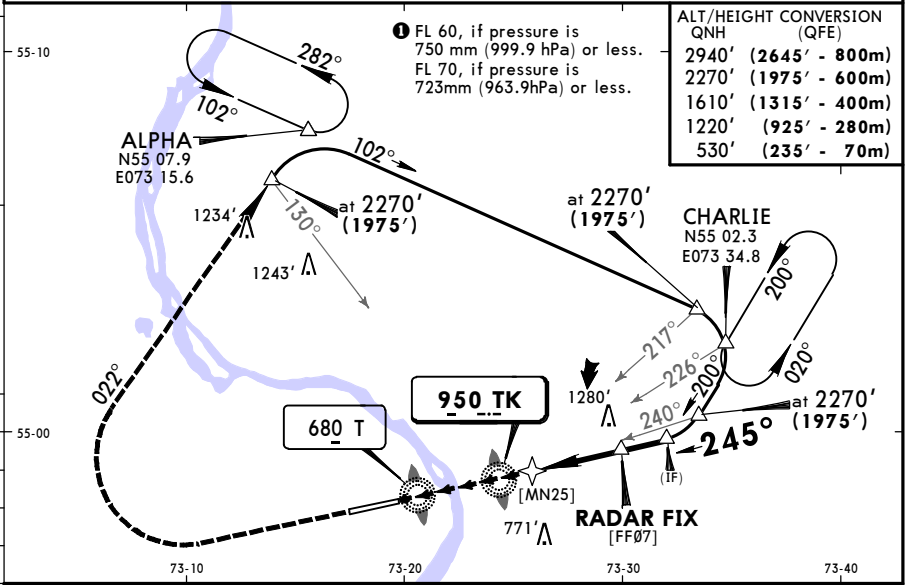


UNOO/OMS
TSENTRALNY

JEPPesen
15 JAN 16 16-2

OMSK, RUSSIA
2 NDB or NDB Rwy 25

ATIS 126.4		OMSK Approach 131.2		OMSK Radar 119.0		OMSK Start (TWR) 119.0		Ground 121.7	
NDB TK 950		Final Apch Crs 245°		Minimum Alt RADAR FIX 2270'(1975')		MDA(H) (CONDITIONAL) 1530'(1235')		Apt Elev 312' Rwy 295'	
MISSED APCH: Climb STRAIGHT AHEAD to mim 1610' (1315') or above to 4.3 NM from rwy 07 thresh. Turn RIGHT onto 022° climbing to 2270'(1975'), then according to chart, or as directed.								2700' MSA ARP	
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 2940' (2645')									
1. Between LOM and LMM migration of birds in warm season. 2. Turbulence with downdrafts may be expected on final.									



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI Refer to Missed Apch above	
Descent Angle 3.00°	372	478	531	637	743	849		
2 NDB: FAF to MAP	2.4	2:03	1:36	1:26	1:12	1:02	0:54	

STRAIGHT-IN LANDING RWY 25				
2 NDB		TK NDB		T Lctr
with FAF	w/o FAF	w/o FAF	w/o FAF	
MDA(H) 1530'(1235')	MDA(H) 1780'(1845')	MDA(H) 1780'(1845')	MDA(H) 1780'(1845')	
ALS out	ALS out	ALS out	ALS out	
A	3200m	3200m	3200m	
B				
C	4800m	4800m	4800m	
D				

UNOO/OMS
TSENTRALNY

JEPPesen
25 JUL 14 (19-10)

OMSK, RUSSIA
Circling Rwy 07

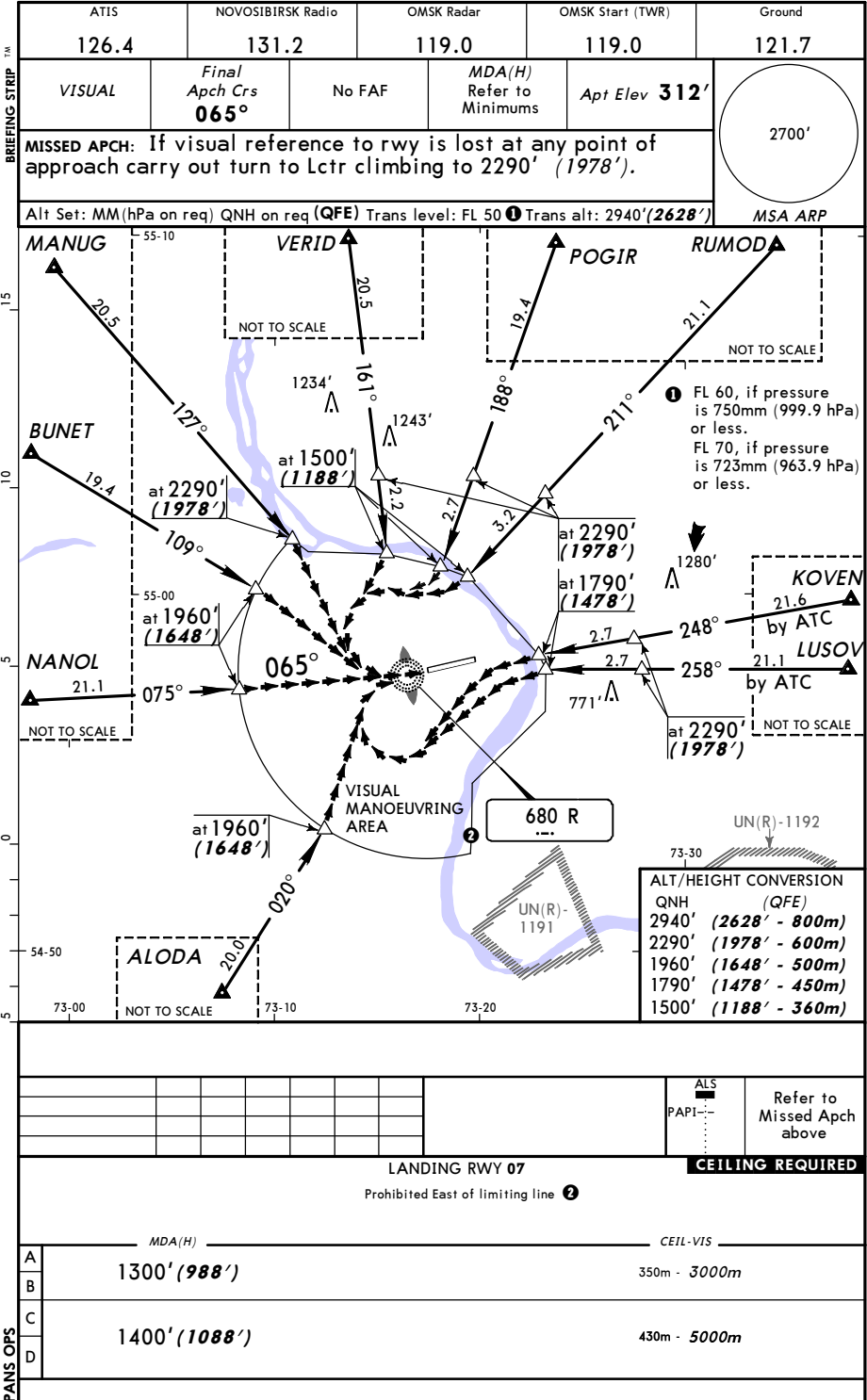


Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
OMSK, (TSENTRALNY - UNOO)				
REV	ALODA & BUNET 2 ARRS	10-2	10 Jun 2016	23 Jun 2016
REV	ALODA & BUNET 4A & 4B ARR...	10-2A	10 Jun 2016	23 Jun 2016
REV	KOVEN & LUSOV 2A & 2B ARR...	10-2B	10 Jun 2016	23 Jun 2016
REV	KOVEN & LUSOV 4 ARRS	10-2C	10 Jun 2016	23 Jun 2016
REV	MANUG & NANOL 2, POGIR 2A...	10-2D	10 Jun 2016	23 Jun 2016
REV	MANUG 4A & 4B, NANOL & PO...	10-2E	10 Jun 2016	23 Jun 2016
REV	RUMOD 2 & 2A, VERID 2 ARR...	10-2F	10 Jun 2016	23 Jun 2016
REV	RUMOD & VERID 4 ARRS	10-2G	10 Jun 2016	23 Jun 2016
REV	ALODA 1A, 1B & 3, BUNET 1...	10-3	10 Jun 2016	23 Jun 2016
REV	KOVEN & LUSOV 1, 3A & 3B ...	10-3A	10 Jun 2016	23 Jun 2016
REV	MANUG & NANOL 1 & 3 DEPS	10-3B	10 Jun 2016	23 Jun 2016
REV	POGIR, RUMOD & VERID 1 & ...	10-3C	10 Jun 2016	23 Jun 2016
DEL	NOISE ABATEMENT	10-4	10 Jun 2016	23 Jun 2016
ADD	NOISE ABATEMENT (GEN, PRE...	10-4	10 Jun 2016	23 Jun 2016
ADD	NOISE ABATEMENT (REVERSE ...	10-4A	10 Jun 2016	23 Jun 2016
REV	AIRPORT, AIRPORT INFO, TA...	10-9	10 Jun 2016	23 Jun 2016
REV	PARKING STANDS & COORDS	10-9A	10 Jun 2016	23 Jun 2016
REV	STANDARD MNMS	10-9S	10 Jun 2016	23 Jun 2016
DEL	STANDARD MNMS CONTD	10-9S1	10 Jun 2016	23 Jun 2016
REV	ILS RWY 07	11-1	10 Jun 2016	23 Jun 2016
REV	ILS RWY 25	11-2	10 Jun 2016	23 Jun 2016
REV	2 NDB OR NDB RWY 07	16-1	10 Jun 2016	23 Jun 2016
REV	2 NDB OR NDB RWY 25	16-2	10 Jun 2016	23 Jun 2016
DEL	CIRCLING RWY 07	19-10	10 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNOO