

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UNOO
Terminal Charts For UNOO
Revision Letter For Cycle 09-2019
Change Notices
Notebook

General Information

Location: OMSK RUS
ICAO/IATA: UNOO / OMS
Lat/Long: N54° 58.0', E073° 18.6'
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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2310 Z
Sunset: 1457 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: 297 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.400
Omsk Start Tower: 124.000 Secondary
Omsk Start Tower: 119.000
Omsk Taxiing Ground: 121.700
Omsk Taxiing Ground: 124.000 Secondary
Omsk Apron Ramp/Taxi: 118.800
Omsk Approach: 124.000 Secondary
Omsk Approach: 131.200
Omsk Radar: 119.000

Omsk Transit Operations: 131.700

Omsk Radar: 124.000 Secondary

UNOO/OMS
TSENTRALNY

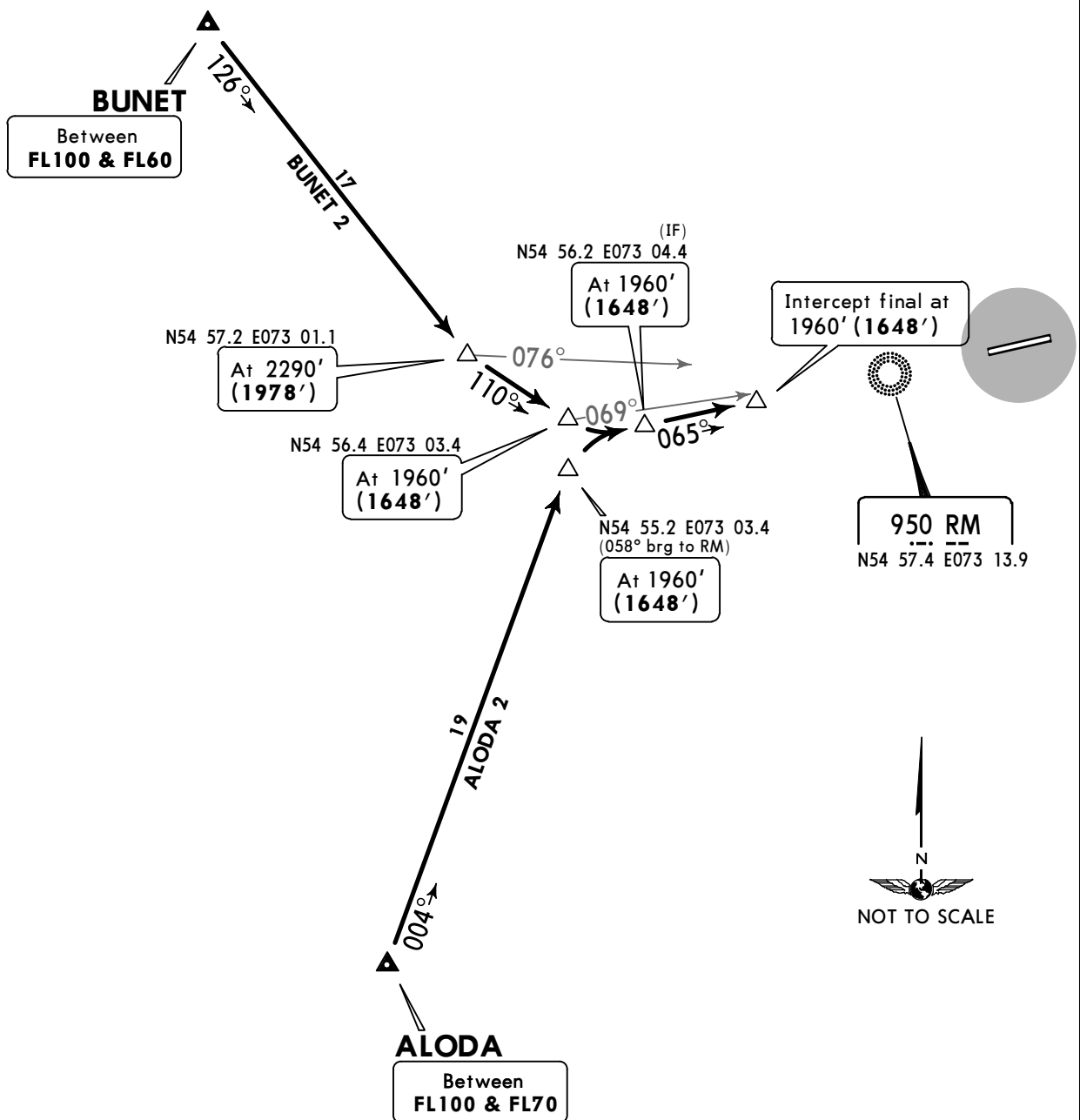
JEPPESEN
24 NOV 17 **10-2** Eff 7 Dec

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 733 mm (977.3 hPa) Trans alt: 3270' (2958') | 2700' MSA ARP |
|----------------------|-------------------------|---|-------------------------|

ALODA 2
BUNET 2
RWY 07 ARRIVALS



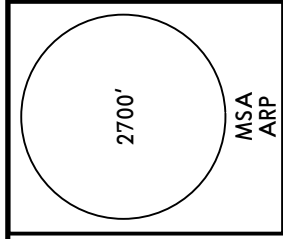
| ALT/HEIGHT CONVERSION | |
|-----------------------|----------------|
| QNH | (QFE) |
| 3270' | (2958' - 900m) |
| 2290' | (1978' - 600m) |
| 1960' | (1648' - 500m) |

UNOO/OMS
TSENTRALNY

JEPPESSEN
24 NOV 17 **10-2A** Eff 7 Dec

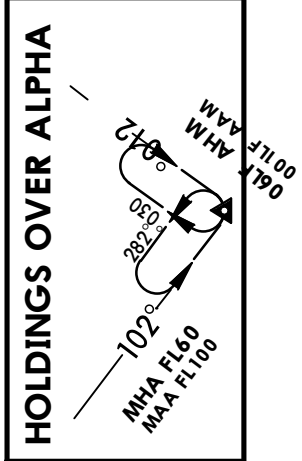
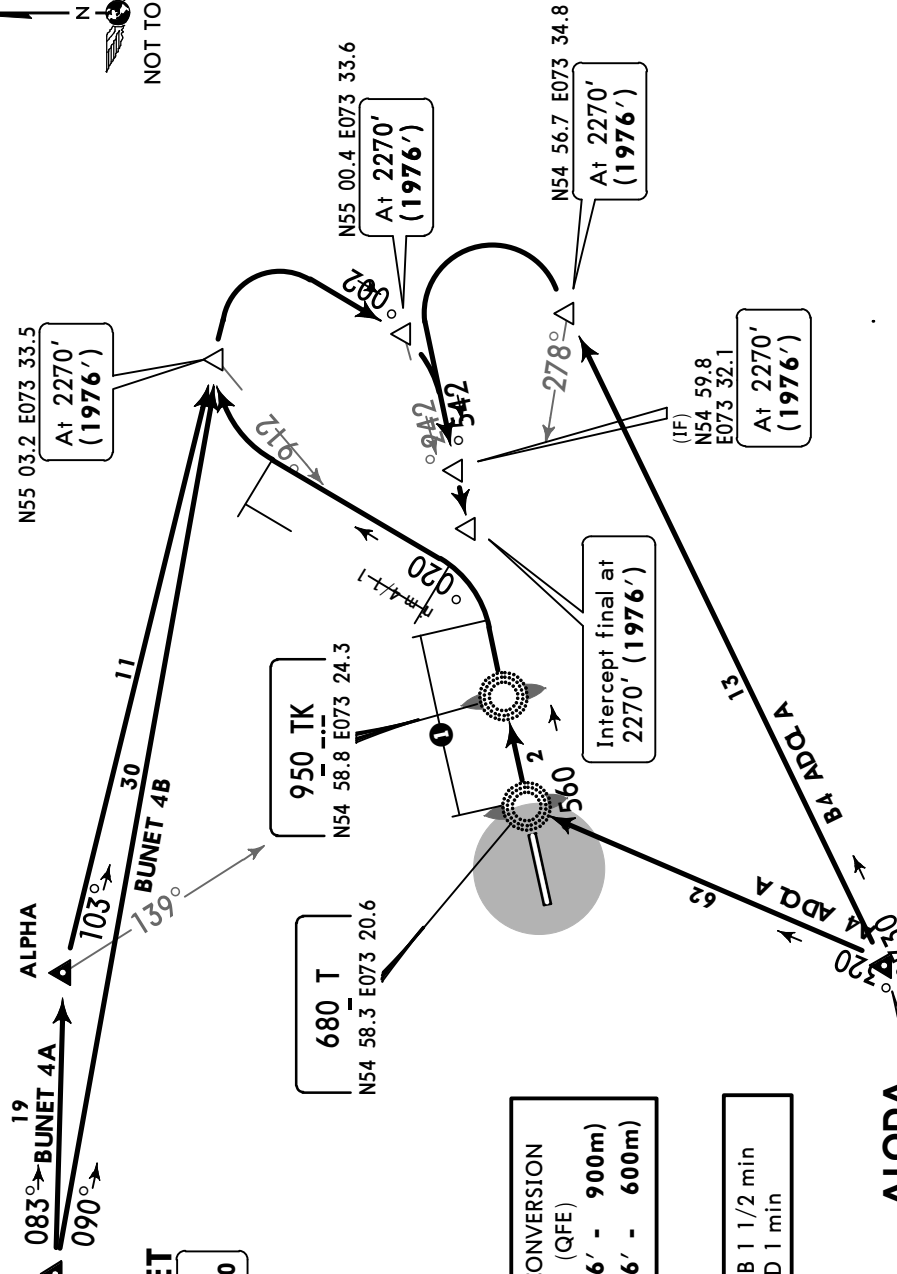
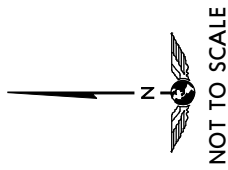
OMSK, RUSSIA
STAR

| | | |
|----------------------|-------------------------|--|
| 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 733 mm (977.3 hPa) Trans alt: 3270' (2976') |
|----------------------|-------------------------|--|



ALODA 4A [ALOD4A]
BUNET 4A [BUNE4A]
BUNET 4B [BUNE4B]
ALODA 4B [ALOD4B]
BY ATC

RWY 25 ARRIVALS



BUNET
Between
FL100 & FL60

ALT/HEIGHT CONVERSION
QNH (QFE)
3270' (2976' - 900m)
2270' (1976' - 600m)

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

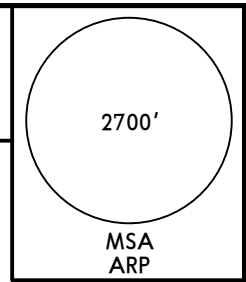
ALODA
Between
FL100 & FL70

UNOO/OMS
TSENTRALNY

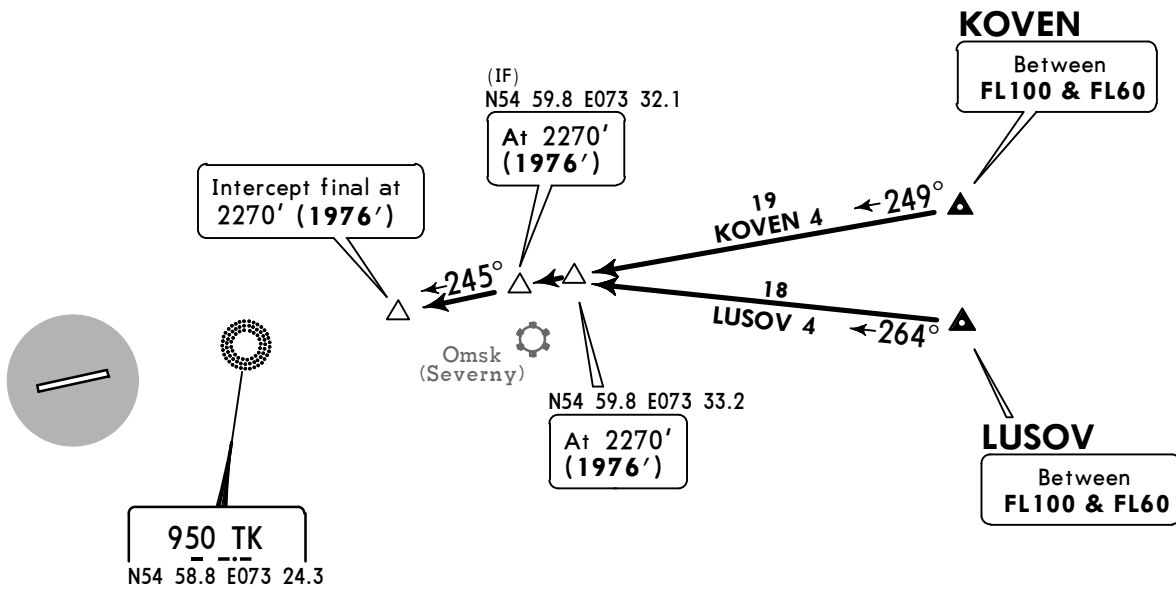
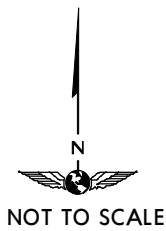
JEPPESEN
24 NOV 17 **(10-2C)** Eff 7 Dec

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 733 mm (977.3 hPa) Trans alt: 3270' (2976') |
|----------------------|-------------------------|--|



KOVEN 4
LUSOV 4
RWY 25 ARRIVALS
BY ATC
ONLY ALLOWED WHEN NO
FLIGHTS AT OMSK (SEVERNY)



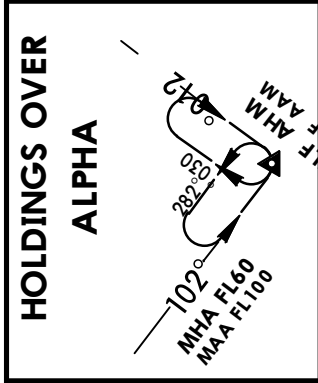
| ALT/HEIGHT CONVERSION | |
|-----------------------|-------|
| QNH | (QFE) |
| 3270' (2976' - 900m) | |
| 2270' (1976' - 600m) | |

UNOO/OMS
TSENTRALNY

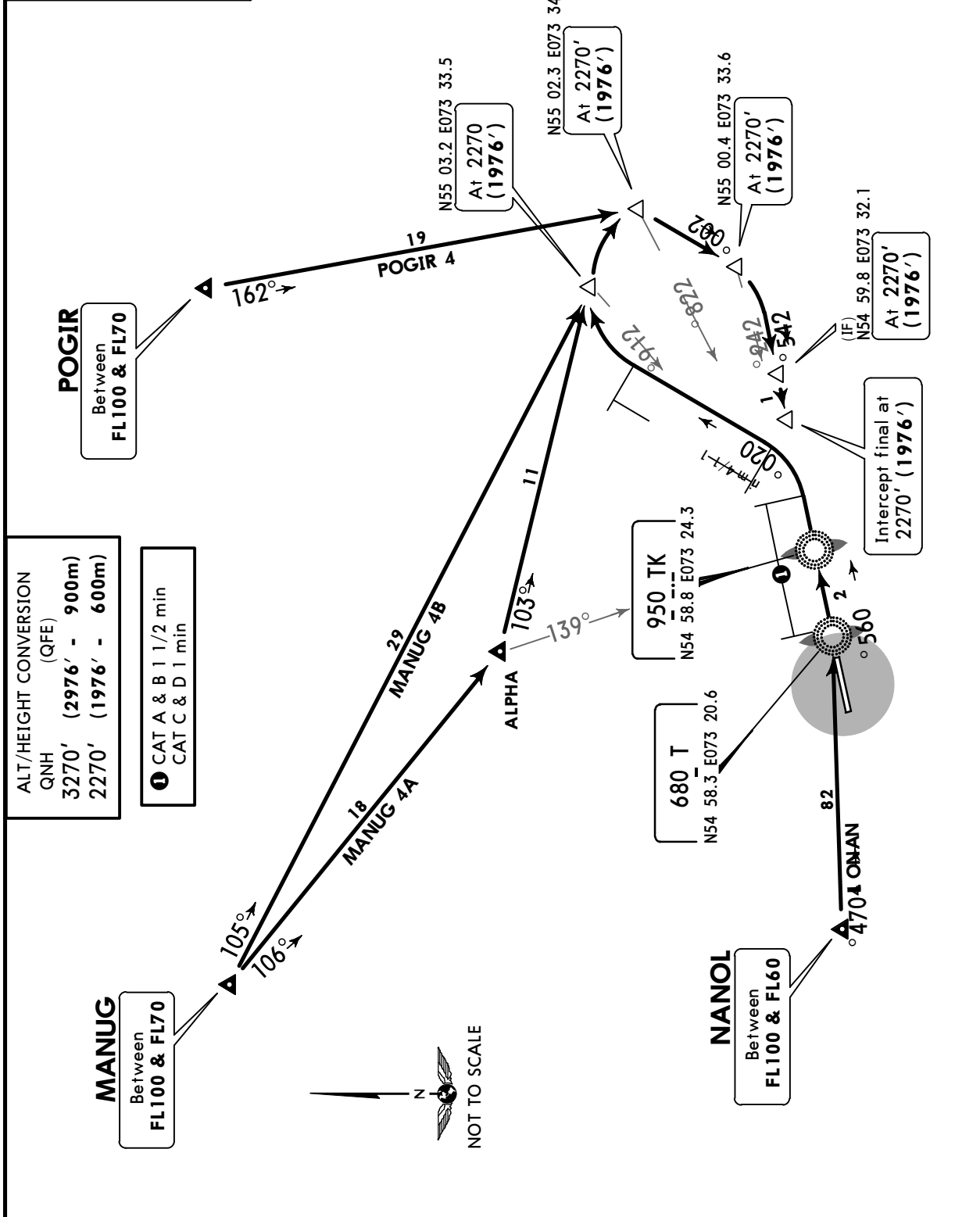
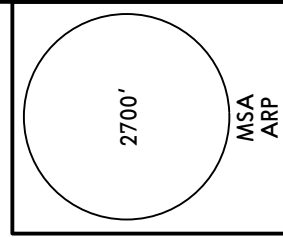
JEPPESEN
24 NOV 17 **10-2E** Eff 7 Dec

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 733 mm (977.3 hPa) Trans alt: 3270' (2976') |
|---------------|------------------|--|



MANUG 4A [MANU4A]
MANUG 4B [MANU4B]
NANOL 4 [NANOL4]
POGIR 4 [POGIR4]
RWY 25 ARRIVALS



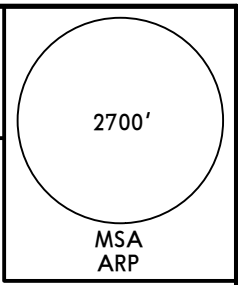
UNOO/OMS
TSENTRALNY

JEPPESEN
22 JUL 16 (10-2F)

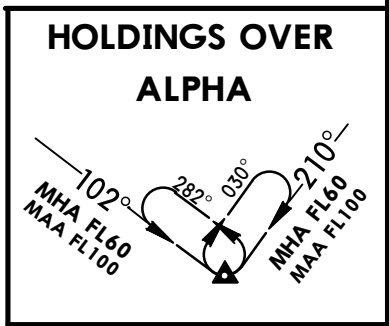
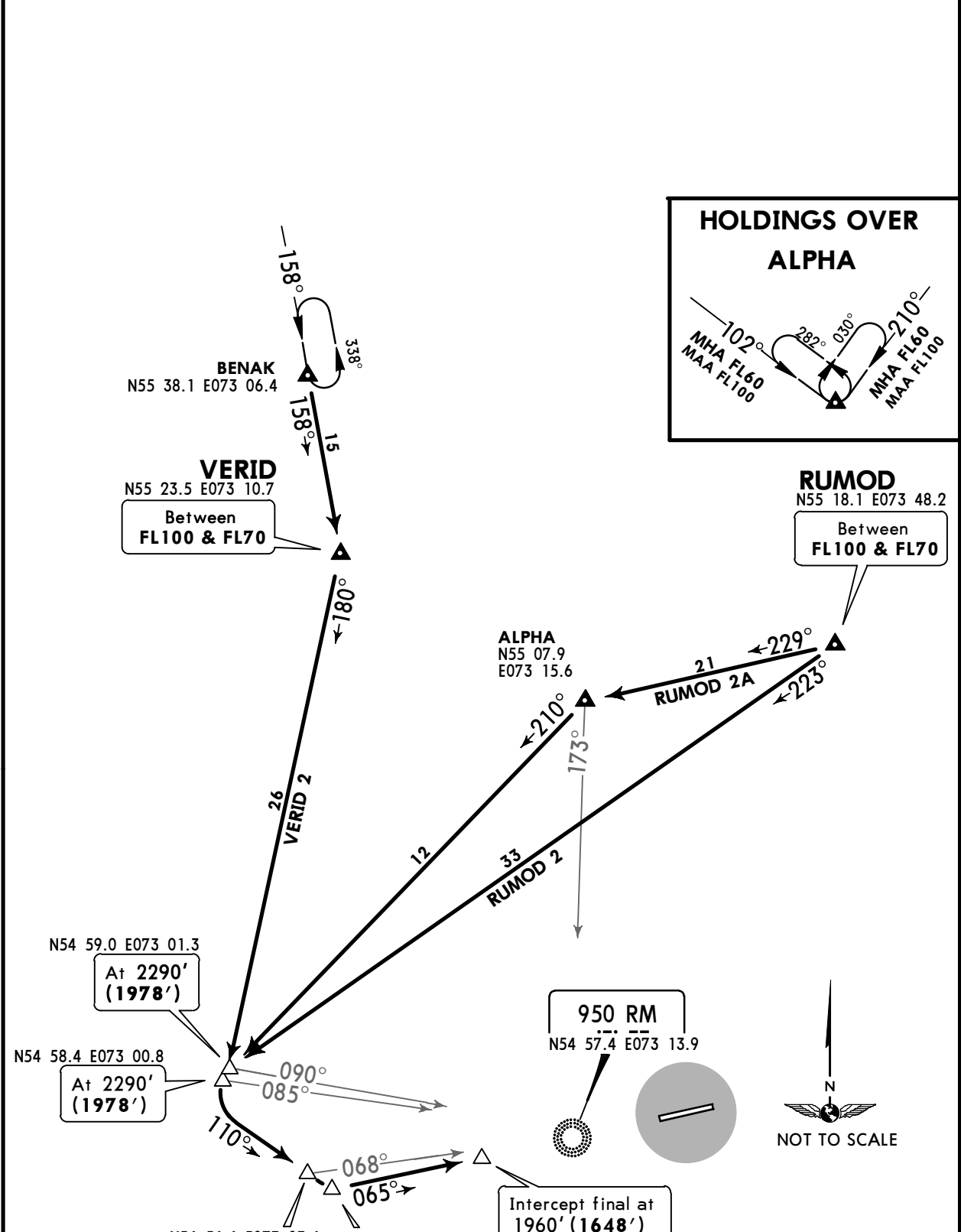
OMSK, RUSSIA

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 733 mm (977.3 hPa) Trans alt: 3270' (2958') |
|---------------|------------------|--|



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



| ALT/HEIGHT CONVERSION | |
|-----------------------|-------|
| QNH | (QFE) |
| 3270' (2958' - 900m) | |
| 2290' (1978' - 600m) | |
| 1960' (1648' - 500m) | |

UNOO/OMS
TSENTRALNY

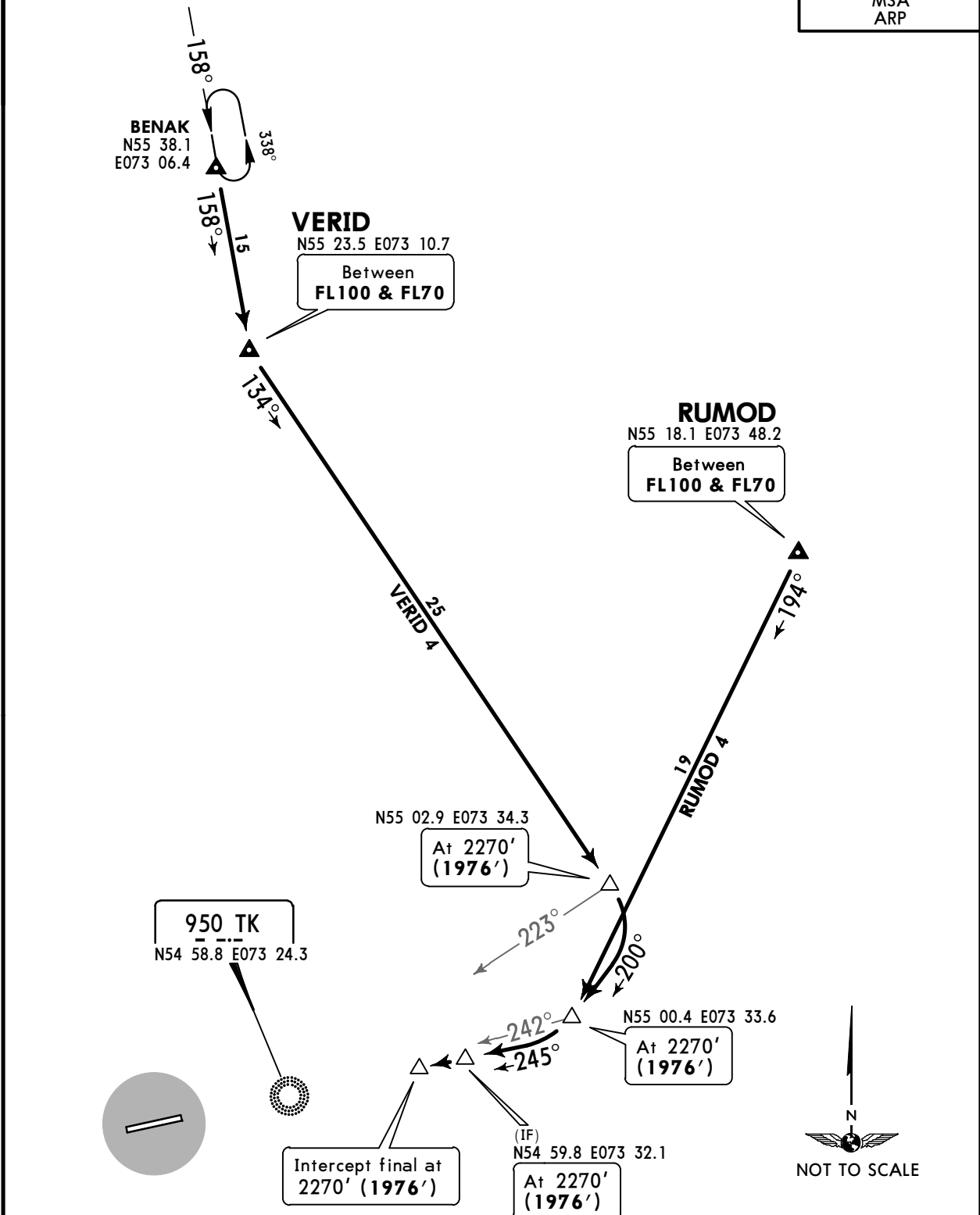
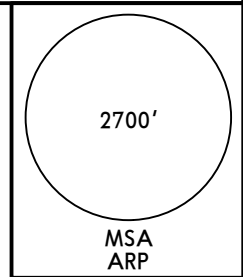
JEPPESEN
22 JUL 16 (10-2G)

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 733 mm (977.3 hPa) Trans alt: 3270' (2976') |
|----------------------|-------------------------|--|

**RUMOD 4
VERID 4
RWY 25 ARRIVALS**



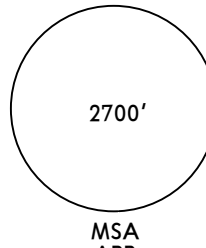
| ALT/HEIGHT CONVERSION | |
|-----------------------|-------|
| QNH | (QFE) |
| 3270' (2976' - 900m) | |
| 2270' (1976' - 600m) | |

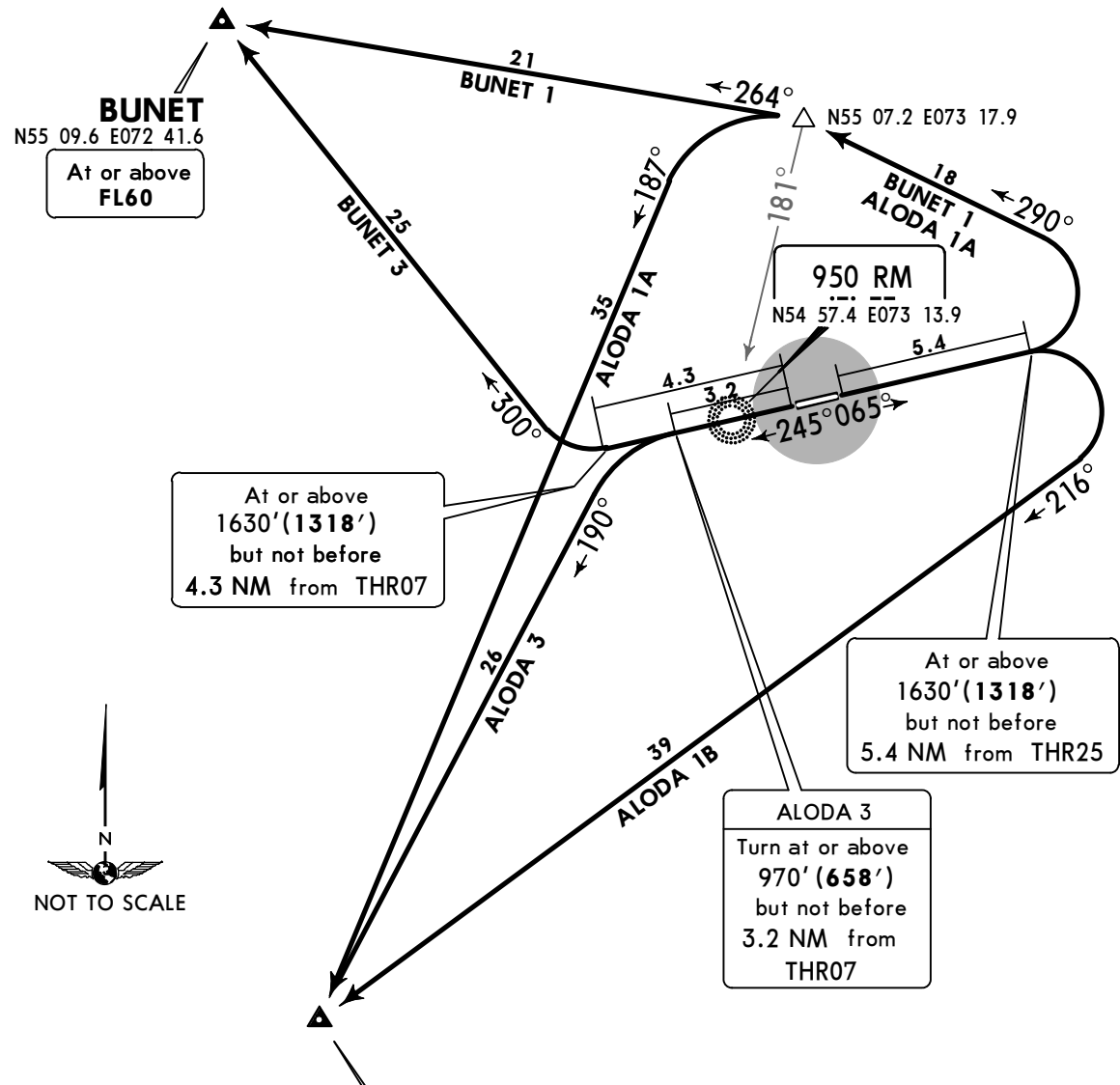
UNOO/OMS
TSENTRALNY

JEPPESEN
22 JUL 16 **10-3**

OMSK, RUSSIA
SID

| | | |
|----------------------------|-------------------------|--|
| OMSK Radar 119.0 | Apt Elev 312' | QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3270' (2958') 1. Contact OMSK Radar when passing 970' (658'). 2. 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 |  |
|--|--|---|



| 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'). | <table border="1"> <tr> <th>Gnd speed-KT</th> <td>75</td> <td>100</td> <td>150</td> <td>200</td> <td>250</td> <td>300</td> </tr> <tr> <th>3.7% V/V (fpm)</th> <td>281</td> <td>375</td> <td>562</td> <td>749</td> <td>937</td> <td>1124</td> </tr> </table> 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. | Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 | 3.7% V/V (fpm) | 281 | 375 | 562 | 749 | 937 | 1124 |
|---|--|---|--------------|-----|-----|------|-----|-----|-----|----------------|-----|-----|-----|-----|-----|------|
| 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) |
| 3270' | (2958' - 900m) |

UNOO/OMS
TSENTRALNY

JEPPESEN
22 JUL 16 10-3A

OMSK, RUSSIA

SID

OMSK Radar 119.0
Apt Elev 312'

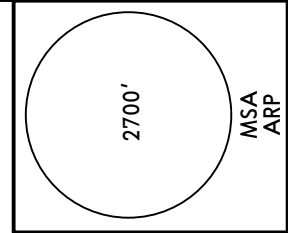
QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3270' (2958')

- Contact OMSK Radar when passing 970' (658')
- Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual.

KOVEN 1
LUSOV 1
RWY 07 DEPARTURES

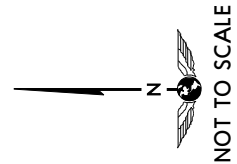
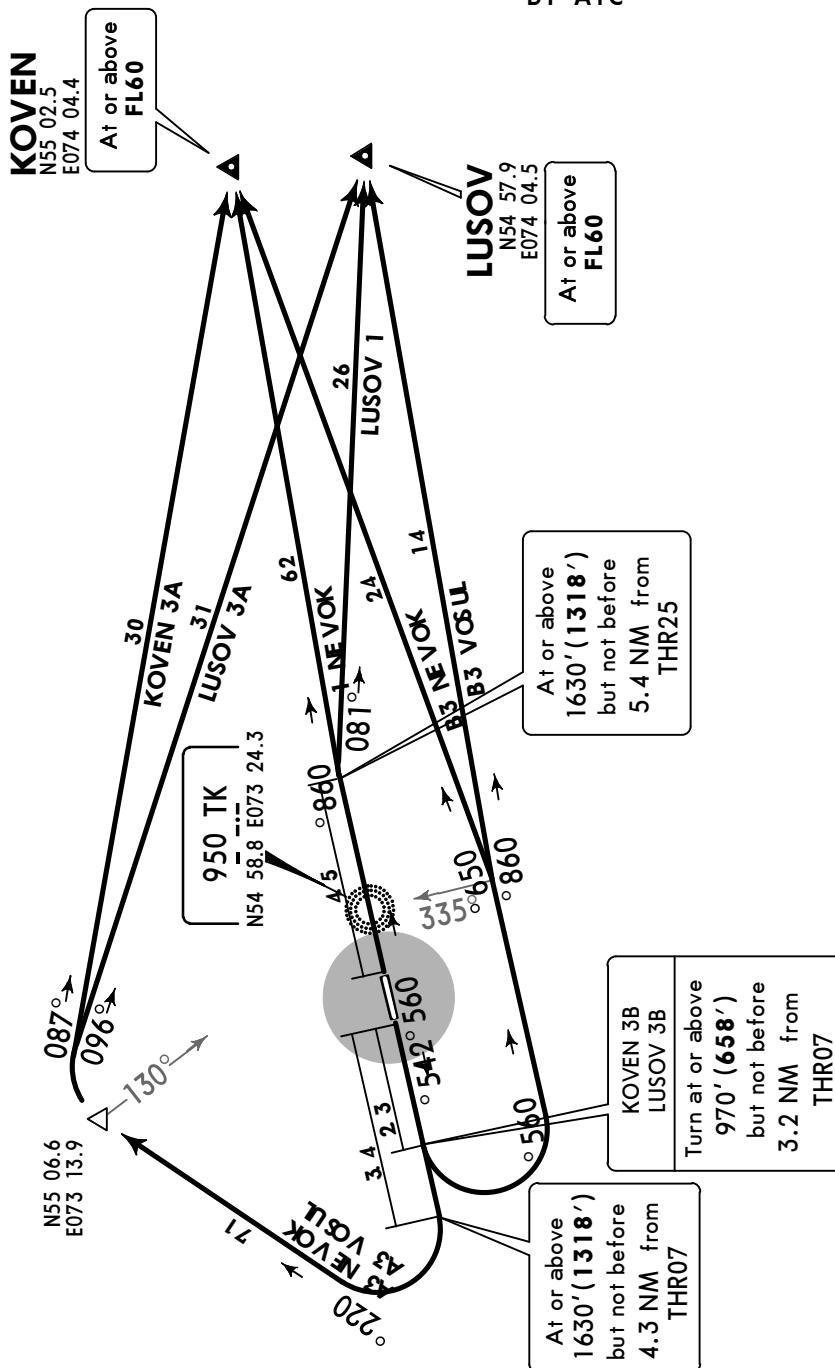
KOVEN 3A [KOVE3A]
KOVEN 3B [KOVE3B]
LUSOV 3A [LUSO3A]
LUSOV 3B [LUSO3B]
RWY 25 DEPARTURES

BY ATC



ALT/HEIGHT CONVERSION (QFE)

| | | |
|-----|-------|----------------|
| QNH | 970' | (658' - 200m) |
| | 1630' | (1318' - 400m) |
| | 3270' | (2958' - 900m) |



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.

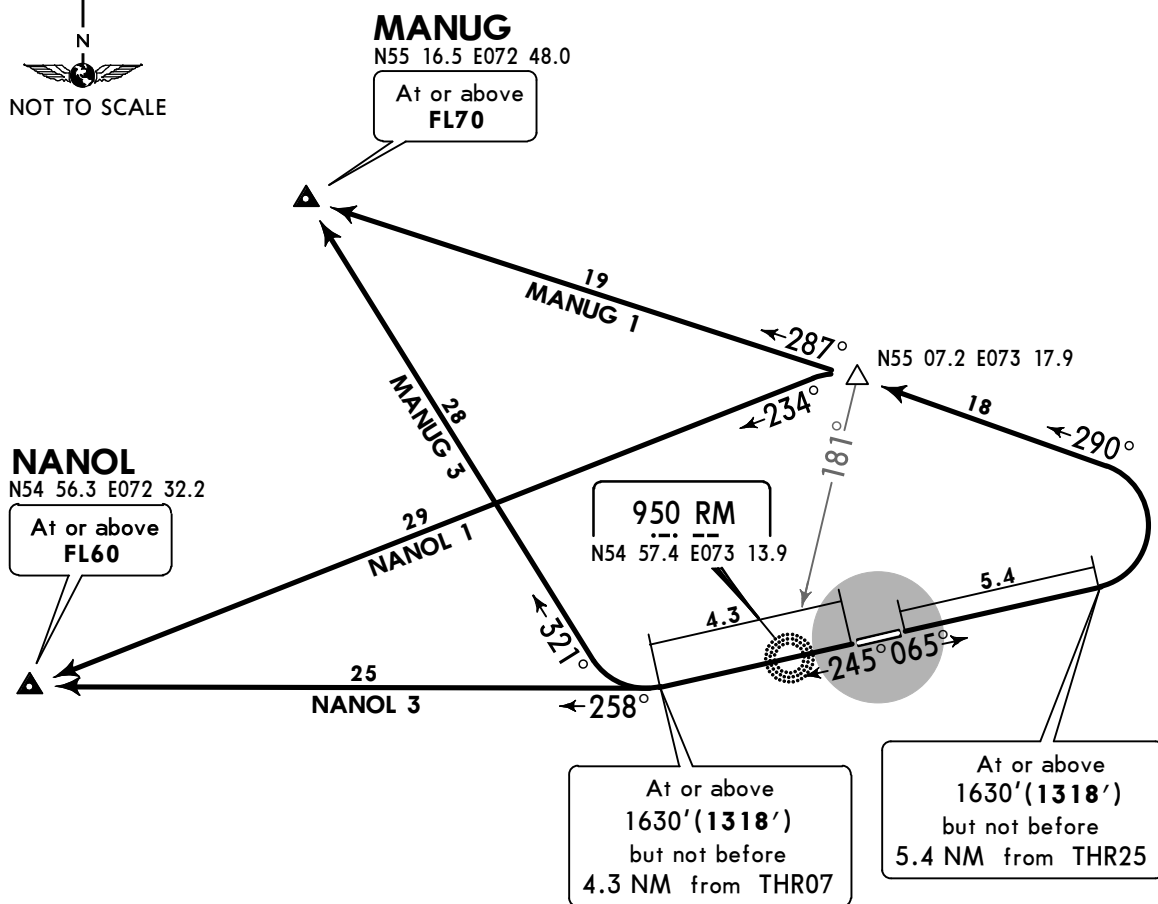
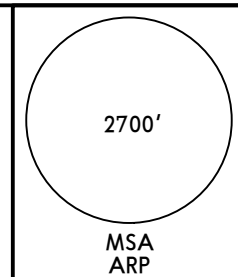
UNOO/OMS
TSENTRALNY

JEPPESSEN
22 JUL 16 (10-3B)

OMSK, RUSSIA
SID

| | | |
|----------------------------|-------------------------|---|
| OMSK Radar 119.0 | Apt Elev 312' | QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3270' (2958') 1. Contact OMSK Radar when passing 970' (658') 2. Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual. |
|----------------------------|-------------------------|---|

MANUG 1, NANOL 1 MANUG 3, NANOL 3
RWY 07 DEPARTURES RWY 25 DEPARTURES



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 |

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) |
| 3270' | (2958' - 900m) |

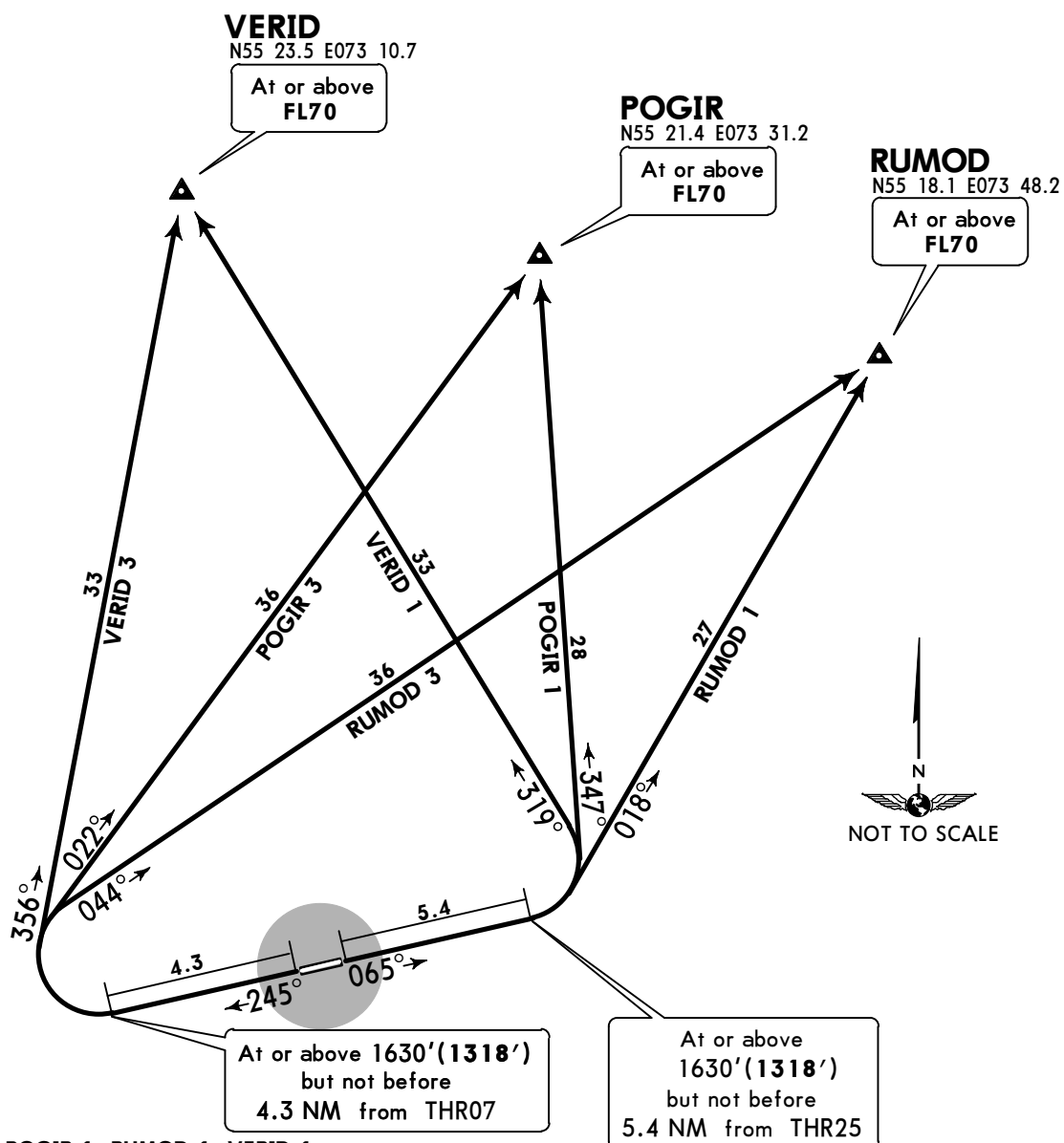
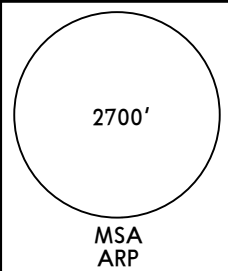
UNOO/OMS
TSENTRALNY

JEPPESSEN
22 JUL 16 (10-3C)

OMSK, RUSSIA
SID

| | | |
|----------------------------|-------------------------|--|
| OMSK Radar 119.0 | Apt Elev 312' | QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3270' (2958') 1. Contact OMSK Radar when passing 970' (658'). 2. Take-off shall be carried out with noise abatement procedures according to Flight Operation Manual. |
|----------------------------|-------------------------|--|

POGIR 1, RUMOD 1 **POGIR 3, RUMOD 3**
VERID 1 **VERID 3**
RWY 07 DEPARTURES **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) |
| 970' | (658' - 200m) |
| 1630' | (1318' - 400m) |
| 3270' | (2958' - 900m) |

UNOO/OMS
TSENTRALNY

JEPPESEN

23 FEB 18

10-4

Eff 1 Mar

OMSK, RUSSIA
NOISE

NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be carried out by all ACFT.

Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

The procedures are not applied in cases when:

- one of the engines fails during take-off;
- adverse weather conditions (glazed frost, rain, snow, drizzle);
- VIS less than 2000m;
- tail-wind component (including gusts) exceeds 5 m/s;
- wind shear or thunderstorm activity are forecasted within take-off or approach area.

PREFERENTIAL RWY SYSTEM

- Under equivalent meteorological conditions take-off on heading 065° is prohibited.
- RWY is available for simultaneous take-off on heading 245° and landing on heading 065° taking into account flight safety.

NIGHT FLYING RESTRICTIONS

Arrivals and departures of ACFT which comply with ICAO Annex 16, Chapter 3 requirements, except VIP, medical and SAR flights, are permitted in the period 2300-0600LT.

APPROACHES

- Avoid excessive rates of descent immediately prior final.
- Change of ACFT configuration and speed, connected with noise abatement procedures, shall be carried out according to ACFT Flight Manual.
- Flying below the ILS glide path is prohibited during instrument and visual approach.
- No noise abatement procedure shall envisage the exceeding of the indicated rate of descent.

DEPARTURES

After take-off on heading 065° SIDs must be strictly maintained to exclude proceeding over Omsk.

It is recommended to apply NADP 1.

REVERSE THRUST RESTRICTIONS

Apply reverse thrust at idle power in the period 2300-0600LT during landing, excluding cases related with flight safety.

RUN-UP TESTS

To be carried out on stands 20-22, prohibited on all other stands.

AUXILIARY POWER UNITS (APUS)

Between 2300-0600LT APUs should be avoided and/or restricted after parking onto or before taxiing out of the stands that are equipped with the ground auxiliary power units and the devices for air conditioning.

UNOO/OMS

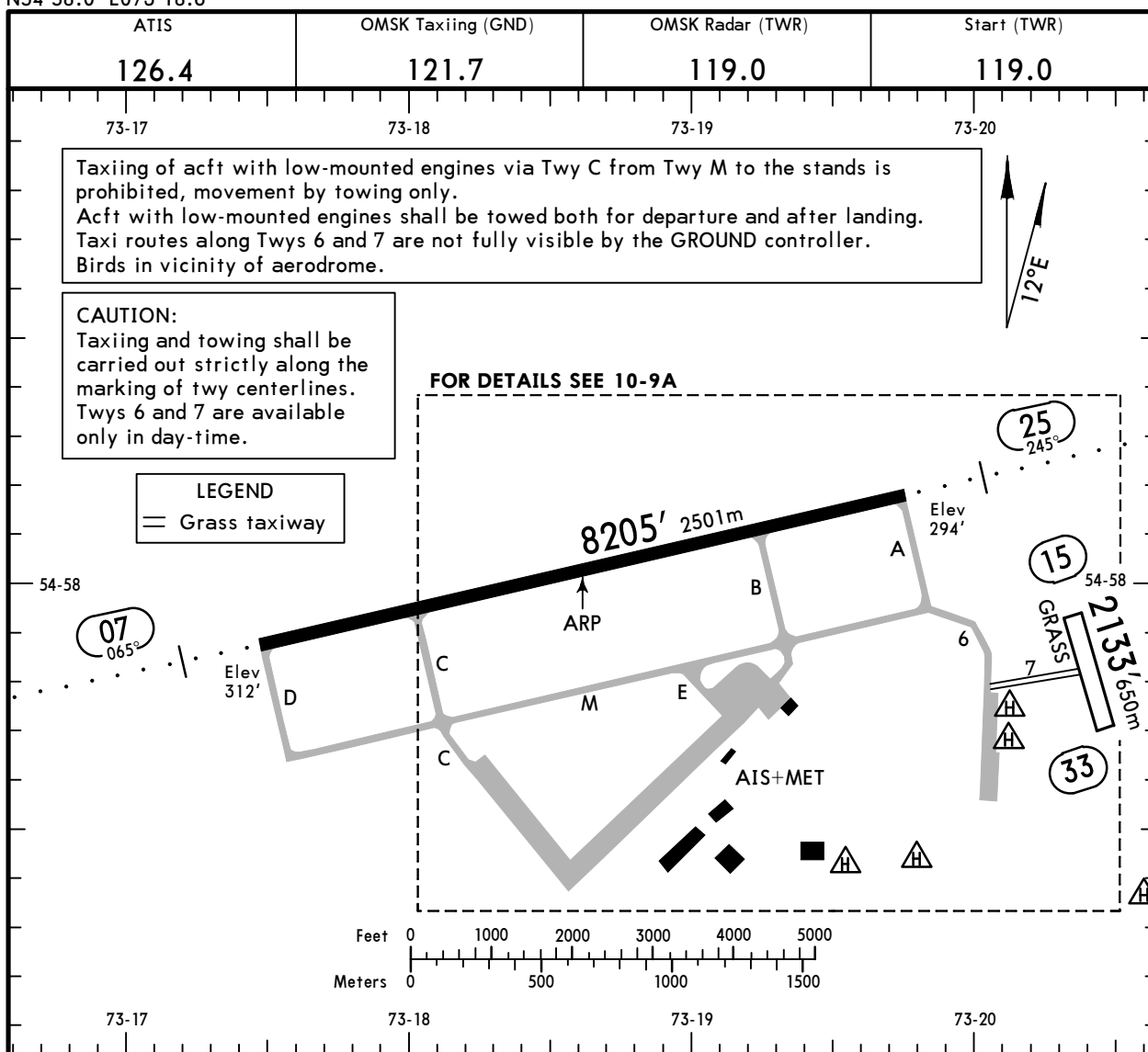
Apt Elev **312'**
N54 58.0 E073 18.6

JEPPesen

16 FEB 18 **(10-9)** Eff 1 Mar

OMSK, RUSSIA

TSENTRALNY

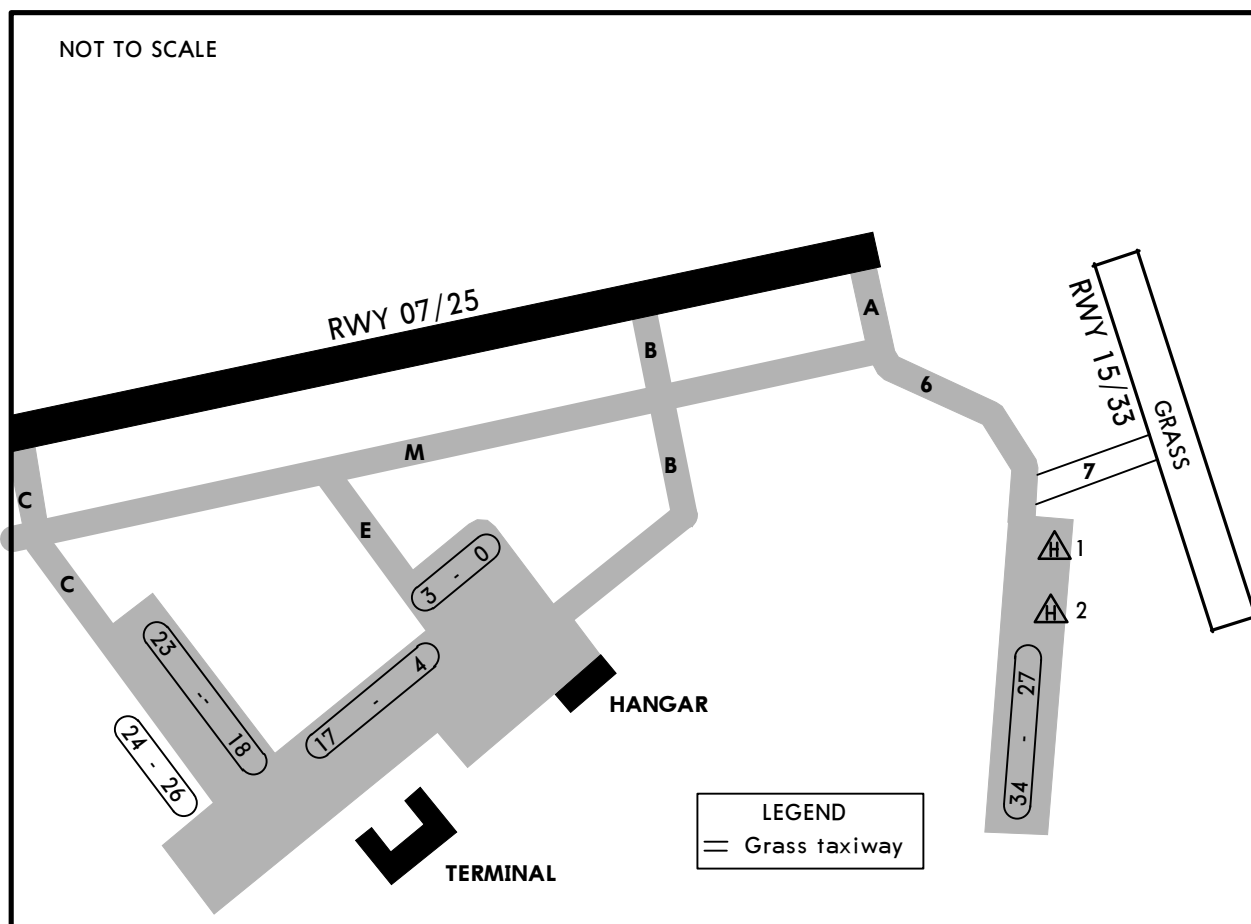


| ADDITIONAL RUNWAY INFORMATION | | | | | | | | |
|-------------------------------|---------|-----|----------------------|-----|----------------------------|-------------|-------------|-------|
| RWY | | | | | USABLE LENGTHS | | TAKE-OFF | WIDTH |
| | | | | | Threshold | Glide Slope | | |
| 07 25 | RL(60m) | ALS | PAPI-L (angle 3.00°) | RVR | 7233' 2205m 7294' 2223m | 1 | 148' 45m | |
| 15 33 | | | | | | | 262' 80m | |

1 First 328'/100m unusable for take-off.
TAKE-OFF RUN AVAILABLE

| | |
|---|---|
| <p>RWY 07: From posn. 328'/100m after rwy head 7877'(2401m) twy C int 5909'(1801m)</p> | <p>RWY 25: From posn. 328'/100m after rwy head 7877'(2401m) twy B int 6073'(1851m)</p> |
|---|---|

| 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 |
| C | 400m |
| D | 300m |



INS COORDINATES

| STAND No. | COORDINATES | STAND No. | COORDINATES |
|------------|--------------------|------------|--------------------|
| 0 thru 2 | N54 57.8 E073 19.2 | 19 | N54 57.5 E073 18.5 |
| 3 | N54 57.8 E073 19.1 | 20 thru 22 | N54 57.5 E073 18.4 |
| 4 | N54 57.7 E073 19.1 | 23 | N54 57.6 E073 18.3 |
| 5, 6 | N54 57.7 E073 19.0 | | |
| 7, 8 | N54 57.6 E073 19.0 | | |
| 9 thru 11 | N54 57.6 E073 18.9 | | |
| 12, 13 | N54 57.5 E073 18.8 | | |
| 14 thru 16 | N54 57.5 E073 18.7 | | |
| 17 | N54 57.4 E073 18.6 | | |
| 18 | N54 57.4 E073 18.5 | | |

Taxiing of acft from stands 0 thru 3 to the runway holding position via Twy B and M.
Acft with low-mounted engines on the apron from stand 4 thru 23 shall be carried out only by towing.

LOW VISIBILITY PROCEDURES (LVP)

When RVR is 550m or less, LVP are in progress.

LVP initiation message will be transmitted via ATIS.

If ATIS is unavailable, ATC will inform pilots using phraseology: "LVP in progress. Check your minimum."

During LVP the following is prohibited:

- take-off not from rwy extremity.
- take-off without stop at the line-up position.
- using rwy in both directions.

For departing ACFT taxiing to the runway holding position line shall be carried out along twys A, B, D, E and M.

When RVR is 400m or less, taxiing of departing ACFT to rwy 07/25 holding position line only after Follow-me car.

When RVR is more than 400m but less than 550m, taxiing is permitted if no other ACFT is on the manoeuvring area and ACFT must hold at the holding position limit designated by taxiway intersection markings.

When RVR is more than 550m but less than 1500m, taxiing from/to stand after Follow-me car is avbl. LVP will be cancelled if RVR is more than 1500m.

UNOO/OMS

JEPPESEN
24 NOV 17 **10-9S** Eff 7 Dec

Standard
OMSK, RUSSIA
TSENTRALNY

| STRAIGHT-IN RWY | | A | B | C | D |
|-----------------|---|--|--|--|--|
| 07 | ① ILS FULL ALS out | 512' (200') R1000m R1200m | 512' (200') R1000m R1200m | 512' (200') R1000m R1200m | 512' (200') R1000m R1200m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| | ①② 2 NDB with FAF ALS out | 710' (398') R1500m R1500m | 710' (398') R1500m R1500m | 710' (398') R1600m R1800m | 710' (398') R1600m R1800m |
| | ① 2 NDB w/o FAF ALS out | 1070' (758') R3500m R3700m | 1070' (758') R3500m R3700m | 1070' (758') R3700m R3900m | 1070' (758') R3700m R3900m |
| | ① RM NDB or R Lctr w/o FAF ALS out | 1070' (758') R3500m R3700m | 1070' (758') R3500m R3700m | 1070' (758') R3700m R3900m | 1070' (758') R3700m R3900m |
| 25 | ILS FULL ALS out | 494' (200') R1000m R1200m | 494' (200') R1000m R1200m | 494' (200') R1000m R1200m | 494' (200') R1000m R1200m |
| | LOC | NOT AUTH | NOT AUTH | NOT AUTH | NOT AUTH |
| | ② 2 NDB with FAF | 1530' (1236') R5000m | 1530' (1236') R5000m | 1530' (1236') R5000m | 1530' (1236') R5000m |
| | 2 NDB w/o FAF | 1780' (1486') R5000m | 1780' (1486') R5000m | 1780' (1486') R5000m | 1780' (1486') R5000m |
| | TK NDB or T Lctr w/o FAF | 1780' (1486') R5000m | 1780' (1486') R5000m | 1780' (1486') R5000m | 1780' (1486') R5000m |

① Missed apch climb gradient mim 3.7%.

② 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 | | | |

UNOO/OMS
TSENTRALNY

JEPPESEN
22 JUL 16 (11-1)

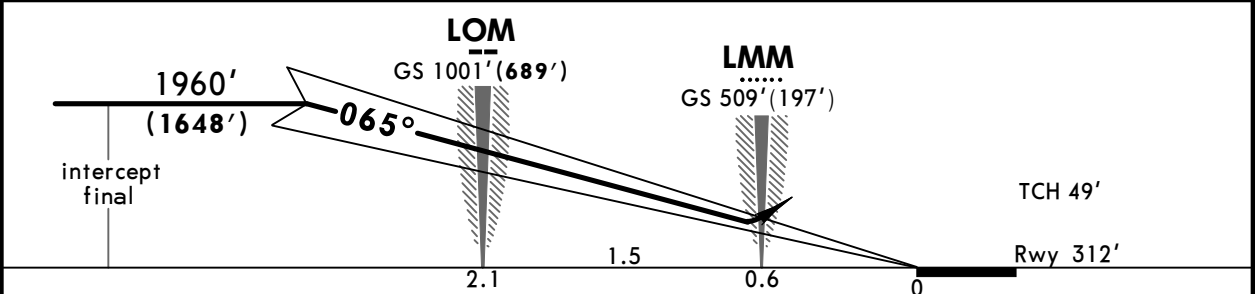
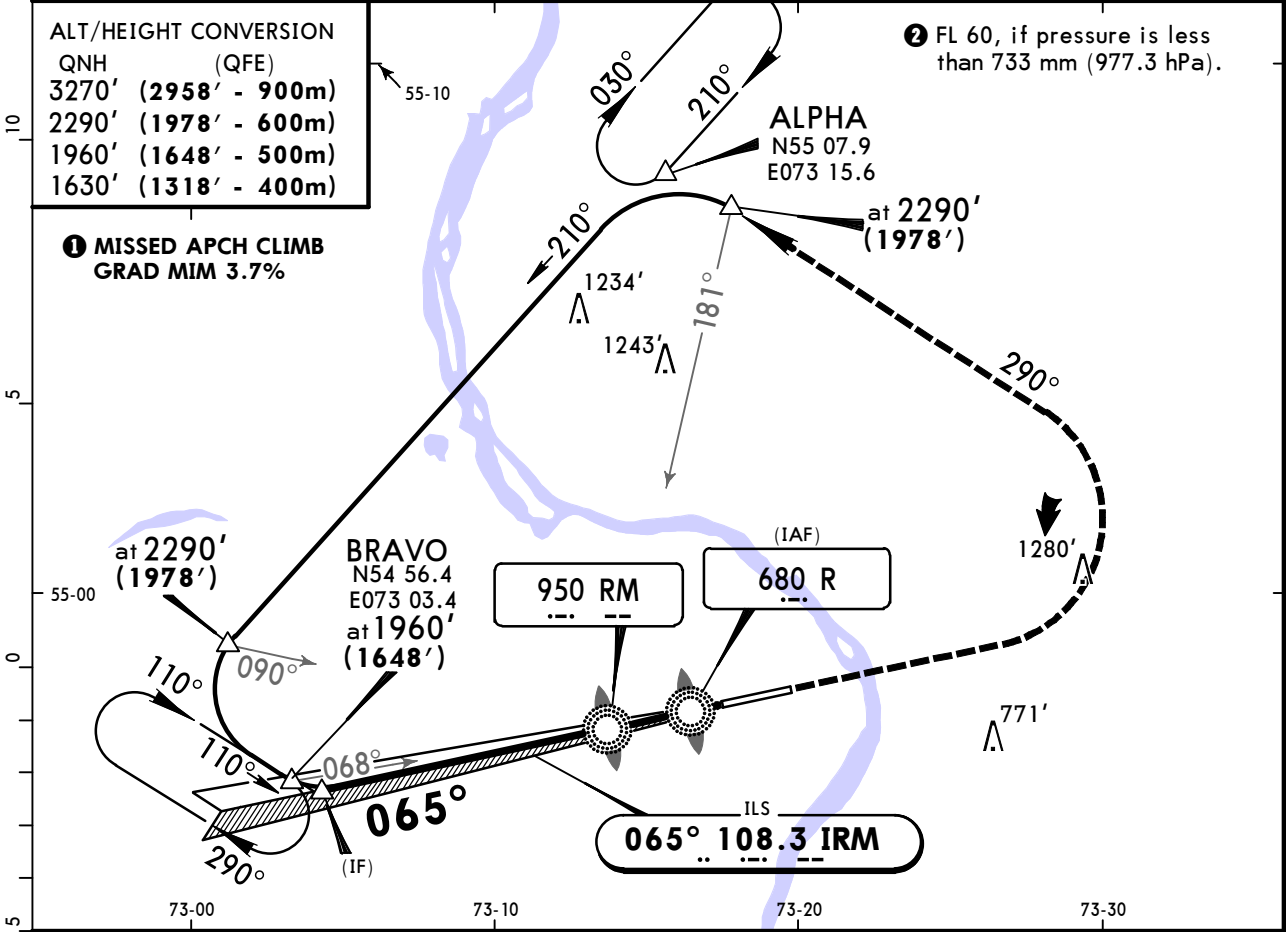
OMSK, RUSSIA
ILS Rwy 07

| | | | | | | | | | |
|--|-------------------------------|-------------------------------|--------------------------------|----------------------------------|--|----------------------------------|--|------------------------|--|
| ATIS 126.4 | | OMSK Approach 131.2 | | OMSK Radar (TWR) 119.0 | | OMSK Start (TWR) 119.0 | | Ground 121.7 | |
| LOC IRM 108.3 | Final Apch Crs 065° | GS LOM 1001'(689') | ILS DA(H) 512'(200') | Apt Elev 312' Rwy 312' | | | | | |
| MISSED APCH: Climb STRAIGHT AHEAD to 1630'(1318') or above to 5.4 NM from rwy 25 thresh. Turn LEFT onto 290° climbing to 2290'(1978'), then according to chart, or as directed. | | | | | | | | | |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ② Trans alt: 3270' (2958')

ALT/HEIGHT CONVERSION

| | |
|----------------------|-------|
| QNH | (QFE) |
| 3270' (2958' - 900m) | |
| 2290' (1978' - 600m) | |
| 1960' (1648' - 500m) | |
| 1630' (1318' - 400m) | |



| | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALS PAPI Refer to Missed apch above |
| ILS GS | 3.00° | 372 | 478 | 531 | 637 | 743 | |

| | | | |
|---|-------|----------------|---------|
| STRAIGHT-IN LANDING RWY 07 ILS Missed apch climb grad mim 3.7% DA(H) 512'(200') | | LOC (GS out) | |
| | | FULL | ALS out |
| A | 1200m | NOT AUTHORIZED | |
| B | | NOT AUTHORIZED | |
| C | | NOT AUTHORIZED | |
| D | | NOT AUTHORIZED | |

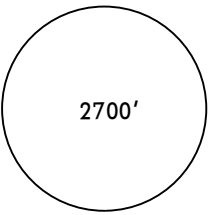
PANS OPS

UNOO/OMS
TSENTRALNY

JEPPESEN

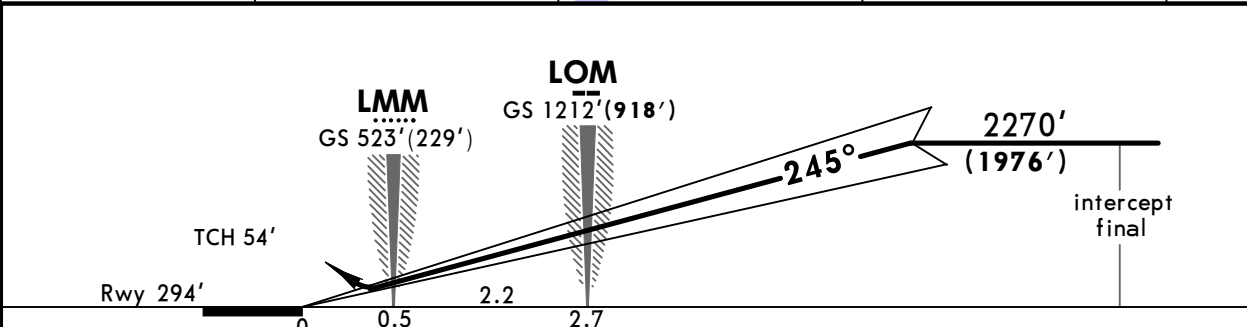
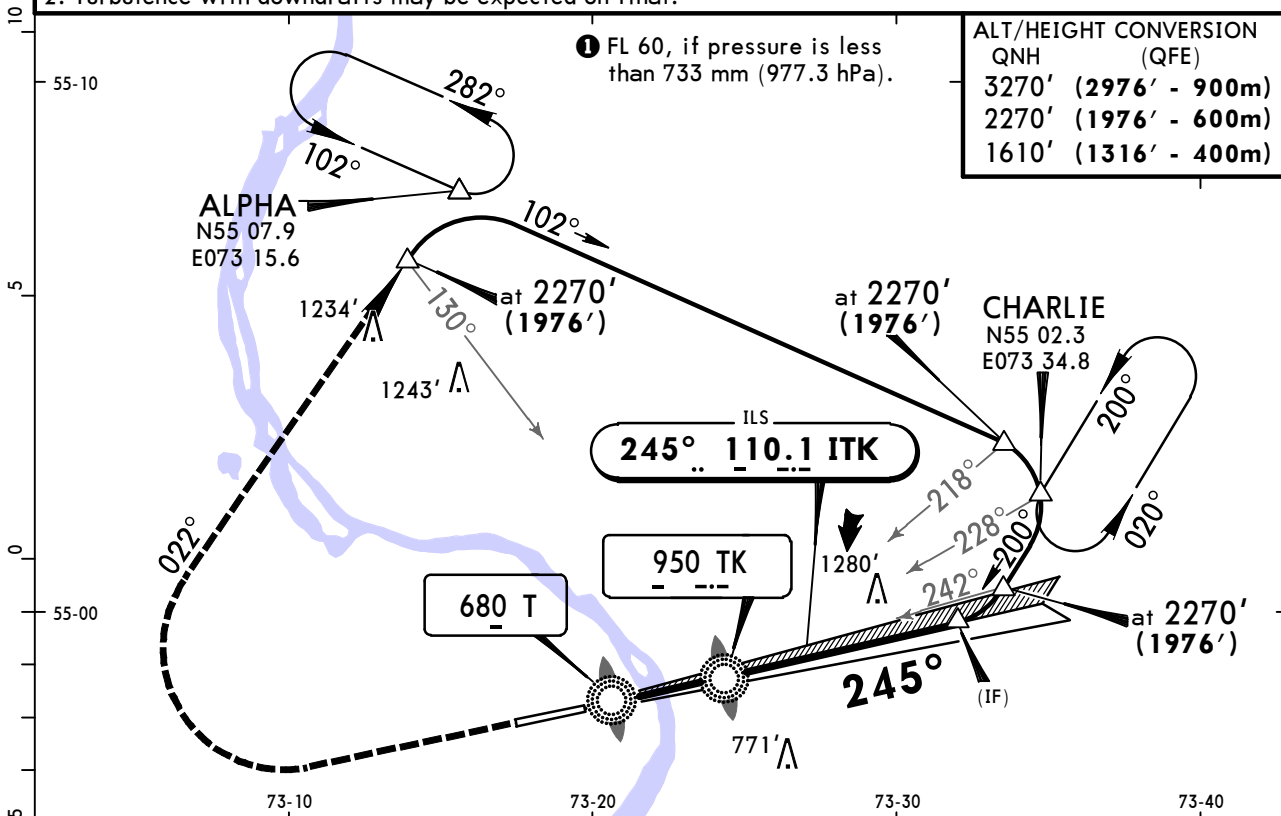
22 JUL 16 **(11-2)**

OMSK, RUSSIA
ILS Rwy 25

| | | | | | | | | | |
|---|----------------------------------|---------------------------------|-----------------------------------|----------------------------------|--|--|--|------------------------|--|
| ATIS 126.4 | | OMSK Approach 131.2 | | OMSK Radar (TWR) 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' Rwy 294' | |  <p>2700' MSA ARP</p> | | | |
| MISSED APCH: Climb STRAIGHT AHEAD to mim 1610'(1316') or above to 4.3 NM from rwy 07 thresh. Turn RIGHT onto 022° climbing to 2270'(1976'), then according to chart, or as directed. | | | | | | | | | |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 **1** Trans alt: 3270' (2976')

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 |
| ILS GS | 3.00° | 372 | 478 | 531 | 637 | 849 | | |

| | | |
|-----------------------------------|--------------|----------------|
| STRAIGHT-IN LANDING RWY 25 | | |
| ILS DA(H) 494'(200') | LOC (GS out) | |
| FULL | ALS out | |
| A | | |
| B | | |
| C | 1200m | NOT AUTHORIZED |
| D | | |

PANS OPS

UNOO/OMS
TSENTRALNY

JEPPESEN
24 NOV 17
Eff 7 Dec (16-1)

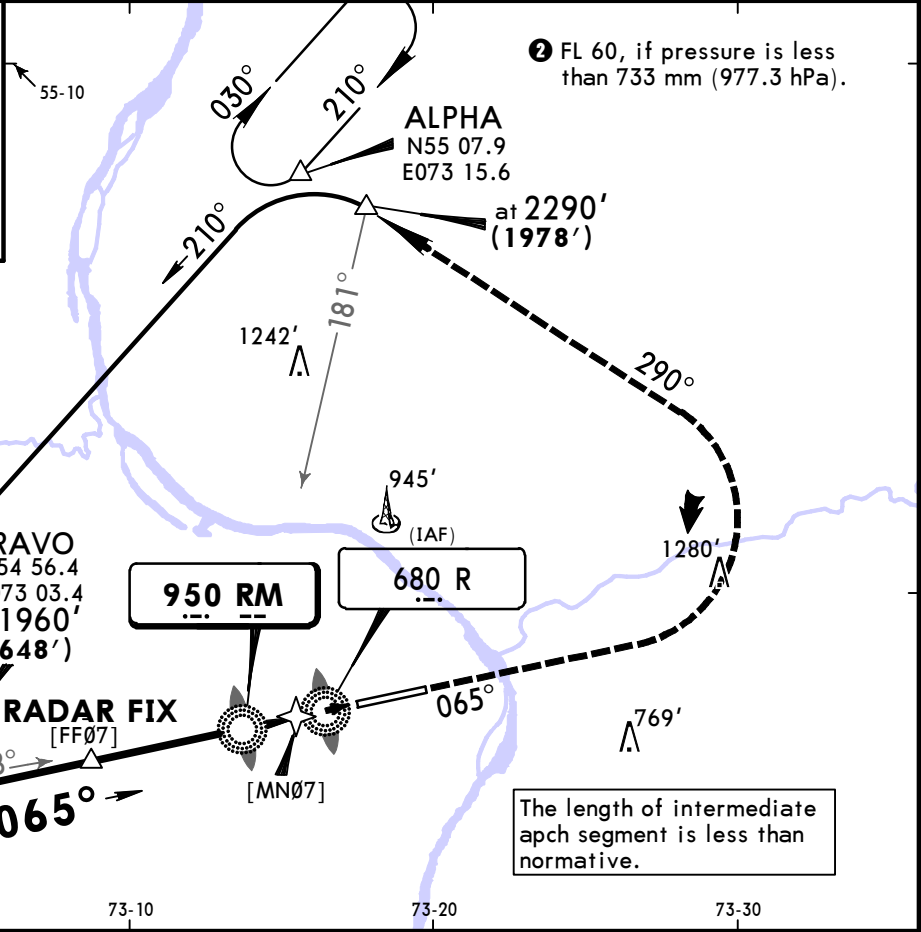
OMSK, RUSSIA
2 NDB or NDB Rwy 07

| | | | | |
|--|-------------------------------|---|--------------------------------|---------------------------|
| ATIS | OMSK Approach | OMSK Radar (TWR) | OMSK Start (TWR) | Ground |
| 126.4 | 131.2 | 119.0 | 119.0 | 121.7 |
| NDB RM 950 | Final Apch Crs 065° | Minimum Alt RADAR FIX 1960'(1648') | MDA(H) Refer to Minimums | Apt Elev 312' Rwy 312' |
| MISSED APCH: Climb STRAIGHT AHEAD to 1630'(1318') or above to 5.4 NM from rwy 25 thresh. Turn LEFT onto 290° climbing to 2290'(1978'), then according to chart, or as directed. | | | | 2700' MSA ARP |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ② Trans alt: 3270' (2958')

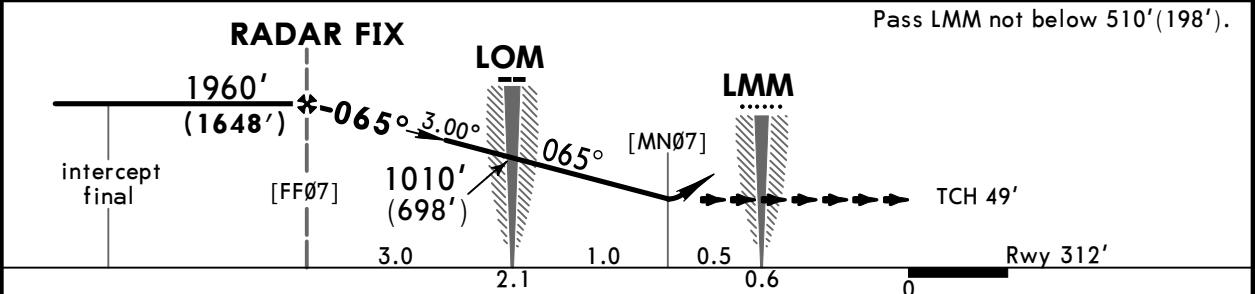
ALT/HEIGHT CONVERSION

| | |
|----------------------|-------|
| QNH | (QFE) |
| 3270' (2958' - 900m) | |
| 2290' (1978' - 600m) | |
| 1960' (1648' - 500m) | |
| 1630' (1318' - 400m) | |
| 1010' (698' - 210m) | |
| 510' (198' - 60m) | |



① MISSED APCH CLIMB
GRAD MIM 3.7%

② FL 60, if pressure is less than 733 mm (977.3 hPa).



| | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|---|
| 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 | |

| | |
|--|--|
| STRAIGHT-IN LANDING RWY 07 Missed apch climb grad mim 3.7% | |
| 2 NDB with FAF MDA(H) 710'(398') ALS out | 2 NDB or RM NDB or R Lctr w/o FAF MDA(H) 1070'(758') ALS out |

| | | | |
|-----------------|---|------------------------|-------|
| PANS OPS | A | | |
| | B | | 3200m |
| | C | RVR 1800m VIS 2000m | 3600m |
| | D | | 4000m |

UNOO/OMS
TSENTRALNY

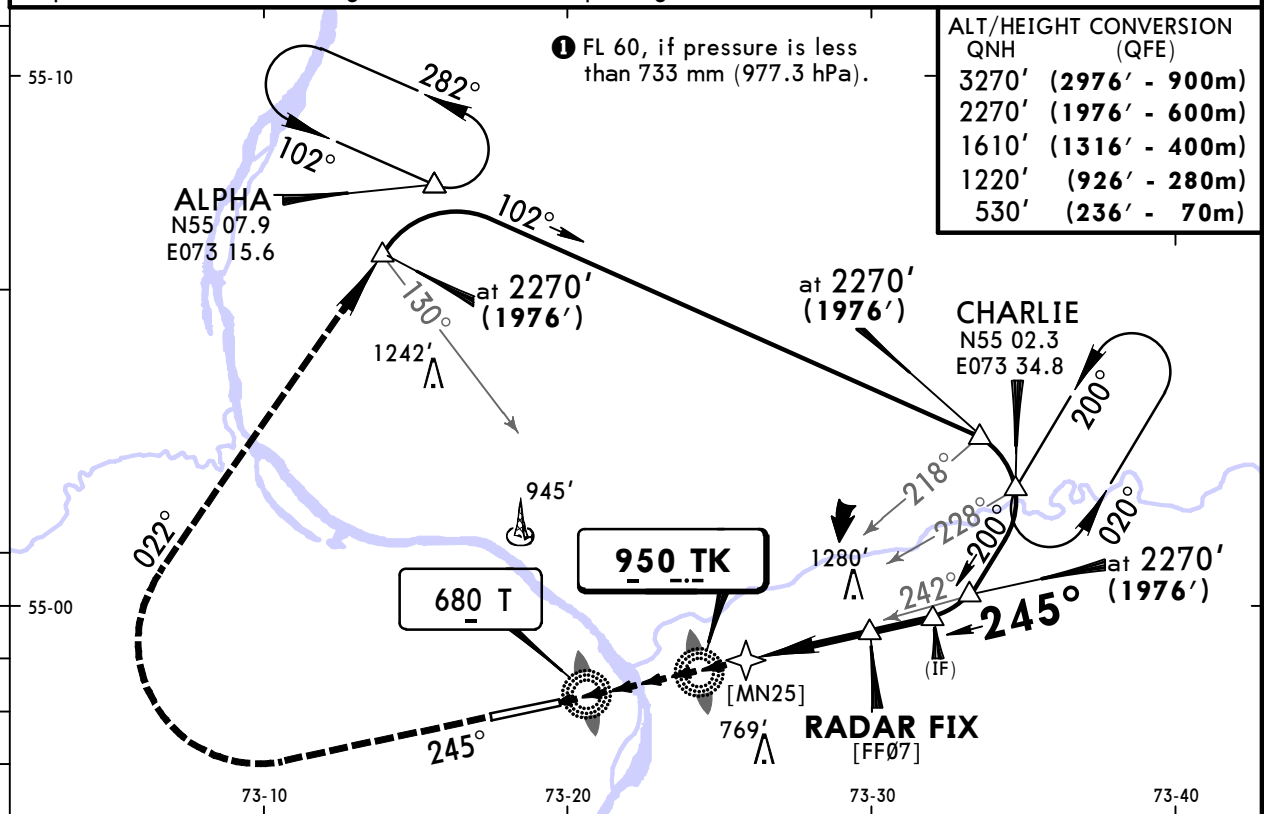
JEPPESEN
24 NOV 17
Eff 7 Dec **(16-2)**

OMSK, RUSSIA
2 NDB or NDB Rwy 25

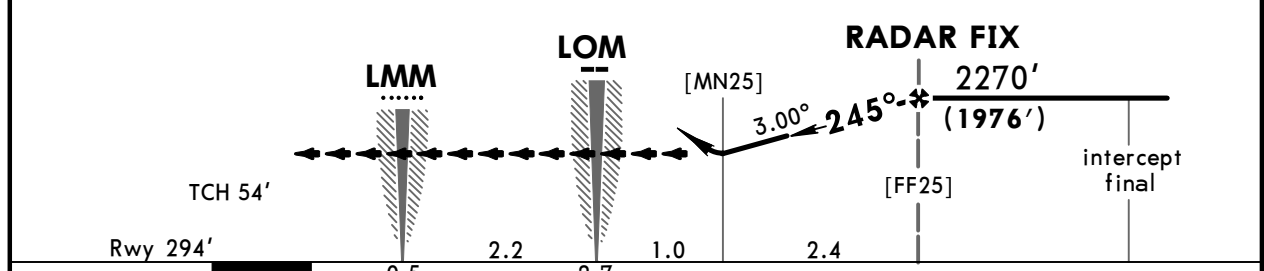
| | | | | |
|--|-------------------------------|--|----------------------------------|---|
| ATIS 126.4 | OMSK Approach 131.2 | OMSK Radar (TWR) 119.0 | OMSK Start (TWR) 119.0 | Ground 121.7 |
| NDB TK 950 | Final Apch Crs 245° | Minimum Alt RADAR FIX 2270'(1976') | MDA(H) Refer to Minimums | Apt Elev 312' Rwy 294' |
| MISSED APCH: Climb STRAIGHT AHEAD to mim 1610' (1316') or above to 4.3 NM from rwy 07 thresh. Turn RIGHT onto 022° climbing to 2270'(1976'), then according to chart, or as directed. | | | | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 2700' </div> <p>MSA ARP</p> |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 **1** Trans alt: 3270' (2976')

1. Between LOM and LMM migration of birds in warm season. 2. Turbulence with downdrafts may be expected on final. 3. The length of intermediate apch segment is less than normative.



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 |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | |

| STRAIGHT-IN LANDING RWY 25 | |
|----------------------------|-----------------------------------|
| 2 NDB with FAF | 2 NDB or TK NDB or T Lctr w/o FAF |
| MDA(H) 1530'(1236') | MDA(H) 1780'(1486') |
| ALS out | ALS out |

| | | |
|---|-------|-------|
| A | 3200m | 3200m |
| B | 3200m | 3200m |
| C | 4800m | 4800m |
| D | 4800m | 4800m |

Chart changes since cycle 08-2019

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