

**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.

Effective 07-DEC-2017

30-NOV-2017

OMS-UN00

Russian Federation Omsk Tsentralny

AGC

AFC

AFC

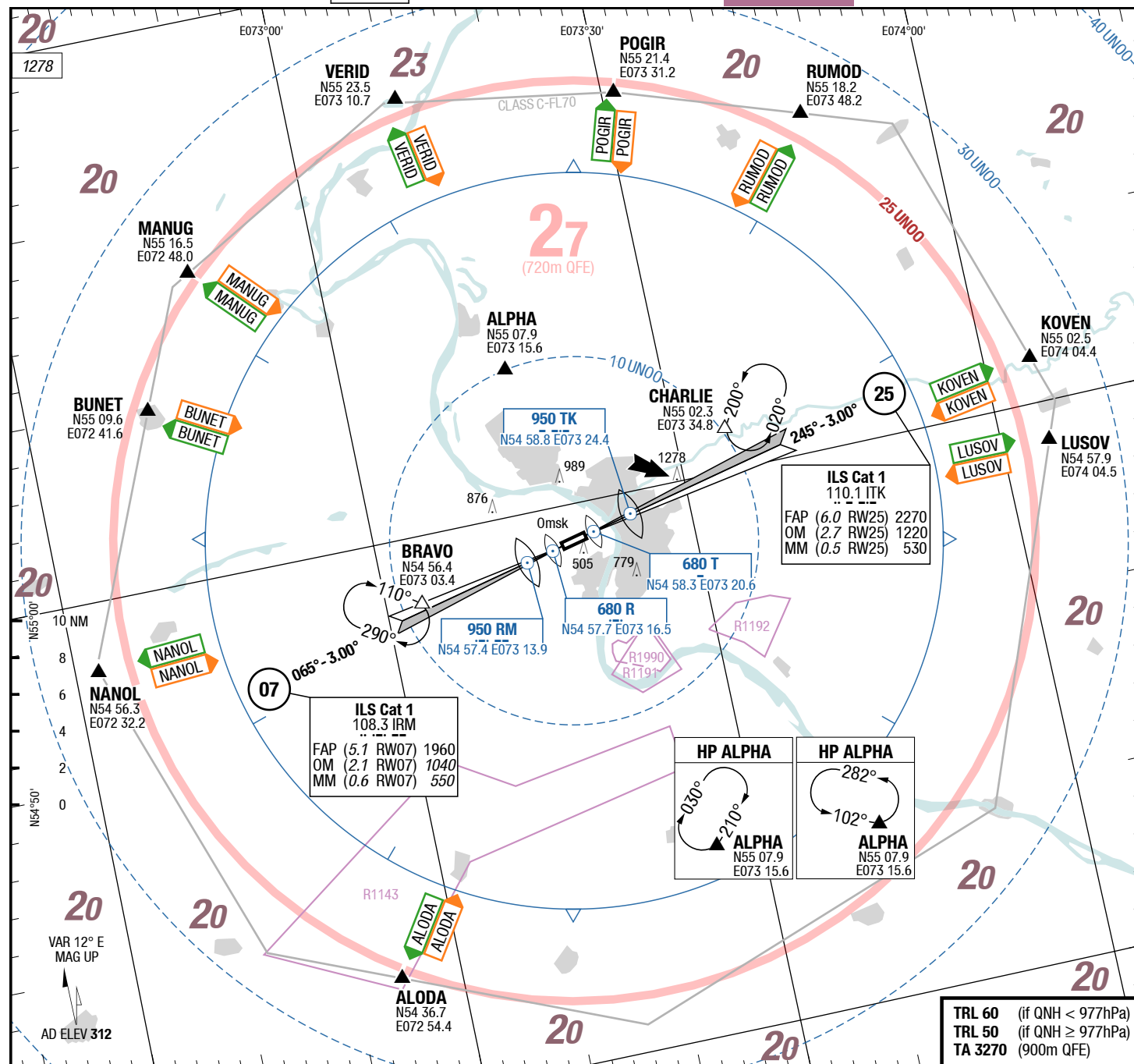
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Tsentralny Omsk Russian Federation

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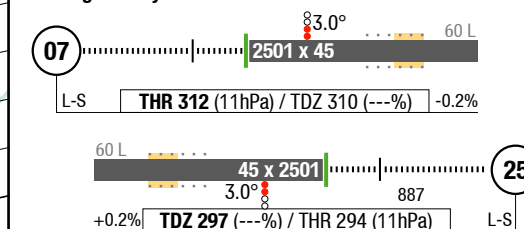
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2-10



ATIS	126.400
RAD	119.000 TWR
APP	131.200
Start	119.000 TWR
Taxiing	121.700 GND
APN	118.800
Transit	131.700
Reserve FREQ	124.000 For all ATC units

Landing RWY system:



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

Changes: APL, FREQ, IAF, SUAs

Effective 07-DEC-2017

30-NOV-2017

OMS-UN00

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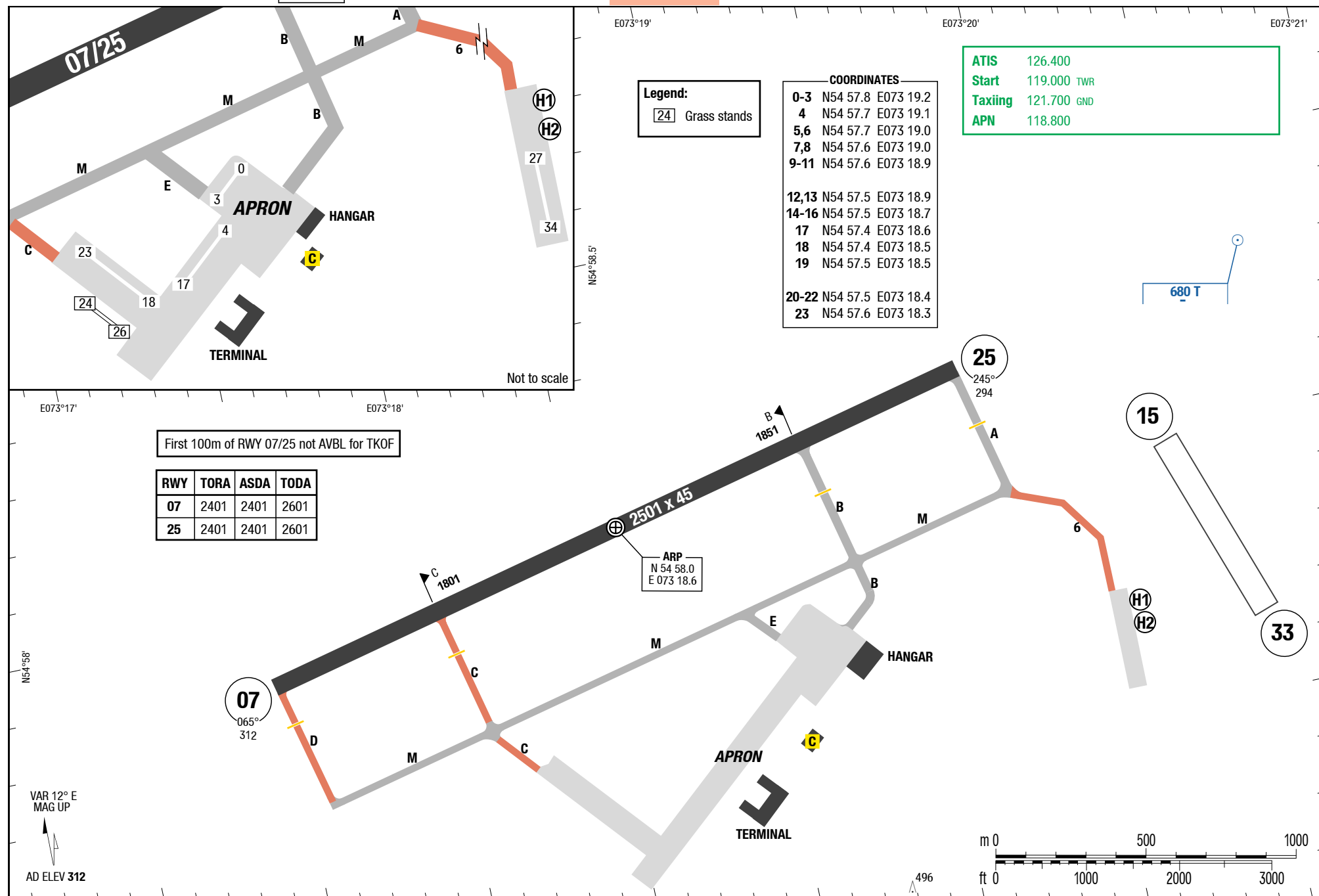
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Changes: Declared distances, Parking Stands COORD, BLDG

Effective 07-DEC-2017

30-NOV-2017

OMS-UN00

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SIDs RWY 25

4-10

SIDs RWY 07

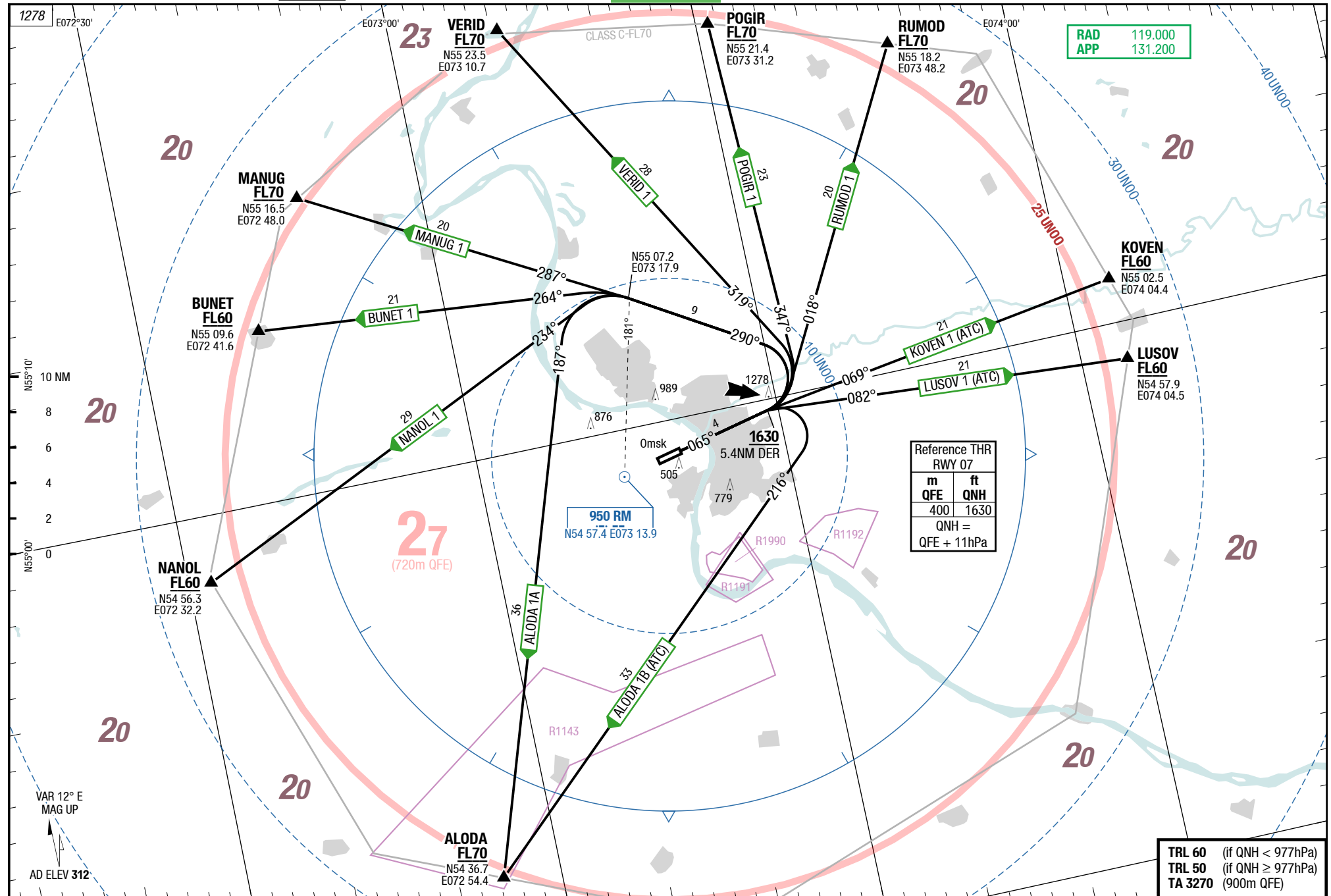
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SIDs RWY 25

SIDs RWY 07



Changes: ASP, Note

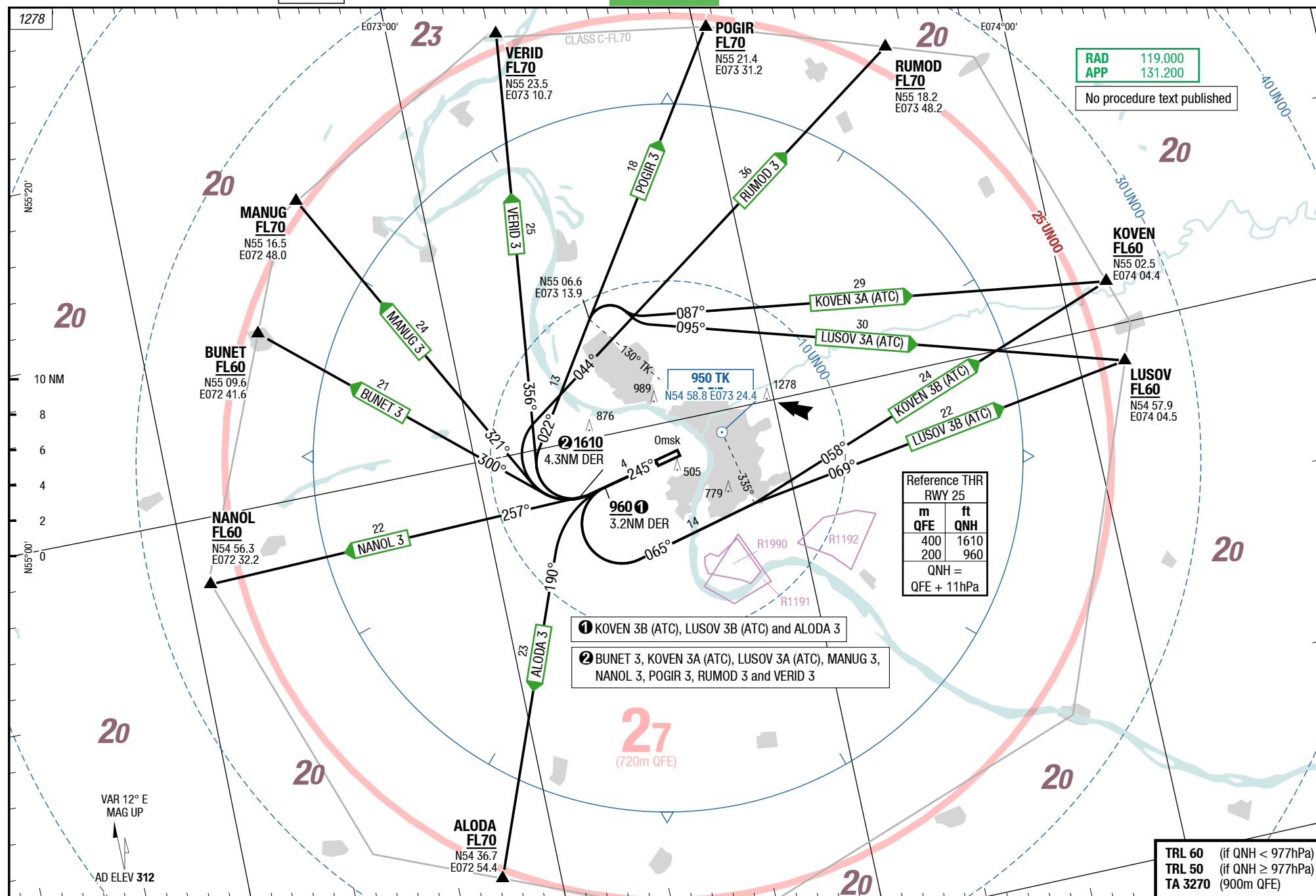
4-20

SIDs RWY 25

SID

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SIDs RWY 25



**OMS-UN00**

5-10

**SIDs RWY 07**

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

**30-NOV-2017**

# OMS-UNOO

Russian Federation **Omsk** Tsentralny

STARs RWY 25

## STARs RWY 07

# STAR

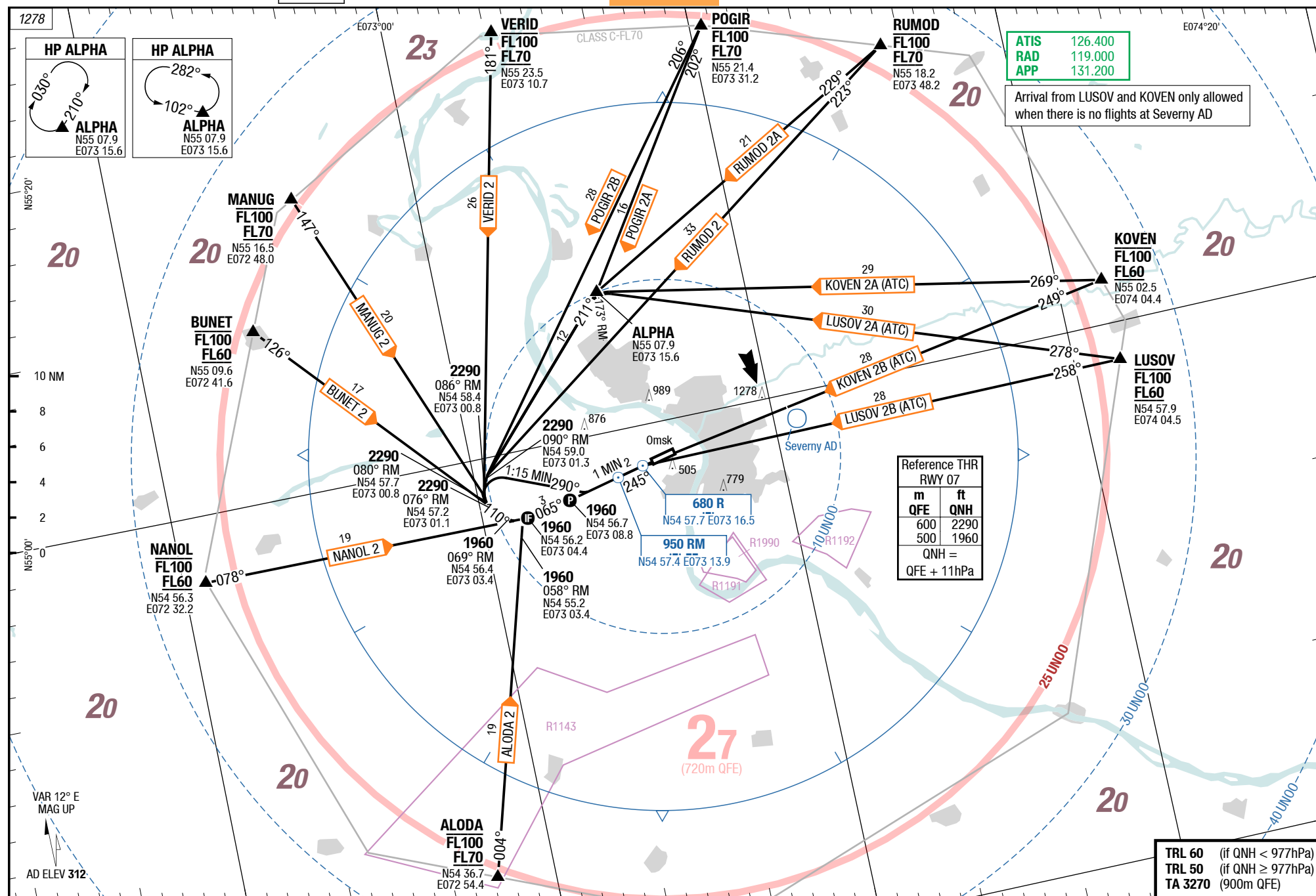
# STAR

Tsentrally **Omsk** Russian Federation

STARs RWY 25

## STARs RWY 07

**6-10**



Changes: ASP, Track, PROC, IAF, Note, Editorial



**OMS-UNOO**

# STAR

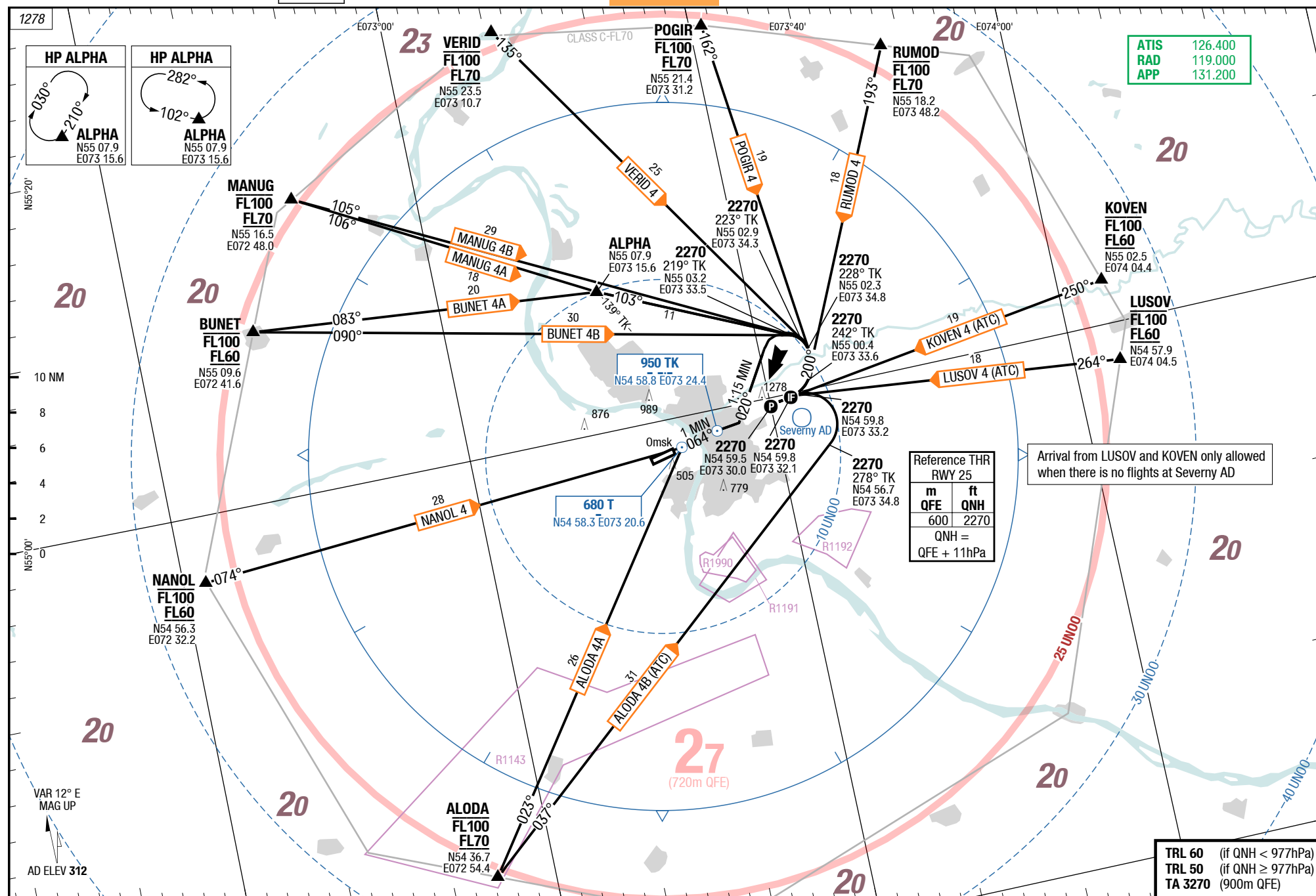
# STAR

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## STARs RWY 25

## STARs RWY 25

**6-20**



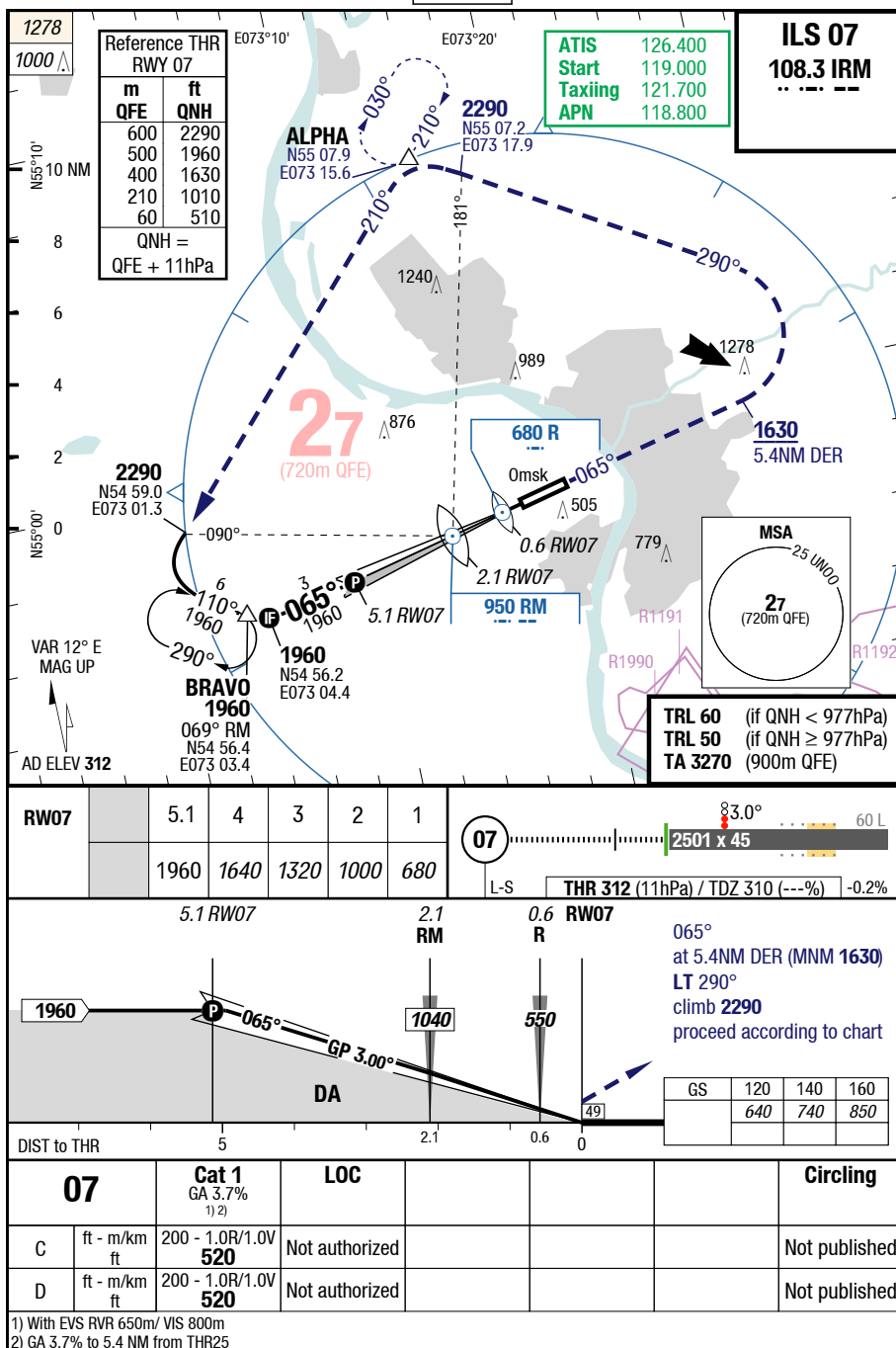
Changes: ASP, Track, PROC, IAF, Note, Editorial

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## OMS-UN00

7-10

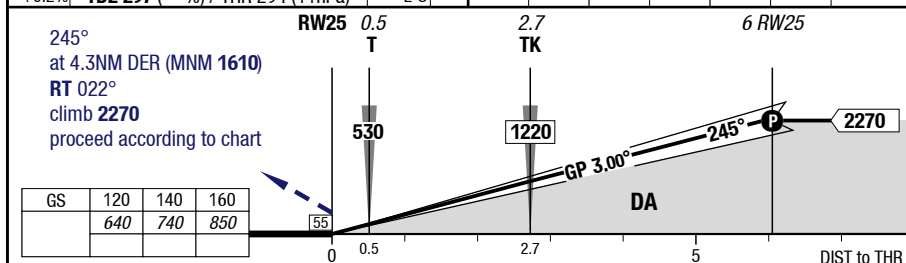
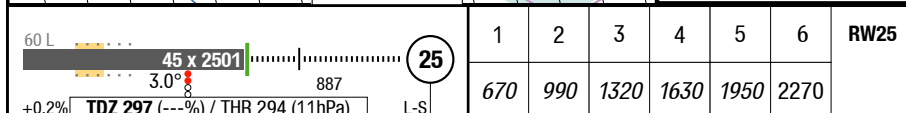
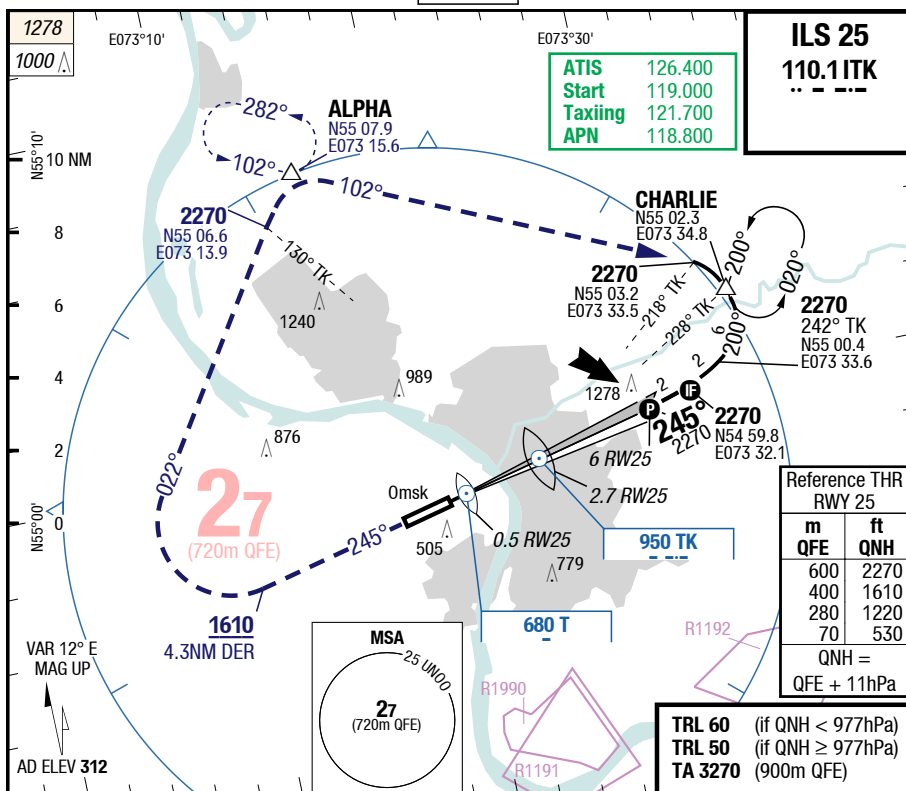
ILS 07



# OMS-UNOO

7-20

# ILS 25



25		Cat 1 <sup>1)</sup>	LOC				Circling
C	ft - m/km ft	200 - 1.0R/1.0V <b>500</b>	Not authorized				Not published
D	ft - m/km ft	200 - 1.0R/1.0V <b>500</b>	Not authorized				Not published

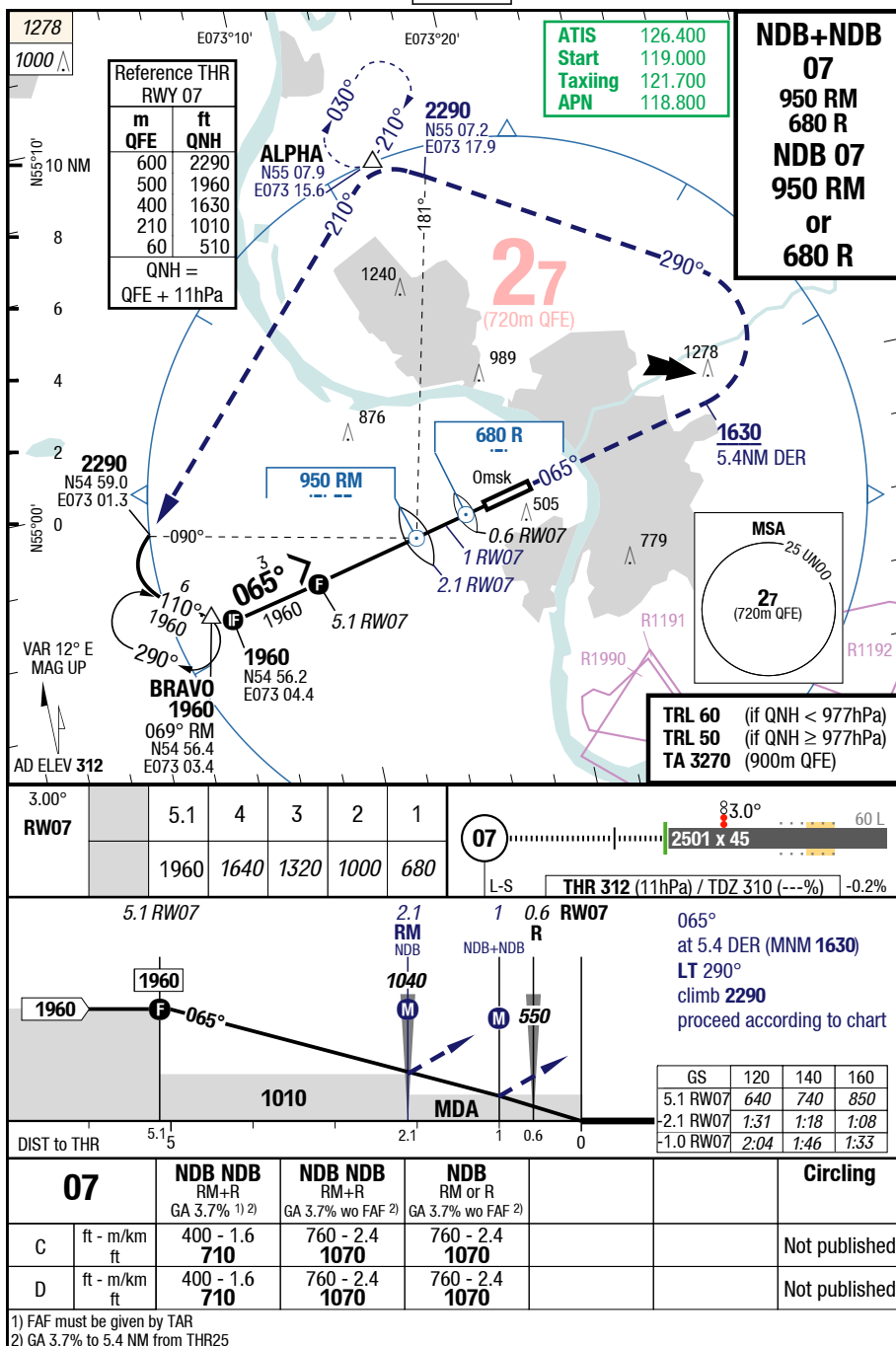
1) With EVS RVR 650m/ VIS 800m

Changes: APL

OMS-UN00

7-30

NDB + NDB 07 / NDB 07



OMS-UN00

7-40

NDB + NDB 25 / NDB 25

