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Airport Information For UWOR

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Revision Letter For Cycle 13-2016

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Notebook

General Information

Location: ORSK RUS
ICAO/IATA: UWOR / OSW
Lat/Long: N51° 04.35', E058° 35.75'
Elevation: 909 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 10.0° 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: 2350 Z
Sunset: 1623 Z

Runway Information

Runway: 07
Length x Width: 9514 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 909 ft
Lighting: Edge

Runway: 25
Length x Width: 9514 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 869 ft
Lighting: Edge, ALS

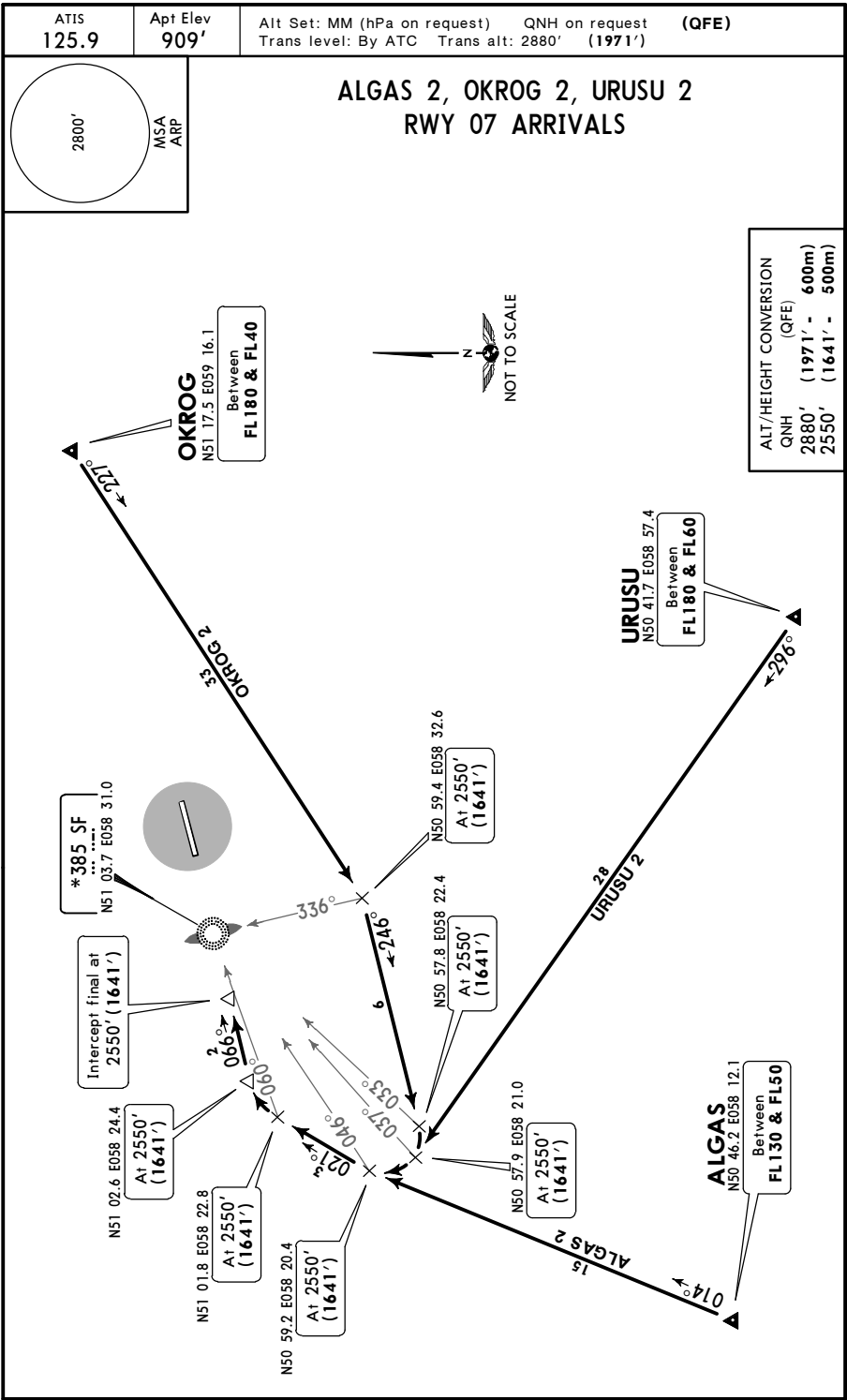
Communication Information

ATIS: 125.900
Orsk Tower: 123.100 Secondary
Orsk Tower: 129.000 Secondary
Orsk Tower: 124.000 Secondary
Orsk Tower: 122.700
Orsk-Apron Ground: 118.000
Orsk-Transit Operations: 131.700

UWOR/OSW
ORSK

JEPPesen
12 JUN 15 10-2 Eff 25 Jun

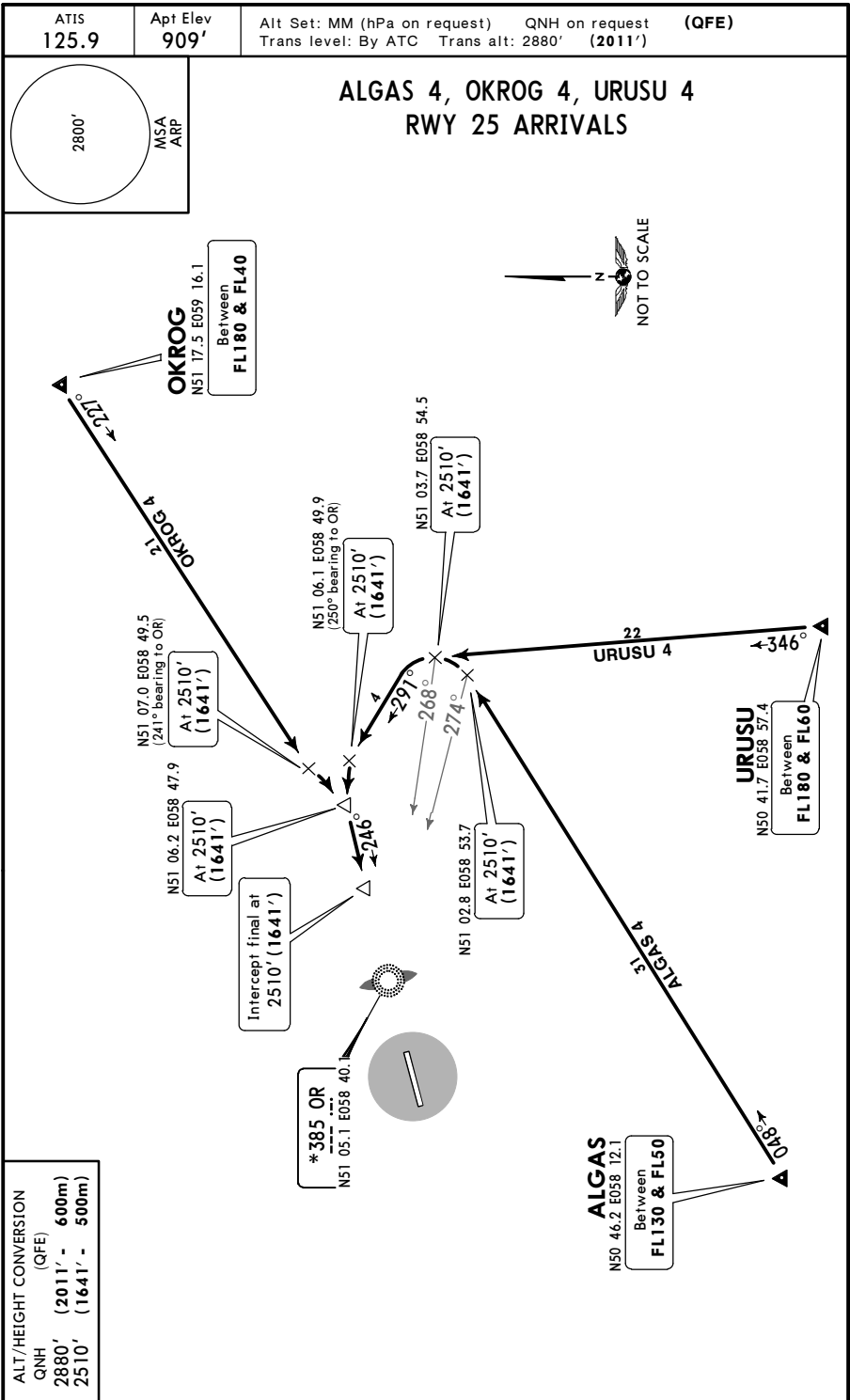
ORSK, RUSSIA
STAR



UWOR/OSW
ORSK

JEPPESSEN
12 JUN 15 (10-2A) Eff 25 Jun

ORSK, RUSSIA
STAR



CHANGES: STARs NEMRA & OLBEM 2 replaced by GITAM & RITEG 2. © JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

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JEPPESEN

12 JUN 15

10-3

Eff 25 Jun

ORSK, RUSSIA

SID

Apt Elev
909'

QNH on request (QFE)

Trans level: By ATC Trans alt: 2880' (1971')

ALGAS 1, NINBU 1, OKROG 1, URUSU 1
RWY 07 DEPARTURES

2800'

MSA
ARP



NOT TO SCALE

Air 1570'
(661')

29
OKROG 1

OKROG

N51 17.5 E059 16.1

Between
FL50 & FL170

NINBU

N50 57.8 E058 35.9

Between
FL60 & FL120

051°

066°

147°

12

ALGAS 1
NINBU 1

220°

222°

19
ALGAS 1

ALGAS

N50 46.2 E058 12.1

Between
FL60 & FL120

29
URUSU 1

URUSU

N50 41.7 E058 57.4

Between
FL50 & FL190

ALT/HEIGHT CONVERSION

QNH (QFE)

1570' (661' - 200m)

2880' (1971' - 600m)

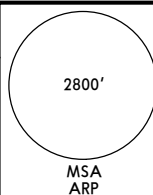
UWOR/OSW
ORSK

 **JEPPESSEN**
12 JUN 15 **(10-3A)** **Eff 25 Jun**

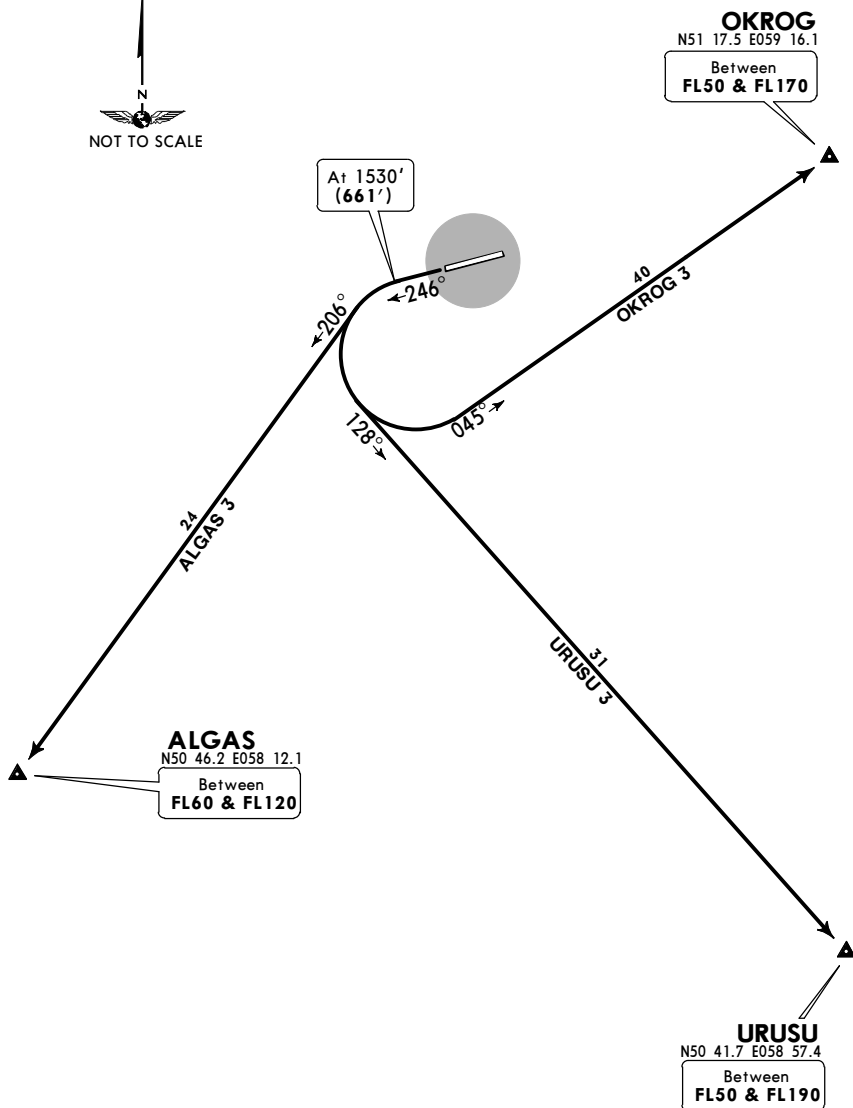
ORSK, RUSSIA
SID

Apt Elev
909'

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2880' **(2011')**



ALGAS 3, OKROG 3, URUSU 3 RWY 25 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1530'	(661' - 200m)
2880'	(2011' - 600m)

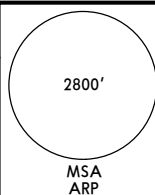
UWOR/OSW
ORSK

 **JEPPESSEN**
12 JUN 15 **(10-3B)** **Eff 25 Jun**

ORSK, RUSSIA
SID

Apt Elev
909'

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2880' (1971')



GITAM 1, LALEP 1
LALEP 1A [LALE1A] ●, RITEG 1
RWY 07 DEPARTURES

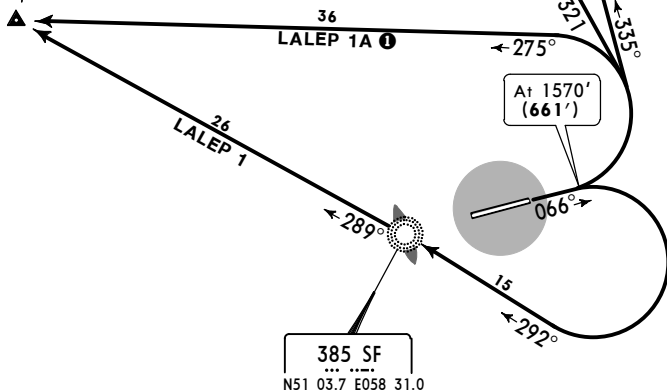


GITAM
N51 31.3 E058 20.8
Between
FL40 & FL180

RITEG
N51 32.7 E058 30.7
Between
FL40 & FL180

1 By ATC.

LALEP
N51 16.3 E057 54.3
Between
FL40 & FL180



ALT/HEIGHT CONVERSION
QNH (QFE)
1570' (661' - 200m)
2880' (1971' - 600m)

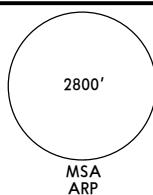
UWOR/OSW
ORSK

 **JEPPESSEN**
12 JUN 15 **(10-3C)** **Eff 25 Jun**

ORSK, RUSSIA
SID

Apt Elev
909'

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2880' (2011')

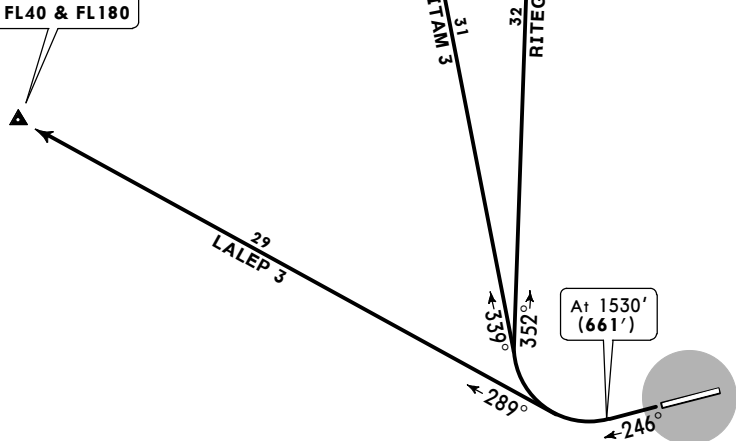


GITAM 3, LALEP 3, RITEG 3 RWY 25 DEPARTURES

LALEP
N51 16.3 E057 54.3
Between
FL40 & FL180

GITAM
N51 31.3 E058 20.8
Between
FL40 & FL180

RITEG
N51 32.7 E058 30.7
Between
FL40 & FL180

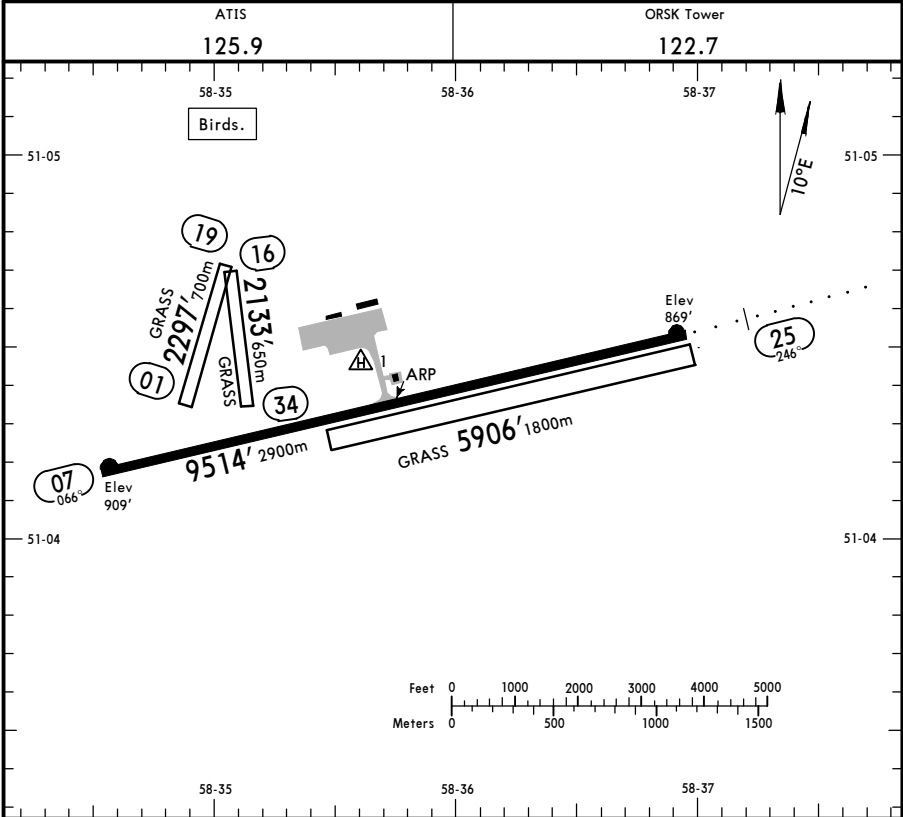


ALT/HEIGHT CONVERSION
QNH (QFE)
1530' (661' - 200m)
2880' (2011' - 600m)

UWOR/OSW
Apt Elev **909'**
N51 04.4 E058 35.8

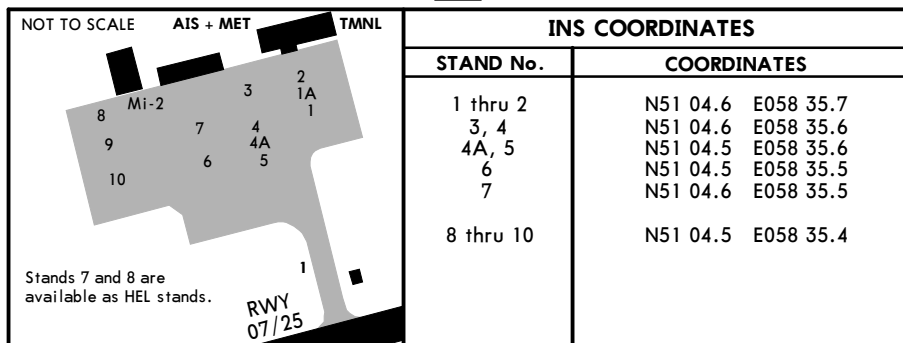
JEPPesen
13 MAY 16 **(10-9)** **Eff 26 May**

ORSK, RUSSIA
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ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
01	19				197' 60m
07	25	RL (60m)	RVR		138' 42m
07	25	Grass runway	8785'2678m		328' 100m
16	34				197' 60m

TAKE-OFF	
AIR CARRIER (JAA)	
Main rwy 07/25	
LVP must be in force	
RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m
B	
C	400m
D	300m



LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures are initiated when ceiling is 100m or RVR is 1200m or less by using the phrase:

"Low visibility procedures in progress" transmitted by ATIS or TWR controller.

LVP phase A: RVR values are more than 550m but less than 1200m, or any RVR value and ceiling is between 100m and 60m:

LVP phase B: RVR values are more than 300m but less than 550m, or any RVR value on active RWY and ceiling is less than 60m.

Phases A and B are applied during arrivals on and departures from active RWY 25 and during departures from active RWY 07.

ACFT shall vacate RWY 25 via TWY 1 and then taxi to the apron.

Pilots may request "Follow-me" vehicle for taxiing along TWYs and on the apron. TWR controller coordinates the place of commencement of ACFT escorting by "Follow-me" vehicle with the flight crew.

The control over the aircraft movement on the apron from the moment of taxiing out of the stand for departure and before the beginning of taxiing into the stand after landing is carried out by a specialist in the "Follow-me" vehicle, executing ACFT escorting.

LVP will be cancelled when RVR value is more than 1200m and ceiling is more than 100m.

Landing

The flight crew must read back all TWR controllers' taxi instructions

Flight crew is responsible for RWY incursion and adherence to taxi routes provided by TWR controller.

It is prohibited to carry out take-off on heading opposite to active landing heading.

Departures from grass RWY 16/34 and RWY 01/19 with crossing RWY 25 take-off and landing headings are prohibited.

After landing in low visibility conditions the flight crew must report landing, RWY vacated and the vacated of ILS critical area after passing red stop bar lights located on each TWY side to TWR controller.

RWY is considered to be vacant when ACFT is fully located on TWY outside the holding position on TWY (red stop bar lights on TWY).

Departure

During phase A the interval between ACFT engines start-ups is established not less than 5 minutes.

During phase B the interval between ACFT engines start-ups is established not less than 10 minutes.

During phase B ACFT engines start-up should be carried out only on ACFT stand.

Engines start-up is prohibited when RVR value is less than appropriate ACFT take-off minimum.

The following is prohibited during LVP:

- take-off not from RWY extremity;
- take-off without stopping at the line-up position after taxiing onto the RWY.

If arriving ACFT is on the final, departing ACFT shall wait for line-up clearance at red stop bar lights.

After passing red stop bar lights the "Follow-me" vehicle executes RWY inspection, by TWR controller's

permission, for the purpose of excluding the presence of unauthorized objects on RWY.

During the period of LVP only one ACFT can be present on RWY.

UWOR/OSW

Standard

ORSK, RUSSIA

ORSK

STRAIGHT-IN RWY		A	B	C	D
07	NDB ❶	1270' (361')	1270' (361')	1270' (361')	1270' (361')
		R1700m	R1700m	R1700m	R1700m
25	ILS	1069' (200')	1069' (200')	1069' (200')	1069' (200')
	FULL	R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ❶	1220' (351')	1220' (351')	1220' (351')	1220' (351')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m

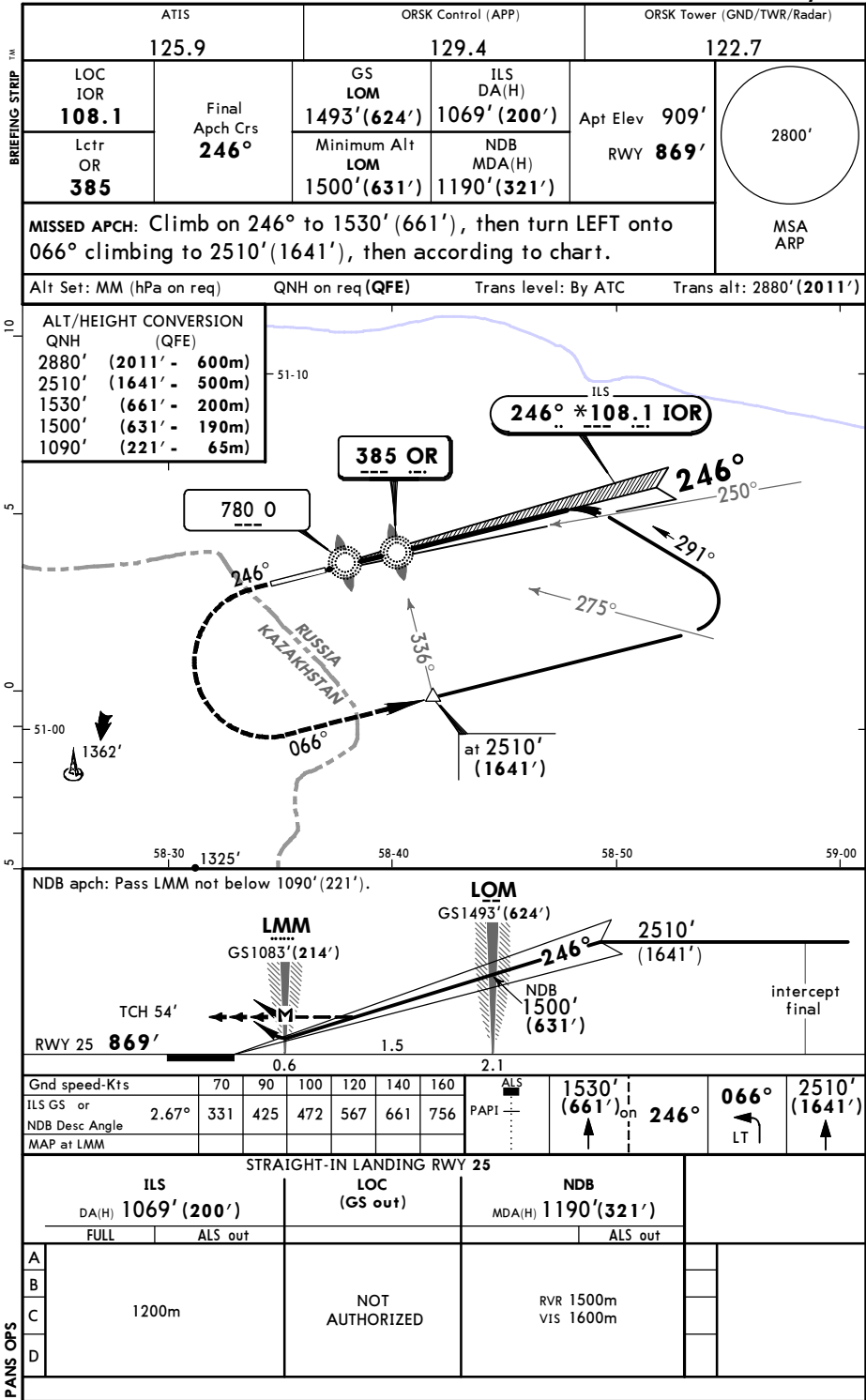
❶ Continuous Descent Final Approach.

TAKE-OFF RWY 07, 25		
LVP must be in Force		
RCLM (DAY only) or RL		RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	NIL (DAY only)
		500m

UWOR/OSW
ORSK

JEPPesen
12 JUN 15 11-1 Eff 25 Jun

ORSK, RUSSIA
ILS or 2 NDB Rwy 25



UWOR/OSW
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JEPPesen
12 JUN 15 **(16-1)** **Eff 25 Jun**

ORSK, RUSSIA
2 NDB RWY 07

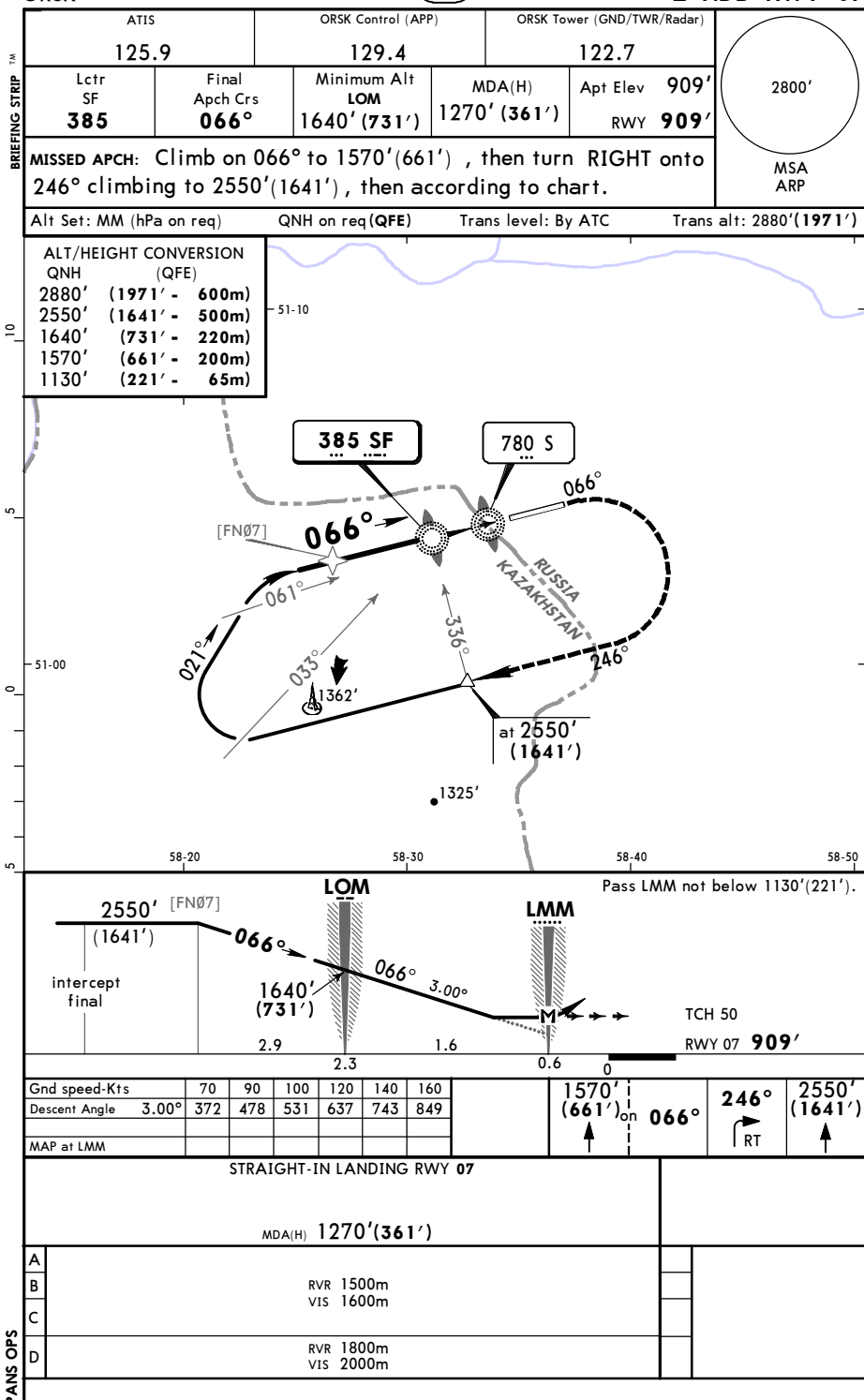




Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ORSK, (ORSK - UWOR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWOR