

OMS-UNOO

1-10

AOI

GENERAL

Operational Hours

ATS Hours / AD OPS Hours: H24

AD ADMIN Hours: MON-FRI 0145-1130, SAT, SUN, HOL U/S

Night Restriction

ARR and DEP of ACFT which comply with ICAO Annex 16, Chapter 3 requirements to maximum noise levels, except VIP, medical and SAR flights, are permitted between 1700-0000.

Airport Information

RFF: CAT 7 (CAT 8 O/R)

Fuel: TS-1

PCN: RWY 07/25: 50/F/C/W/T

Operation

Preferential RWY

RWY 25

Low Visibility Procedures

LVP in use when RVR is 550m or below.

When RVR at least one of the three observation points is 550m or less, the following is prohibited:

- TKOF not from RWY beginning
- TKOF without stop at line-up position
- to use RWY in both directions.

TWY Restriction

TWY 7 width 20m / 66ft.

TWYs D, 6 width 18.1m / 59ft.

TWY C width 15.4m / 49ft.

TWY 6, 7 AVBL HJ only.

Taxi/Parking

ACFT with low-mounted engines:

- Taxiing via TWY C from TWY M to stands by towing only.
- Taxiing along the APN is prohibited, movement from stand 4 to 23 by towing only.
- Taxiing out of stands by towing only.

| Taxiing from stands 0-3 to RWY HLDG PSN under own ENG PWR via TWY B and M.

Taxiing of B767 ACFT and modifications at reduced speed strictly along CL.

Taxiing of B737, A319 ACFT and modifications onto stands 0-3 under own ENG PWR when vacating RWY via TWY M and E.

Follow-me AVBL.

APU: Use GPU instead of APU if possible between 1700-0000.

Warnings

RWY 25: Turbulence with down-draughts may be experienced on final.

Birds in vicinity of AD. Pilots are recommended to switch on landing lights during TKOF from RWY 07 and APCH to RWY 25, and also during climbing and descending.

ARRIVAL**Communication**

COM Failure: See CRAR and in addition;

- proceed to LOM at last assigned FL
- then proceed in accordance to the APCH PROC to HLDG area "ALPHA", descending to FL100 may be carried out according to the HLDG pattern;
- after reaching FL100 proceed to the geo point "ALPHA"
- after passing geo point "ALPHA" fly 5km / 2.7NM without descending, then descend to AD circuit height
- then follow APCH PROC.

Arrival Procedure**Reverse**

Do not use more than idle reverse between 1700-0000.

Noise Abatement Procedure

APCH and LDG:

- avoid excessive rates of descent prior to final APCH segment.
- flying below the ILS GP is prohibited

Non-standard GP intercept position on RWY 25

GP intercepts RWY 25 at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 2181m / 7156ft.

DEPARTURE**Take-off Minima**

RWY		07/25	
All ACFT	ft - m/km	0 - 300V	-

Communication

COM Failure: See CRAR and in addition;

- continue climb to AD circuit height, follow IAC and land at DEP AD if weather conditions and LDG weight permit or proceed to ALTN AD.
- if immediate LDG not possible due to weather conditions or LDG weight restrictions, proceed to HLDG area "ALPHA" climbing to FL100 and hold in the HLDG area until MLW is reached. Then follow APCH PROC.
- If required, proceed to ALTN AD indicated in FPL at one of FL established for flight without radio COM FL140, FL150 or FL240, FL250 depending on flight direction.

Departure Procedure**Noise Abatement Procedure**

| Use ICAO standard NADP 1.

De-Icing

AVBL.

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AGC

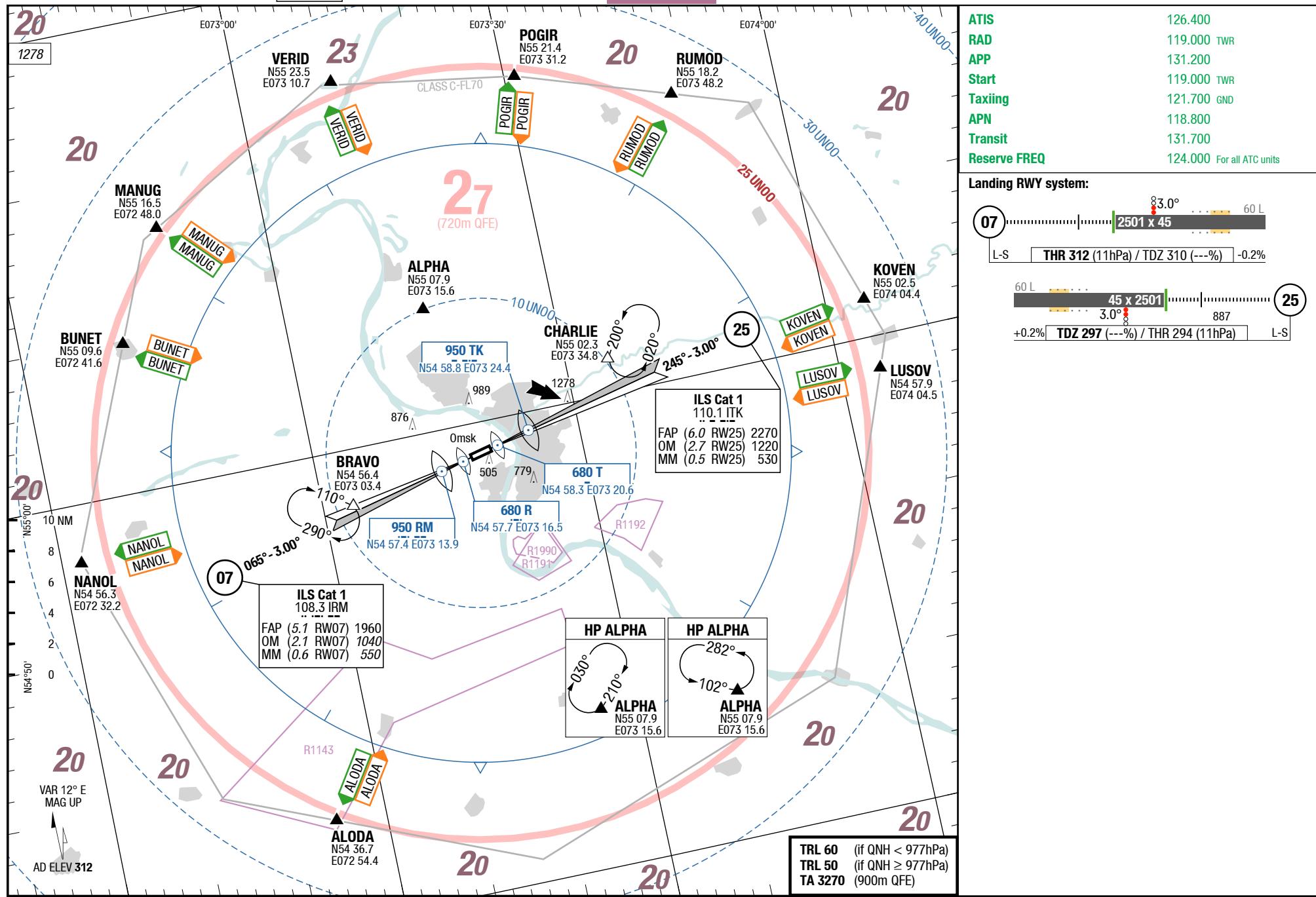
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Changes: APL, FREQ, IAF, SUAs

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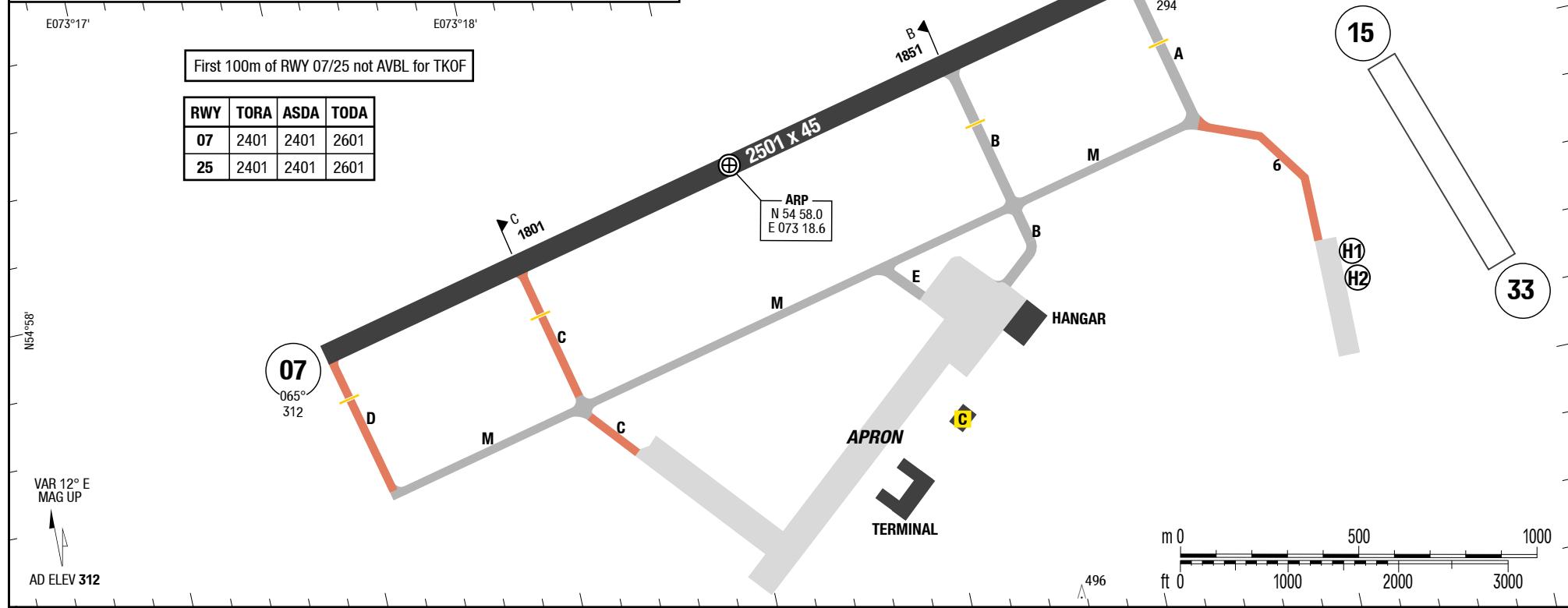
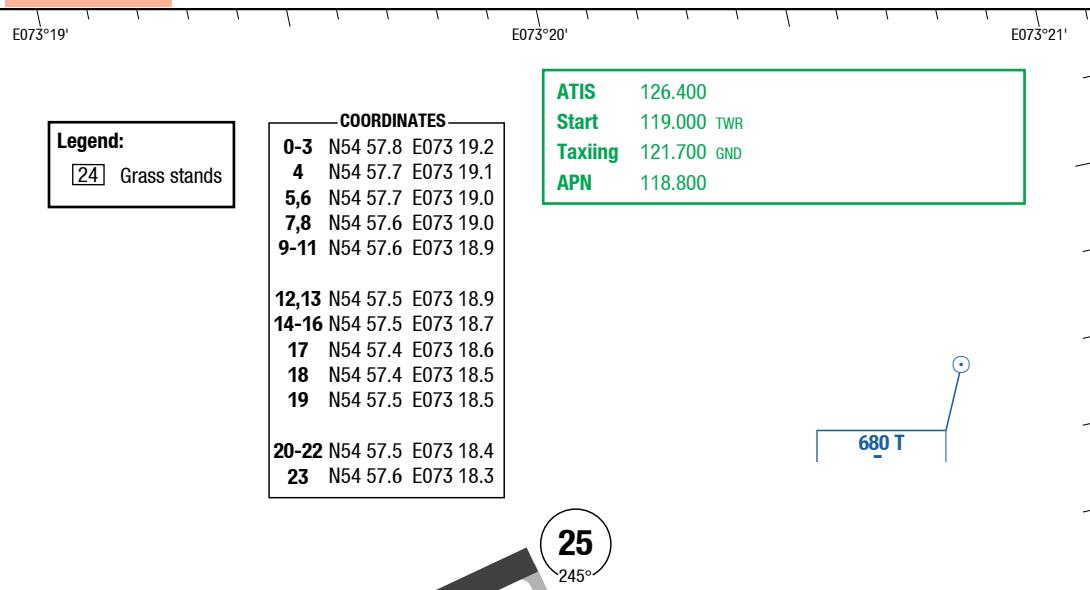
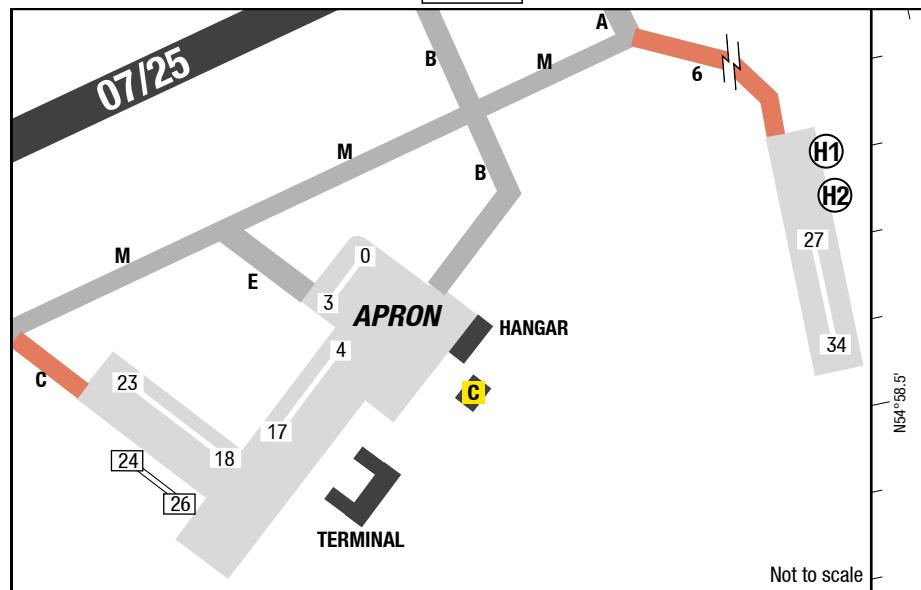
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AGC

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Changes: Declared distances, Parking Stands COORD, BLDG

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SIDs RWY 07

SID

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Reference THR RWY 07

m	ft
QFE	QNH
400	1630

QNH = QFE + 11hPa

TRL 60 (if QNH < 977hPa)
TRL 50 (if QNH ≥ 977hPa)
TA 3270 (900m QFE)

Changes: ASP, Note

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1238

1270

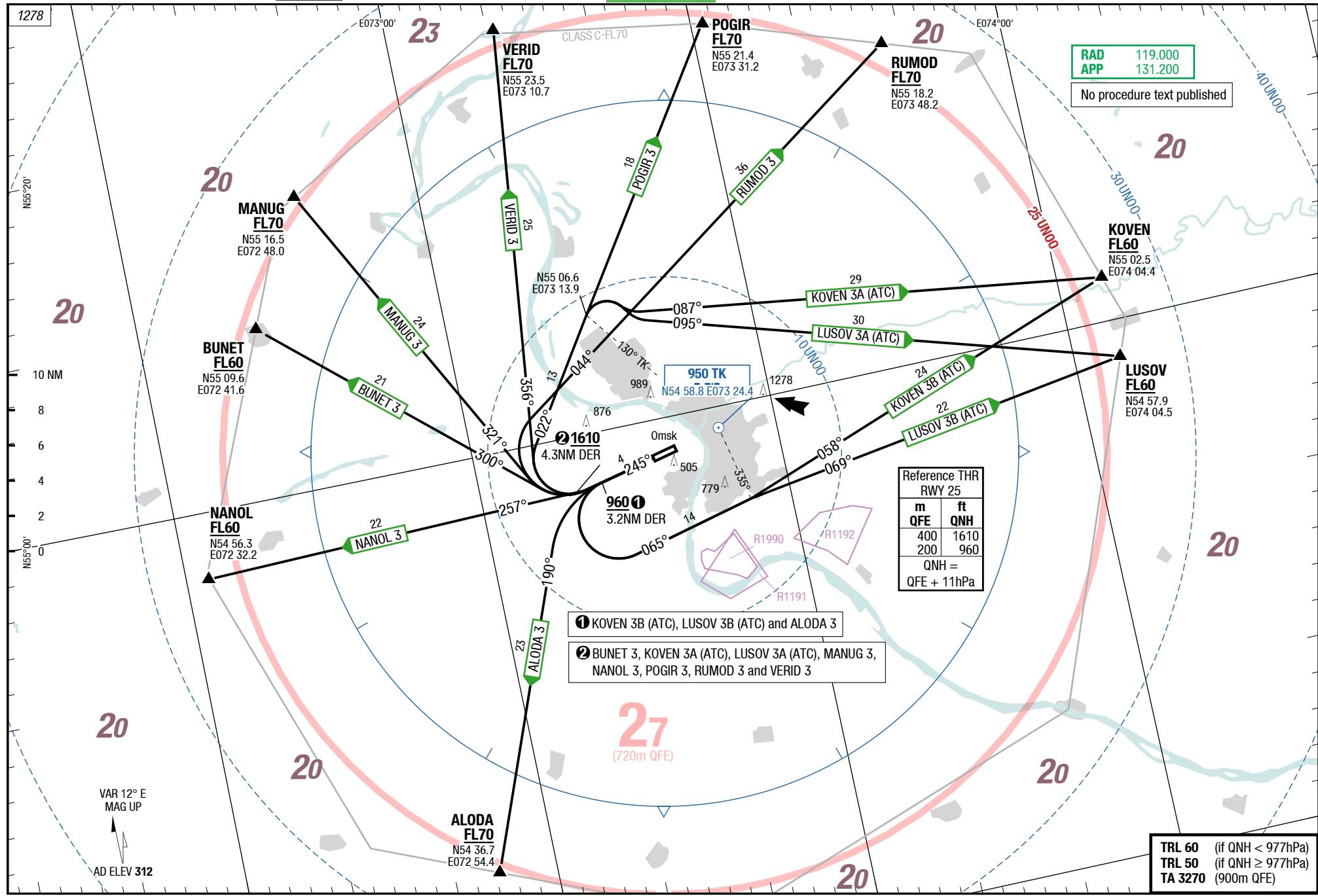
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SIDs RWY 25

SID

SID

SIDs RWY 25



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SIDs RWY 07

SIDPT

ALODA 1A / ALODA 1B / BUNET 1 / KOVEN 1 / LUSOV 1 / MANUG 1 / NANOL 1 / POGIR 1 / RUMOD 1 / VERID 1
RWY 07 (065°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
ALODA 1A 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 ALODA MNM FL70
ALODA 1B (ATC) 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 ALODA MNM FL70
BUNET 1 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 BUNET MNM FL60
KOVEN 1 (ATC) 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 KOVEN MNM FL60
LUSOV 1 (ATC) 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 LUSOV MNM FL60
MANUG 1 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 MANUG MNM FL70
NANOL 1 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 NANOL MNM FL60
POGIR 1 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 POGIR MNM FL70
RUMOD 1 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 RUMOD MNM FL70
VERID 1 3.7% to 1630 119.000	No procedure text published	5.4 NM DER MNM 1630 VERID MNM FL70

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STARs RWY 25

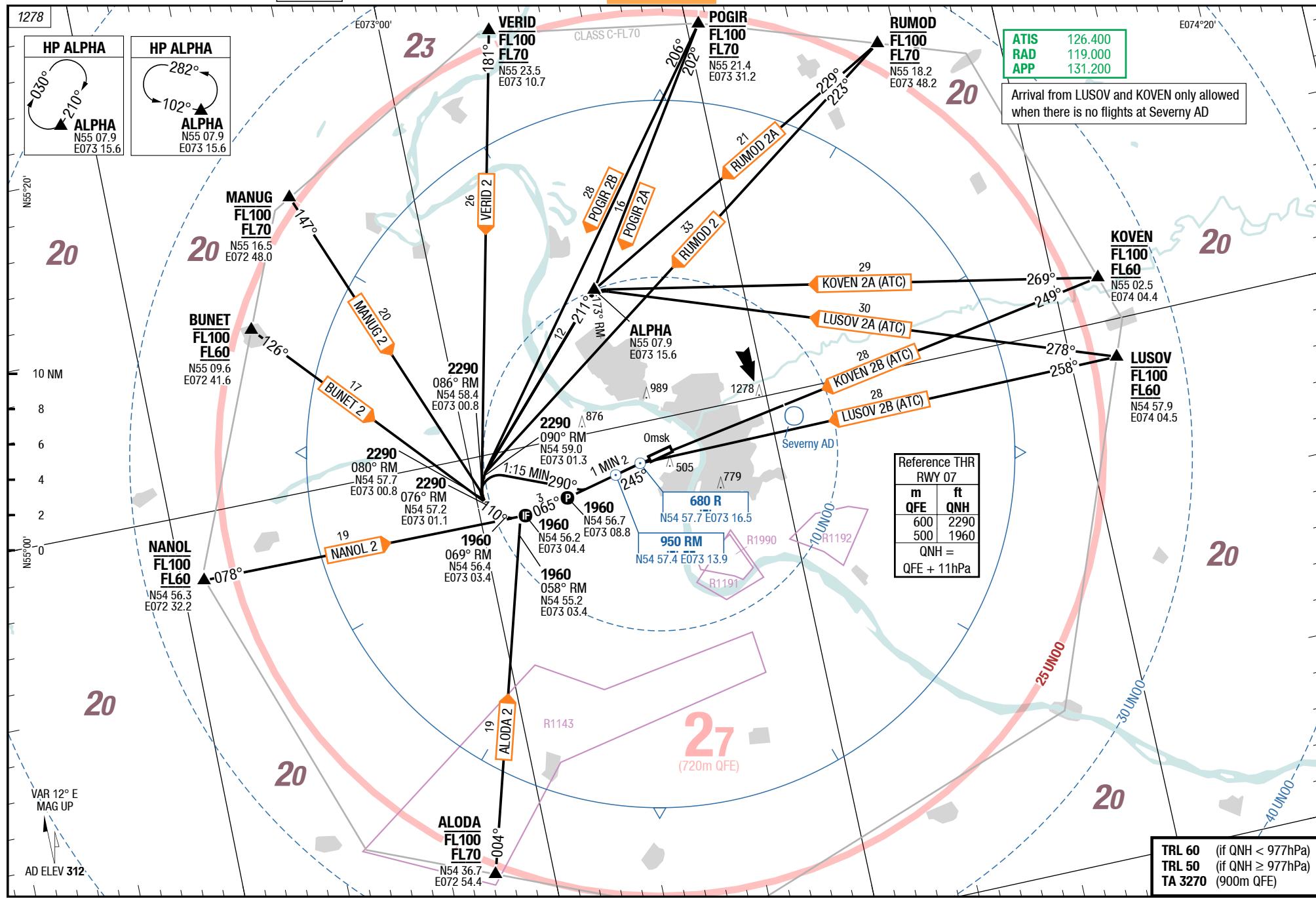
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STAR

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STARs RWY 07

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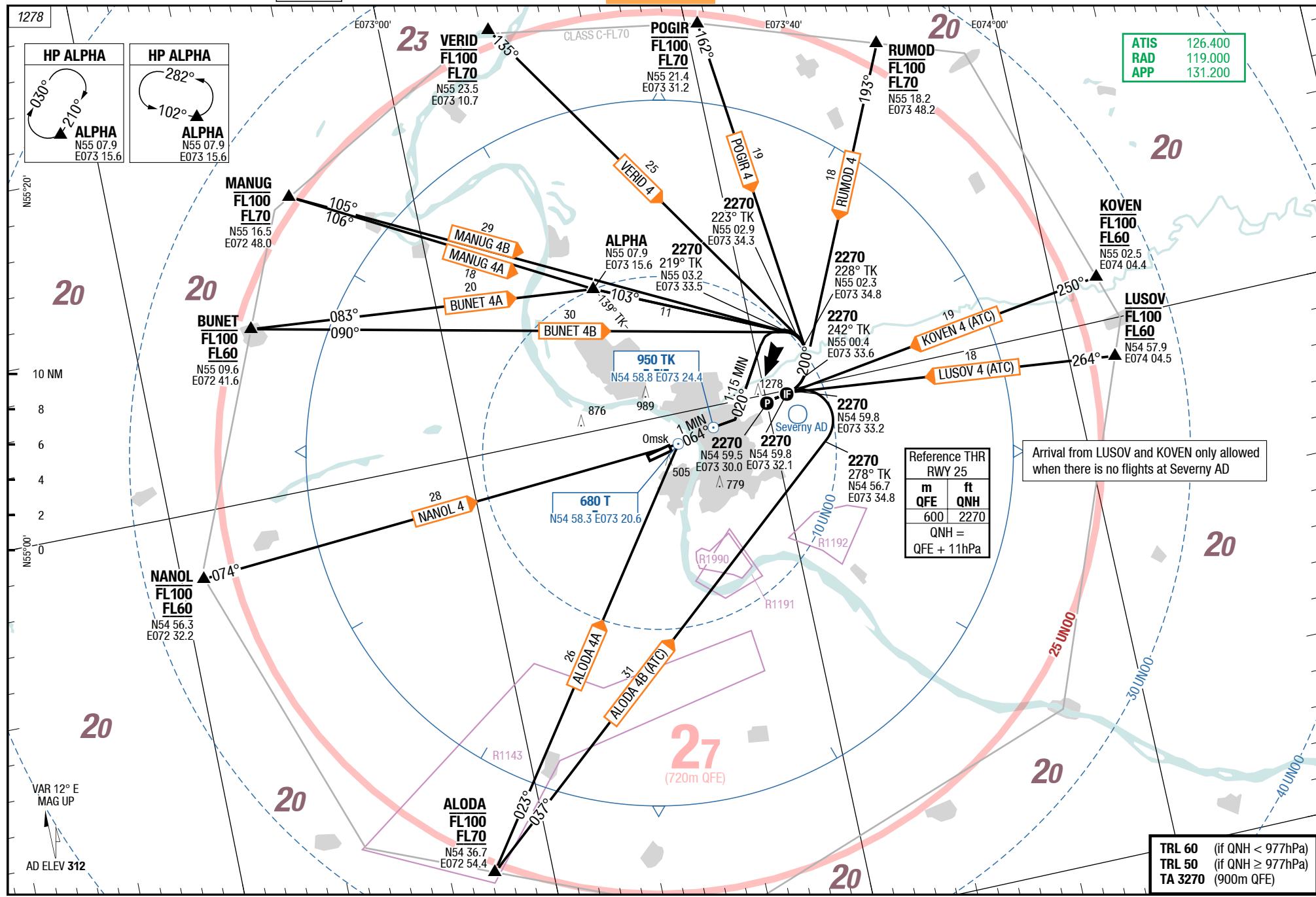
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STARs RWY 25

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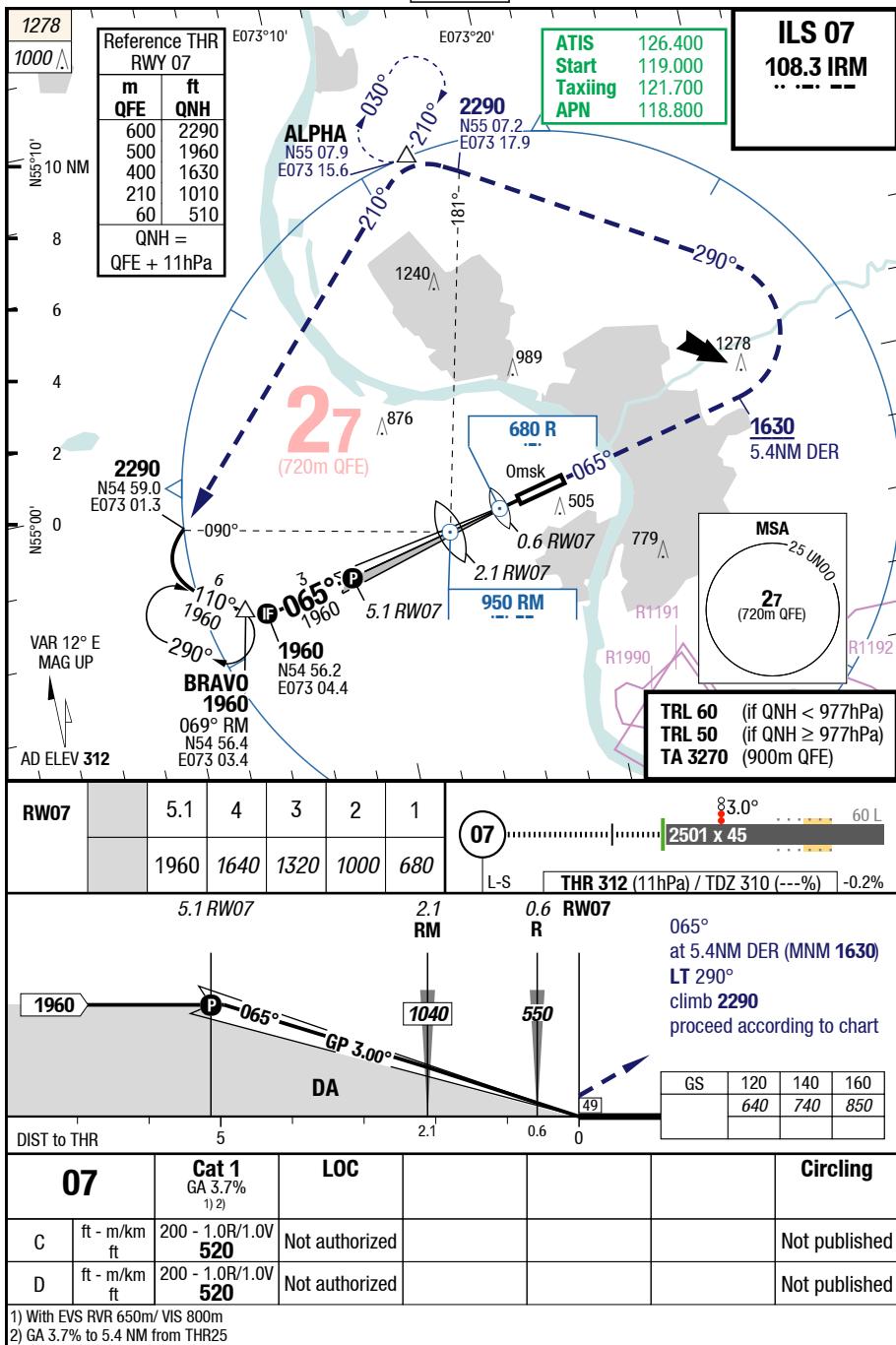
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STARs RWY 25



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ILS 07

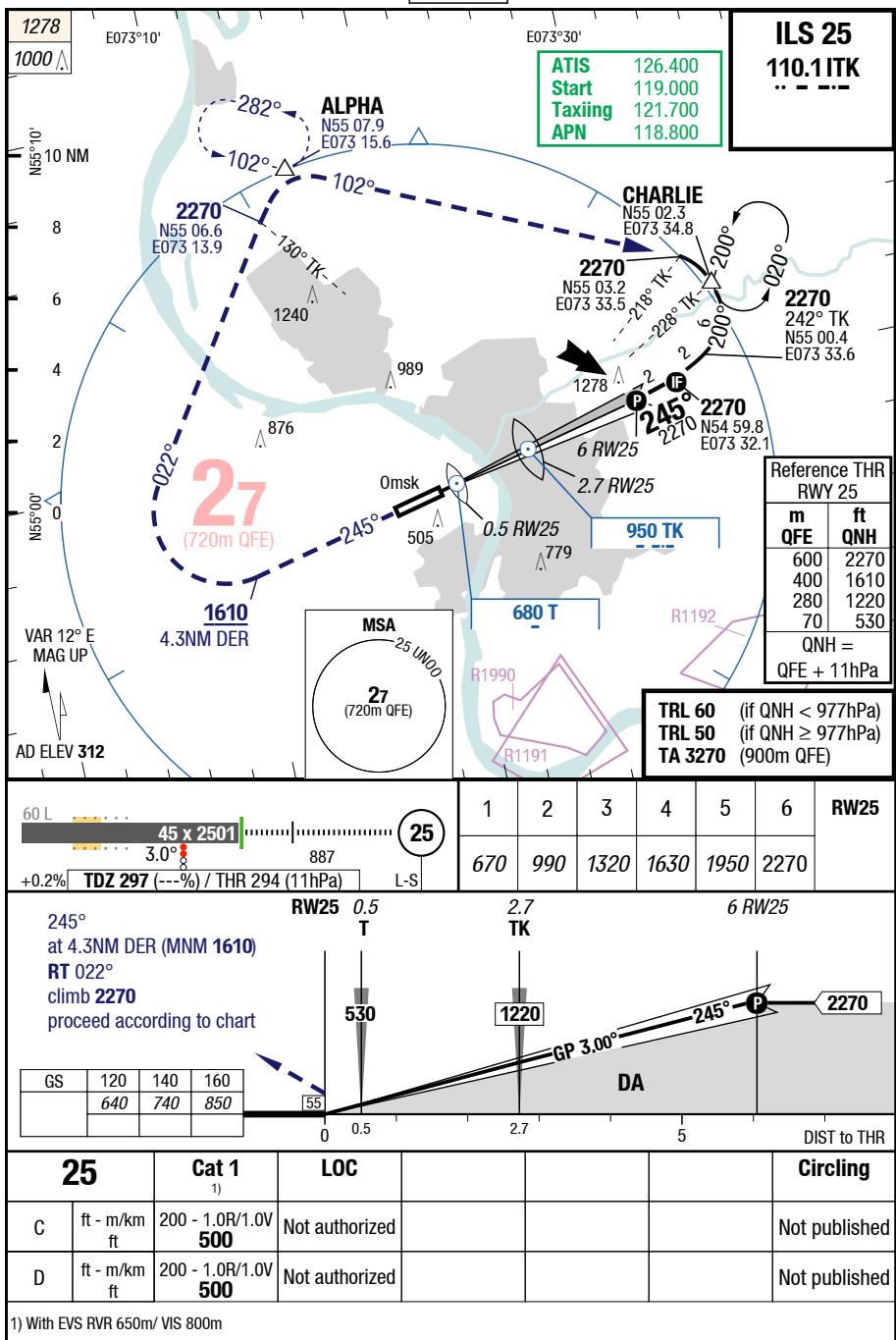


Changes: MIN, APL, IAF

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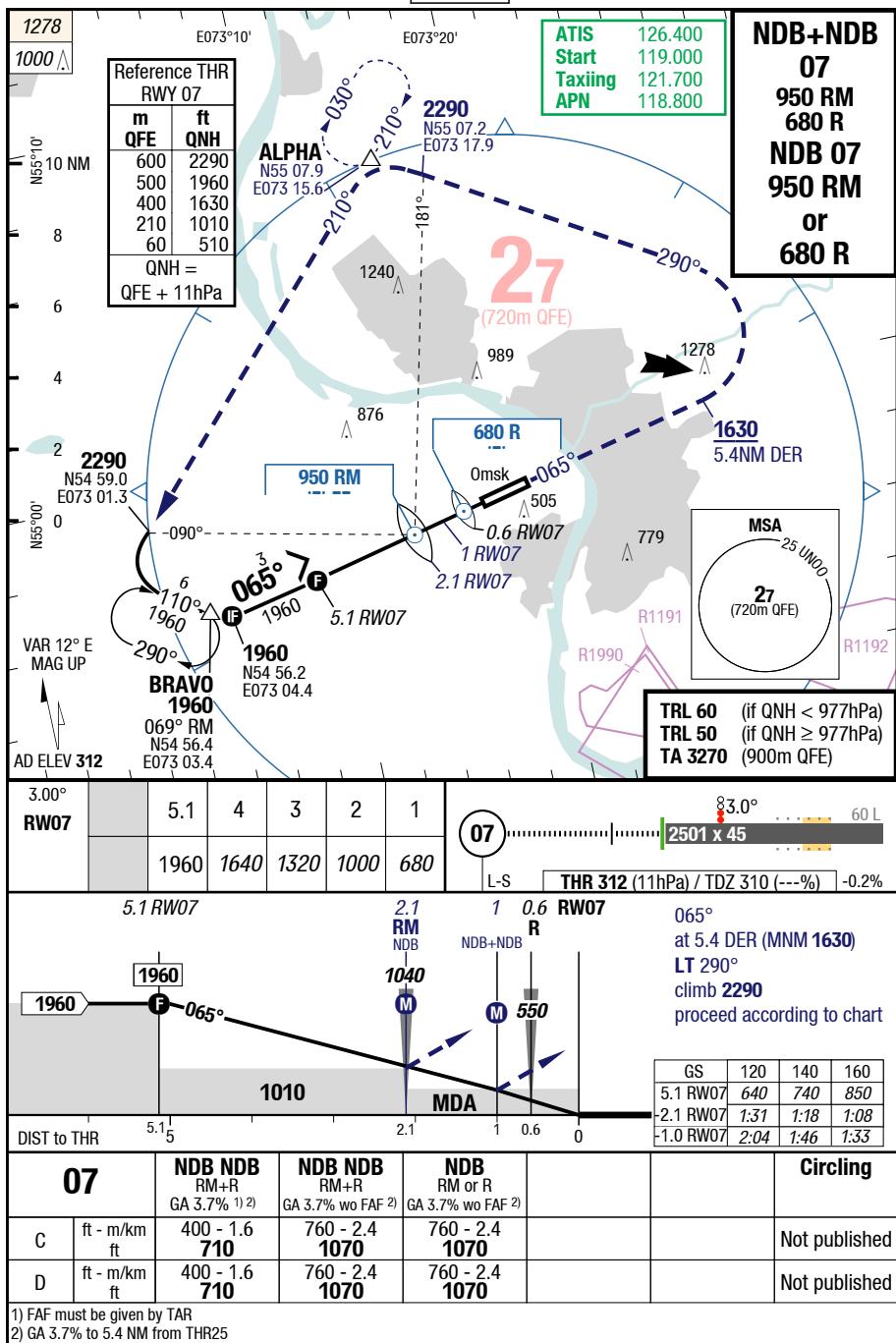
ILS 25



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NDB + NDB 07 / NDB 07

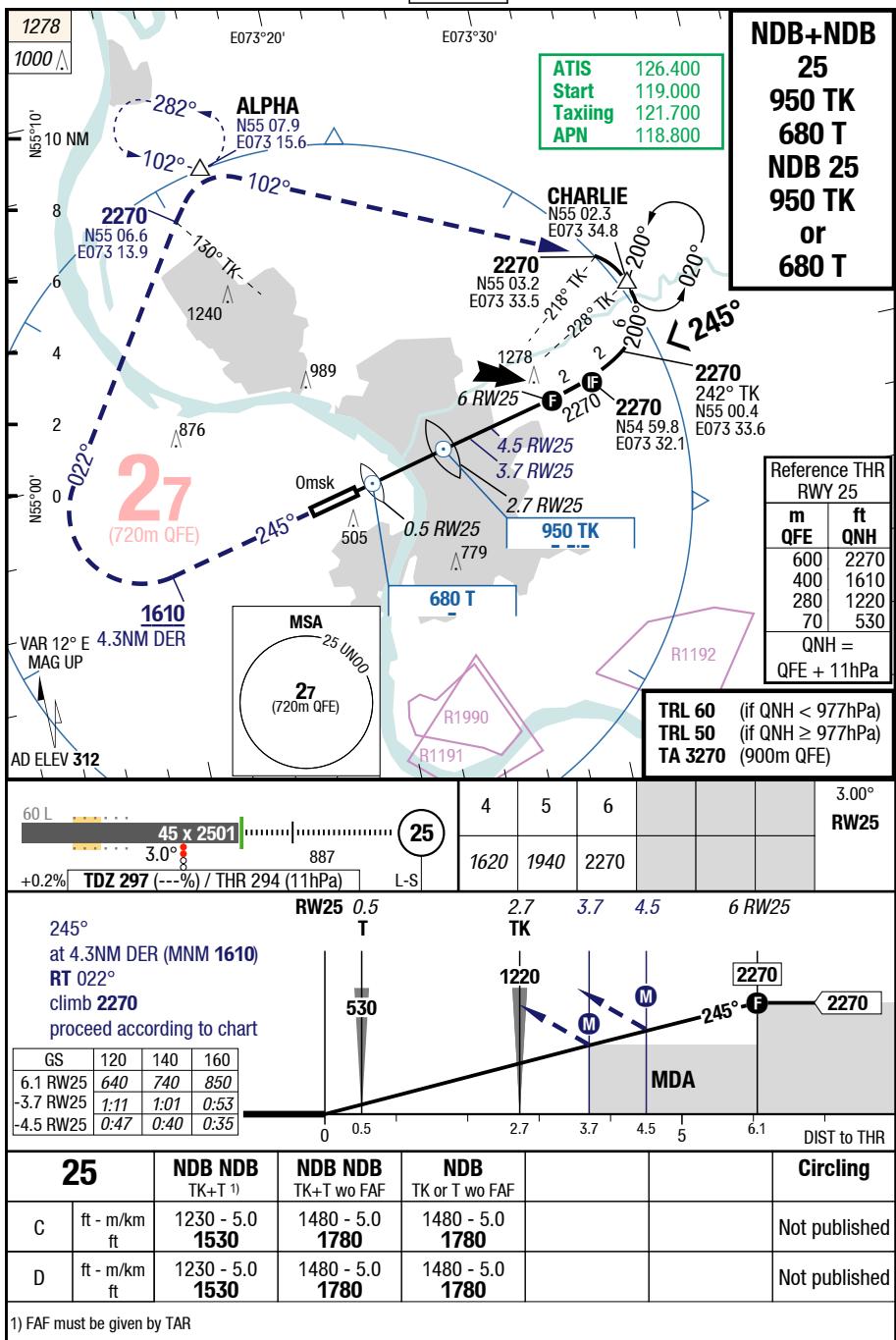


- 1) FAF must be given by TAR
- 2) GA 3.7% to 5.4 NM from THR25

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NDB + NDB 25 / NDB 25



Changes: MIN, APL