

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWOR

Terminal Charts For UWOR

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: ORSK RUS
ICAO/IATA: UWOR / OSW
Lat/Long: N51° 04.3', E058° 35.7'
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: 0024 Z
Sunset: 1540 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

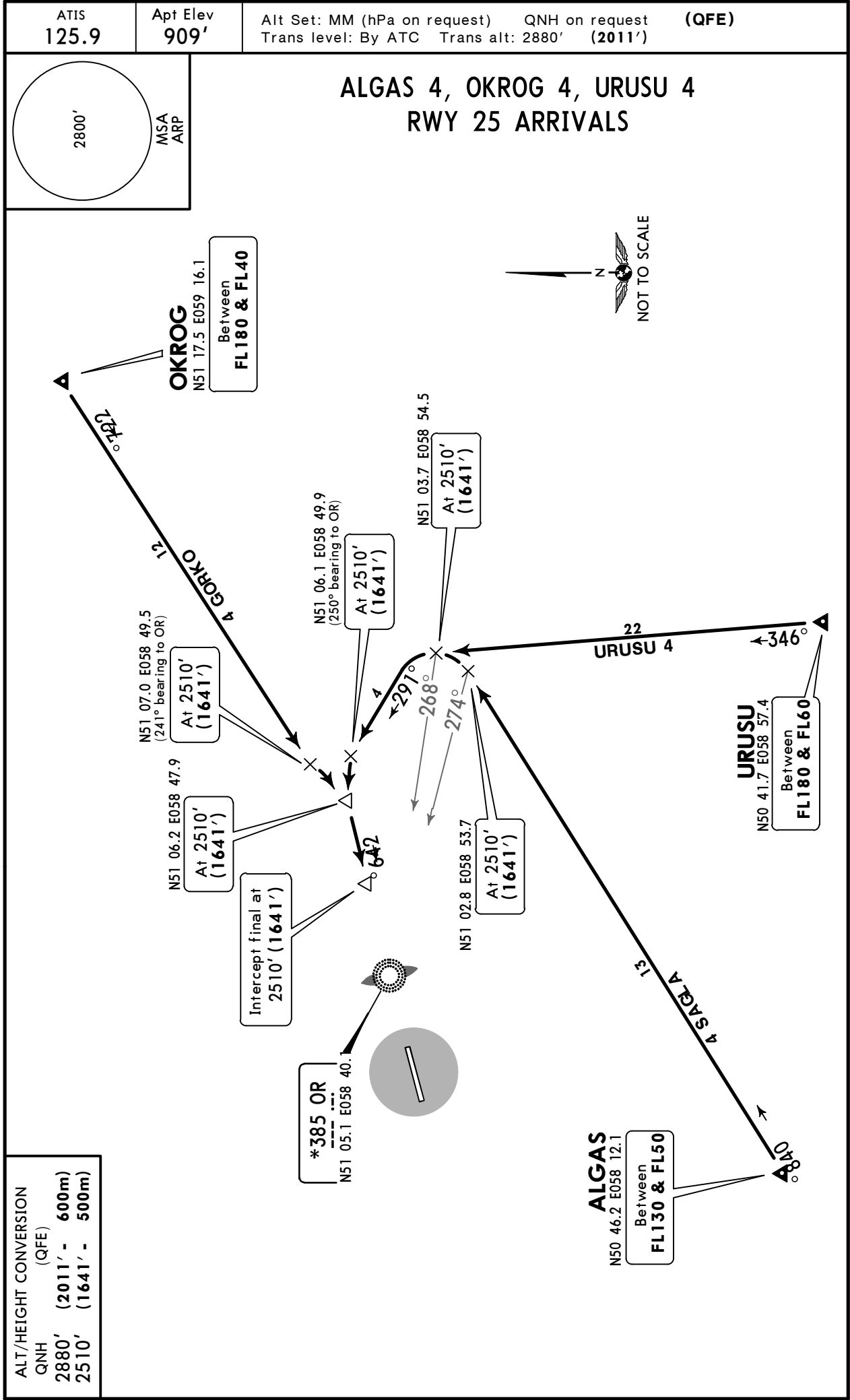
Communication Information

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

UWOR/OSW
ORSK

JEPPESSEN
12 JUN 15 **10-2A** **Eff 25 Jun**

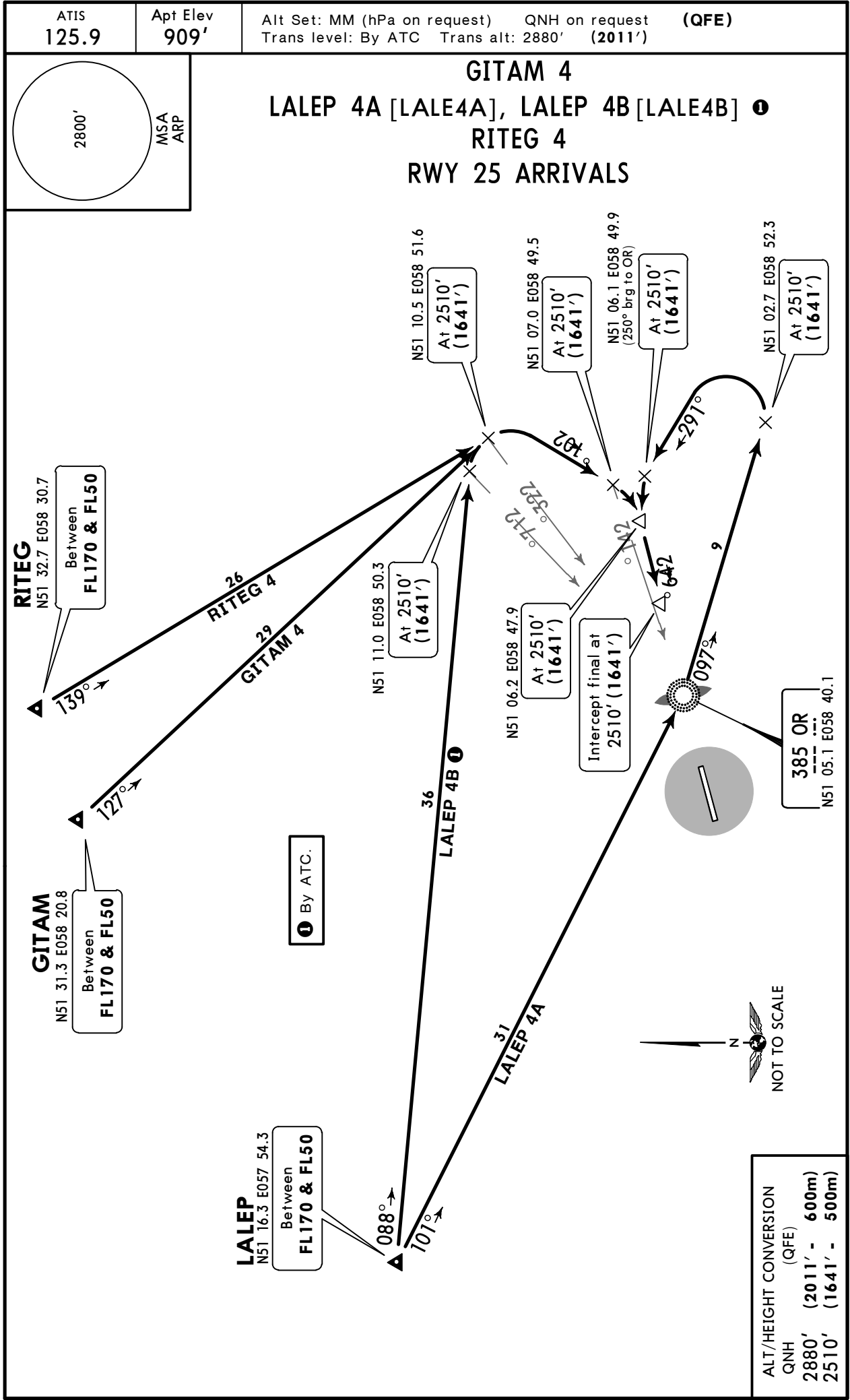
ORSK, RUSSIA
STAR



UWOR/OSW
ORSK

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

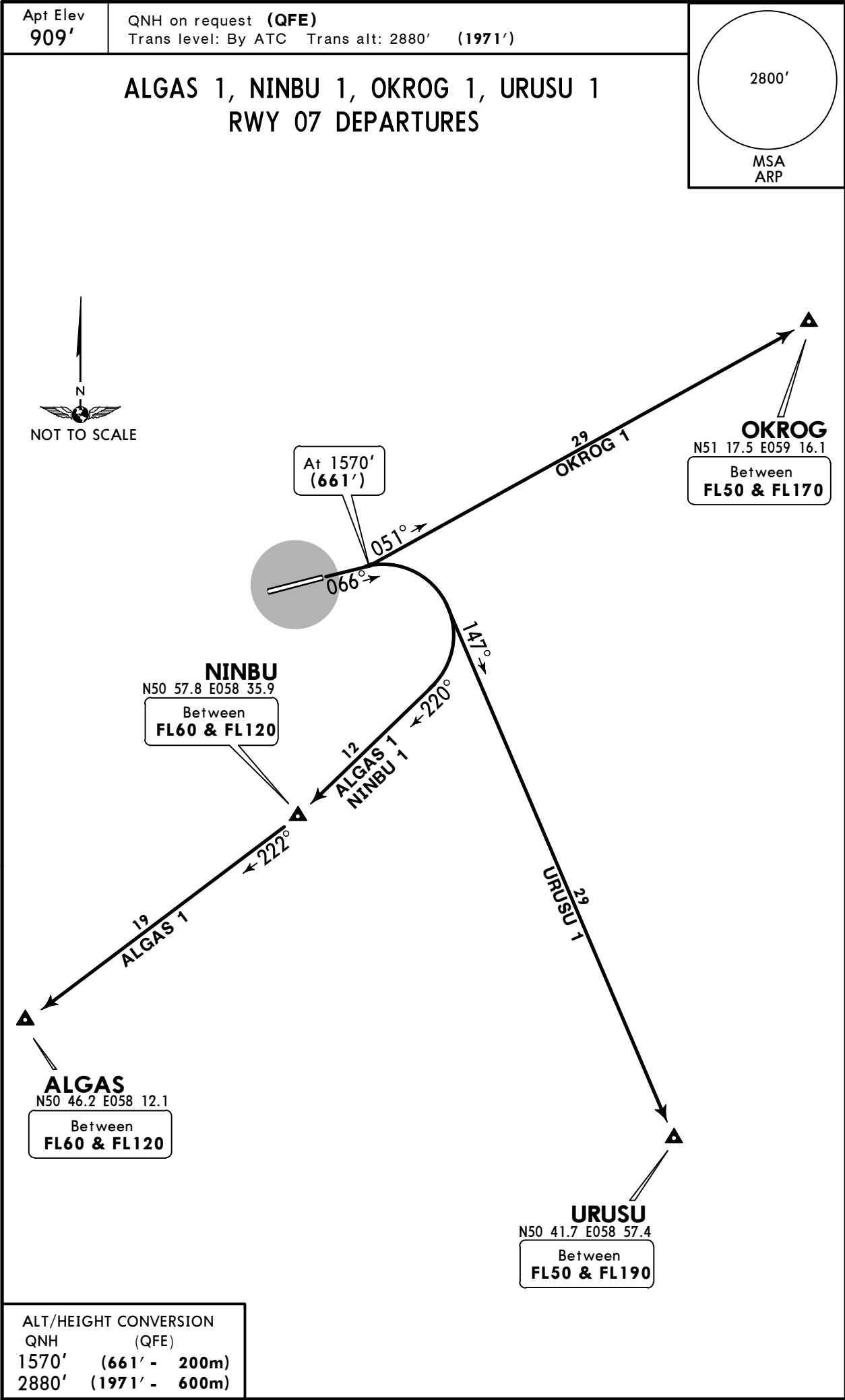
ORSK, RUSSIA
STAR



UWOR/OSW
ORSK

JEPPESEN
12 JUN 15 10-3 Eff 25 Jun

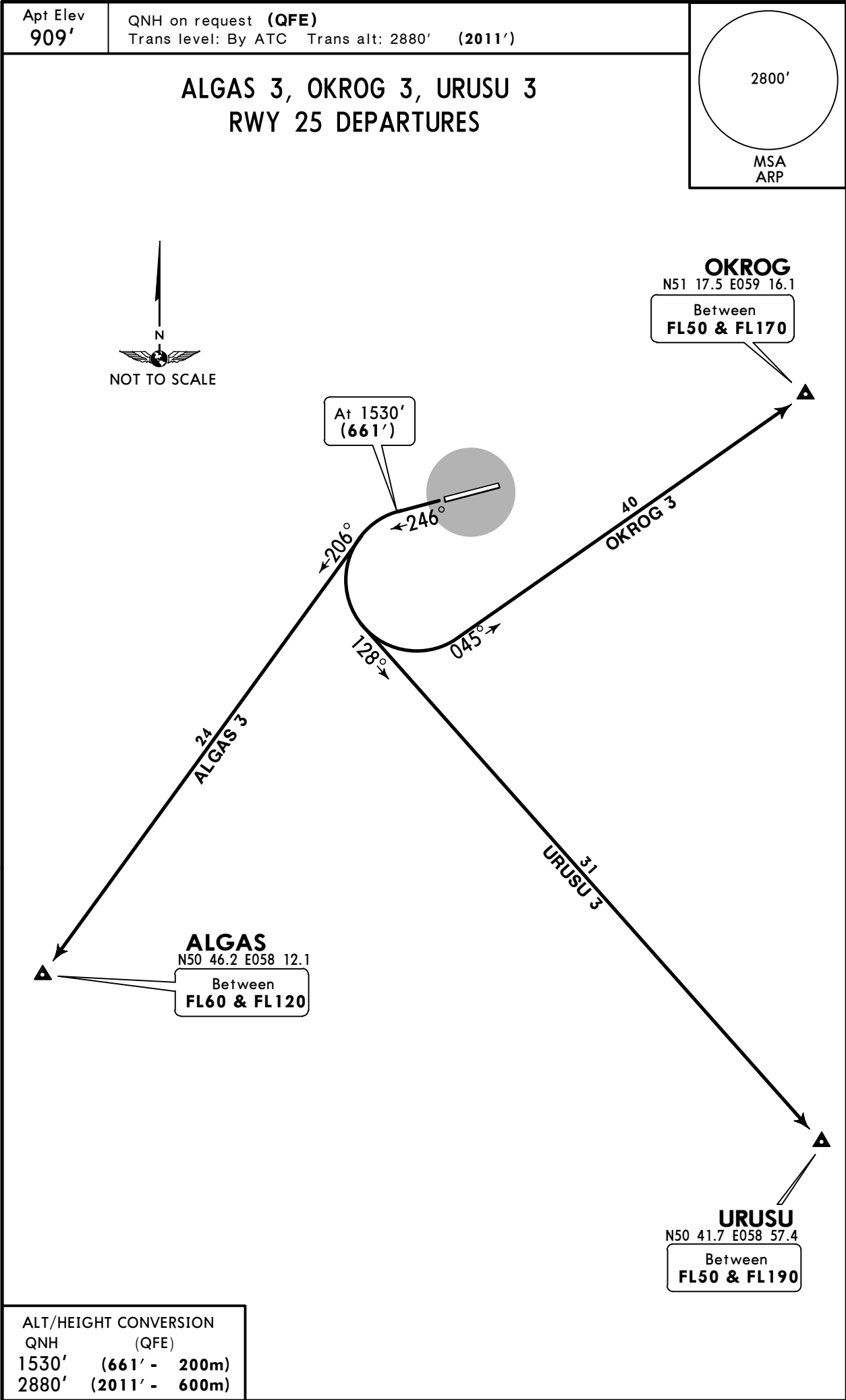
ORSK, RUSSIA
SID



UWOR/OSW
ORSK

JEPPESSEN
12 JUN 15 10-3A Eff 25 Jun

ORSK, RUSSIA
SID



UWOR/OSW

Apt Elev **909'**
N51 04.4 E058 35.8

JEPPESEN

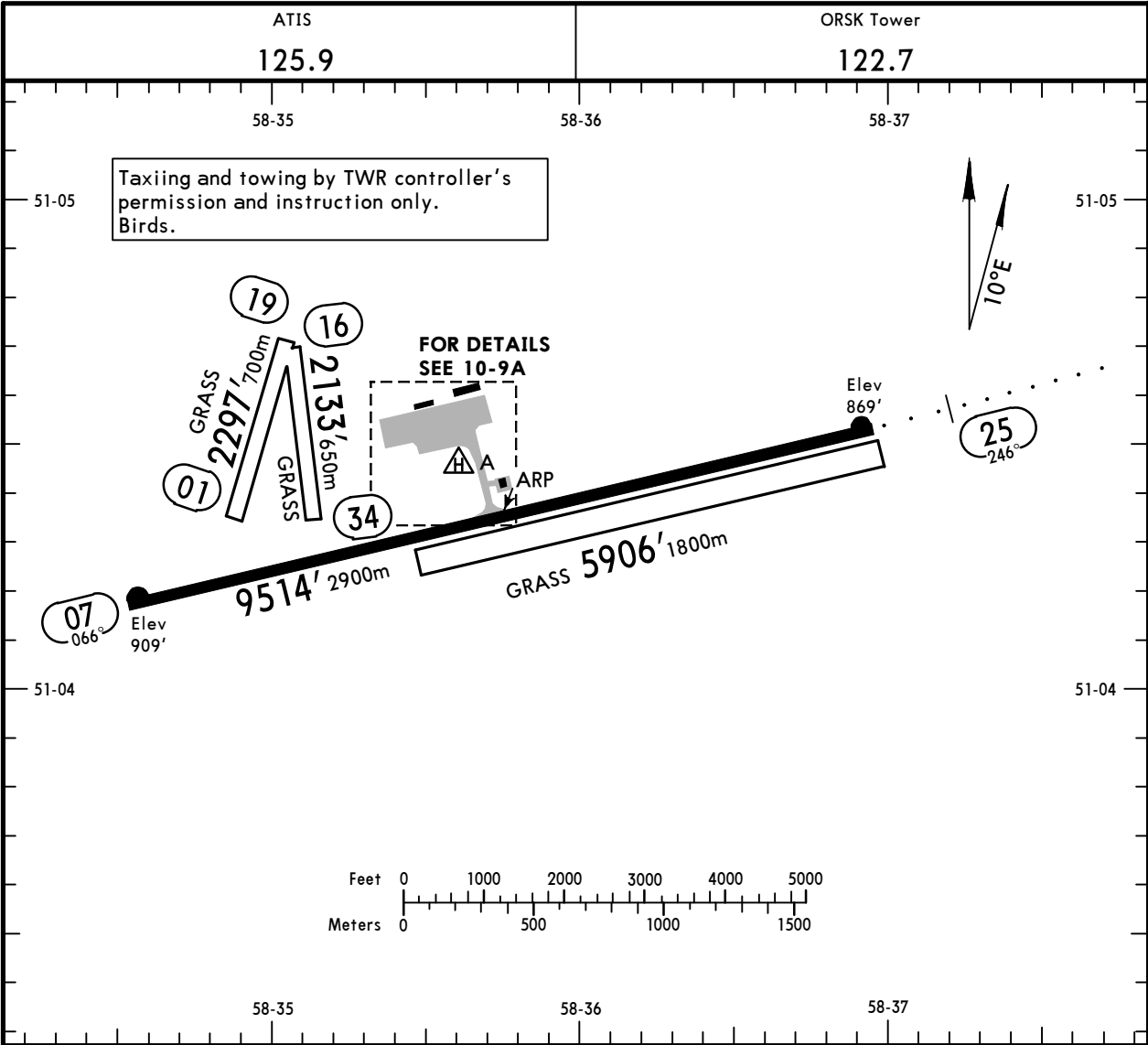
22 DEC 17

10-9

Eff 4 Jan

ORSK, RUSSIA

ORSK



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope	
01					197' 60m
19					
07	RL (60m)	RVR			138' 42m
25	RL (60m) ALS PAPI-L (angle 2.67°)	RVR		8785' 2678m	
07	Grass runway				328' 100m
25					
16					197' 60m
34					

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		
B	250m	400m
C		
D	300m	

UWOR/OSW

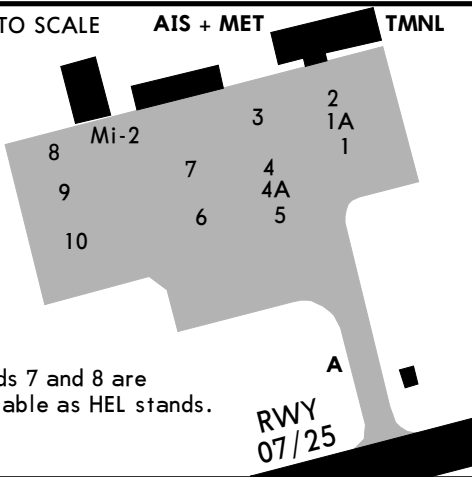
ORSK, RUSSIA

ORSK

NOT TO SCALE

AIS + MET

TMNL



Stand 7 and 8 are available as HEL stands.

RWY 07/25

INS COORDINATES	
STAND No.	COORDINATES
1 thru 2	N51 04.6 E058 35.7
3, 4	N51 04.6 E058 35.6
4A, 5	N51 04.5 E058 35.6
6	N51 04.5 E058 35.5
7	N51 04.6 E058 35.5
8 thru 10	N51 04.5 E058 35.4

LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures are initiated when ceiling is 90m or lower, 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 90m 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 A and then taxi to the apron.
Pilots may request "Follow-me" car for taxiing along TWYs and on the apron. TWR controller coordinates the place of commencement of ACFT escorting by "Follow-me" car with the flight crew.

LVP will be cancelled when RVR value is more than 1200m and ceiling is more than 90m.

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 vacation and the vacation 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.
TWY A is considered to be vacant when ACFT occupies RWY 07/25 by flight crew report.

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.

UWOR/OSW

 **JEPPESSEN**

27 OCT 17

10-9S

Eff 9 Nov

Standard

ORSK, RUSSIA

ORSK

STRAIGHT-IN RWY		A	B	C	D
07	① NDB	1310'(401') R1900m	1310'(401') R1900m	1310'(401') R1900m	1310'(401') R1900m
	NDB	1310'(401') R2100m	1310'(401') R2100m	1310'(401') R2300m	1310'(401') R2300m
25	ILS	1069'(200') R1000m	1069'(200') R1000m	1069'(200') R1000m	1069'(200') R1000m
	FULL	R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	① NDB	1220'(351') R1400m	1220'(351') R1400m	1220'(351') R1400m	1220'(351') R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

TAKE-OFF			
Low Visibility Take-off			
Day: RL & RCLM Night: RL		Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	RVR 300m	400m	500m
B			
C			
D			

UWOR/OSW
ORSK

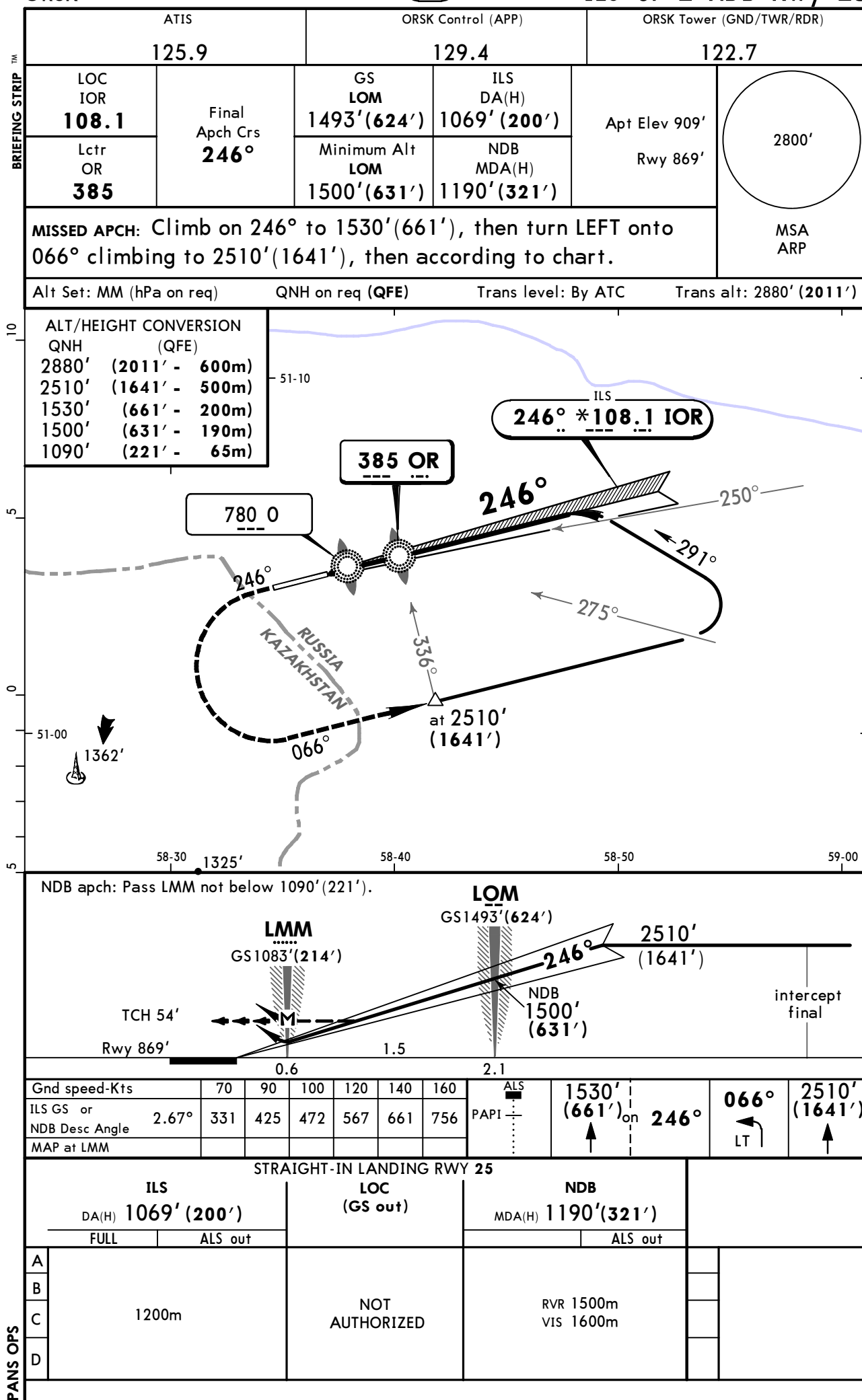
JEPPESSEN

27 OCT 17

(11-1)

Eff 9 Nov

ORSK, RUSSIA
ILS or 2 NDB Rwy 25



CHANGES: None.

© JEPPESSEN, 2003, 2015. ALL RIGHTS RESERVED.

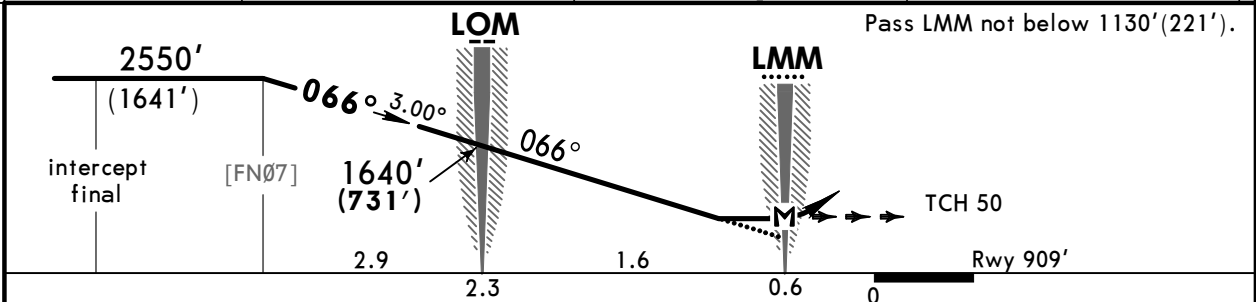
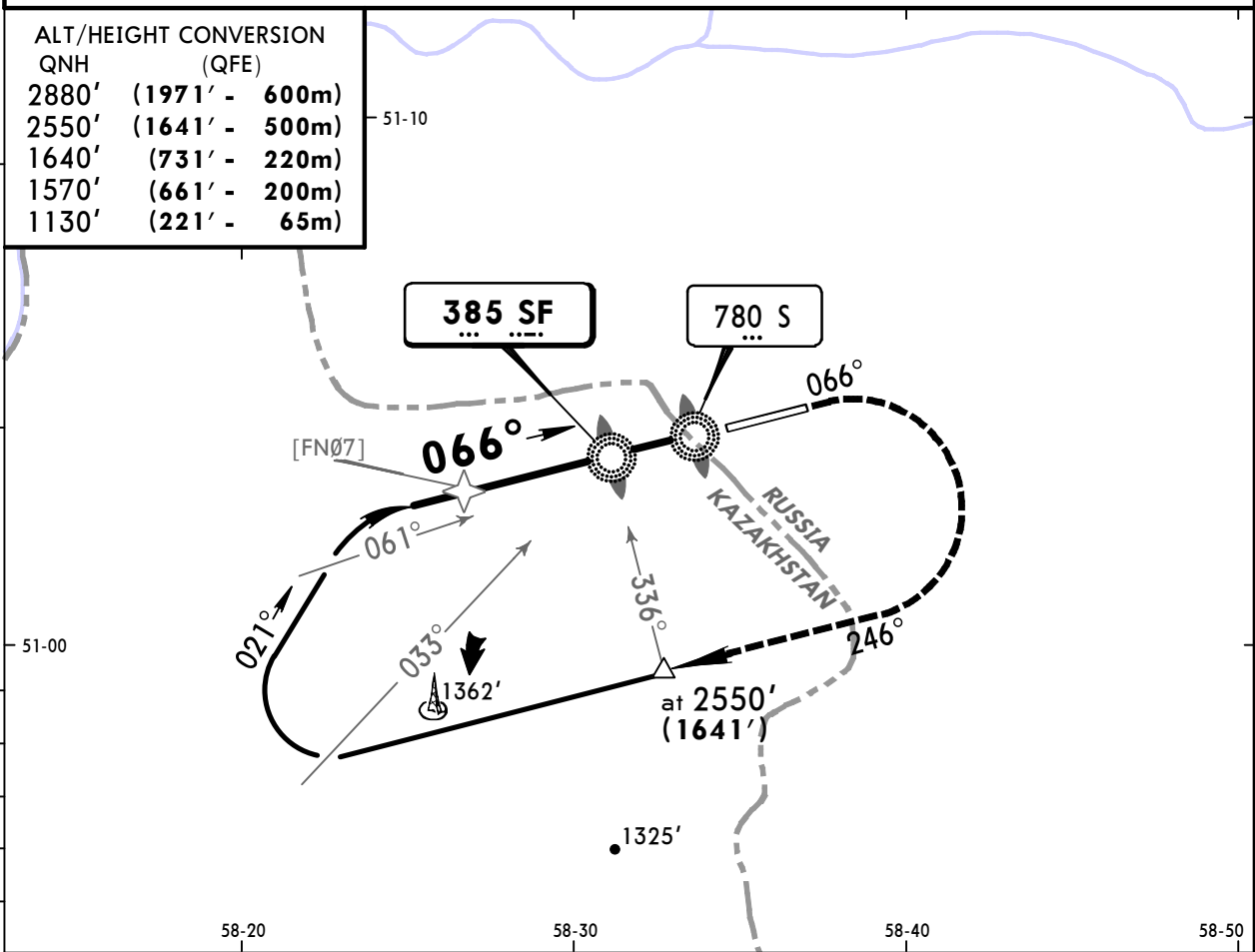
UWOR/OSW
ORSK

JEPPESSEN
27 OCT 17 **16-1** Eff 9 Nov

ORSK, RUSSIA
2 NDB RWY 07

ATIS 125.9		ORSK Control (APP) 129.4		ORSK Tower (GND/TWR/RDR) 122.7		2800' MSA ARP
Lctr SF 385	Final Apch Crs 066°	Minimum Alt LOM 1640' (731')	MDA(H) 1310' (401')	Apt Elev 909' Rwy 909'		
MISSED APCH: Climb on 066° to 1570'(661'), then turn RIGHT onto 246° climbing to 2550'(1641'), then according to chart.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2880' (1971')



Gnd speed-Kts	70	90	100	120	140	160	1570' (661') on 066°	246° RT	2550' (1641')
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at LMM									

STRAIGHT-IN LANDING RWY 07		MDA(H) 1310' (401')	
A	RVR 1500m VIS 1600m		
B			
C	RVR 1800m VIS 2000m		
D			

ORSK, (ORSK - UWOR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWOR