JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: OMSK RUS
ICAO/IATA: UNOO / OMS
Lat/Long: N54° 58.03', E073° 18.62'
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: 2320 Z
Sunset: 1448 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: 294 ft
Lighting: Edge, ALS

Communication Information

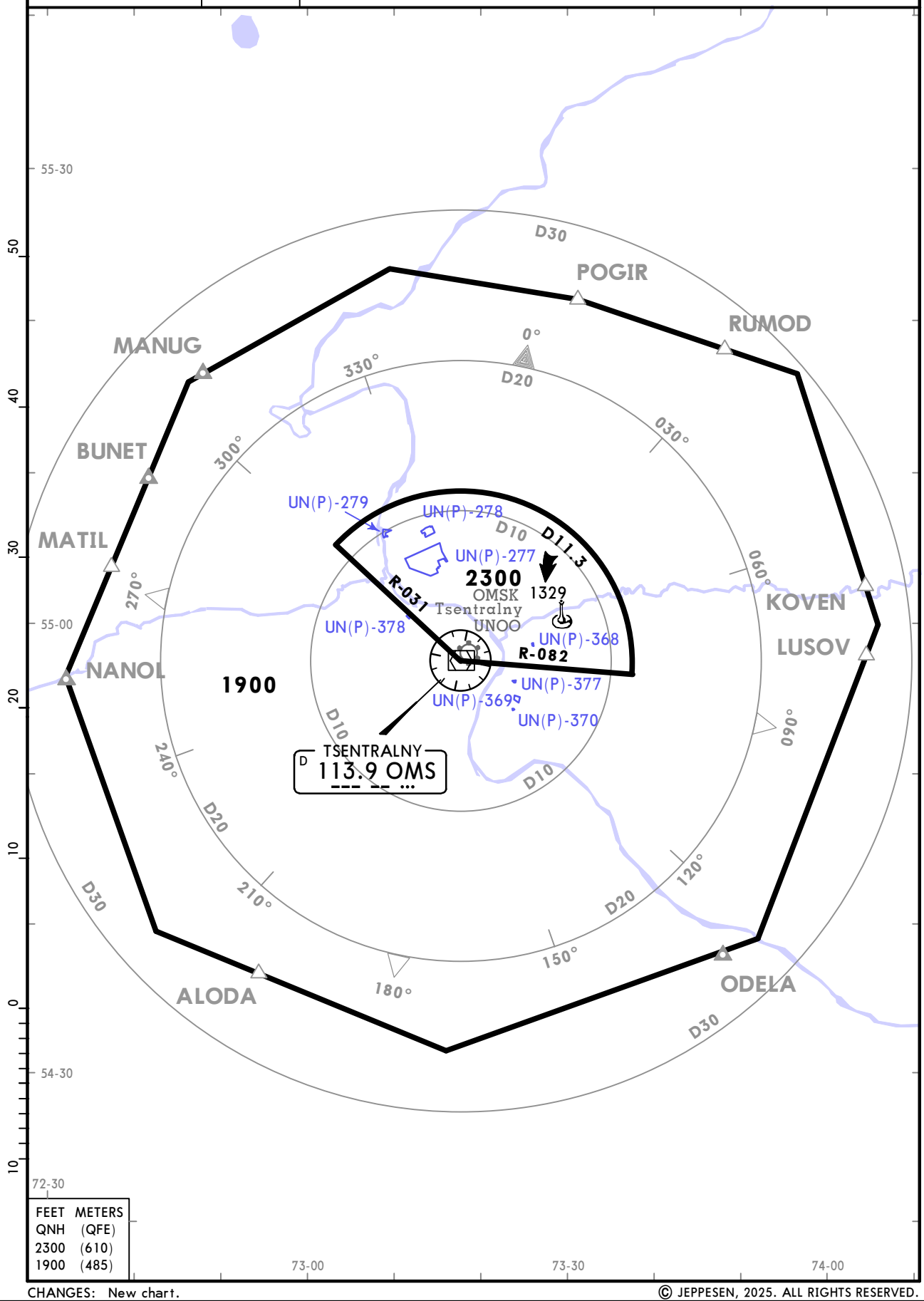
ATIS: 126.400
Omsk Start Tower: 119.000
Omsk Start Tower: 129.000 Secondary
Omsk Start Tower: 124.000 Secondary
Omsk Taxiing Ground: 129.000 Secondary
Omsk Taxiing Ground: 124.000 Secondary
Omsk Taxiing Ground: 121.700
Omsk Apron Ramp/Taxi: 118.800
Omsk Approach: 124.000 Secondary

Omsk Approach: 131.200
Omsk Approach: 129.000 Secondary
Omsk Radar: 124.000 Secondary
Omsk Radar: 129.000 Secondary
Omsk Transit Operations: 131.700
Omsk Radar: 119.000

UNOO/OMS
TSENTRALNY

OMSK Radar (TWR)	Apt Elev
119.0	312

Alt Set: hPa (MM on request) QNH (QFE on request)
Trans level: FL50
FL60 when QNH is less than 1013 hPa (760mm)
FL70 when QNH is less than 977 hPa (733mm)
Trans alt: 4000
1. Chart may only be used for cross checking of altitudes while under RADAR control.
2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.



CHANGES: New chart.

UNOO/OMS
TSENTRALNY

JEPPESEN
6 JUN 25 | 10-2 | Eff 12 Jun

OMSK, ~~RUSSIA~~
RNAV STAR

ATIS 126.4 | OMSK Approach (APP) 131.2 | Apt Elev 312

KOVEN 6A [KOVE6A]
LUSOV 6A [LUSO6A]
BY ATC
POGIR 6A [POGI6A]
RUMOD 6A [RUMO6A]
RNAV ARRIVALS
(RWY 07)

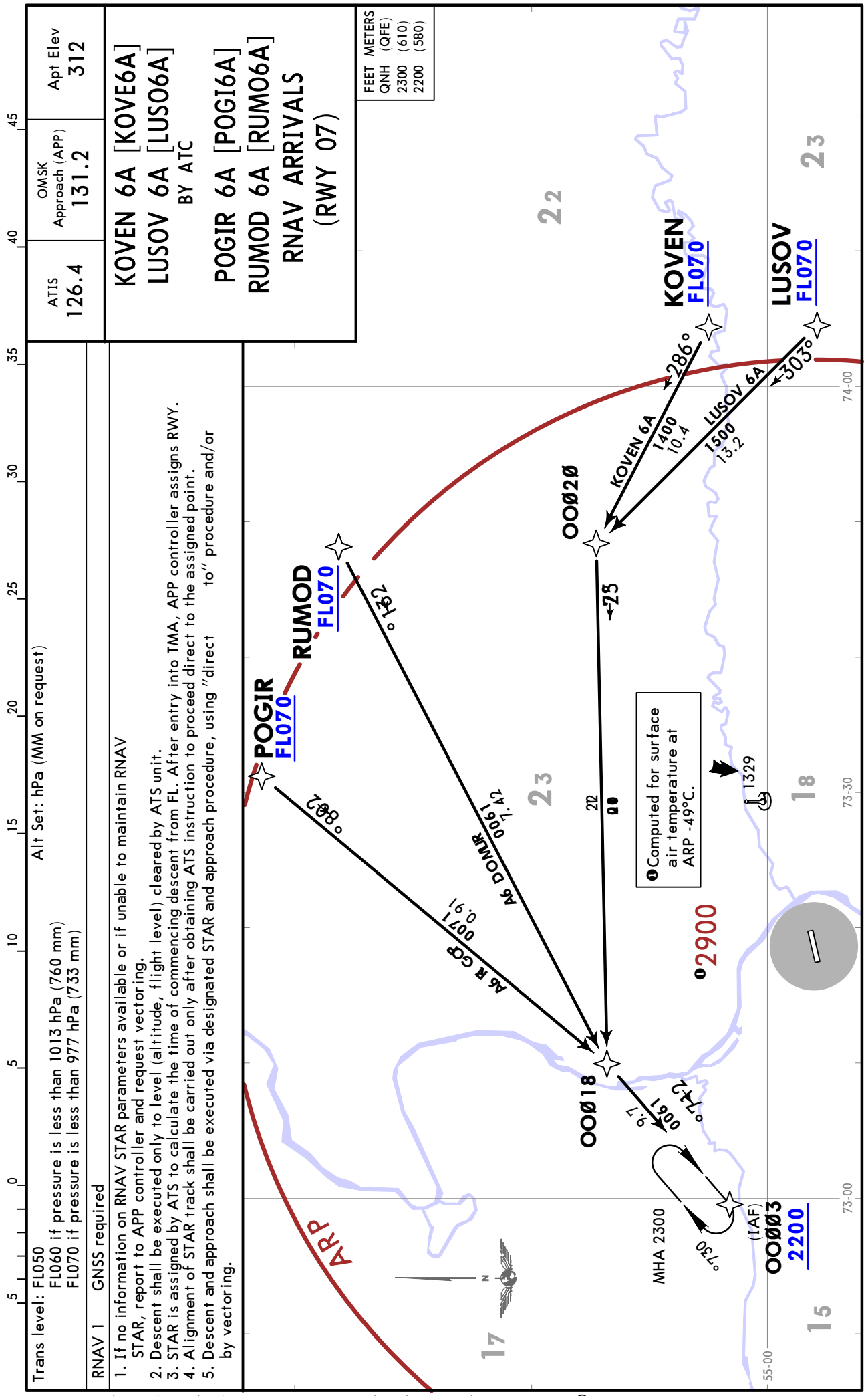
FEET METERS
QNH (QFE)
2300 (610)
2200 (580)

Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

Alt Set: hPa (MM on request)

RNAV 1 GNSS required

1. If no information on RNAV STAR parameters available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.
2. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit.
3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY.
4. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.
5. Descent and approach shall be executed via designated STAR and approach procedure, using "direct to" procedure and/or by vectoring.



CHANGES: Alt set changed to hPa, RNAV STARs renumbered & revised.

ALODA 6A [ALOD6A]
ODELA 6A [ODEL6A]
BY ATC
RNAV ARRIVALS
(RWY 07)

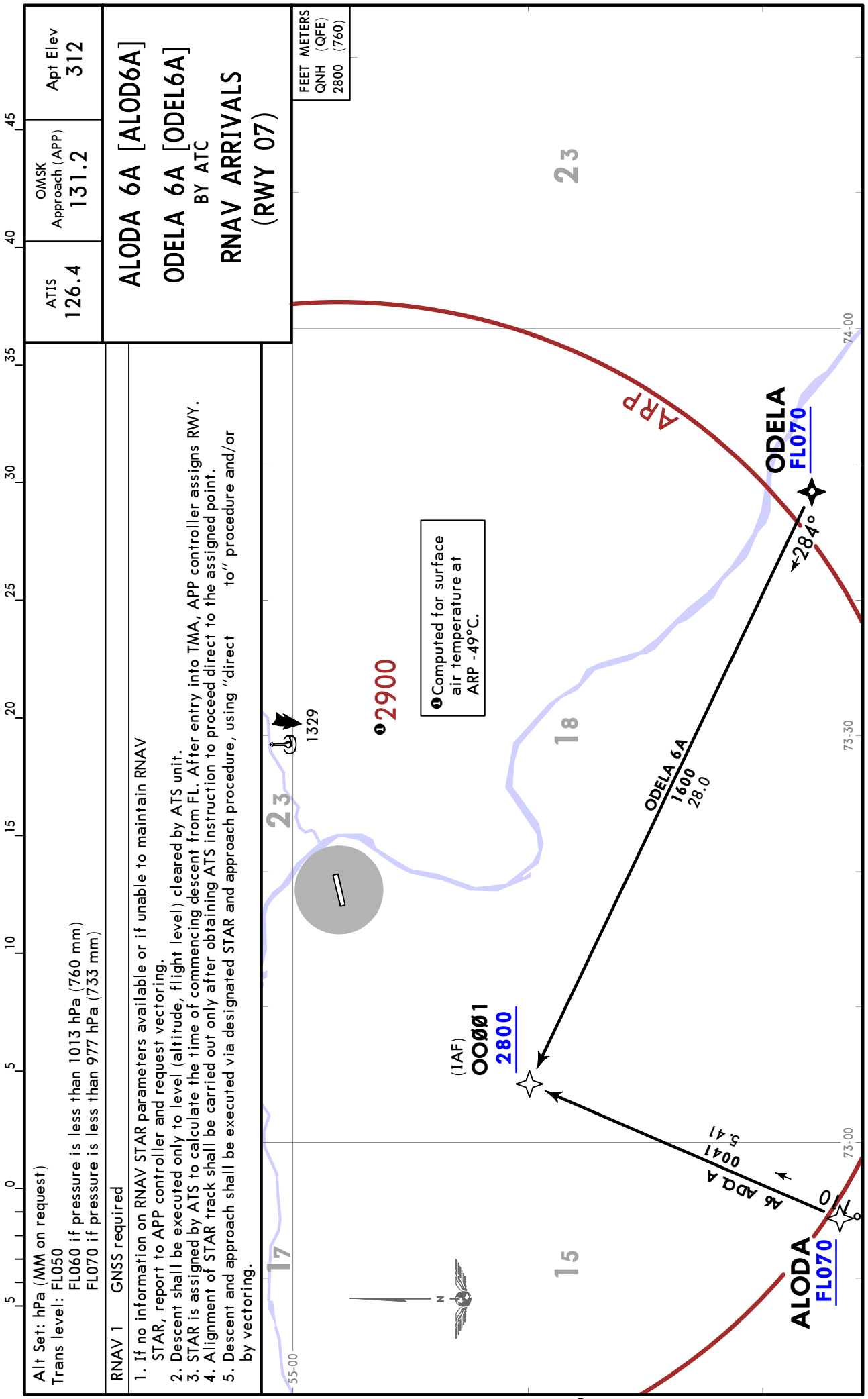
ATIS	OMSK Approach (APP)	Apt Elev
126.4	131.2	312

FEET METERS
QNH (QFE)
2800 (760)

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

RNAV 1 GNSS required

1. If no information on RNAV STAR parameters available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.
2. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit.
3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY.
4. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.
5. Descent and approach shall be executed via designated STAR and approach procedure, using "direct to" procedure and/or by vectoring.



BUNET 6A [BUNE6A]
NANOL 6A [NANO6A]
RNAV ARRIVALS
(RWY 07)

Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

Alt Set: hPa (MM on request)

RNAV 1 GNSS required

1. If no information on RNAV STAR parameters available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.
2. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit.
3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY.
4. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.
5. Descent and approach shall be executed via designated STAR and approach procedure, using "direct to" procedure and/or by vectoring.

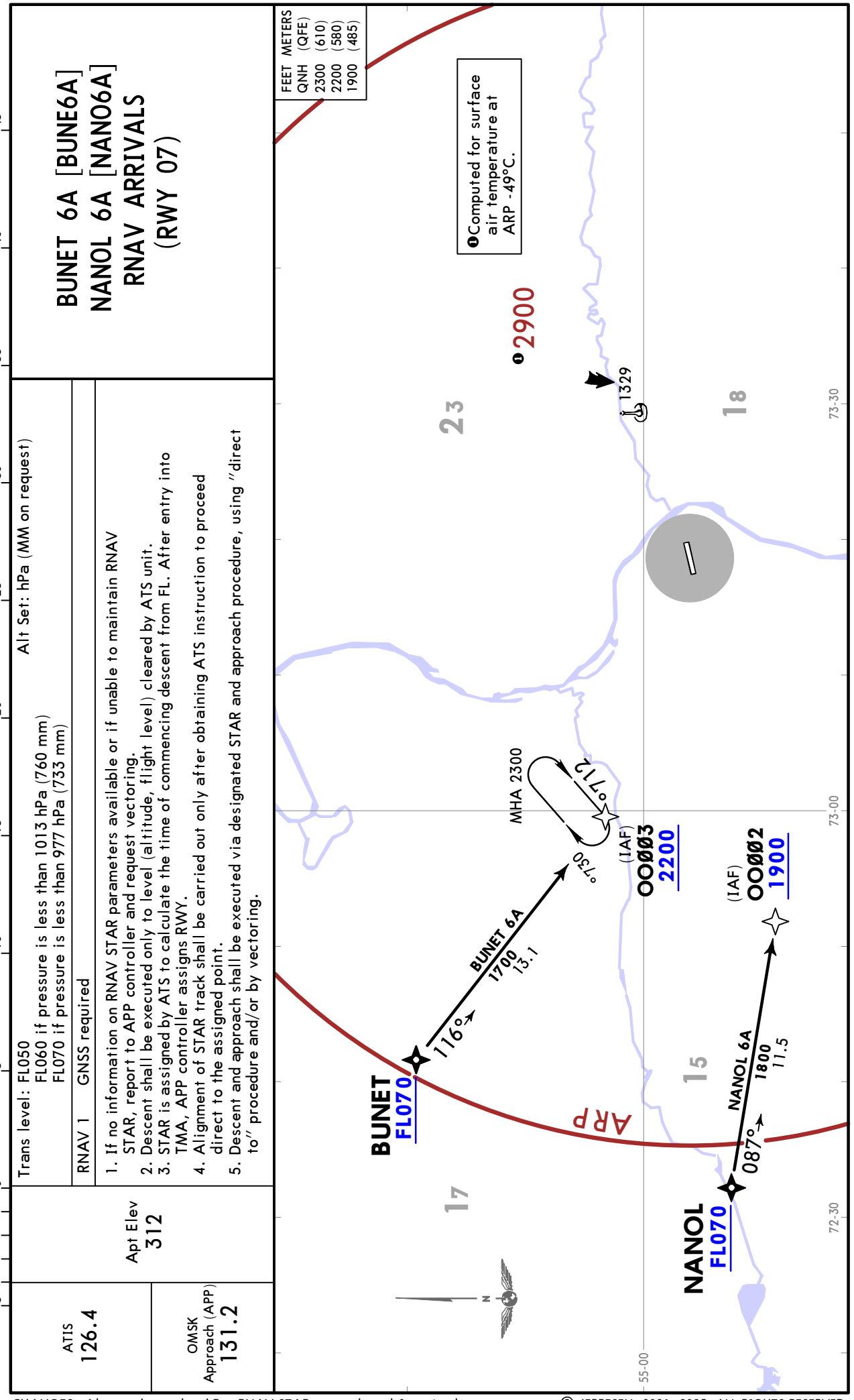
Apt Elev 312

ATIS 126.4

OMSK Approach (APP) 131.2

FEET METERS
QNH (QFE)
2300 (610)
2200 (580)
1900 (485)

❶Computed for surface air temperature at ARP -49°C.



CHANGES: Alt set changed to hPa, RNAV STARs renumbered & revised.

ATIS
126.4

OMSK
Approach (APP)
131.2

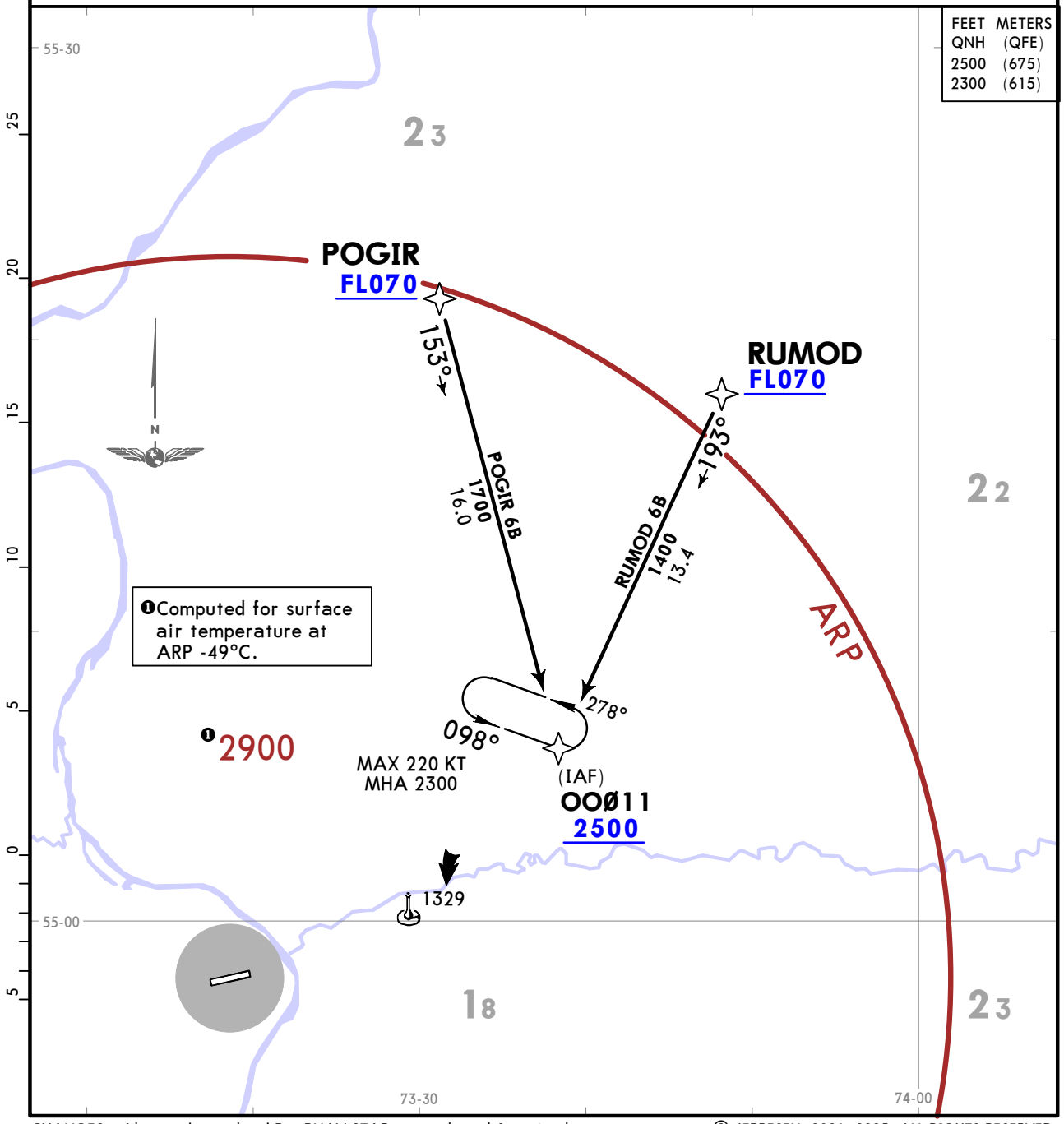
Apt Elev
312

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

RNAV 1 GNSS required

1. If no information on RNAV STAR parameters available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.
2. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit.
3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY.
4. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.
5. Descent and approach shall be executed via designated STAR and approach procedure, using "direct to" procedure and/or by vectoring.

POGIR 6B [POGI6B]
RUMOD 6B [RUMO6B]
RNAV ARRIVALS
(RWY 25)



ATIS
126.4

OMSK
Approach (APP)
131.2

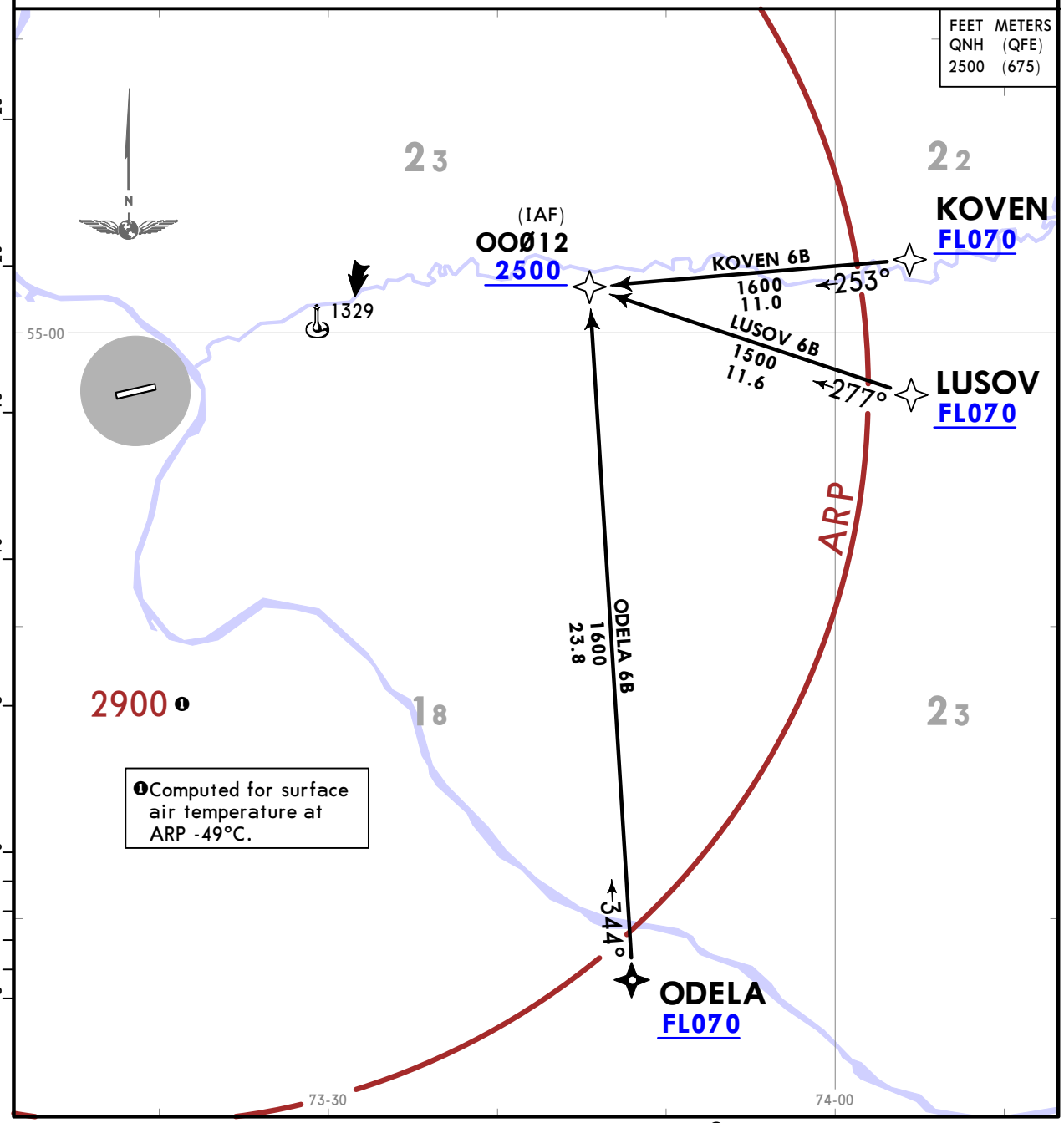
Apt Elev
312

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

RNAV 1 GNSS required

1. If no information on RNAV STAR parameters available or if unable to maintain RNAV STAR, report to APP controller and request vectoring.
2. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit.
3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY.
4. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.
5. Descent and approach shall be executed via designated STAR and approach procedure, using "direct to" procedure and/or by vectoring.

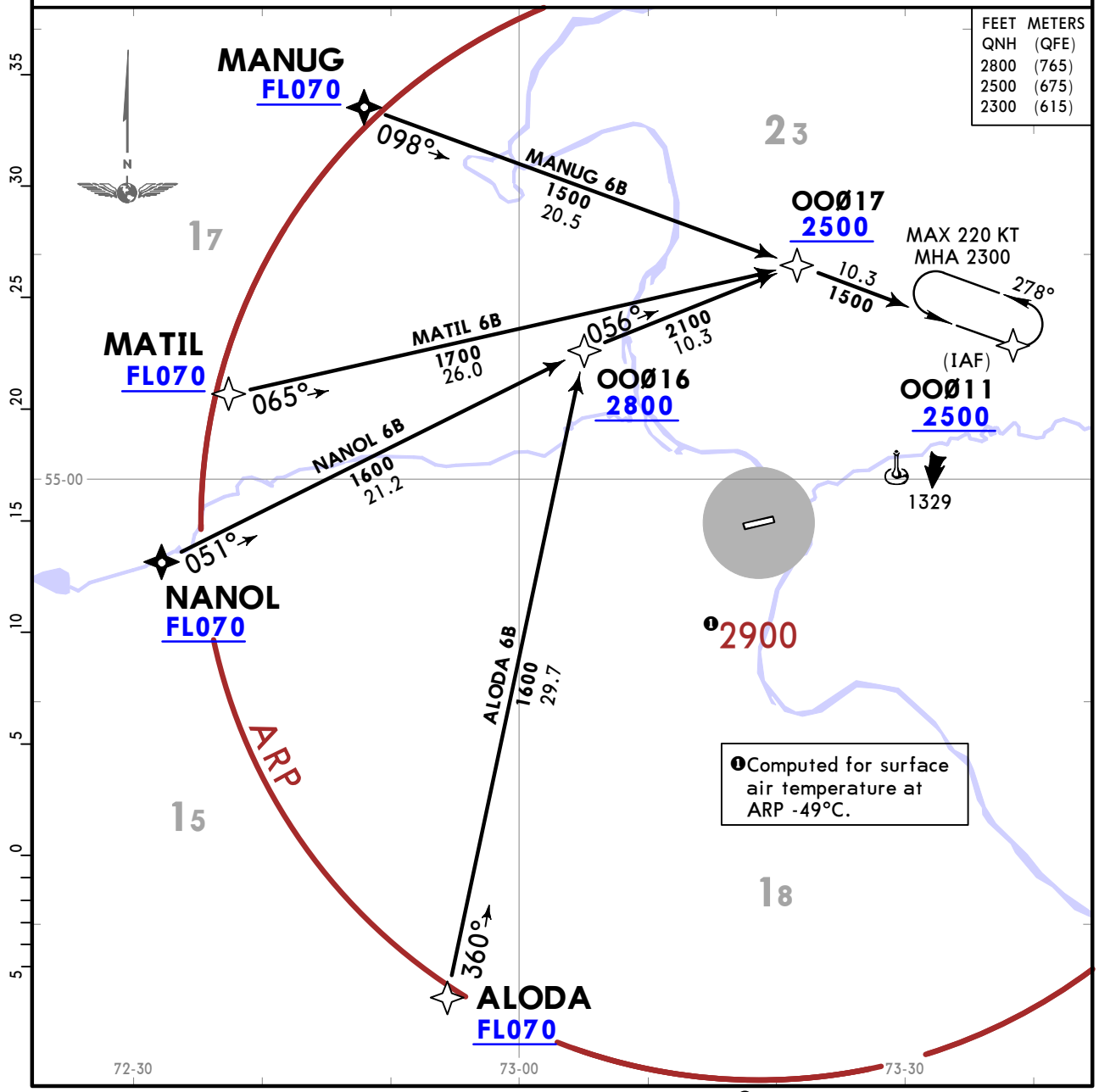
KOVEN 6B [KOVE6B]
LUSOV 6B [LUSO6B]
ODELA 6B [ODEL6B]
RNAV ARRIVALS
(RWY 25)
BY ATC



CHANGES: Alt set changed to hPa, RNAV STARs renumbered & revised.

ATIS 126.4	Apt Elev 312	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)
		RNAV 1 GNSS required
OMSK Approach (APP) 131.2		1. If no information on RNAV STAR parameters available or if unable to maintain RNAV STAR, report to APP controller and request vectoring. 2. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit. 3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY. 4. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point. 5. Descent and approach shall be executed via designated STAR and approach procedure, using "direct to" procedure and/or by vectoring.

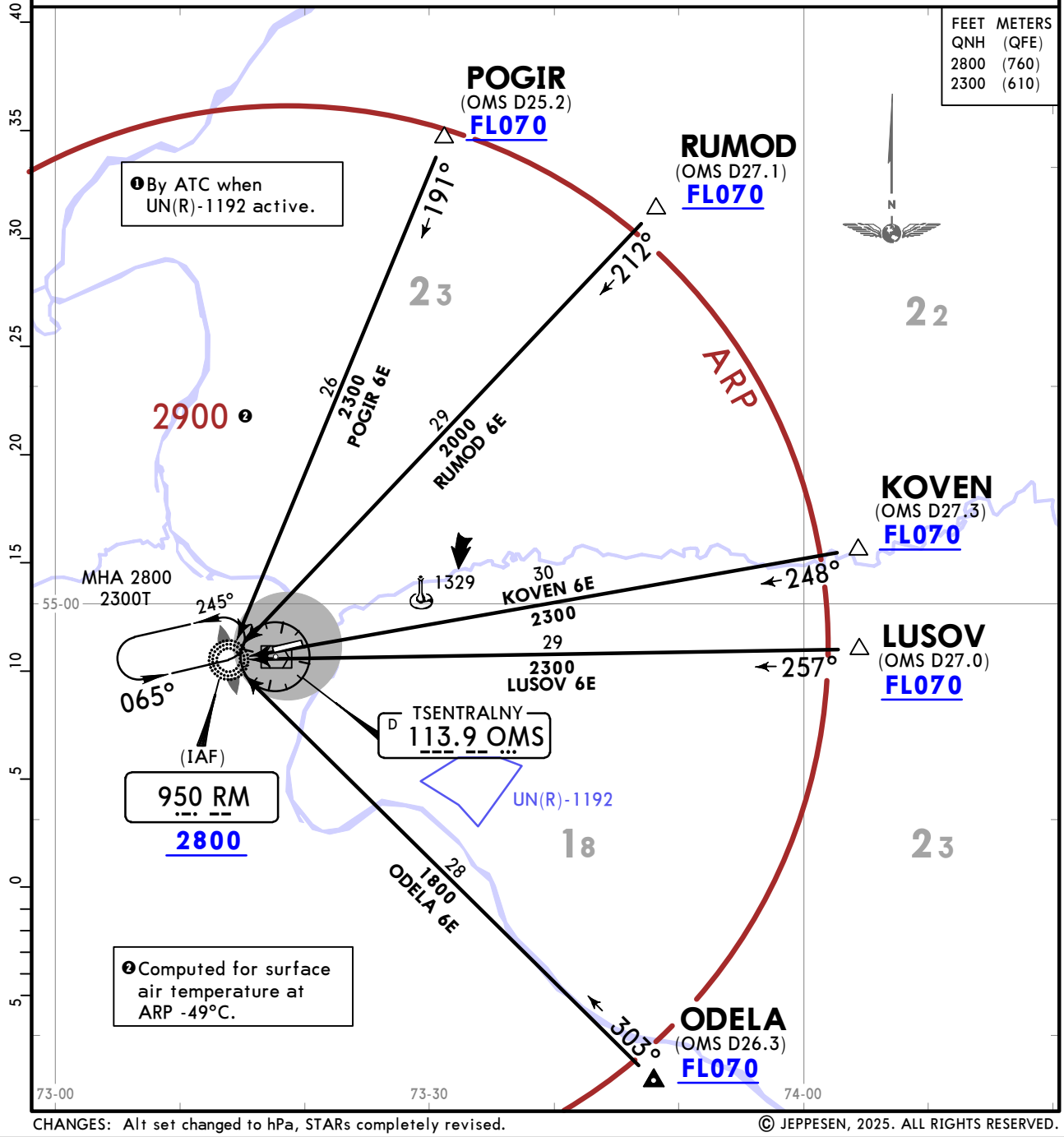
ALODA 6B [ALOD6B]
MANUG 6B [MANU6B]
MATIL 6B [MATI6B]
NANOL 6B [NANO6B]
RNAV ARRIVALS
(RWY 25)



CHANGES: Alt set changed to hPa, RNAV STARs renumbered & revised.

ATIS 126.4	Apt Elev 312	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) 1. DME or RADAR control required. 2. Descent and approach shall be executed via designated STAR and approach procedure using "direct to" procedure and/or by vectoring. 3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY. 4. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit. 5. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.
OMSK Approach (APP) 131.2		

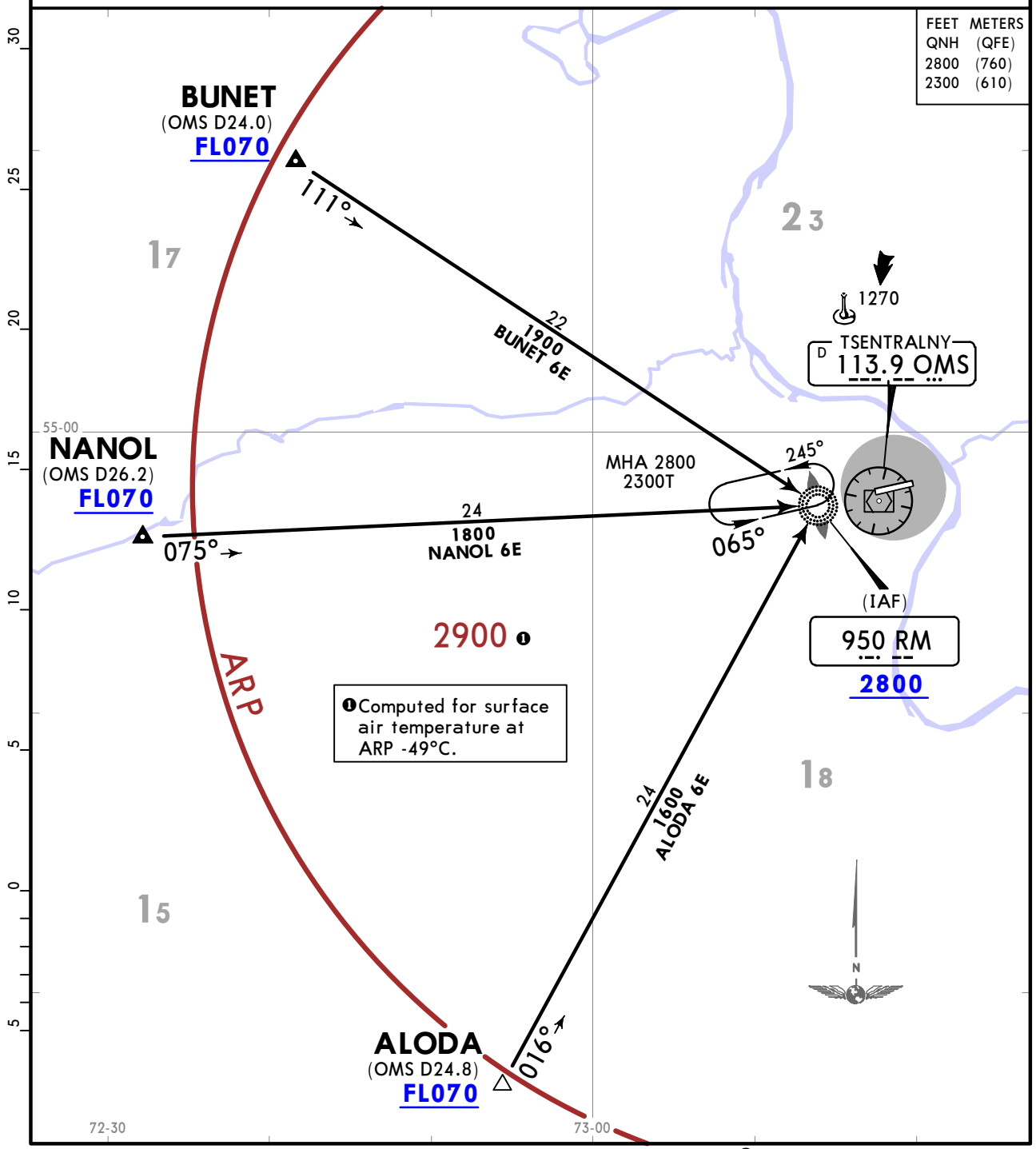
KOVEN 6E [KOVE6E], LUSOV 6E [LUSO6E]
ODELA 6E [ODEL6E]❶
BY ATC
POGIR 6E [POGI6E]
RUMOD 6E [RUMO6E]
ARRIVALS
(RWY 07)



CHANGES: Alt set changed to hPa, STARs completely revised.

ATIS 126.4 OMSK Approach (APP) 131.2	Apt Elev 312	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) 1. DME or RADAR control required. 2. Descent and approach shall be executed via designated STAR and approach procedure using "direct to" procedure and/or by vectoring. 3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY. 4. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit. 5. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.

ALODA 6E [ALOD6E]
BUNET 6E [BUNE6E]
NANOL 6E [NANO6E]
ARRIVALS
(RWY 07)



CHANGES: Alt set changed to hPa, STARs completely revised.

JEPPESEN OMSK, RUSSIA
6 JUN 25 10-2H Eff 12 Jun
STAR

ATIS	OMSK Approach (APP)	Apt Elev
126.4	131.2	312

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

1. DME required.
2. Descent and approach shall be executed via designated STAR and approach procedure using "direct to" procedure and/or by vectoring.
3. STAR is assigned by ATS to calculate the time of commencing descent from FL.
   After entry into TMA, APP controller assigns RWY.
4. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit.
5. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.

KOVEN 6F [KOVE6F]
(RWY 07)
KOVEN 6N [KOVE6N]
(RWY 25)
LUSOV 6F [LUSO6F]
ODELA 6F [ODEL6F]
(ALL RWYS)
BY ATC
POGIR 6F [POGI6F]
RUMOD 6F [RUMO6F]
(ALL RWYS)
ARRIVALS

RWY	FEET QNH	METERS (QFE)
07/25	4000	(1130)
07	2000	(515)
25	2000	(525)

ARP

POGIR
(OMS D25.2)
FL070

RUMOD
FL070

KOVEN
(OMS D27.3)
FL070

LUSOV
FL070

ODELA
FL070

(IAF)
D13.5 OMS
RWY 07:
FL070
RWY 25:
4000

(IAF)
D13.5 OMS
RWY 07:
FL070
RWY 25:
4000

(IAF)
(KOVEN 6N only)
D19.3 OMS
FL060

(IAF)
D13.5 OMS
FL070

(IAF)
D13.5 OMS
RWY 07:
FL070
RWY 25:
4000

(IAF)
D13.5 OMS
FL070

D18.8 OMS
MAX 230 KT
MAX FL070
MHA 2000

F6 R GOP
F6 DOMUR
F6 NEVOK
N6, F6 NEVOK
ODELA 6F

2900 ❶

❶Computed for surface air temperature at ARP -49°C.

TSENTRALNY
113.9 OMS

1 7
2 3
2 2
1 8
1 5
2 3

55-30
55-00
73-00
73-30
74-00
74-30

ATIS	OMSK Approach (APP)	Apt Elev
126.4	131.2	312

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

1. DME required.
2. Descent and approach shall be executed via designated STAR and approach procedure using "direct to" procedure and/or by vectoring.
3. STAR is assigned by ATS to calculate the time of commencing descent from FL.
   After entry into TMA, APP controller assigns RWY.
4. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit.
5. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.

ALODA 6F [ALOD6F]
BUNET 6F [BUNE6F]
MANUG 6F [MANU6F]
(ALL RWYS)
MATIL 6F [MATI6F]
NANOL 6F [NANO6F]
(RWY 25)
MATIL 6N [MATI6N]
NANOL 6N [NANO6N]
(RWY 07)
ARRIVALS

FEET METERS
QNH (QFE)
4000 (1130)

MANUG
FL070
126°
D25.6
12.1
1800
MANUG 6F

BUNET
FL070
D24.0
109°
10.5
1800
BUNET 6F

(IAF)
D13.5 OMS
FL070

(IAF)
D13.5 OMS
RWY 25:
FL070
RWY 07:
4000

R306
R289

MATIL
(OMS D24.1)
FL070
093°
4.8
1800
MATIL 6F, 6N
5.8
1800
MATIL 6F

(IAF)
(MATIL 6N only)
D19.3 OMS
FL060

R273

(IAF)
D13.5 OMS
FL070

TSENTRALNY
D 113.9 OMS

1329

NANOL
(OMS D26.2)
FL070
°670
.5
0081
NANOL ONAN

(IAF)
(NANOL 6N only)
D21.0 OMS
FL060
.5
0081
NANOL ONAN

(IAF)
D13.5 OMS
FL070

2900 ❶

❶Computed for surface air temperature at ARP -49°C.

ARP

(IAF)
D13.5 OMS
FL070

NOT TO SCALE

ALODA
(OMS D24.8)
FL070
120°
3.1
0081
F6 ADC A

17
23
15
18

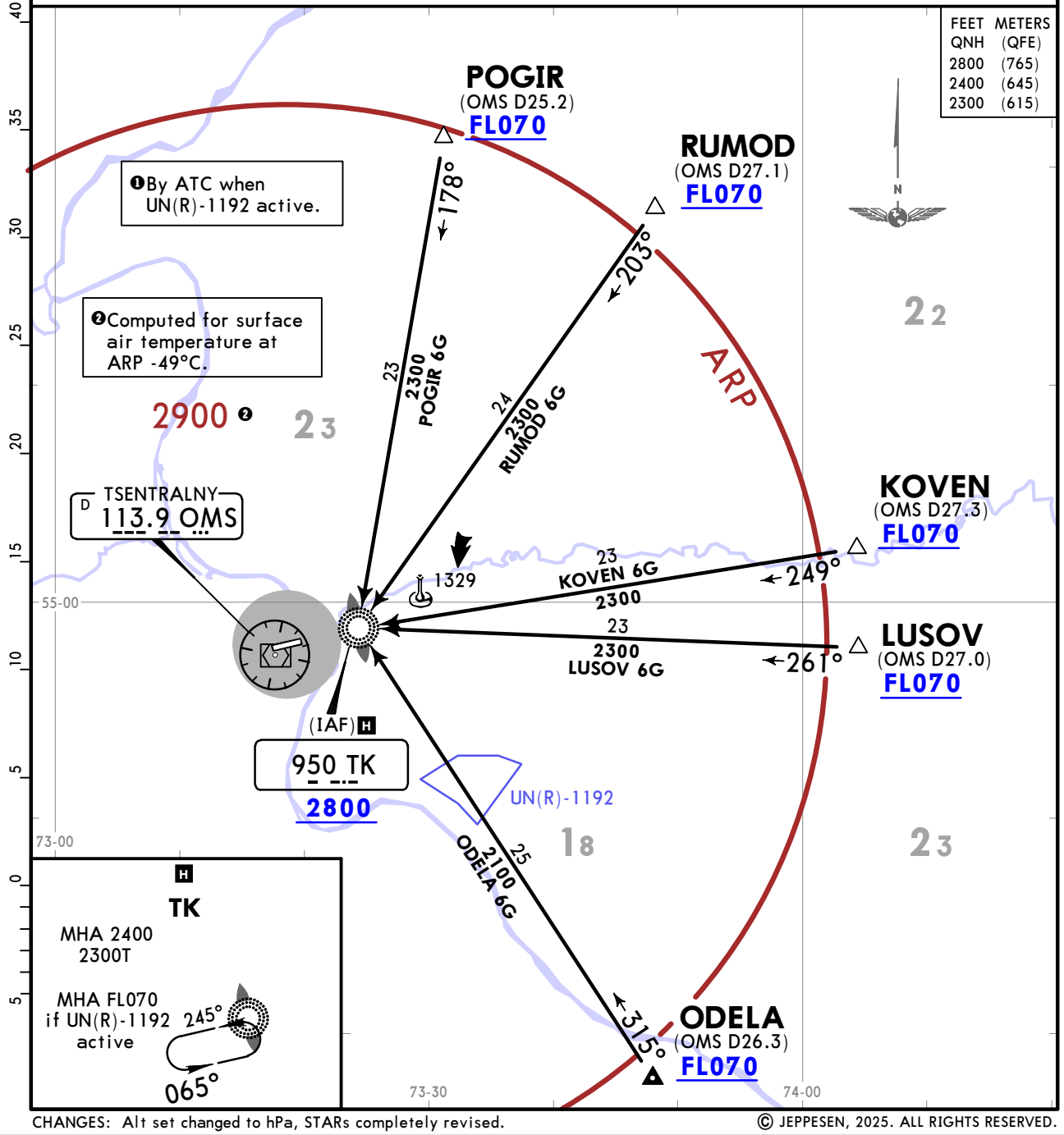
52
02
51
01
5
0
5

55-00
73-00
72-30
73-30

CHANGES: Alt set changed to hPa, STARs completely revised.

ATIS 126.4	Apt Elev 312	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) 1. DME or RADAR control required. 2. Descent and approach shall be executed via designated STAR and approach procedure using "direct to" procedure and/or by vectoring. 3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY. 4. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit. 5. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.
OMSK Approach (APP) 131.2		

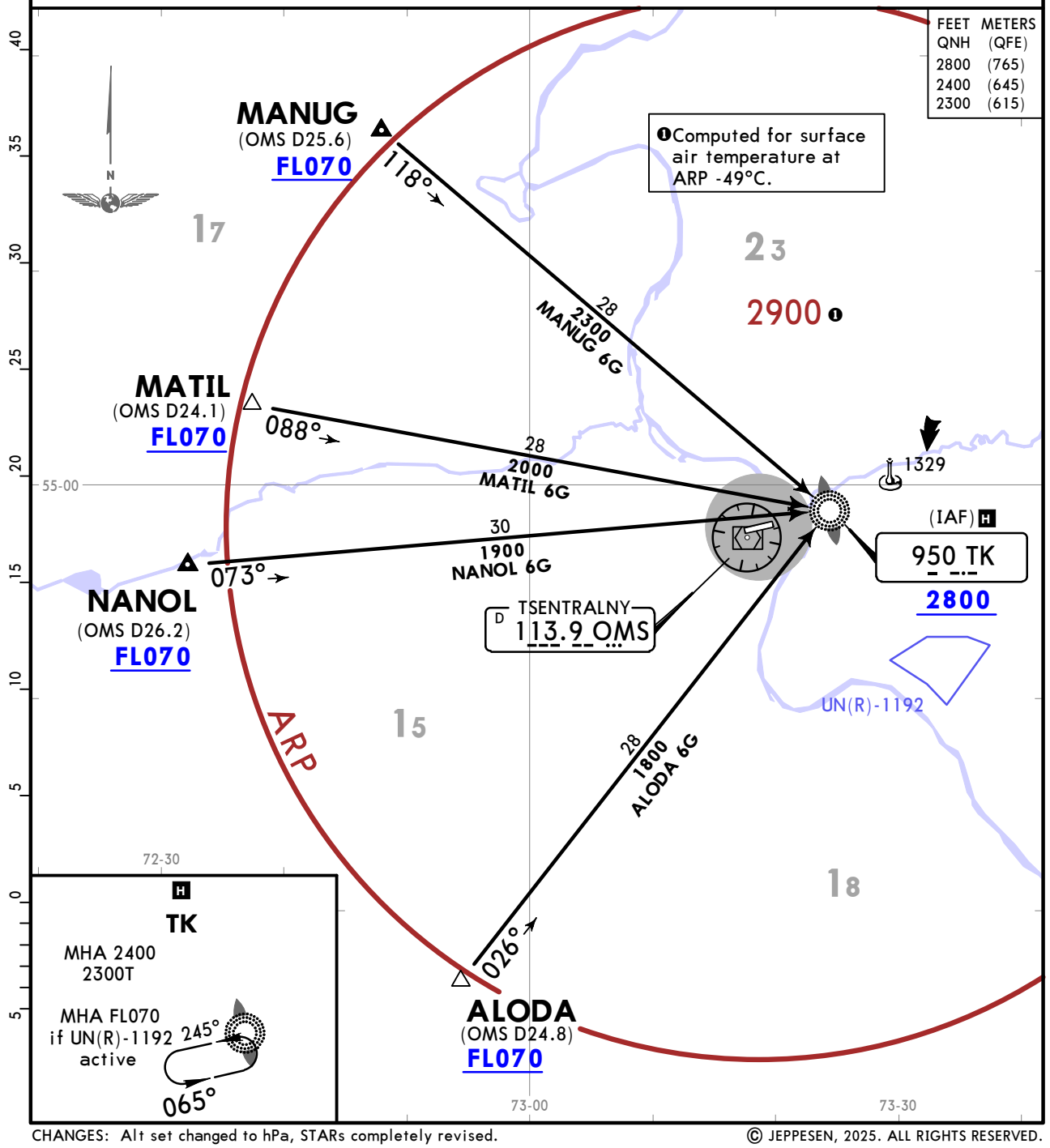
KOVEN 6G [KOVE6G], LUSOV 6G [LUSO6G]
ODELA 6G [ODEL6G] ❶
BY ATC
POGIR 6G [POGI6G]
RUMOD 6G [RUMO6G]
ARRIVALS
(RWY 25)



CHANGES: Alt set changed to hPa, STARs completely revised.

ATIS 126.4	Apt Elev 312	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm) 1. DME or RADAR control required. 2. Descent and approach shall be executed via designated STAR and approach procedure using "direct to" procedure and/or by vectoring. 3. STAR is assigned by ATS to calculate the time of commencing descent from FL. After entry into TMA, APP controller assigns RWY. 4. Descent shall be executed only to level (altitude, flight level) cleared by ATS unit. 5. Alignment of STAR track shall be carried out only after obtaining ATS instruction to proceed direct to the assigned point.
OMSK Approach (APP) 131.2		

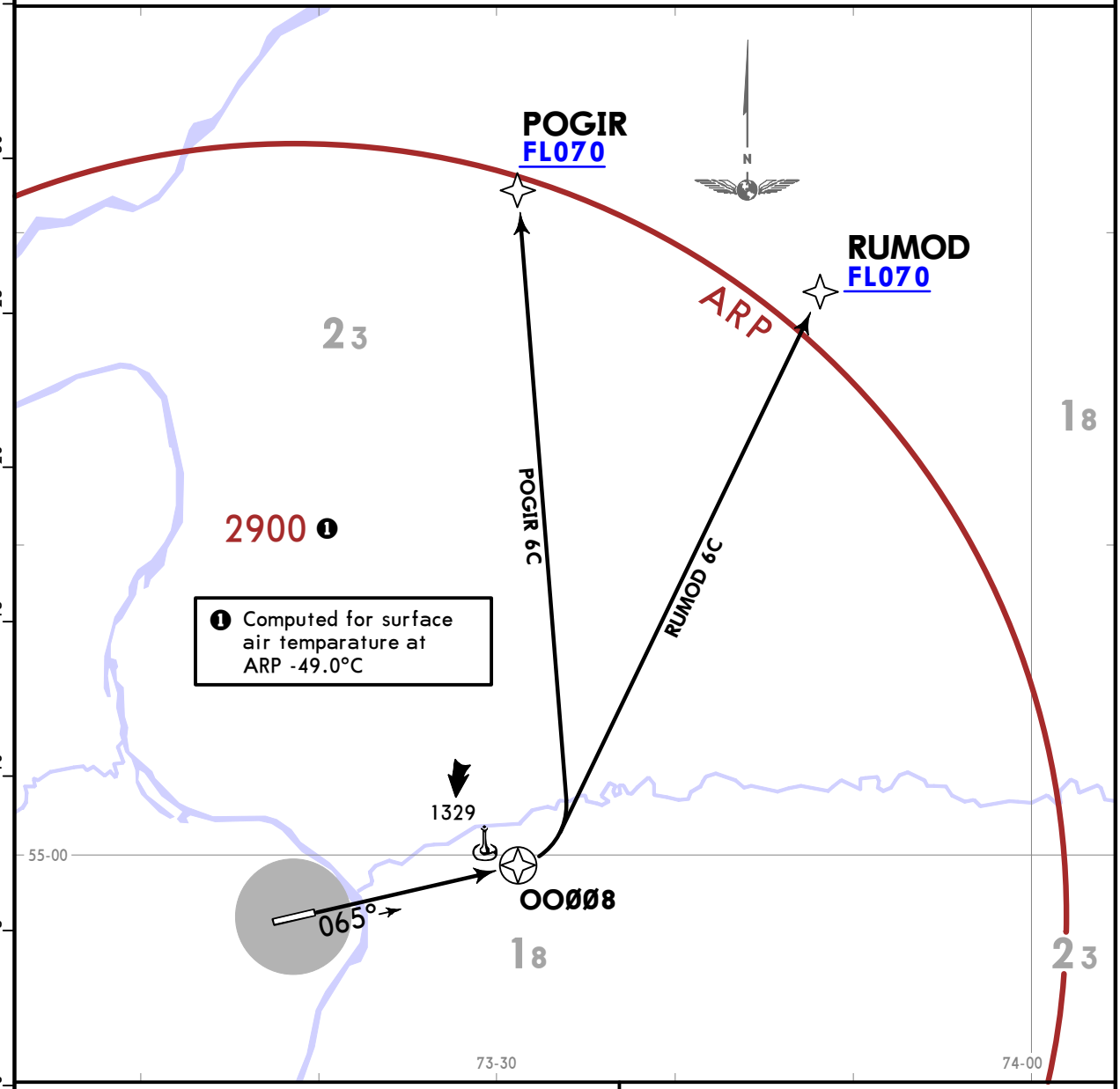
ALODA 6G [ALOD6G]
MANUG 6G [MANUG]
MATIL 6G [MATI6G]
NANOL 6G [NANO6G]
ARRIVALS
(RWY 25)



CHANGES: Alt set changed to hPa, STARs completely revised.

Apt Elev 312	QNH (QFE on request) Trans alt: 4000
	RNAV 1 GNSS required
	1. If no information on RNAV SID parameters available or if unable to maintain RNAV SID, report to ATC and obtain required departure instructions. 2. Climb shall be executed only up to altitude/FL cleared by ATC. 3. Radar vectoring and/or "Direct to" procedure can be applied after take-off.

POGIR 6C [POGI6C]
RUMOD 6C [RUMO6C]
RNAV DEPARTURES
(RWY 07)



These SIDs require minimum climb gradients of
3.7% up to 1600 due to obstacles.
POGIR 6C: 3.8% up to FL070 due to airspace structure.
RUMOD 6C: 4.0% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
3.8% V/V (fpm)	289	385	577	770	962	1154
4.0% V/V (fpm)	304	405	608	810	1013	1215

FEET	METERS
QNH	(QFE)
1600	(395)
4000	(1130)

CHANGES: Altimeter setting changed to QNH, RNAV SIDs renumbered & revised.

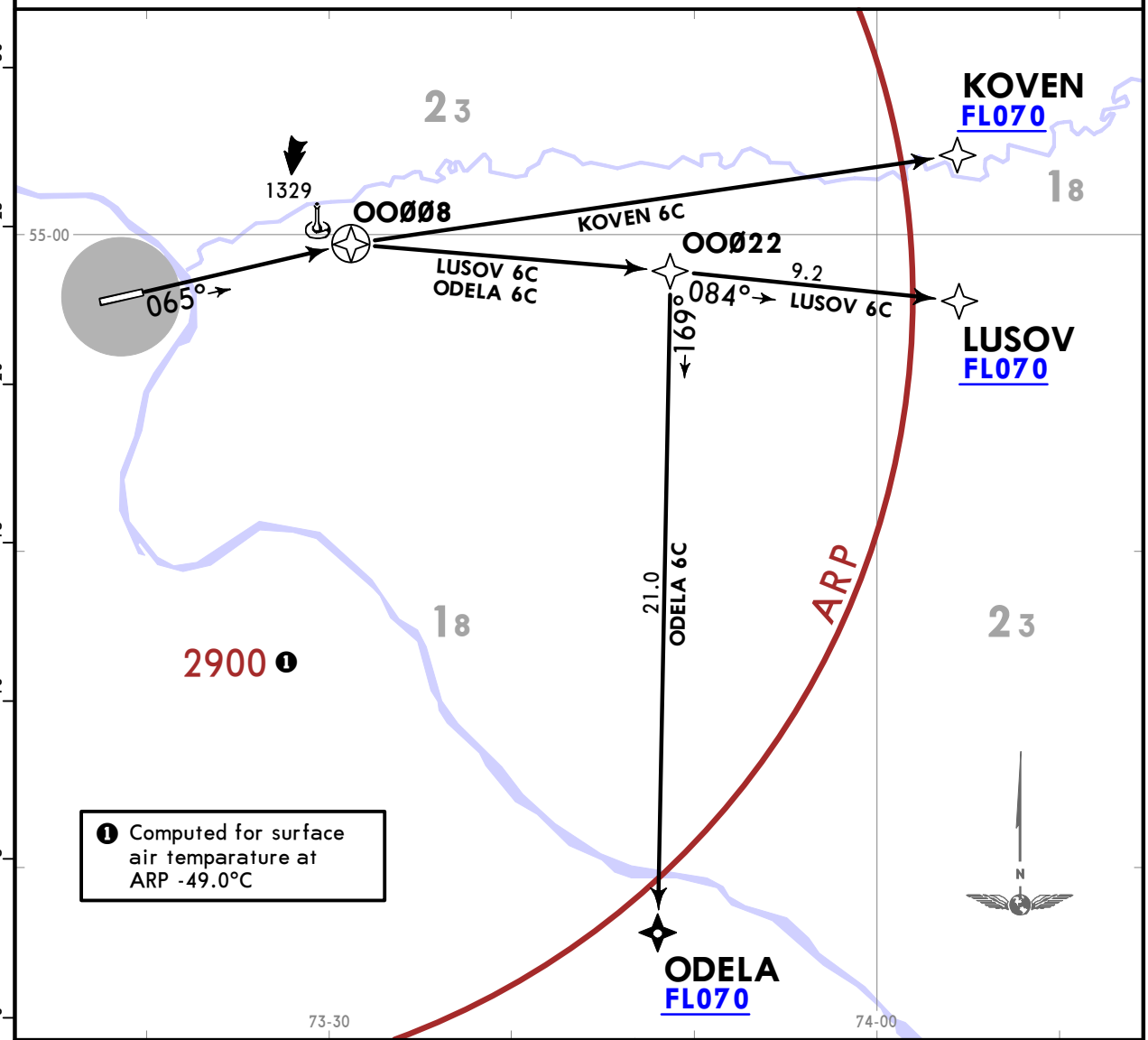
Apt Elev
312

QNH (QFE on request)
Trans alt: 4000

RNAV 1 GNSS required

1. If no information on RNAV SID parameters available or if unable to maintain RNAV SID, report to ATC and obtain required departure instructions.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. Radar vectoring and/or "Direct to" procedure can be applied after take-off.

KOVEN 6C [KOVE6C]
LUSOV 6C [LUSO6C]
ODELA 6C [ODEL6C]
RNAV DEPARTURES
(RWY 07)
BY ATC



These SIDs require minimum climb gradients of
3.7% up to 1600 due to obstacles.
KOVEN 6C, LUSOV 6C: 4.3% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.3% V/V (fpm)	327	435	653	871	1089	1306

FEET	METERS
QNH	(QFE)
1600	(395)
4000	(1130)

CHANGES: Altimeter setting changed to QNH, RNAV SIDs renumbered & revised.

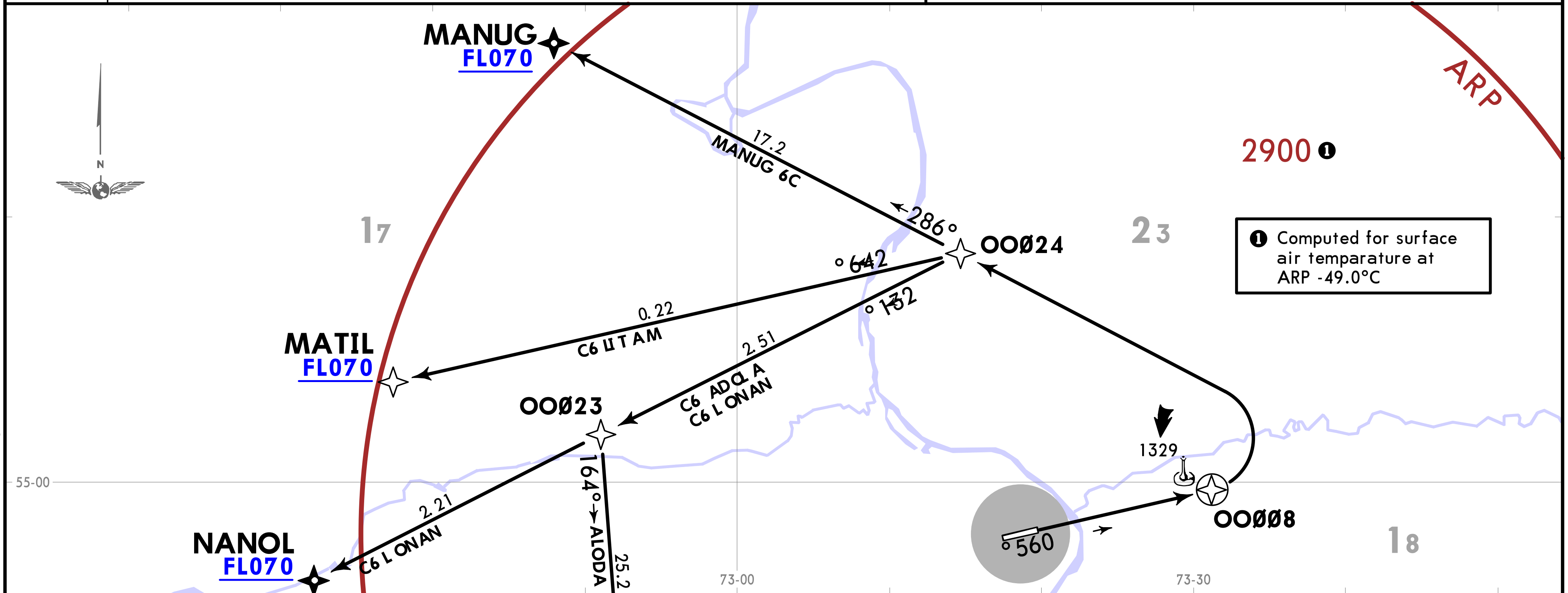
Apt Elev
312

QNH (QFE on request)
Trans alt: 4000

RNAV 1 GNSS required

1. If no information on RNAV SID parameters available or if unable to maintain RNAV SID, report to ATC and obtain required departure instructions.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. Radar vectoring and/or "Direct to" procedure can be applied after take-off.

ALODA 6C [ALOD6C], MANUG 6C [MANU6C] MATIL 6C [MATI6C], NANOL 6C [NANO6C] RNAV DEPARTURES (RWY 07)



These SIDs require a minimum climb gradient of
3.7% up to 1600.

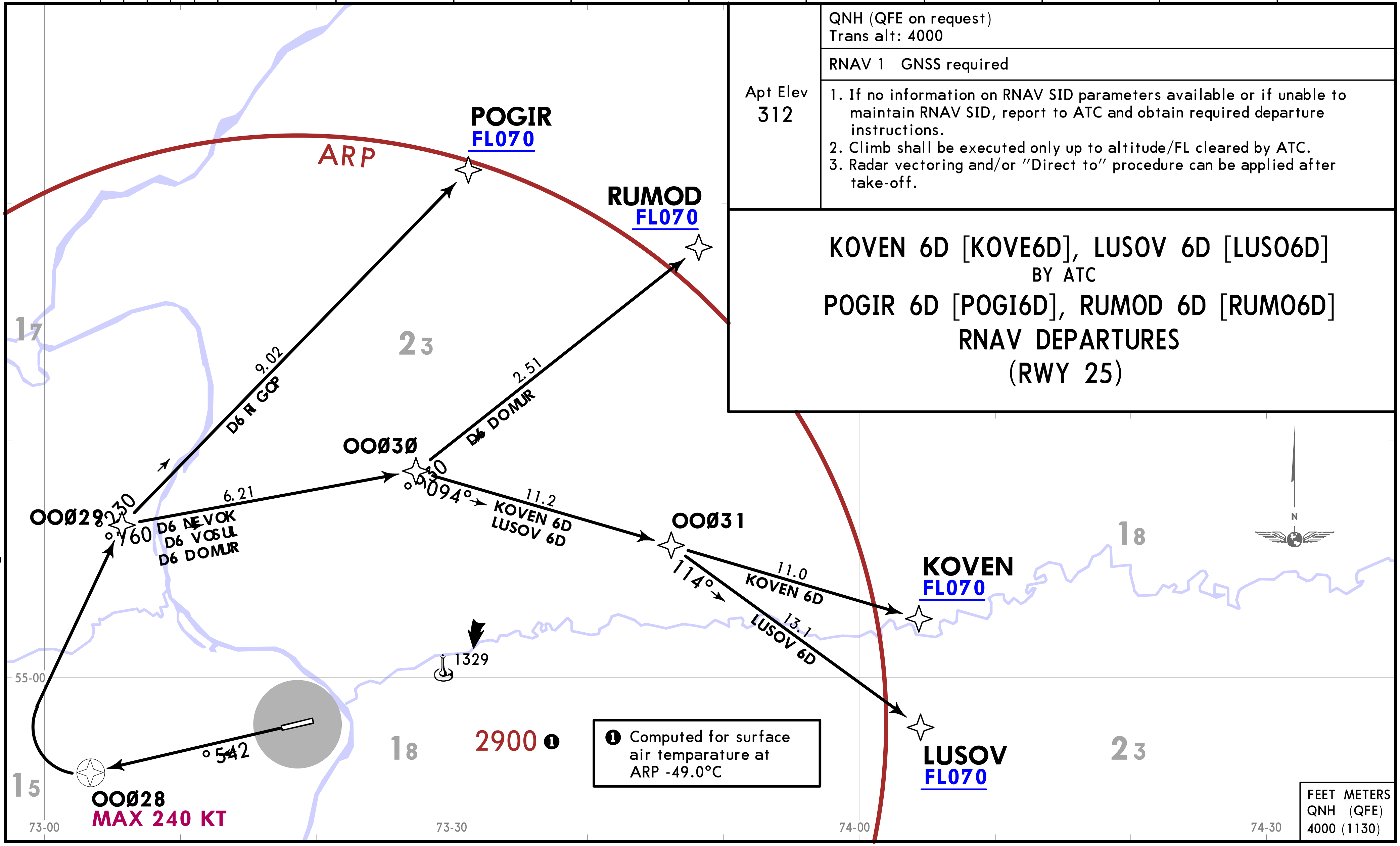
Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

FEET	METERS
QNH	(QFE)
1600	(395)
4000	(1130)

CHANGES: Altimeter setting changed to QNH, RNAV SIDs renumbered & revised.

Apt Elev 312	QNH (QFE on request) Trans alt: 4000
	RNAV 1 GNSS required
	1. If no information on RNAV SID parameters available or if unable to maintain RNAV SID, report to ATC and obtain required departure instructions. 2. Climb shall be executed only up to altitude/FL cleared by ATC. 3. Radar vectoring and/or "Direct to" procedure can be applied after take-off.

KOVEN 6D [KOVE6D], LUSOV 6D [LUSO6D]
BY ATC
POGIR 6D [POGI6D], RUMOD 6D [RUMO6D]
RNAV DEPARTURES
(RWY 25)



CHANGES: Altimeter setting changed to QNH, RNAV SIDs renumbered & revised.

Apt Elev
312

QNH (QFE on request)
Trans alt: 4000

RNAV 1 GNSS required

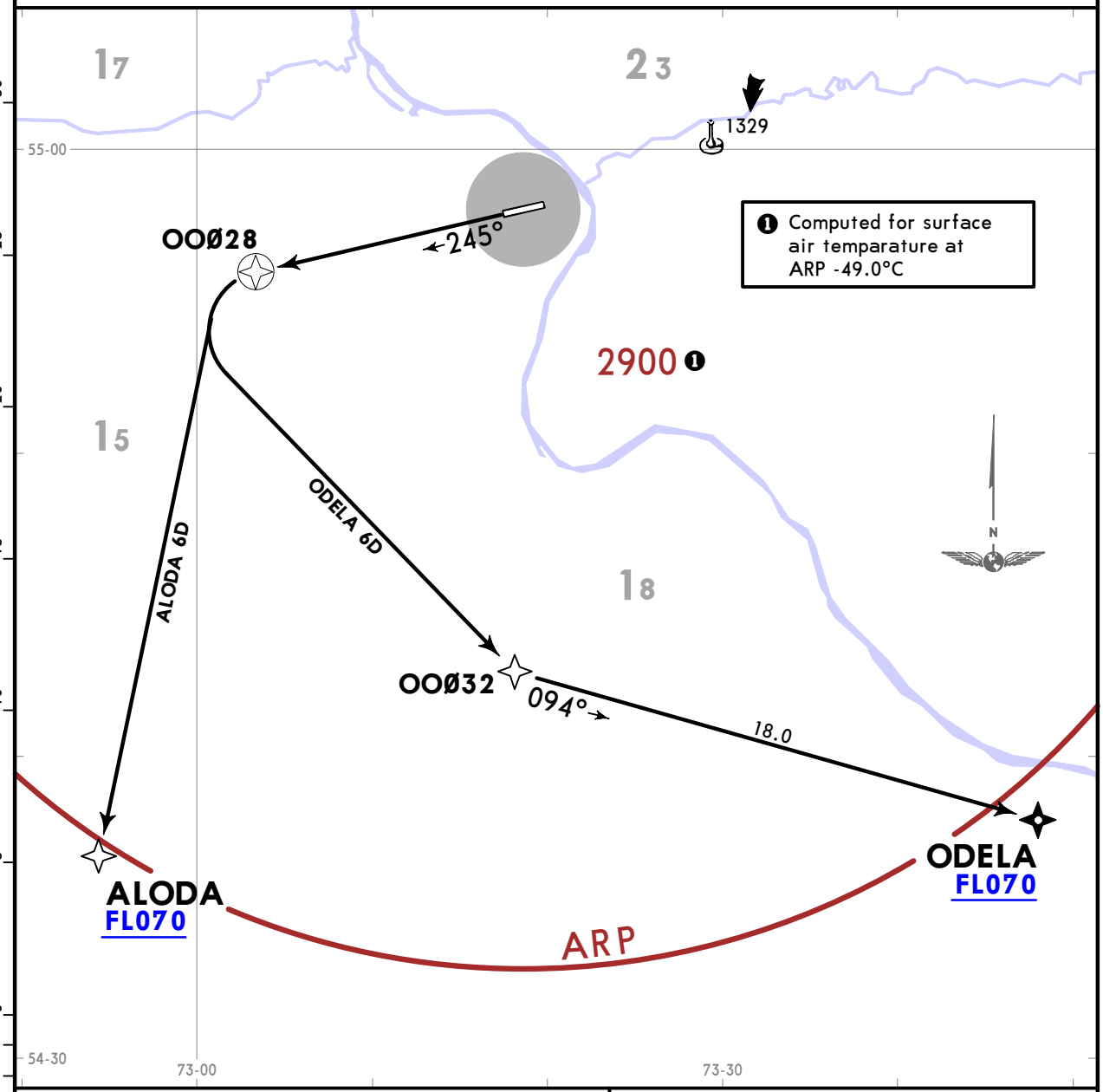
1. If no information on RNAV SID parameters available or if unable to maintain RNAV SID, report to ATC and obtain required departure instructions.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. Radar vectoring and/or "Direct to" procedure can be applied after take-off.

ALODA 6D [ALOD6D]

ODELA 6D [ODEL6D]

BY ATC

RNAV DEPARTURES
(RWY 25)



ALODA 6D

This SID requires a minimum climb gradient of
3.9% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

FEET METERS
QNH (QFE)
4000 (1130)

CHANGES: Altimeter setting changed to QNH, RNAV SIDs renumbered & revised.

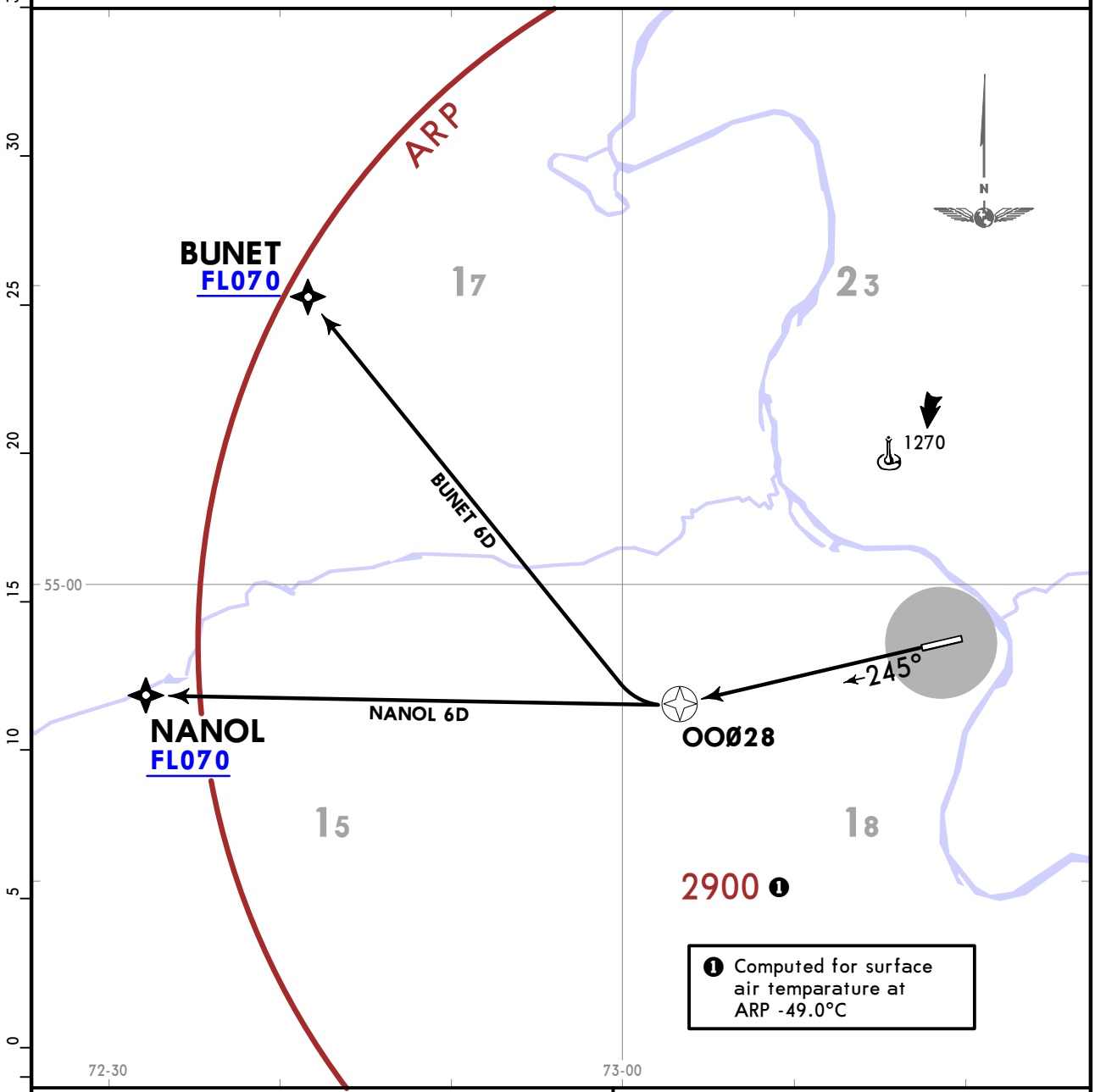
Apt Elev
312

QNH (QFE on request)
Trans alt: 4000

RNAV 1 GNSS required

1. If no information on RNAV SID parameters available or if unable to maintain RNAV SID, report to ATC and obtain required departure instructions.
4. Climb shall be executed only up to altitude/FL cleared by ATC.
5. Radar vectoring and/or "Direct to" procedure can be applied after take-off.

BUNET 6D [BUNE6D]
NANOL 6D [NANO6D]
RNAV DEPARTURES
(RWY 25)

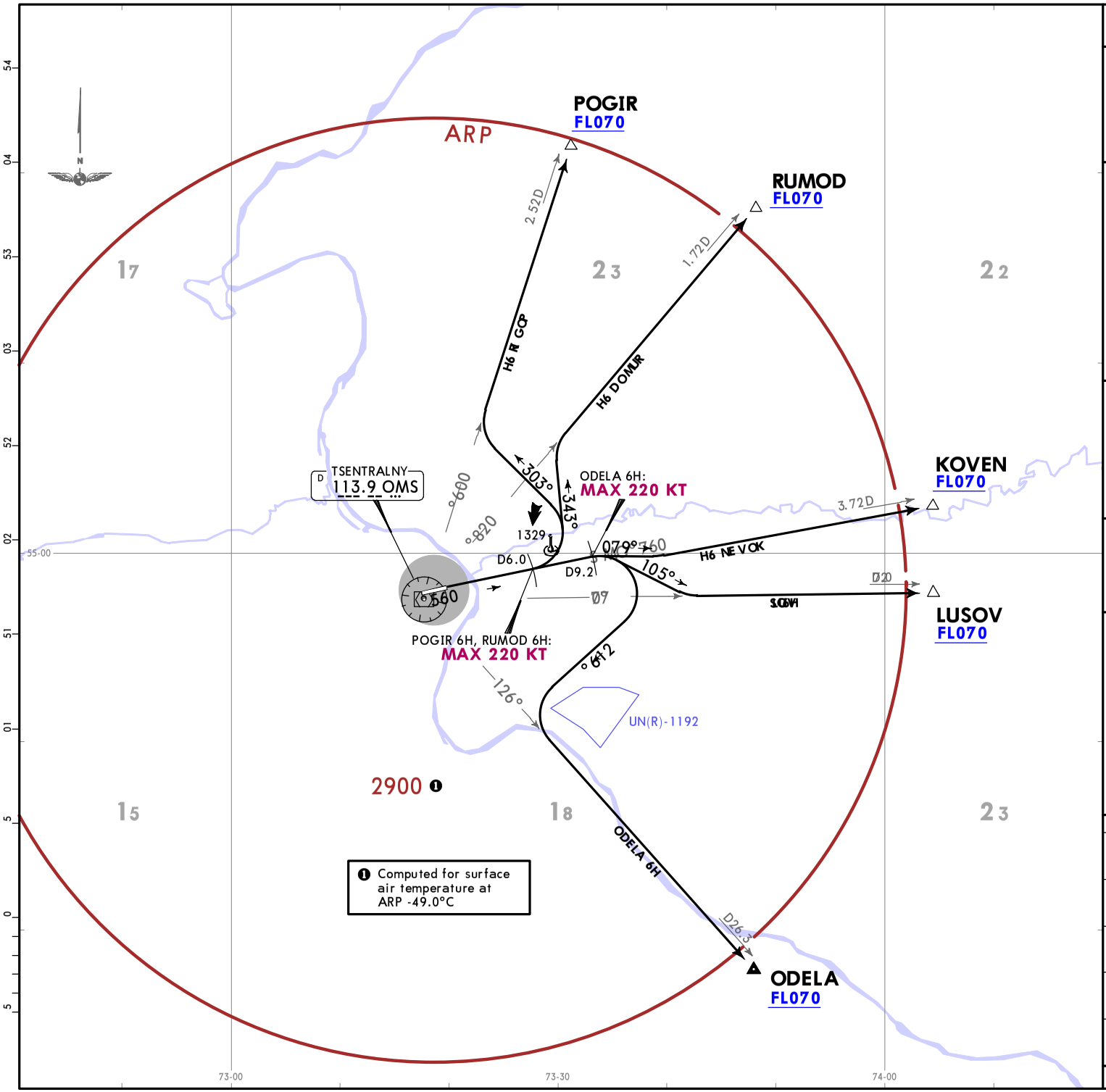


These SIDs require minimum climb gradients of
BUNET 6D: 4.1% up to FL070 due to airspace structure.
NANOL 6D: 4.2% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.2% V/V (fpm)	319	425	638	851	1063	1276

FEET METERS
QNH (QFE)
4000 (1130)

CHANGES: Altimeter setting changed to QNH, RNAV SIDs renumbered & revised.



Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME or RADAR control required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

KOVEN 6H [KOVE6H]
LUSOV 6H [LUSO6H]
ODELA 6H [ODEL6H]
POGIR 6H [POGI6H]
RUMOD 6H [RUMO6H]
DEPARTURES
(RWY 07)

FEET	METERS
QNH	(QFE)
1600	(395)
4000	(1130)

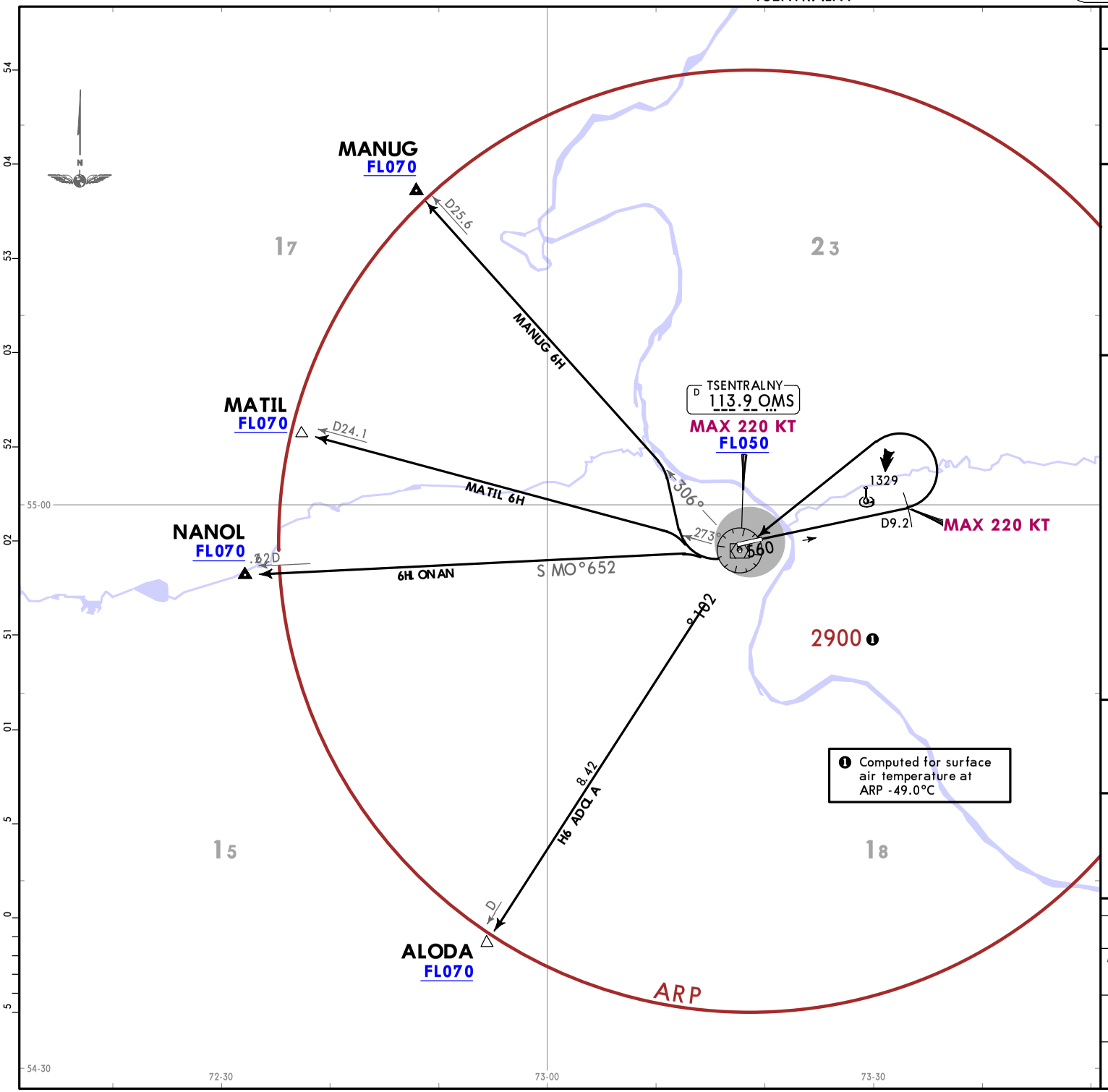
These SIDs require minimum climb gradients of
3.7% up to 1600.
KOVEN 6H, LUSOV 6H: 4.3% up to FL070 due to airspace structure.
POGIR 6H: 3.7% up to FL070 due to airspace structure.
RUMOD 6H: 3.9% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
3.9% V/V (fpm)	296	395	592	790	987	1185
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
KOVEN 6H By ATC	Climb on 065° track to D9.2 OMS, turn RIGHT, 079° track, intercept R067 OMS to KOVEN.
LUSOV 6H By ATC	Climb on 065° track to D9.2 OMS, turn RIGHT, 105° track, intercept R077 OMS to LUSOV.
ODELA 6H By ATC ❷	Climb on 065° track to D9.2 OMS, turn RIGHT, 216° track, intercept R126 OMS to ODELA.
POGIR 6H	Climb on 065° track to D6.0 OMS, turn LEFT, 303° track, intercept R006 OMS to POGIR.
RUMOD 6H	Climb on 065° track to D6.0 OMS, turn LEFT, 343° track, intercept R028 OMS to RUMOD.

❷ when UN(R)-1192 is active

CHANGES: Initial track in routing text.



❶ Computed for surface air temperature at ARP -49.0°C

Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME or RADAR control required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

ALODA 6H [ALOD6H]
MANUG 6H [MANU6H]
MATIL 6H [MATI6H]
NANOL 6H [NANO6H]
DEPARTURES
(RWY 07)

FEET	METERS
QNH	(QFE)
1600	(395)
4000	(1130)

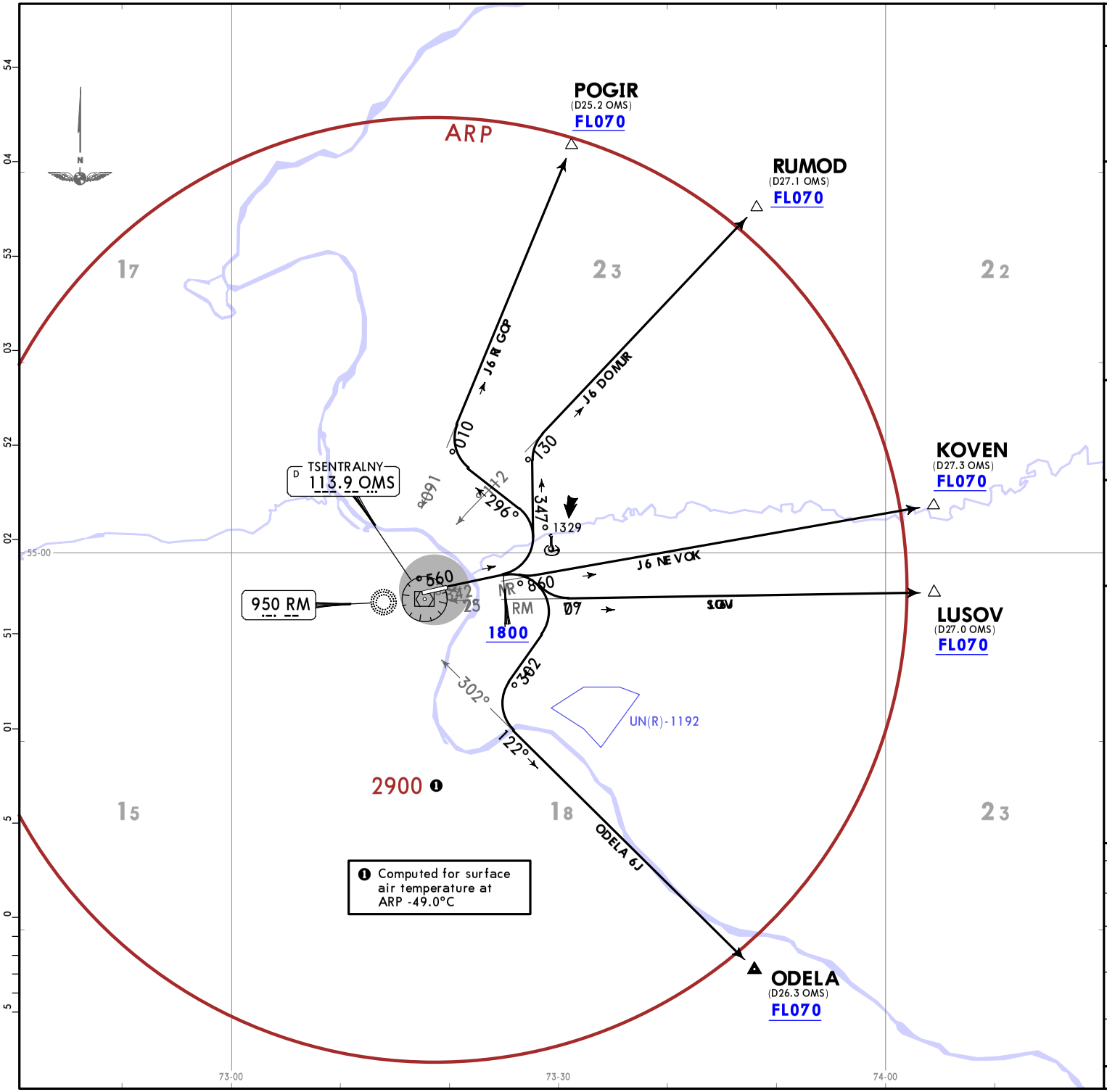
These SIDs require a minimum climb gradient of 3.7% up to 1600.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

SID	ROUTING
ALODA 6H	Climb on 065° track to D9.2 OMS, turn LEFT to OMS, R201 OMS to ALODA.
MANUG 6H	Climb on 065° track to D9.2 OMS, turn LEFT to OMS, turn RIGHT, intercept R306 OMS to MANUG.
MATIL 6H	Climb on 065° track to D9.2 OMS, turn LEFT to OMS, turn RIGHT, intercept R273 OMS to MATIL.
NANOL 6H	Climb on 065° track to D9.2 OMS, turn LEFT to OMS, turn RIGHT, intercept R256 OMS to NANOL.

CHANGES: Initial track in routing text.

JEPPESEN OMSK, RUSSIA
13 MAR 26 10-3H Eff 19 Mar SID



Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME or RADAR control required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

KOVEN 6J [KOVE6J]
LUSOV 6J [LUSO6J]
ODELA 6J [ODEL6J]
POGIR 6J [POGI6J]
RUMOD 6J [RUMO6J]
DEPARTURES
(RWY 07)

FEET	METERS
QNH	(QFE)
1600	(395)
1800	(455)
4000	(1130)

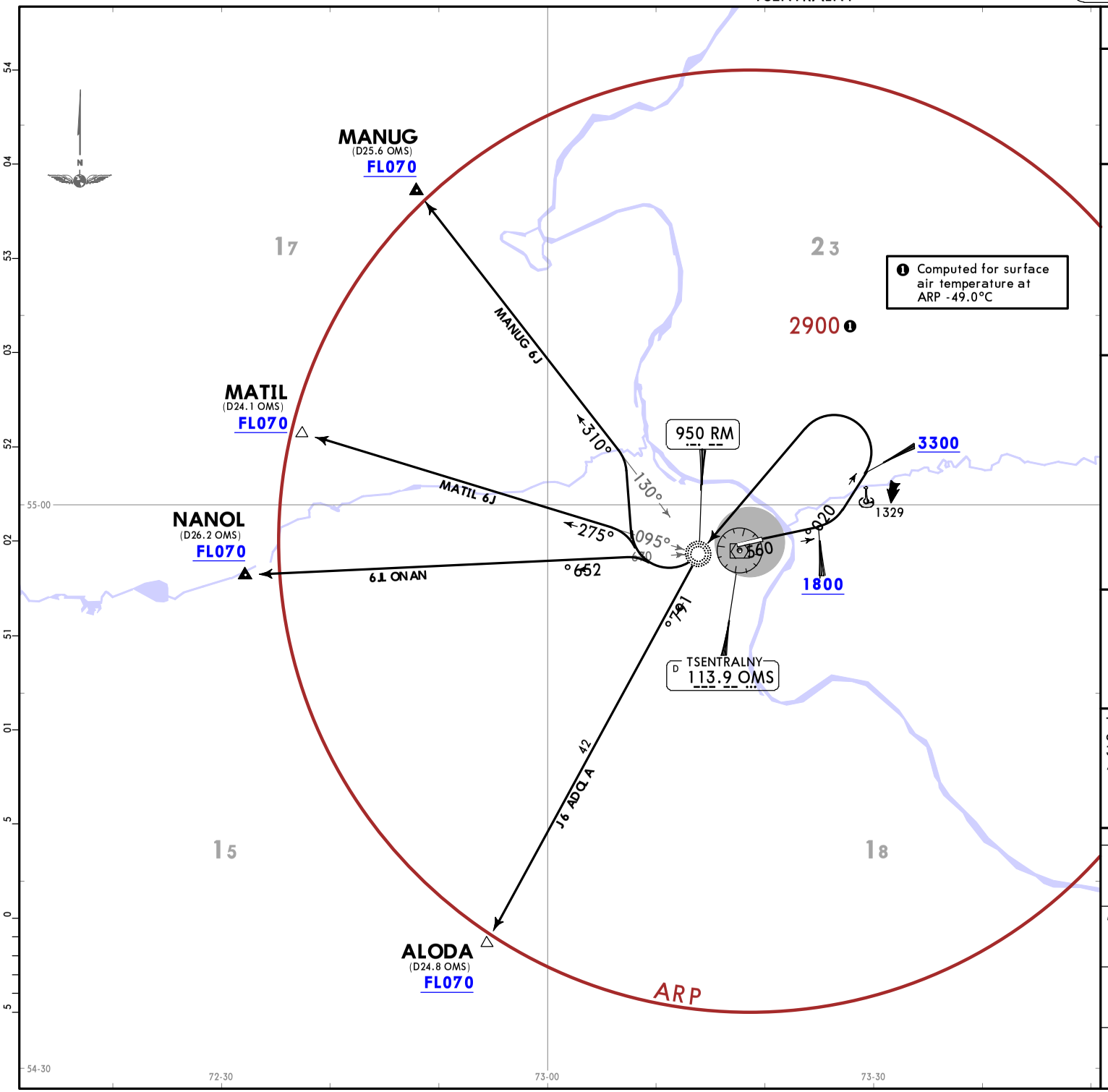
These SIDs require minimum climb gradients of
3.7% up to 1600.
KOVEN 6J, LUSOV 6J: 4.3% up to FL070 due to airspace structure.
ODELA 6J: 3.5% up to FL070 due to airspace structure.
POGIR 6J: 3.8% up to FL070 due to airspace structure.
RUMOD 6J: 4.0% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.7% V/V (fpm)	281	375	562	749	937	1124
3.8% V/V (fpm)	289	385	577	770	962	1154
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
KOVEN 6J By ATC	Climb on 065° track to 1800 or above, 068° bearing from RM to KOVEN.
LUSOV 6J By ATC	Climb on 065° track to 1800 or above, 077° bearing from RM to LUSOV.
ODELA 6J By ATC ❷	Climb on 065° track to 1800 or above, turn RIGHT, 203° track, intercept 122° bearing from RM to ODELA.
POGIR 6J	Climb on 065° track to 1800 or above, turn LEFT, 296° track, intercept 010° bearing from RM to POGIR.
RUMOD 6J	Climb on 065° track to 1800 or above, turn LEFT, 347° track, intercept 031° bearing from RM to RUMOD.

❷ when UN(R)-1192 is active

CHANGES: Initial track in routing text.



Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME or RADAR control required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

ALODA 6J [ALOD6J]
MANUG 6J [MANU6J]
MATIL 6J [MATI6J]
NANOL 6J [NANO6J]
DEPARTURES
(RWY 07)

FEET	METERS (QFE)
QNH	
1600	(395)
1800	(455)
3300	(915)
4000	(1130)

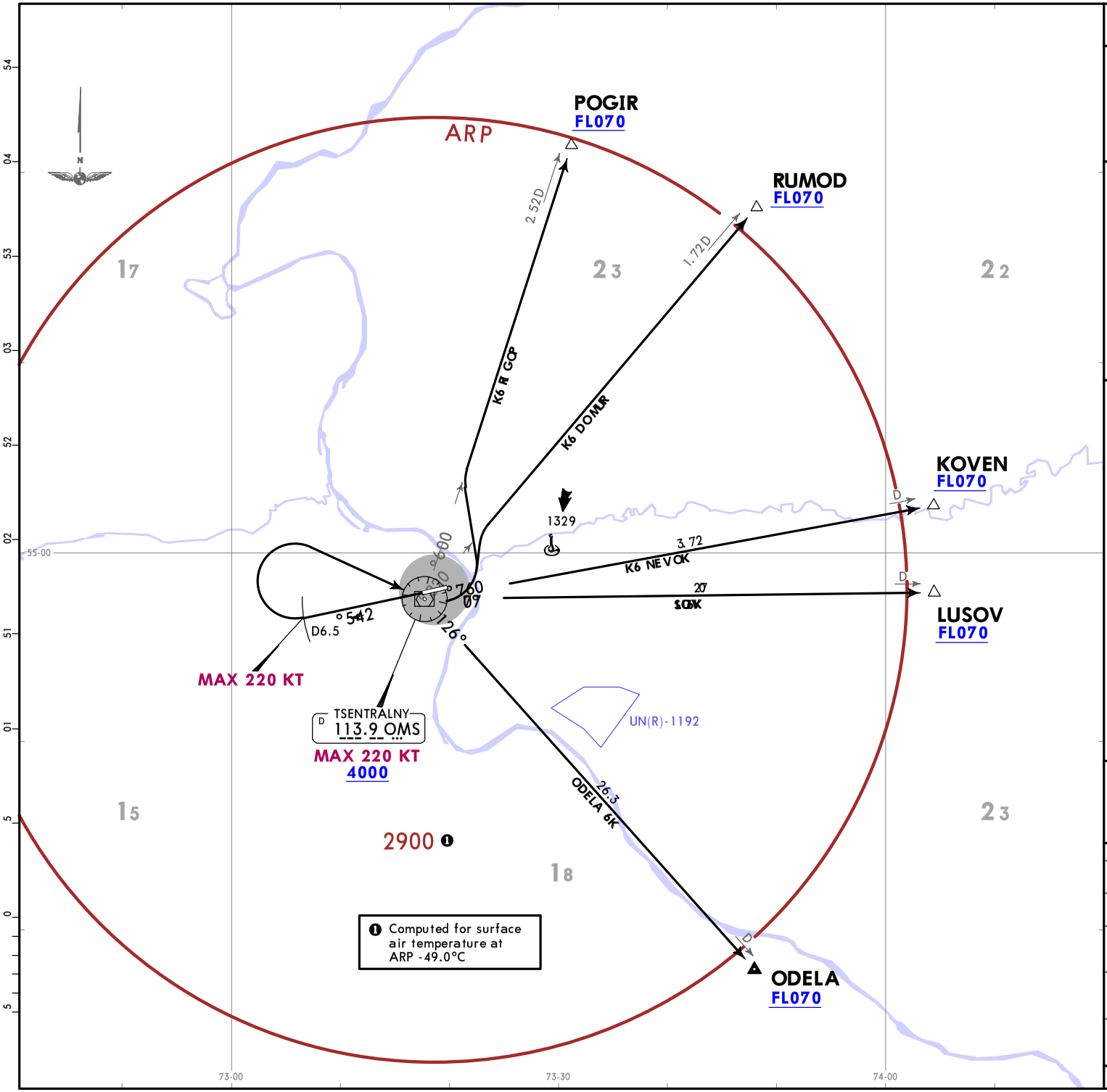
These SIDs require a minimum climb gradient of
3.7% up to 1600.
ALODA 6J: 3.7% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

SID	ROUTING
ALODA 6J	Climb on 065° track to 1800 or above, turn LEFT, 020° track to 3300 or above, turn LEFT to RM, 197° bearing from RM to ALODA.
MANUG 6J	Climb on 065° track to 1800 or above, turn LEFT, 020° track to 3300 or above, turn LEFT to RM, 310° bearing from RM to MANUG.
MATIL 6J	Climb on 065° track to 1800 or above, turn LEFT, 020° track to 3300 or above, turn LEFT to RM, 275° bearing from RM to MATIL.
NANOL 6J	Climb on 065° track to 1800 or above, turn LEFT, 020° track to 3300 or above, turn LEFT to RM, 256° bearing from RM to NANOL.

CHANGES: Initial track in routing text.

JEPPESEN OMSK, RUSSIA
13 MAR 26 10-3K Eff 19 Mar SID



❶ Computed for surface air temperature at ARP -49.0°C

Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME or RADAR control required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

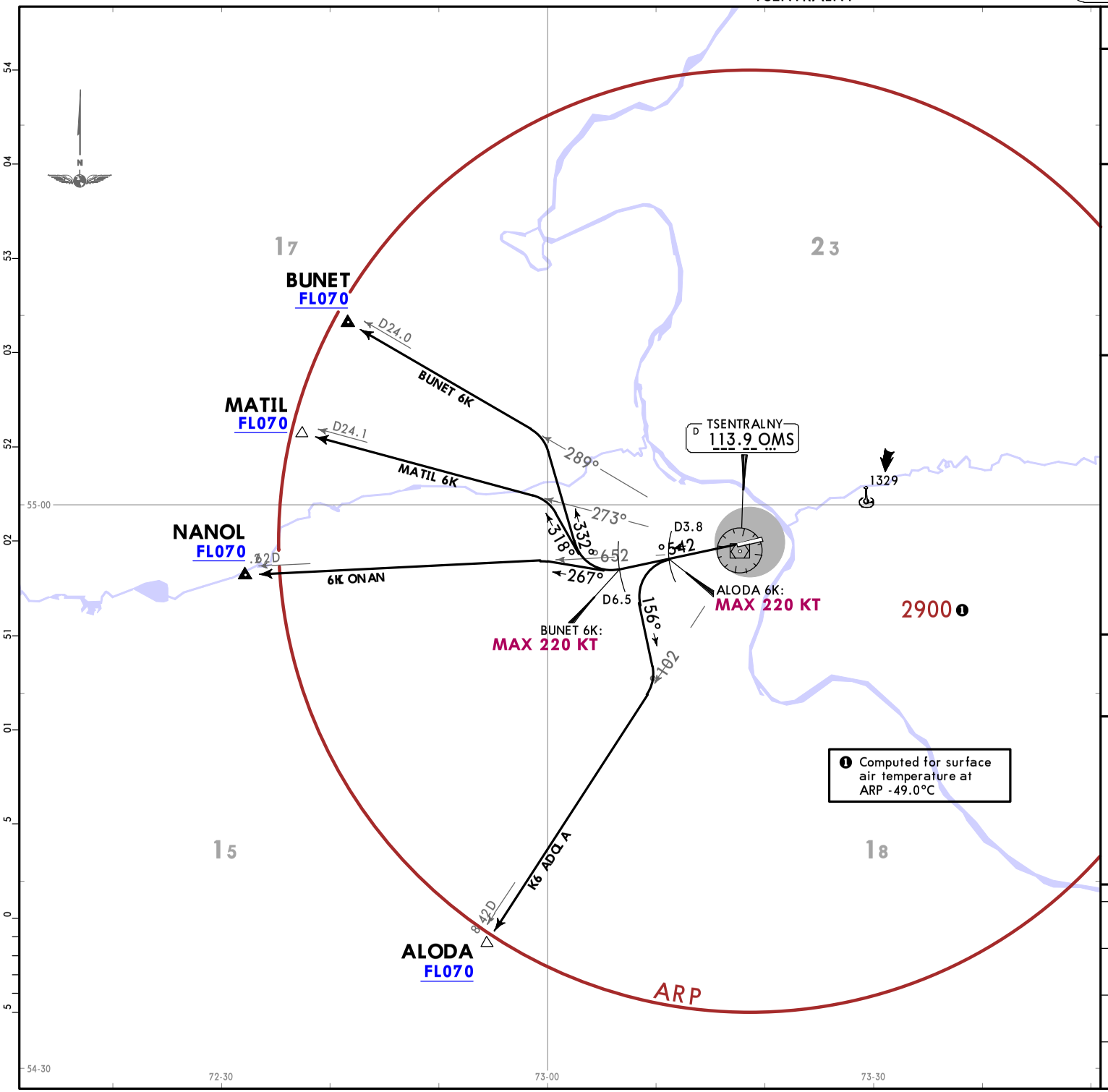
KOVEN 6K [KOVE6K]
LUSOV 6K [LUSO6K]
ODELA 6K [ODEL6K]
POGIR 6K [POGI6K]
RUMOD 6K [RUMO6K]
DEPARTURES
(RWY 25)

FEET METERS
QNH (QFE)
4000 (1130)

SID	ROUTING
KOVEN 6K By ATC	Climb on 245° track to D6.5 OMS, turn RIGHT to OMS, R067 OMS to KOVEN.
LUSOV 6K By ATC	Climb on 245° track to D6.5 OMS, turn RIGHT to OMS, R077 OMS to LUSOV.
ODELA 6K By ATC❷	Climb on 245° track to D6.5 OMS, turn RIGHT to OMS, turn RIGHT, intercept R126 OMS to ODELA.
POGIR 6K	Climb on 245° track to D6.5 OMS, turn RIGHT to OMS, turn LEFT, intercept R006 OMS to POGIR.
RUMOD 6K	Climb on 245° track to D6.5 OMS, turn RIGHT to OMS, turn LEFT, intercept R028 OMS to RUMOD.

❷ when UN(R)-1192 is active

CHANGES: Initial track in routing text.



Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME or RADAR control required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

ALODA 6K [ALOD6K]
BUNET 6K [BUNE6K]
MATIL 6K [MATI6K]
NANOL 6K [NANO6K]
DEPARTURES
(RWY 25)

FEET	METERS
QNH	(QFE)
4000	(1130)

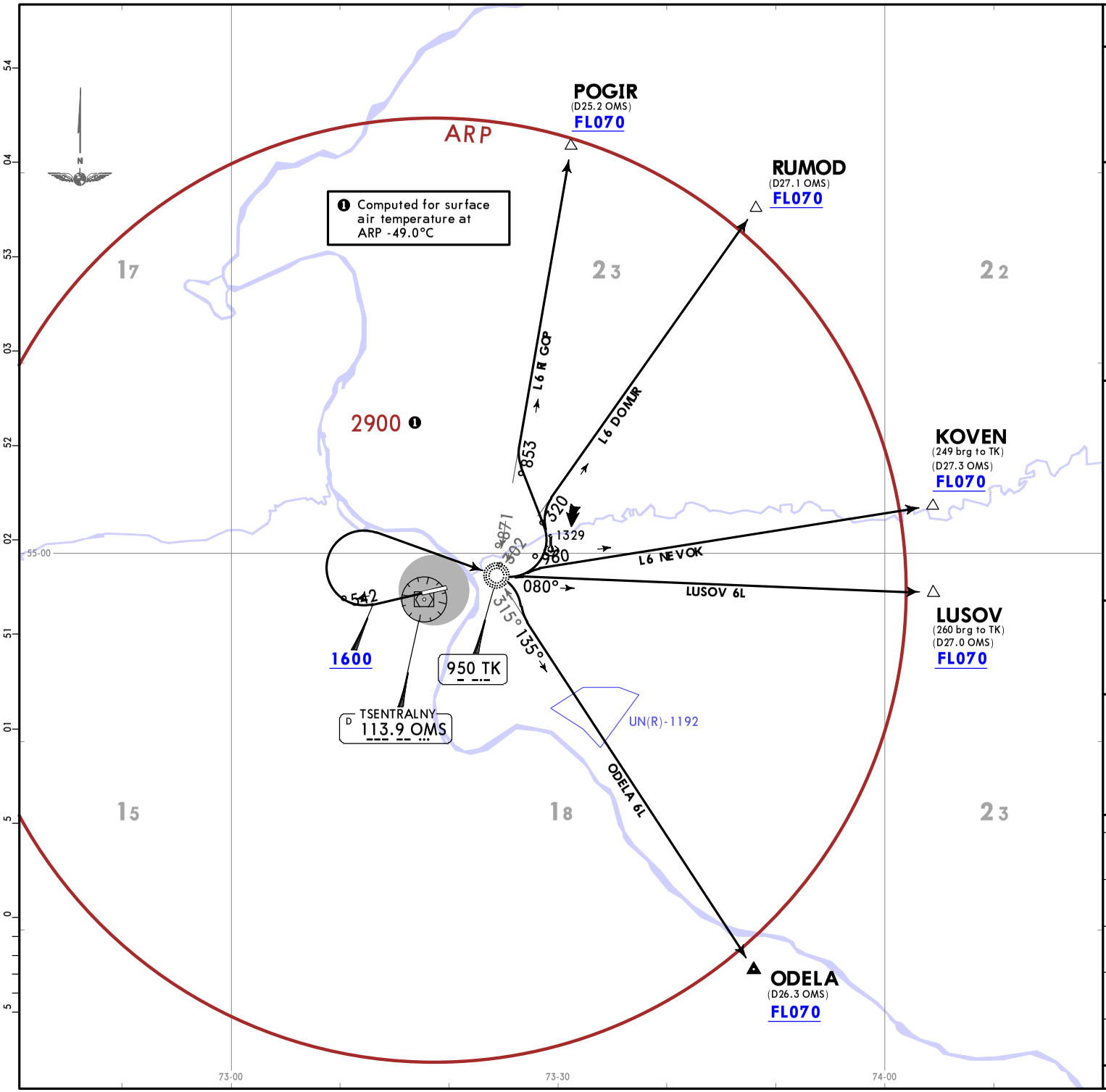
These SIDs require minimum climb gradients of
ALODA 6K, BUNET 6K: 4.0% up to FL070 due to airspace structure.
MATIL 6K, NANOL 6K: 4.3% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
ALODA 6K	Climb on 245° track to D3.8 OMS, turn LEFT, 156° track, intercept R201 OMS to ALODA.
BUNET 6K	Climb on 245° track to D6.5 OMS, turn RIGHT, 332° track, intercept R289 OMS to BUNET.
MATIL 6K	Climb on 245° track to D6.5 OMS, turn RIGHT, 318° track, intercept R273 OMS to MATIL.
NANOL 6K	Climb on 245° track to D6.5 OMS, turn RIGHT, 267° track, intercept R256 OMS to NANOL.

❶ Computed for surface air temperature at ARP -49.0°C

CHANGES: Initial track in routing text.



Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME or RADAR control required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

KOVEN 6L [KOVE6L]
LUSOV 6L [LUSO6L]
ODELA 6L [ODEL6L]
POGIR 6L [POGI6L]
RUMOD 6L [RUMO6L]
DEPARTURES
(RWY 25)

FEET	METERS
QNH	(QFE)
1600	(400)
4000	(1130)

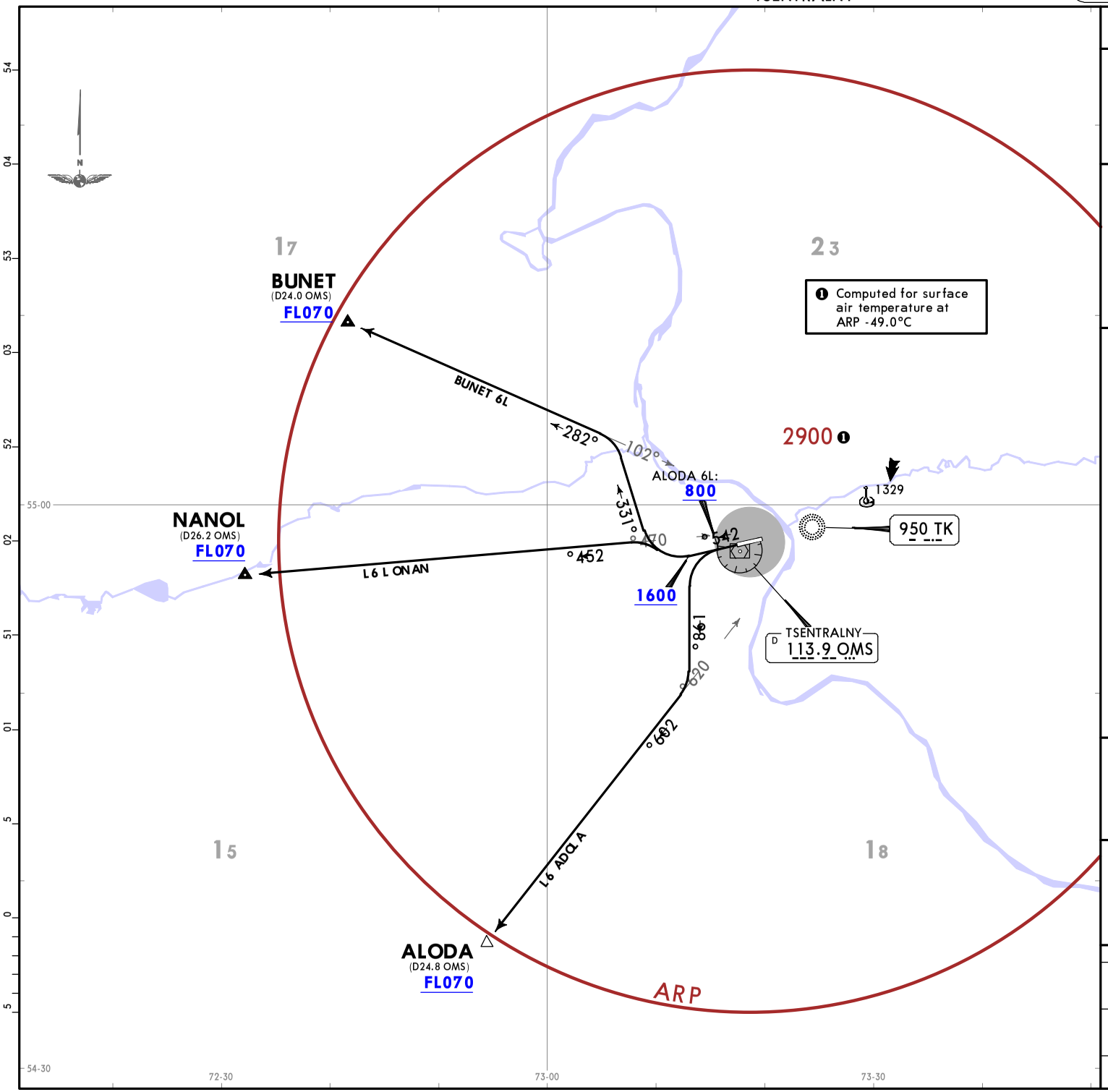
LUSOV 6L, ODELA 6L:
These SIDs require a minimum climb gradient of
6.4% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944

SID	ROUTING
KOVEN 6L By ATC 2	Climb on 245° track to 1600 or above, turn RIGHT to TK, 069° bearing from TK to KOVEN.
LUSOV 6L By ATC 2	Climb on 245° track to 1600 or above, turn RIGHT to TK, 080° bearing from TK to LUSOV.
ODELA 6L By ATC 2	Climb on 245° track to 1600 or above, turn RIGHT to TK, 135° bearing from TK to ODELA.
POGIR 6L	Climb on 245° track to 1600 or above, turn RIGHT to TK, 358° bearing from TK to POGIR.
RUMOD 6L	Climb on 245° track to 1600 or above, turn RIGHT to TK, 023° bearing from TK to RUMOD.

2 when UN(R)-1192 is active

CHANGES: Initial track in routing text.



Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME or RADAR control required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

ALODA 6L [ALOD6L]
BUNET 6L [BUNE6L]
NANOL 6L [NANO6L]
DEPARTURES
(RWY 25)

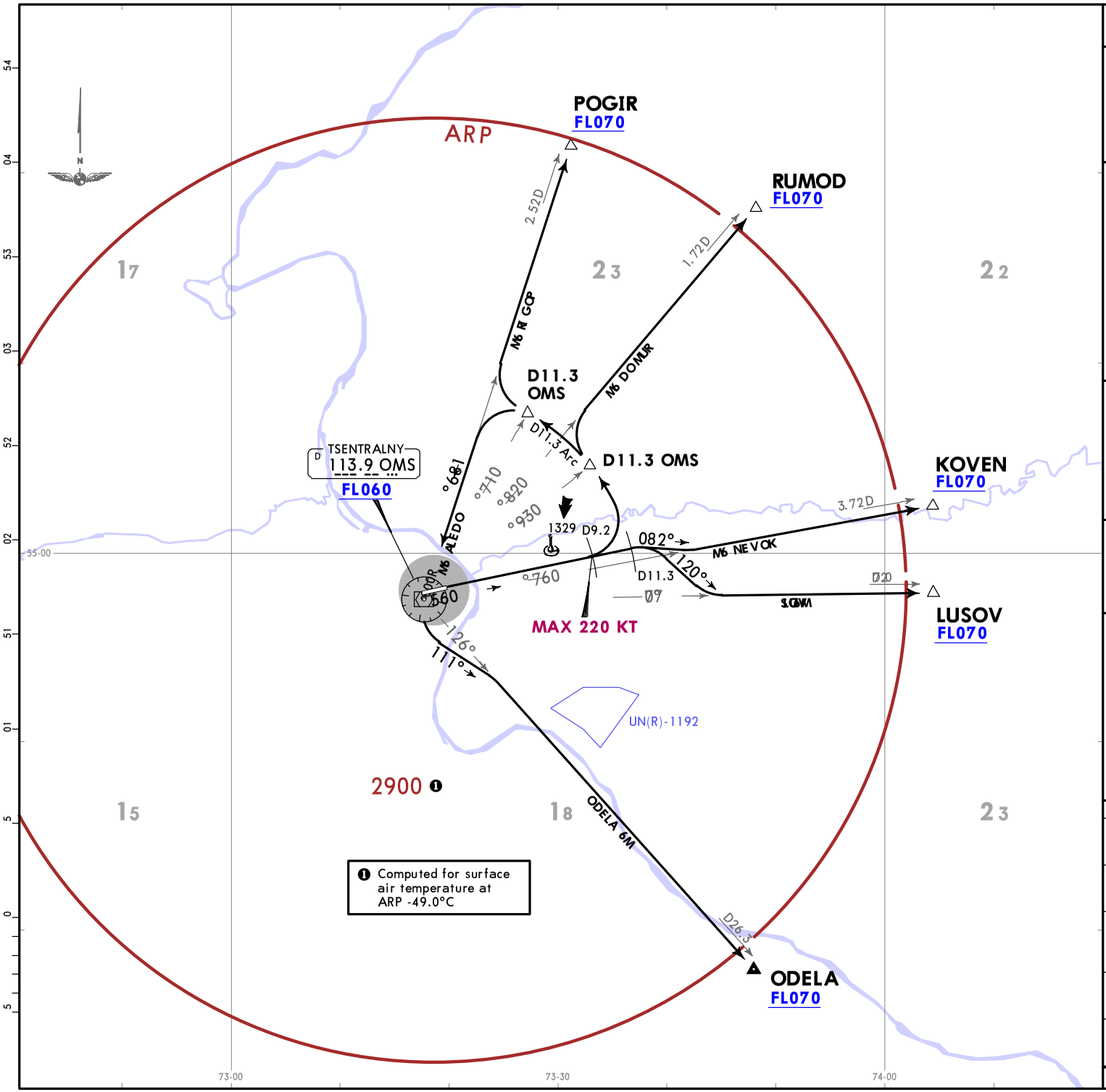
FEET	METERS
QNH	(QFE)
800	(155)
1600	(400)
4000	(1130)

These SIDs require a minimum climb gradient of
4.2% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276

SID	ROUTING
ALODA 6L	Climb on 245° track to 800 or above, turn LEFT, 168° track, intercept 206° bearing from TK to ALODA.
BUNET 6L	Climb on 245° track to 1600 or above, turn RIGHT, 331° track, intercept 282° bearing from TK to BUNET.
NANOL 6L	Climb on 245° track to 1600 or above, intercept 254° bearing from TK to BUNET.

CHANGES: Initial track in routing text.



Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

KOVEN 6M [KOVE6M]
LUSOV 6M [LUSO6M]
ODELA 6M [ODEL6M]
POGIR 6M [POGI6M]
RUMOD 6M [RUMO6M]
DEPARTURES
(RWY 07)

FEET	METERS
QNH	(QFE)
1600	(395)
4000	(1130)

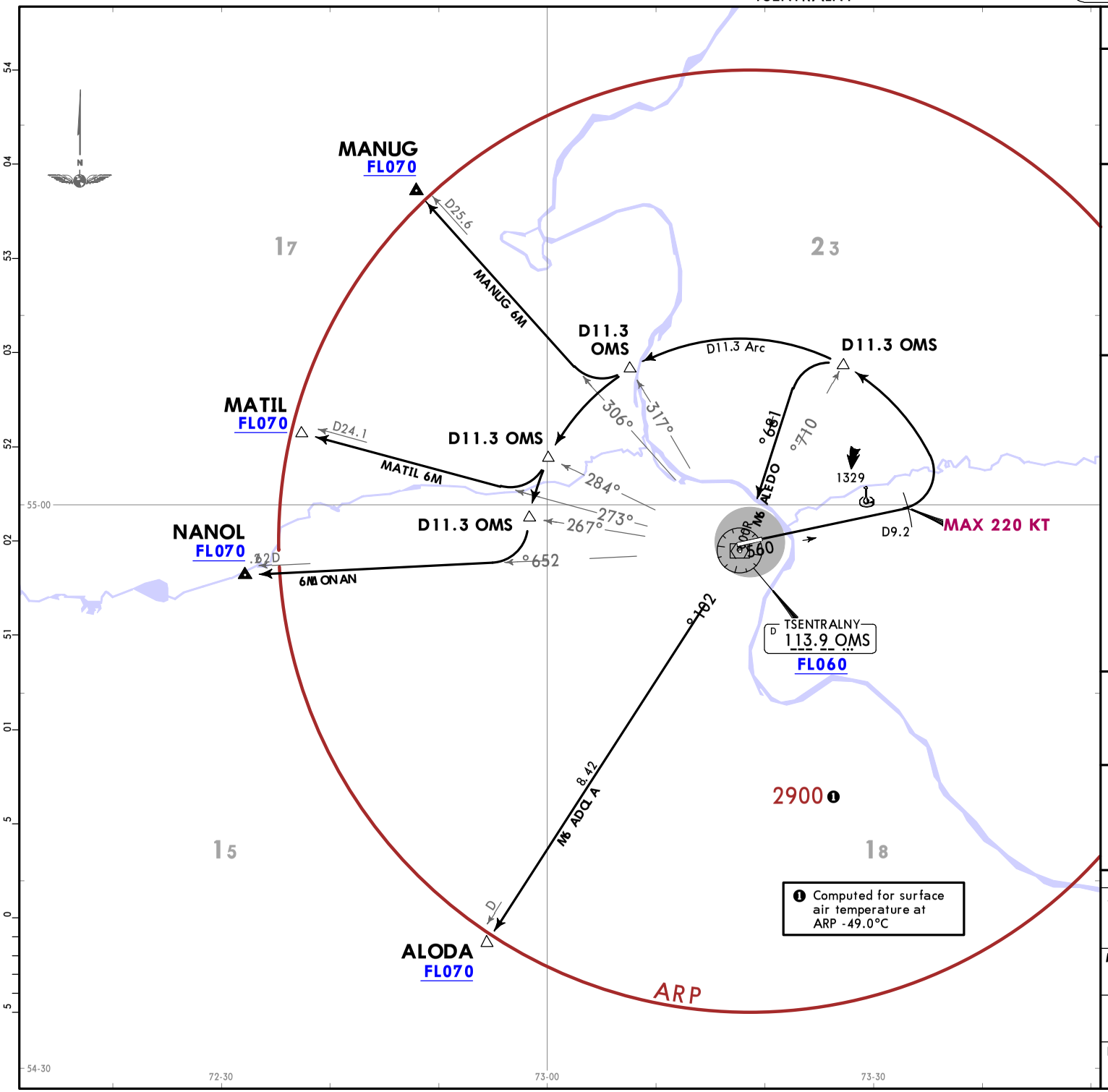
These SIDs require a minimum climb gradient of
3.7% up to 1600.
KOVEN 6M, LUSOV 6M: 4.3% up to FL070 due to airspace structure.
RUMOD 6M: 3.7% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.3% V/V (fpm)	327	435	653	871	1089	1306

SID	ROUTING
KOVEN 6M By ATC❷	Climb on 065° track to D11.3 OMS, turn RIGHT, 082° track, intercept R067 OMS to KOVEN.
LUSOV 6M By ATC❷	Climb on 065° track to D11.3 OMS, turn RIGHT, 120° track, intercept R077 OMS to LUSOV.
ODELA 6M By ATC❷	Climb on 065° track to D9.2 OMS, turn LEFT, intercept D11.3 OMS Arc to R017 OMS, turn LEFT to OMS, turn LEFT, 111° track, intercept R126 OMS to ODELA.
POGIR 6M	Climb on 065° track to D9.2 OMS, turn LEFT, intercept D11.3 OMS Arc to R017 OMS, turn RIGHT, R006 OMS to POGIR.
RUMOD 6M	Climb on 065° track to D9.2 OMS, turn LEFT, intercept D11.3 OMS Arc to R039 OMS, turn RIGHT, R028 OMS to RUMOD.

❷ when UN(R)-1192 is active

CHANGES: Initial track in routing text.



Apt Elev
312

QNH (QFE on request)
Trans alt: 4000
1. DME required.
2. Climb shall be executed only up to altitude/FL cleared by ATC.
3. RADAR vectoring and/or "Direct to" procedure can be applied after take-off.

ALODA 6M [ALOD6M]
MANUG 6M [MANU6M]
MATIL 6M [MATI6M]
NANOL 6M [NANO6M]
DEPARTURES
(RWY 07)

FEET	METERS
QNH	(QFE)
1600	(395)
4000	(1130)

These SIDs require a minimum climb gradient of 3.7% up to 1600.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

SID	ROUTING
ALODA 6M	Climb on 065° track to D9.2 OMS, turn LEFT, intercept D11.3 OMS Arc to R017 OMS, turn LEFT to OMS, R201 OMS to ALODA.
MANUG 6M	Climb on 065° track to D9.2 OMS, turn LEFT, intercept D11.3 OMS Arc to R317 OMS, turn RIGHT, R306 OMS to MANUG.
MATIL 6M	Climb on 065° track to D9.2 OMS, turn LEFT, intercept D11.3 OMS Arc to R284 OMS, turn RIGHT, R273 OMS to MATIL.
NANOL 6M	Climb on 065° track to D9.2 OMS, turn LEFT, intercept D11.3 OMS Arc to R267 OMS, turn RIGHT, R256 OMS to NANOL.

CHANGES: Initial track in routing text.

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. Maintain prescribed SID and STAR routes and in case of deviation join the assigned track immediately.

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 established by the ACFT Flight Manual.

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.

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
13 MAR 26
Eff 19 Mar
10-9

OMSK, ~~RUSSIA~~

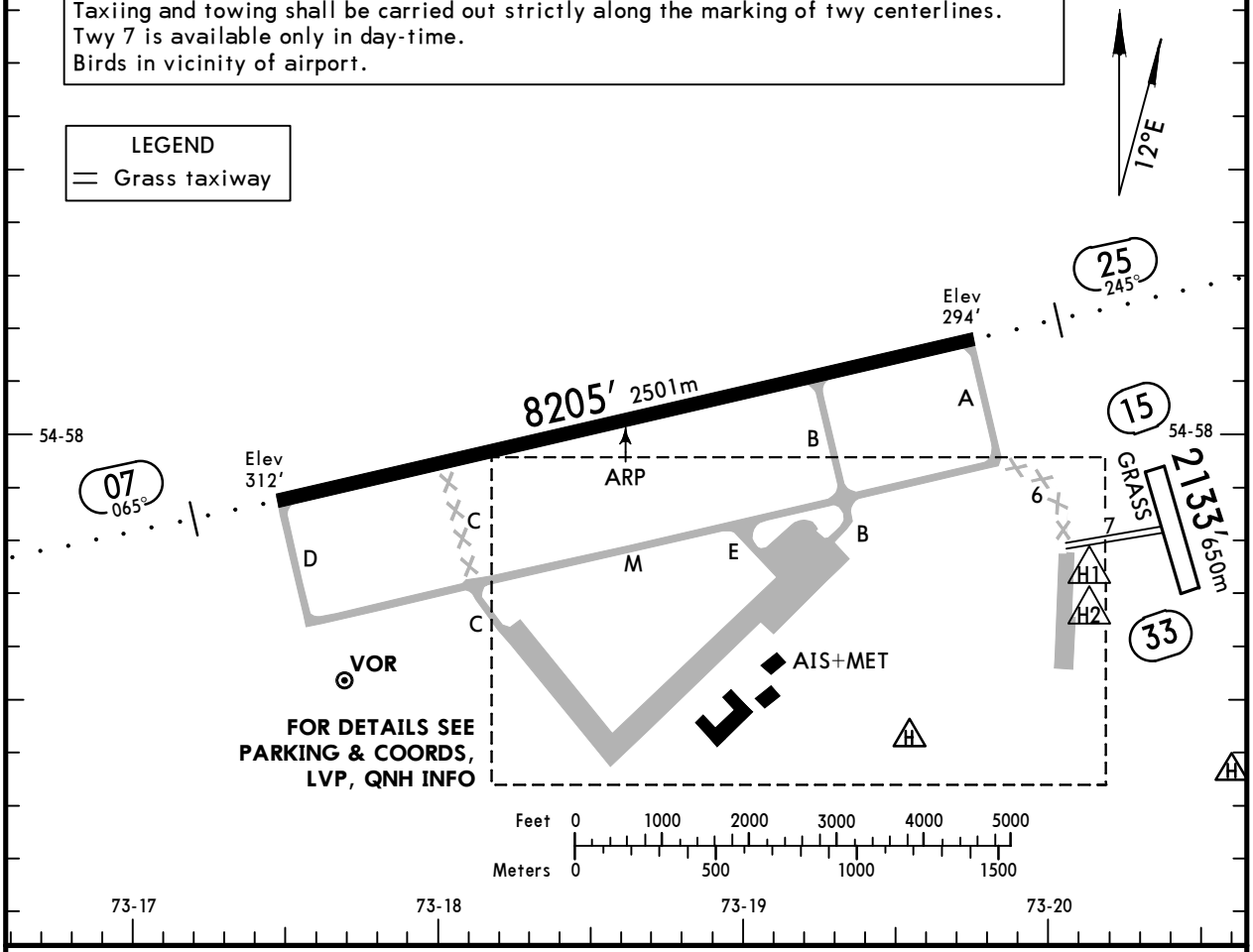
TSENTRALNY

ATIS	OMSK Taxiing (GND)	OMSK Radar (TWR)	Start (TWR)
126.4	121.7	119.0	119.0

73-17 73-18 73-19 73-20

Taxiing and towing shall be executed after GND controller's clearance only.
Taxiing and towing shall be carried out strictly along the marking of twy centerlines.
Twy 7 is available only in day-time.
Birds in vicinity of airport.

LEGEND
= Grass taxiway



73-17 73-18 73-19 73-20

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07	RL(60m)	SALS ❶	PAPI-L (angle 3.30°)	RVR		7234′ 2205m	❸	148′ 45m
25	RL(60m)	SALS ❷	PAPI-L (angle 3.00°)	RVR		7293′ 2223m		
15								262′ 80m
33								

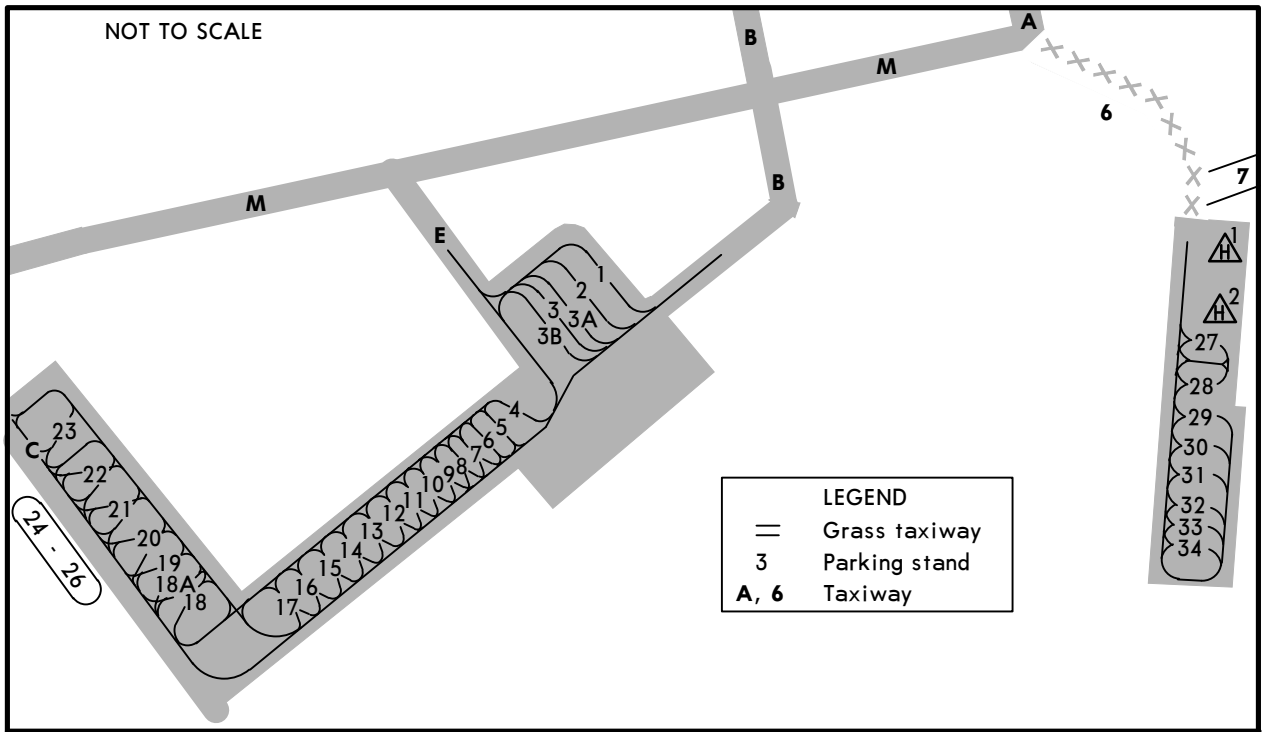
❶ length 900m
❷ length 887m
❸ TAKE-OFF RUN AVAILABLE
RWY 07: From rwy head 8205′(2501m)
twy C int 6257′(1907m)
RWY 25: From rwy head 8205′(2501m)
twy B int 6378′(1944m)

Std TAKE-OFF

❶ RL & RCLM	❶ RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
R/V300m	R/V400m	R/V500m	NA

❶ For NIGHT operations, at least RL and RENL are required.

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3B	N54 57.8 E073 19.2	23 thru 26	N54 57.6 E073 18.3
4	N54 57.7 E073 19.1	27, 28	N54 57.7 E073 20.1
5, 6	N54 57.7 E073 19.0	29 thru 34	N54 57.6 E073 20.1
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 thru19	N54 57.5 E073 18.5		
20 thru 22	N54 57.5 E073 18.4		

Stands 5 thru 20, 24 thru 28 and 32 thru 34 available for helicopters.

LOW VISIBILITY PROCEDURES (LVP)

LVP shall be applied when RVR is less than 550m.
LVP initiation message will be transmitted via ATIS.
If ATIS is unavailable, ATC will inform pilots using phraseology: "LVP in progress."
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.

QNH SETTING

ATS unit assigns and flight crew shall maintain altitudes below the transition level in feet based upon QNH pressure.
The value of QNH pressure in hPa is transmitted in ATIS broadcast.
QFE pressure is issued by the ATS unit upon request of the flight crew only.
ATS unit usually assigns the following altitudes below the transition level: 4000ft/(1130)m, 2900ft/(800)m, 2500ft/(675)m, 2300ft/(610)m, 2200ft/(580)m, 1900ft/(490)m.
Any altitude divisible by 100ft/(30)m can be assigned, if required.
Flight crews of ACFT not equipped for maintaining altitude in feet based upon QNH pressure must have conversion tables allowing to interpret the obtained instruction of ATS unit relating to the available equipment (for example, conversion table feet QNH - metres QFE).
ACFT not equipped for maintaining altitude in feet based upon QNH pressure can be assigned height in metres based upon QFE pressure upon request of the flight crew.

CHANGES: Twy guidance lines, stand 18A added.

OMSK, RUSSIA
TSENTRALNY

STRAIGHT-IN RWY		A	B	C	D
07	ILS Z or Y	**512**′(200′) R1000m	**512**′(200′) R1000m	**512**′(200′) R1000m	**521**′(209′) R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**512**′(200′) R1000m	**512**′(200′) R1000m	**512**′(200′) R1000m	**521**′(209′) R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❶ LOC Z or Y	**680**′(368′) R1500m	**680**′(368′) R1500m	**680**′(368′) R1500m	**680**′(368′) R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	RNP **LNAV/VNAV**	**622**′(310′) R1200m	**632**′(320′) R1200m	**642**′(330′) R1300m	**652**′(340′) R1300m
	ALS out	R1400m	R1400m	R1500m	R1500m
	RNP ❶ **LNAV**	**730**′(418′) R1500m	**730**′(418′) R1500m	**730**′(418′) R1700m	**730**′(418′) R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	❶ VOR	**900**′(588′) R1500m	**920**′(608′) R1500m	**950**′(638′) R2400m	**980**′(668′) R2400m
	❶ NDB	**760**′(448′) R1500m	**760**′(448′) R1500m	**760**′(448′) R1900m	**760**′(448′) R1900m
	ALS out	R1500m	R1500m	R2100m	R2100m
25	ILS Z or Y	**494**′(200′) R1000m	**498**′(204′) R1000m	**507**′(213′) R1000m	**517**′(223′) R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**494**′(200′) R1000m	**498**′(204′) R1000m	**507**′(213′) R1000m	**517**′(223′) R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❶ LOC Z or Y	**1060**′(766′) R1500m	**1060**′(766′) R1500m	**1060**′(766′) R2400m	**1060**′(766′) R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNP **LNAV/VNAV**	**614**′(320′) R1200m	**634**′(340′) R1300m	**644**′(350′) R1400m	**654**′(360′) R1400m
	ALS out	R1400m	R1500m	R1600m	R1600m
	RNP ❶ **LNAV**	**1010**′(716′) R1500m	**1010**′(716′) R1500m	**1010**′(716′) R2400m	**1010**′(716′) R2400m
	❶ VOR	**1060**′(766′) R1500m	**1060**′(766′) R1500m	**1060**′(766′) R2400m	**1060**′(766′) R2400m
	❶ NDB	**1010**′(716′) R1500m	**1010**′(716′) R1500m	**1010**′(716′) R2400m	**1010**′(716′) R2400m

❶ Continuous Descent Final Approach.

CHANGES: Rwy 07/25 VOR and NDB minimums.

OMSK, RUSSIA
TSENTRALNY

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	810′(498′)	**1000**′(688′)	**1400**′(1088′)	**1400**′(1088′)
After ILS Z, LOC Z or Y 25	**1080**′(768′)	**1080**′(768′)	**1400**′(1088′)	**1400**′(1088′)
After RNP 25	**1030**′(718′)	**1030**′(718′)	**1400**′(1088′)	**1400**′(1088′)
After VOR 07	**910**′(598′)	**1000**′(688′)	**1400**′(1088′)	**1400**′(1088′)
After VOR 25	**840**′(528′)	**1000**′(688′)	**1400**′(1088′)	**1400**′(1088′)
After NDB 25	**1040**′(728′)	**1040**′(728′)	**1400**′(1088′)	**1400**′(1088′)
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF

Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required					
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

CHANGES: Circling minimums.

UNOO/OMS TSENTRALNY

JEPPESEN

1 AUG 25
Eff 7 Aug

11-1

OMSK, ~~RUSSIA~~
ILS Z or LOC Z Rwy 07

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

BRIEFING STRIP™

LOC IRM	Final Apch Crs	D4.3 IRM	ILS DA(H) Refer to Minimums	Apt Elev 312′ Rwy 312′
108.3	065°	1900′ (1588′)		

MISSED APCH: Climb STRAIGHT AHEAD to OOØ33 (MAX 215 KT), then turn LEFT to OOØ19, then to OOØ18, to OOØØ3 climbing to 2200′ or above. Turn before MAP is PROHIBITED.

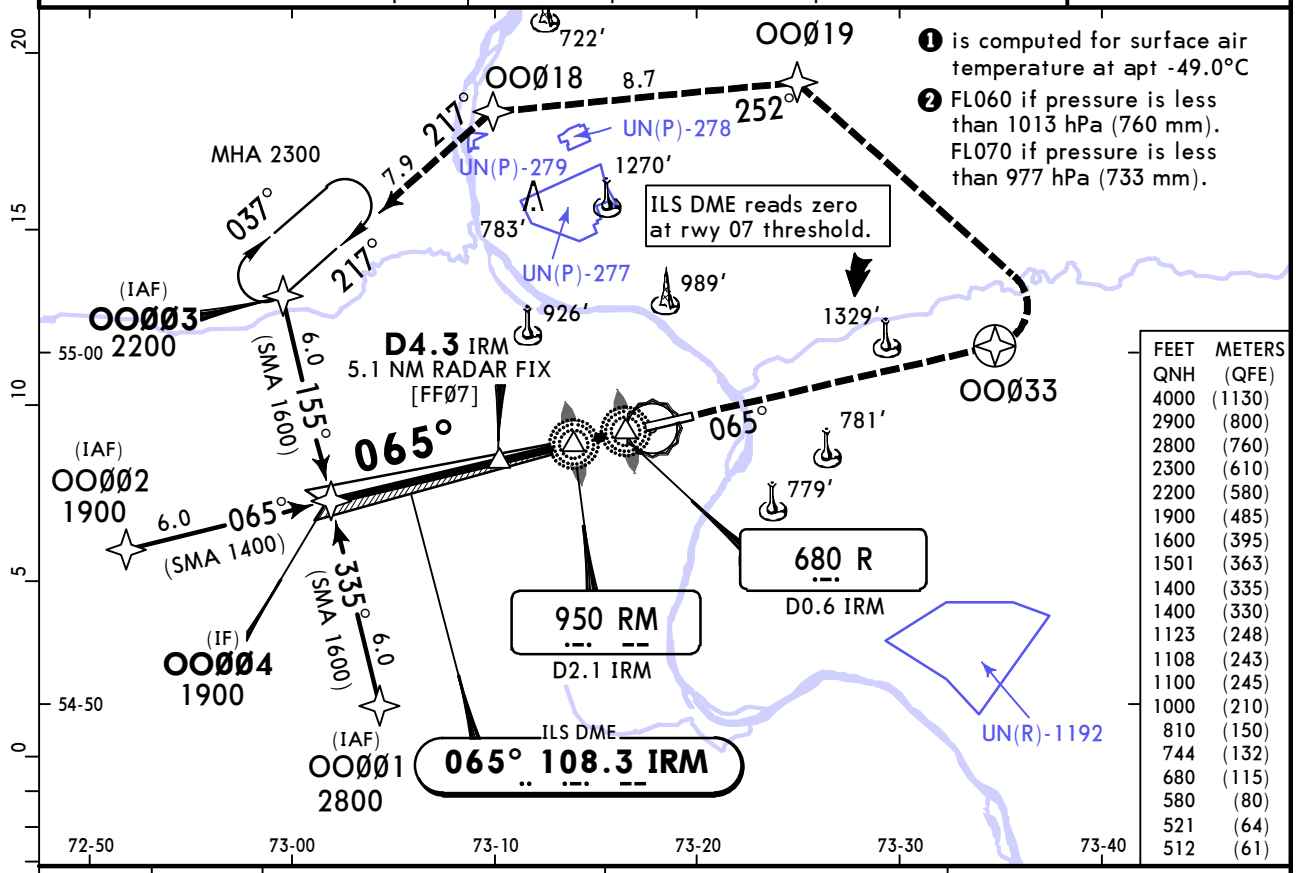
Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL050 ❷ Trans alt: 4000′

RNAV 1 for initial and missed apch. 1. GNSS required. 2. Radar required.

2900
MSA ARP ❶

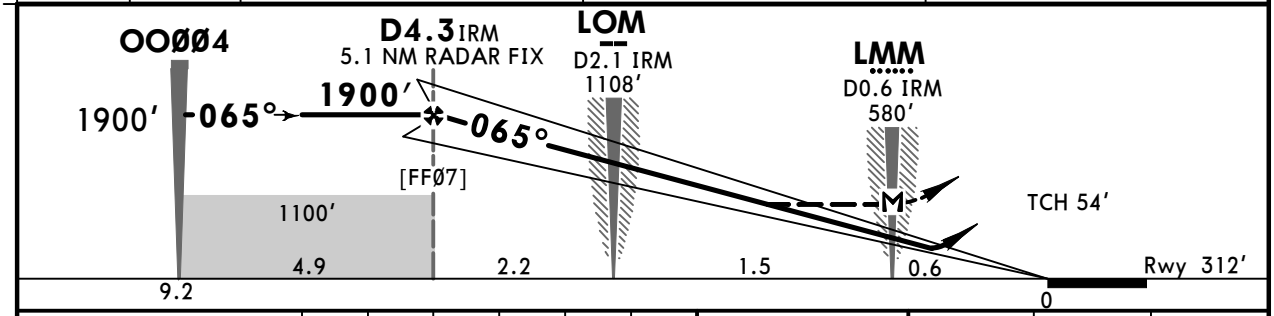
❶ is computed for surface air temperature at apt -49.0°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).



FEET QNH	METERS (QFE)
4000	(1130)
2900	(800)
2800	(760)
2300	(610)
2200	(580)
1900	(485)
1600	(395)
1501	(363)
1400	(335)
1400	(330)
1123	(248)
1108	(243)
1100	(245)
1000	(210)
810	(150)
744	(132)
680	(115)
580	(80)
521	(64)
512	(61)

LOC (GS out)	IRM DME	3.2	2.2	1.1
	ALTITUDE	1501′	1123′	744′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.30°	409	526	584	701	817	934

MAP at LMM. Timing not authorized for defining MAP.

PAPI ALS

OOØ33

215 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

ILS DA(H)	ABC: 512′ (200′) D: 521′ (209′)	LOC (GS out) CDFA DA/MDA(H) ❶ 680′ (368′)
	ALS out	ALS out
A	R1000m	R1200m	R1500m	
B				
C			R1500m	R1700m
D				

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	810′ (498′)	V1500m
135	1000′ (688′)	V1600m
180	1400′ (1088′)	V2400m
205	1400′ (1088′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: OOØ33 now non-compulsory.

UNOO/OMS TSENTRALNY

JEPPESEN

1 AUG 25
Eff 7 Aug

11-2

OMSK, ~~RUSSIA~~
ILS Y or LOC Y Rwy 07

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

BRIEFING STRIP™

LOC IRM	Final Apch Crs	D4.3 IRM	ILS DA(H) Refer to Minimums	Apt Elev 312′ Rwy 312′
108.3	065°	1900′ (1588′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1800′ or above, then turn LEFT onto 020° climbing to 4000′ or above, then turn LEFT to LOM. Turn before MAP is PROHIBITED.

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. ILS DME reads zero at rwy 07 threshold.

2900
MSA ARP ❶

NOT TO SCALE

HOLDING FIX
245°
MHA 2800
2300T
065°
LOM

UN(P)-277
783′
1270′

❶ is computed for surface air temperature at apt -49.0°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

989′
926′
680 R
D0.6 IRM
1329′
020°
065°
245°
(SMA 1600)
(SMA 2000)
781′
TSENTRALNY
D (H) 113.9 OMS
D4.3 IRM
D4.4 OMS
[FFØ7]
(IAF)
950 RM
D2.1 IRM
2800
779′
[CFØ7]
065°
❹ CAT C & D: MAX 215 KT
ILS DME
065° 108.3 IRM
❸ CAT A: 255°
CAT B: 257°
CAT C & D: 275°
UN(R)-1192

FEET QNH	METERS (QFE)
4000	(1130)
4000	(1125)
2900	(800)
2800	(760)
2300	(610)
2000	(515)
1900	(485)
1800	(455)
1600	(395)
1501	(363)
1400	(330)
1123	(248)
1108	(243)
1100	(245)
1000	(210)
810	(150)
744	(132)
680	(115)
580	(80)
521	(64)
512	(61)

10 5 0 5

55-00
54-50
73-00 73-10 73-20 73-30

LOC (GS out)	IRM DME	3.2	2.2	1.1
	ALTITUDE	1501′	1123′	744′

LOM
RACETRACK 245°
BASETURN ❺
2000′
2800′
065°
1900′
D2.1 IRM
1108′
LMM
D0.6 IRM
580′
Start turn at
CAT A: 3½ Min
CAT B: 3 Min
CAT CD: 2 Min
[CFØ7]
065°
1100
D4.3 IRM
D4.4 OMS
[FFØ7]
TCH 54′
4.8 2.2 1.5 0.6
Rwy 312′

❺ CAT A : 255°
CAT B : 257°
CAT C & D : 275°

Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.30°	409	526	584	701	817	934
MAP at LMM. Timing not authorized for defining MAP.							

ALS PAPI

MIN 1800′

Std

STRAIGHT-IN LANDING

ILS DA(H)	ILS ALS out	LOC (GS out) CDFA DA/MDA(H)	LOC (GS out) ALS out
ABC: 512′ (200′)		❶ 680′ (368′)	
D: 521′ (209′)			

CIRCLE-TO-LAND

				Max KT	MDA(H)	
A	R1000m	R1200m	R1500m	100	810′ (498′)	V1500m
B				135	1000′ (688′)	V1600m
C			R1500m	180	1400′ (1088′)	V2400m
D				205	1400′ (1088′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

UNOO/OMS TSENTRALNY

JEPPESEN

6 JUN 25
Eff 12 Jun

11-3

OMSK, ~~RUSSIA~~
ILS Z or LOC Z Rwy 25

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

BRIEFING STRIP™

LOC ITK	Final Apch Crs	D4.9 ITK	ILS DA(H)	Apt Elev 312′
110.1	245°	1900′ (1606′)	Refer to Minimums	Rwy 294′

MISSED APCH: Climb STRAIGHT AHEAD to OOØ15 (MAX 235 KT), then turn RIGHT to OOØ16, then to OOØ17, then to OOØ11 climbing to 2500′ or above. Turn before MAP is PROHIBITED.

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL050 ❷ Trans alt: 4000′

RNAV 1 for initial and missed apch. 1. GNSS required. 2. Radar required.

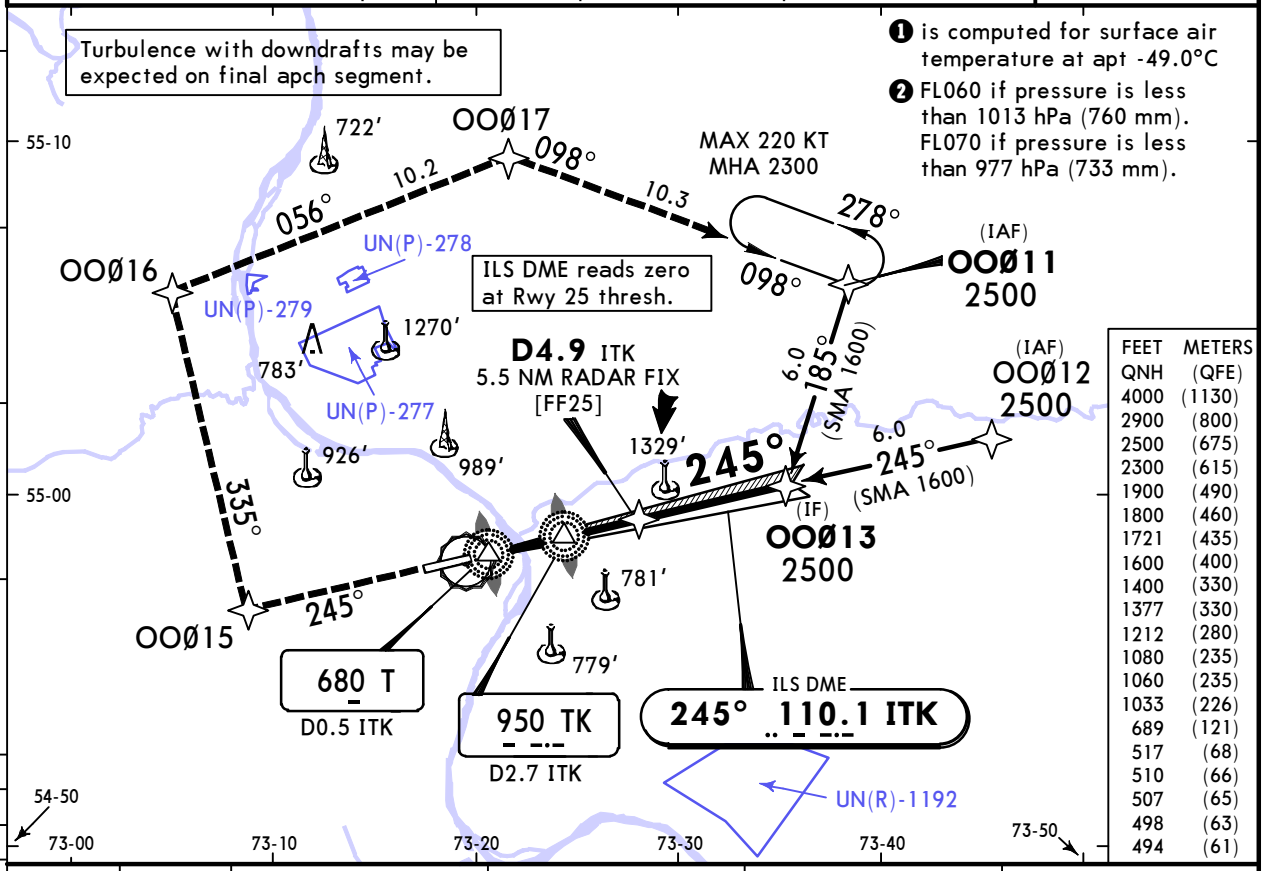
2900

MSA
ARP ❶

Turbulence with downdrafts may be expected on final apch segment.

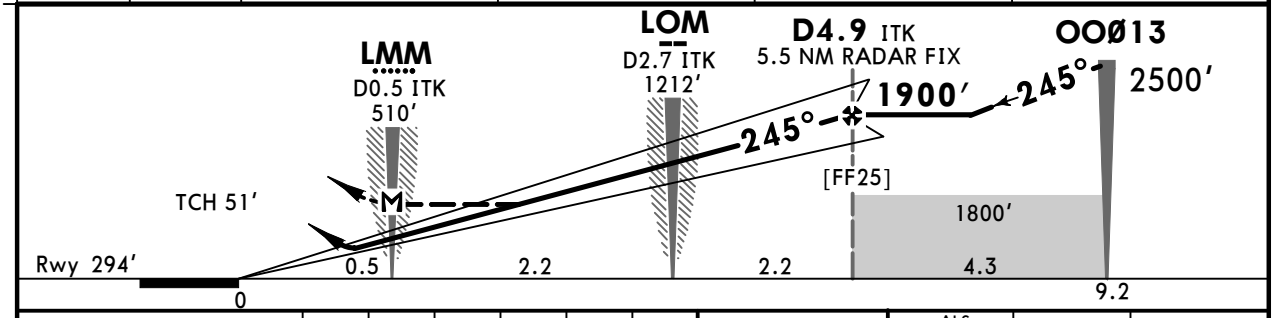
❶ is computed for surface air temperature at apt -49.0°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).



FEET	METERS
QNH	(QFE)
4000	(1130)
2900	(800)
2500	(675)
2300	(615)
1900	(490)
1800	(460)
1721	(435)
1600	(400)
1400	(330)
1377	(330)
1212	(280)
1080	(235)
1060	(235)
1033	(226)
689	(121)
517	(68)
510	(66)
507	(65)
498	(63)
494	(61)

LOC (GS out)	ITK DME	1.1	2.2	3.2	4.3
	ALTITUDE	689′	1033′	1377′	1721′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM. Timing not authorized for defining MAP.							

ALS
PAPI

OOØ15

235 KT
MAX

Std STRAIGHT-IN LANDING

ILS		LOC (GS out)	
DA(H) A: 494′ (200′) C: 507′ (213′) B: 498′ (204′) D: 517′ (223′)		CDFA ❶ DA/MDA(H) 1060′ (766′)	
ALS out		ALS out	

CIRCLE-TO-LAND

			Max KT	MDA(H)	
A	R1000m	R1200m	100	1080′ (768′)	V1500m
B			135	1080′ (768′)	V1600m
C		R1500m	180	1400′ (1088′)	V2400m
D		R2400m	205	1400′ (1088′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: MSA, procedure, minimums.

UNOO/OMS TSENTRALNY

JEPPESEN

6 JUN 25
Eff 12 Jun

11-4

OMSK, ~~RUSSIA~~ ILS Y Rwy 25

BRIEFING STRIP™

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

LOC ITK	Final Apch Crs	[FF25]	ILS DA(H) Refer to Minimums	Apt Elev 312′
110.1	245°	1900′ (1606′)		Rwy 294′

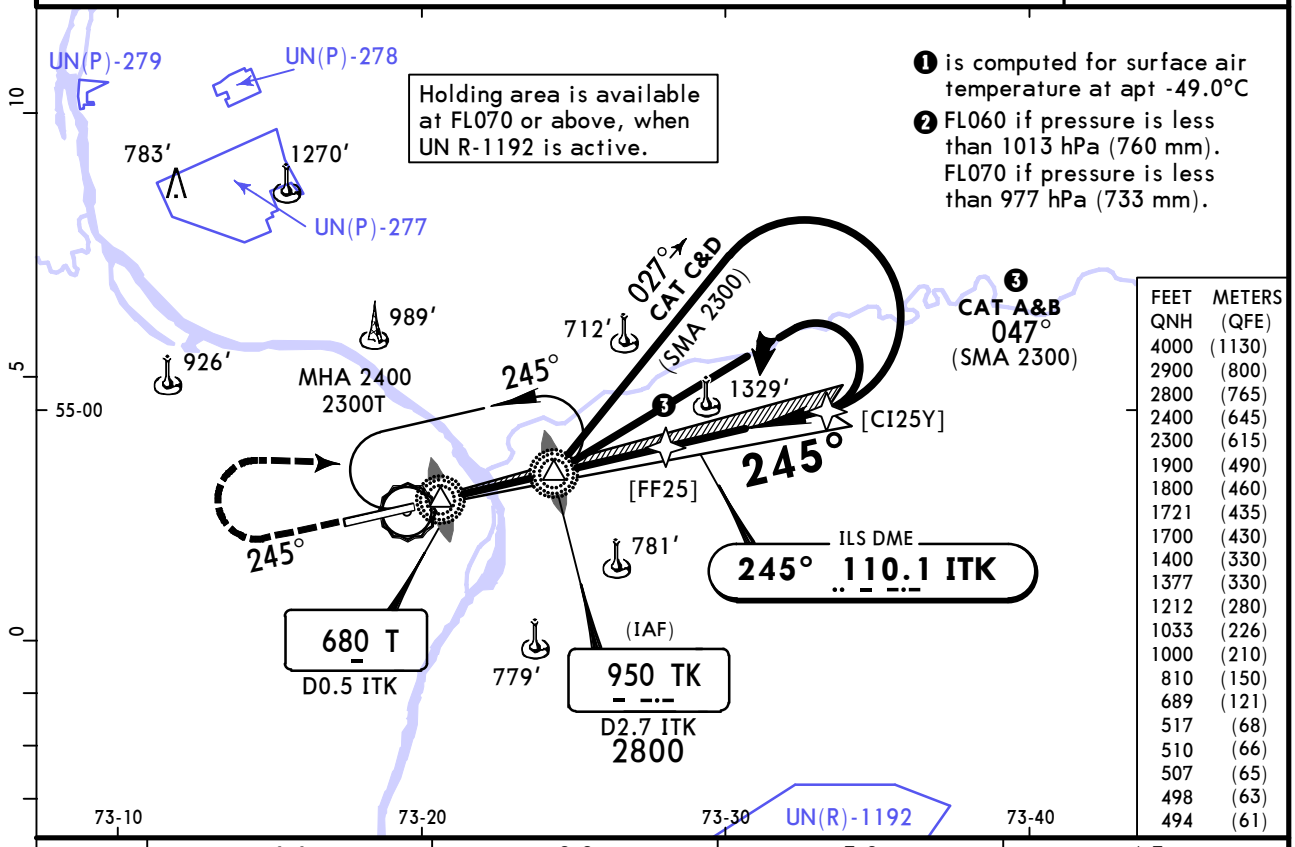
MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn RIGHT to LOM climbing to 2400′ or above.

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. ILS DME reads zero at Rwy 25 thresh. 3. Turbulence with downdrafts may be expected on final apch segment.

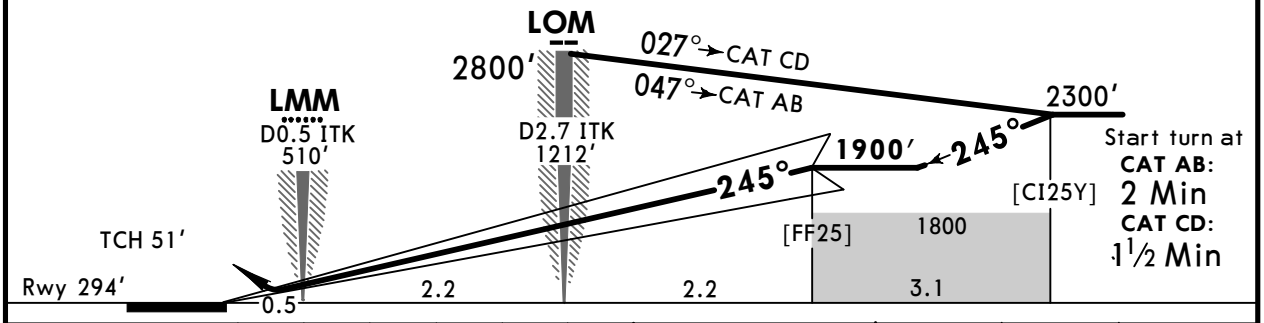
2900

MSA ARP ❶



FEET QNH	METERS (QFE)
4000	(1130)
2900	(800)
2800	(765)
2400	(645)
2300	(615)
1900	(490)
1800	(460)
1721	(435)
1700	(430)
1400	(330)
1377	(330)
1212	(280)
1033	(226)
1000	(210)
810	(150)
689	(121)
517	(68)
510	(66)
507	(65)
498	(63)
494	(61)

ITK DME	1.1	2.2	3.2	4.3
ALTITUDE	689′	1033′	1377′	1721′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALS PAPI

MIN 1700′

TK 950 RT

PANS OPS

Std STRAIGHT-IN LANDING

ILS

DA(H) A: **494′** (200′) C: **507′** (213′)
B: **498′** (204′) D: **517′** (223′)

	ALS out
A	R1000m
B	
C	
D	R1200m

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	810′ (498′)	V1500m
135	1000′ (688′)	V1600m
180	1400′ (1088′)	V2400m
205	1400′ (1088′)	V3600m

CHANGES: MSA, procedure, minimums.

UNOO/OMS
TSENTRALNY

JEPPESEN
1 AUG 25
Eff 7 Aug
11-5

OMSK, ~~RUSSIA~~
LOC Y Rwy 25

BRIEFING STRIP™

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

LOC ITK	Final Apch Crs	D4.9 ITK	DA/MDA(H)	Apt Elev 312′
110.1	245°	1900′ (1606′)	1060′ (766′)	Rwy 294′

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn RIGHT to LOM climbing to 2400′ or above.
Turn before MAP is PROHIBITED.

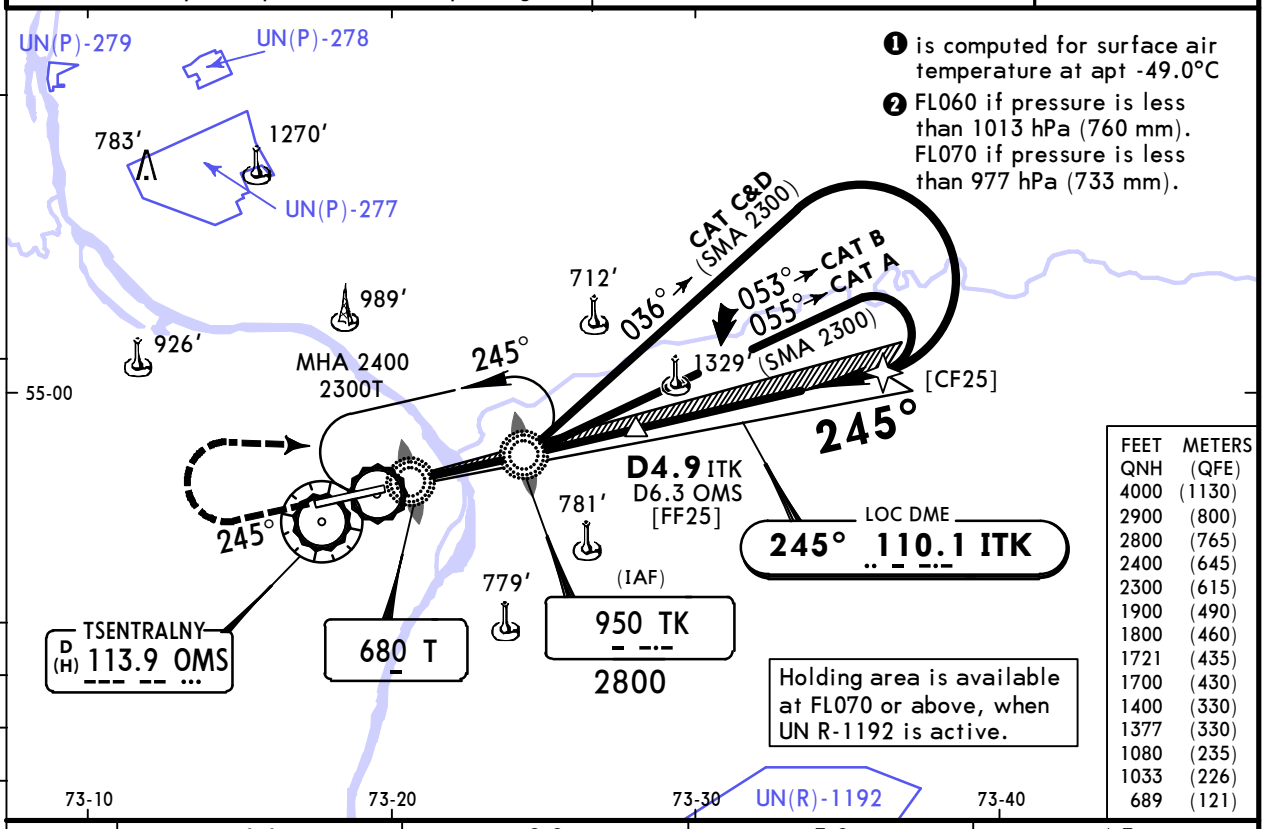
Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. LOC DME reads zero at Rwy 25 thresh. 3. Turbulence with downdrafts may be expected on final apch segment.

2900
MSA
ARP ❶

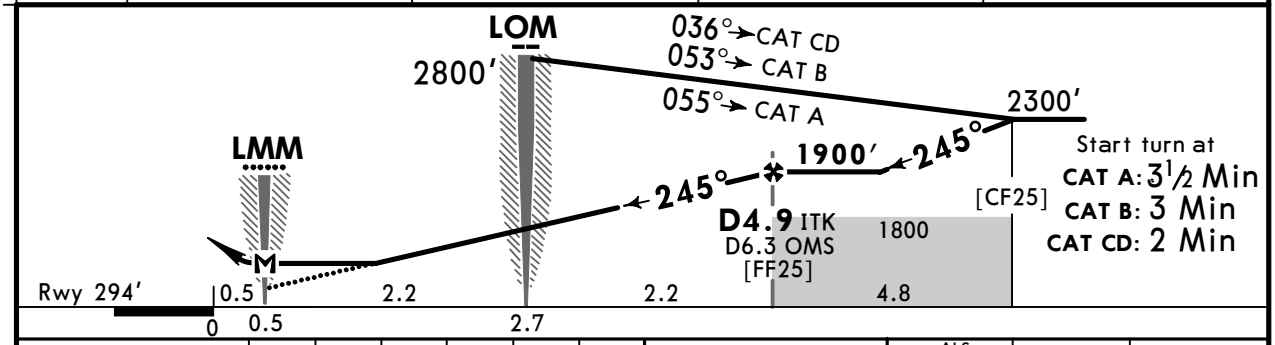
❶ is computed for surface air temperature at apt -49.0°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).



FEET	METERS
QNH	(QFE)
4000	(1130)
2900	(800)
2800	(765)
2400	(645)
2300	(615)
1900	(490)
1800	(460)
1721	(435)
1700	(430)
1400	(330)
1377	(330)
1080	(235)
1033	(226)
689	(121)

ITK DME	1.1	2.2	3.2	4.3
ALTITUDE	689′	1033′	1377′	1721′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							
Timing not authorized for defining MAP.							

ALS
PAPI

MIN	TK
1700′	950 RT

Std

STRAIGHT-IN LANDING

CDFA
❶ DA/MDA(H) 1060′ (766′)
ALS out

CIRCLE-TO-LAND

		Max KT	MDA(H)	
A	R1500m	100	1080′ (768′)	V1500m
B		135	1080′ (768′)	V1600m
C	R2400m	180	1400′ (1088′)	V2400m
D		205	1400′ (1088′)	V3600m

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: SMA added.

UNOO/OMS TSENTRALNY

JEPPESEN

13 JUN 25 (12-1)

OMSK, ~~RUSSIA~~ RNP Rwy 07

BRIEFING STRIP ™

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

RNAV	Final Apch Crs **065°**	**OOØ1Ø** **1900′** (1588′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 312′ Rwy 312′

MISSED APCH: Climb STRAIGHT AHEAD to OOØØ7 (MAX 215 KT), then turn LEFT to OOØ19, then to OOØ18, then to OOØØ3 climbing to 2200′ or above.

2900

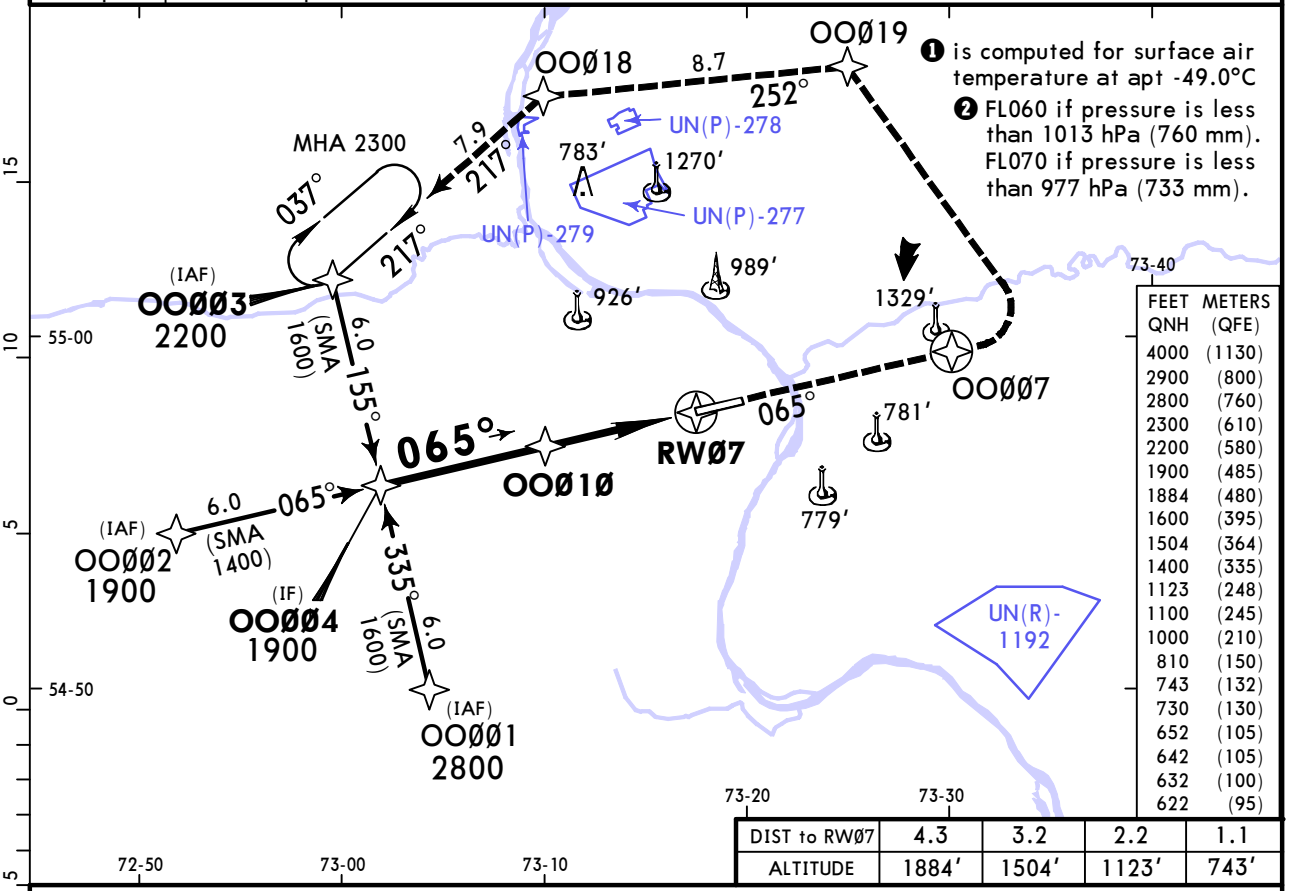
❶ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 11 hPA | Trans level: FL050 ❷ | Trans alt: 4000′

RNP apch. | 1. GNSS required. 2. Baro-VNAV not authorized below -50°C. VPA exceeds 3.5° above +30°C.

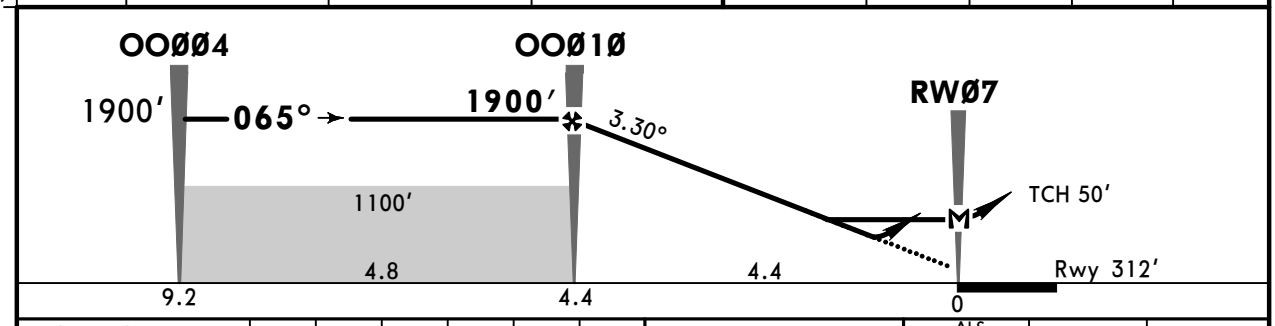
❶ is computed for surface air temperature at apt -49.0°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).



FEET QNH	METERS (QFE)
4000	(1130)
2900	(800)
2800	(760)
2300	(610)
2200	(580)
1900	(485)
1884	(480)
1600	(395)
1504	(364)
1400	(335)
1123	(248)
1100	(245)
1000	(210)
810	(150)
743	(132)
730	(130)
652	(105)
642	(105)
632	(100)
622	(95)

DIST to RWØ7	4.3	3.2	2.2	1.1
ALTITUDE	1884′	1504′	1123′	743′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.30°	409	526	584	701	817	934
MAP at RWØ7						

Timing not authorized for defining MAP.

PAPI ALS

OOØØ7

215 KT MAX

Std STRAIGHT-IN LANDING

LNAV/VNAV

DA(H) A: **622′**(310′) C: **642′**(330′)
B: **632′**(320′) D: **652′**(340′)

LNAV

CDFA

❶ DA/MDA(H) **730′** (418′)

CIRCLE-TO-LAND

	LNAV/VNAV ALS out	LNAV ALS out	LNAV ALS out	
A	R1200m	R1400m	R1500m	
B				
C	R1300m	R1500m	R1700m	R1900m
D				

Max KT	MDA(H)	
100	810′ (498′)	V1500m
135	1000′ (688′)	V1600m
180	1400′(1088′)	V2400m
205	1400′(1088′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: None.

UNOO/OMS TSENTRALNY

JEPPESEN
13 JUN 25 (12-2)

OMSK, ~~RUSSIA~~ RNP Rwy 25

BRIEFING STRIP ™

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

RNAV	Final Apch Crs 245°	OOØ21 1900′ (1606′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 312′ Rwy 294′

MISSED APCH: Climb STRAIGHT AHEAD to OOØ15 (MAX 235 KT), then turn RIGHT to OOØ16, then to OOØ17, then to OOØ11 climbing to 2500′ or above.

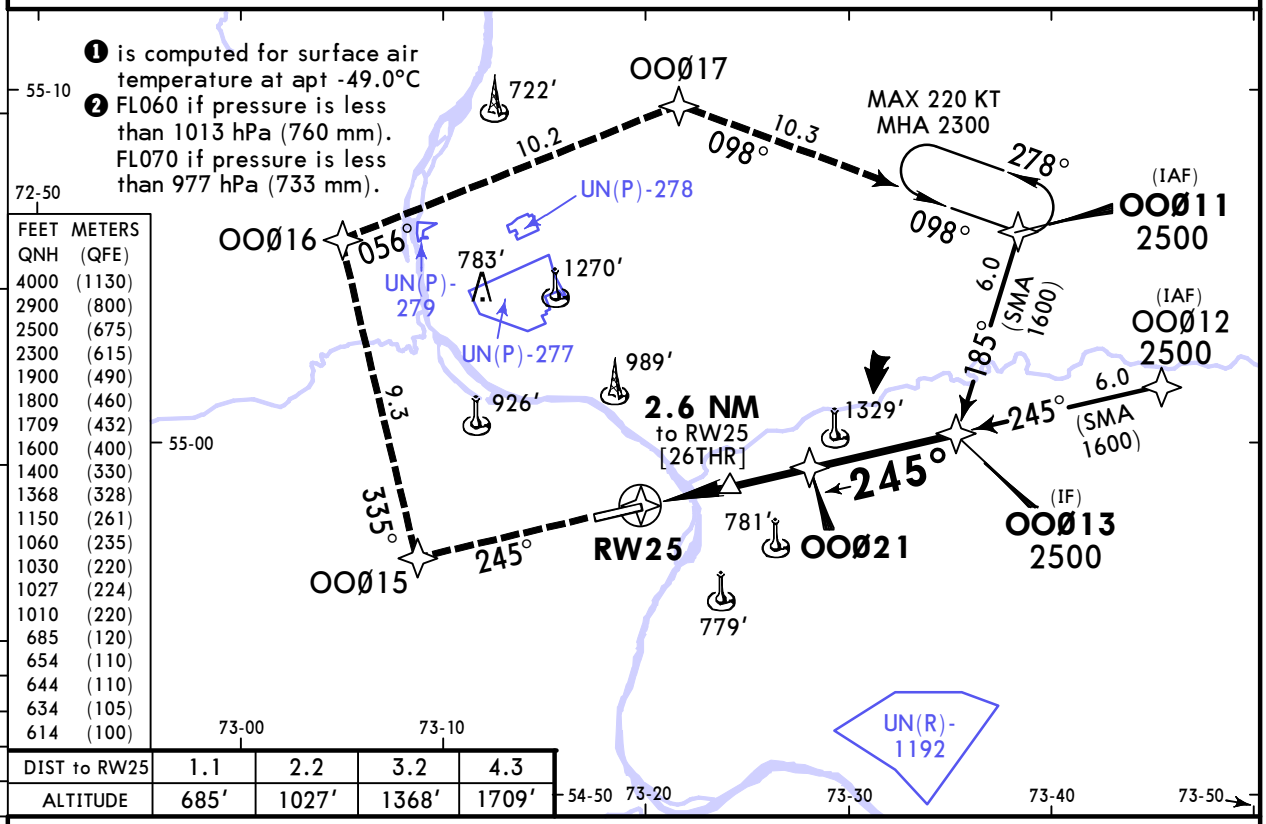
2900
❶ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 11 hPA | Trans level: FL050 ❷ | Trans alt: 4000′

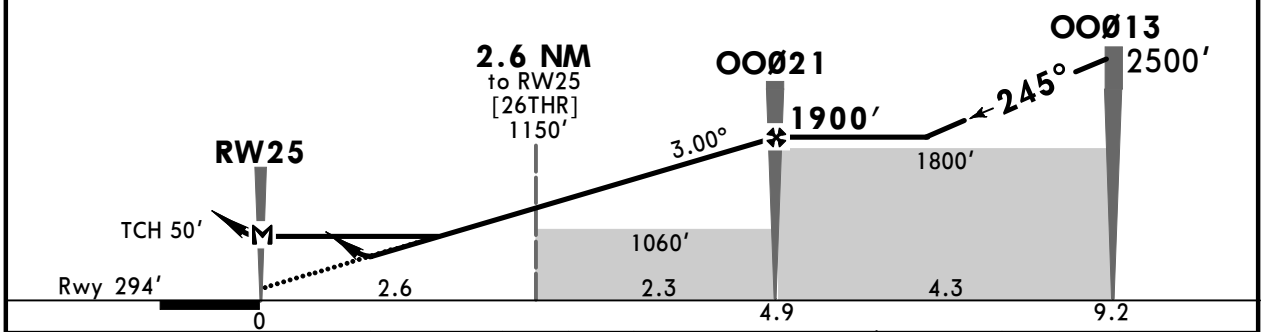
RNP apch. 1. GNSS required. 2. Turbulence with downdrafts may be expected on final. 3. Baro-VNAV not authorized below -32°C. VPA exceeds 3.5° above +50°C.

❶ is computed for surface air temperature at apt -49.0°C
❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

FEET QNH	METERS (QFE)
4000	(1130)
2900	(800)
2500	(675)
2300	(615)
1900	(490)
1800	(460)
1709	(432)
1600	(400)
1400	(330)
1368	(328)
1150	(261)
1060	(235)
1030	(220)
1027	(224)
1010	(220)
685	(120)
654	(110)
644	(110)
634	(105)
614	(100)



DIST to RW25	1.1	2.2	3.2	4.3
ALTITUDE	685′	1027′	1368′	1709′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW25							

Timing not authorized for defining MAP.

ALS
PAPI
OOØ15
235 KT MAX

PANS OPS

Std STRAIGHT-IN LANDING

	LNAV/VNAV DA(H)		LNAV CDFA	
				ALS out
A	A: 614′(320′) C: 644′(350′)	R1200m	R1500m	R1400m
B	B: 634′(340′) D: 654′(360′)	R1300m		R1500m
C		R1400m	R2400m	R1600m
D				

❶ DA/MDA(H) 1010′(716′)

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1030′ (718′)	V1500m
135	1030′ (718′)	V1600m
180	1400′(1088′)	V2400m
205	1400′(1088′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch speed at OOØ15.

UNOO/OMS TSENTRALNY

JEPPESEN

6 JUN 25 (12-40) **Eff 12 Jun**

OMSK, ~~RUSSIA~~ GLS Rwy 07

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

BRIEFING STRIP ™

GBAS	Final Apch Crs	OOØ1Ø	DA(H) Refer to Minimums	Apt Elev 312′ Rwy 312′
Ch 20561 G07A	**065°**	**1900′** (1588′)		

MISSED APCH: Climb STRAIGHT AHEAD to OOØ33 (MAX 215 KT), then turn LEFT to OOØ19, then to OOØ18, then to OOØØ3 climbing to 2200′ or above.

2900

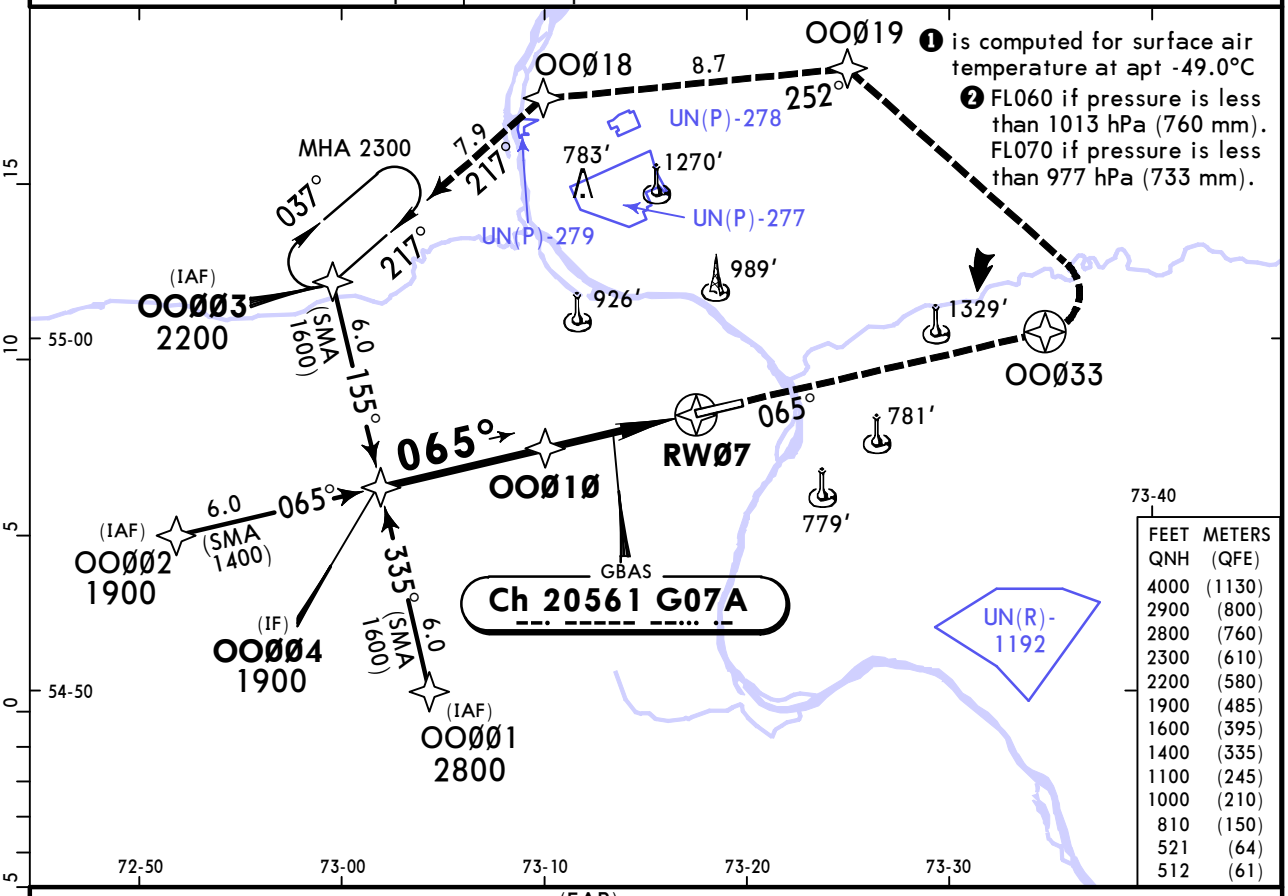
❶ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 11 hPA | Trans level: FL050 ❷ | Trans alt: 4000′

RNAV 1 for initial and missed apch. | GNSS required.

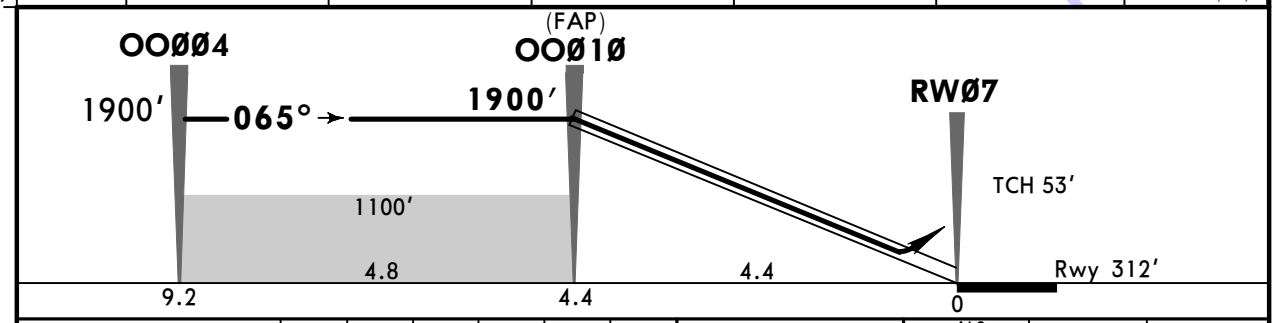
❶ is computed for surface air temperature at apt -49.0°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).



73-40

FEET QNH	METERS (QFE)
4000	(1130)
2900	(800)
2800	(760)
2300	(610)
2200	(580)
1900	(485)
1600	(395)
1400	(335)
1100	(245)
1000	(210)
810	(150)
521	(64)
512	(61)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.30°	409	526	584	701	817	934

ALS PAPI | OOØ33 | 215 KT MAX

Std STRAIGHT-IN LANDING

GLS

DA(H) ABC: **512′** (200′) D: **521′** (209′)

		ALS out
A	R1000m	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	810′ (498′)	V1500m
135	1000′ (688′)	V1600m
180	1400′ (1088′)	V2400m
205	1400′ (1088′)	V3600m

PANS OPS

CHANGES: MSA, procedure, airspace, minimums.

UNOO/OMS TSENTRALNY

JEPPESEN

6 JUN 25 (12-41) Eff 12 Jun

OMSK, ~~RUSSIA~~ GLS Rwy 25

BRIEFING STRIP ™

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

GBAS	Final Apch Crs	OOØ27	DA(H)	Apt Elev 312′
Ch 20972 G25A	**245°**	**1900′** (1606′)	Refer to Minimums	Rwy 294′

MISSED APCH: Climb STRAIGHT AHEAD to OOØ15 (MAX 235 KT), then turn RIGHT to OOØ16, then to OOØ17, then to OOØ11 climbing to 2500′ or above.

2900

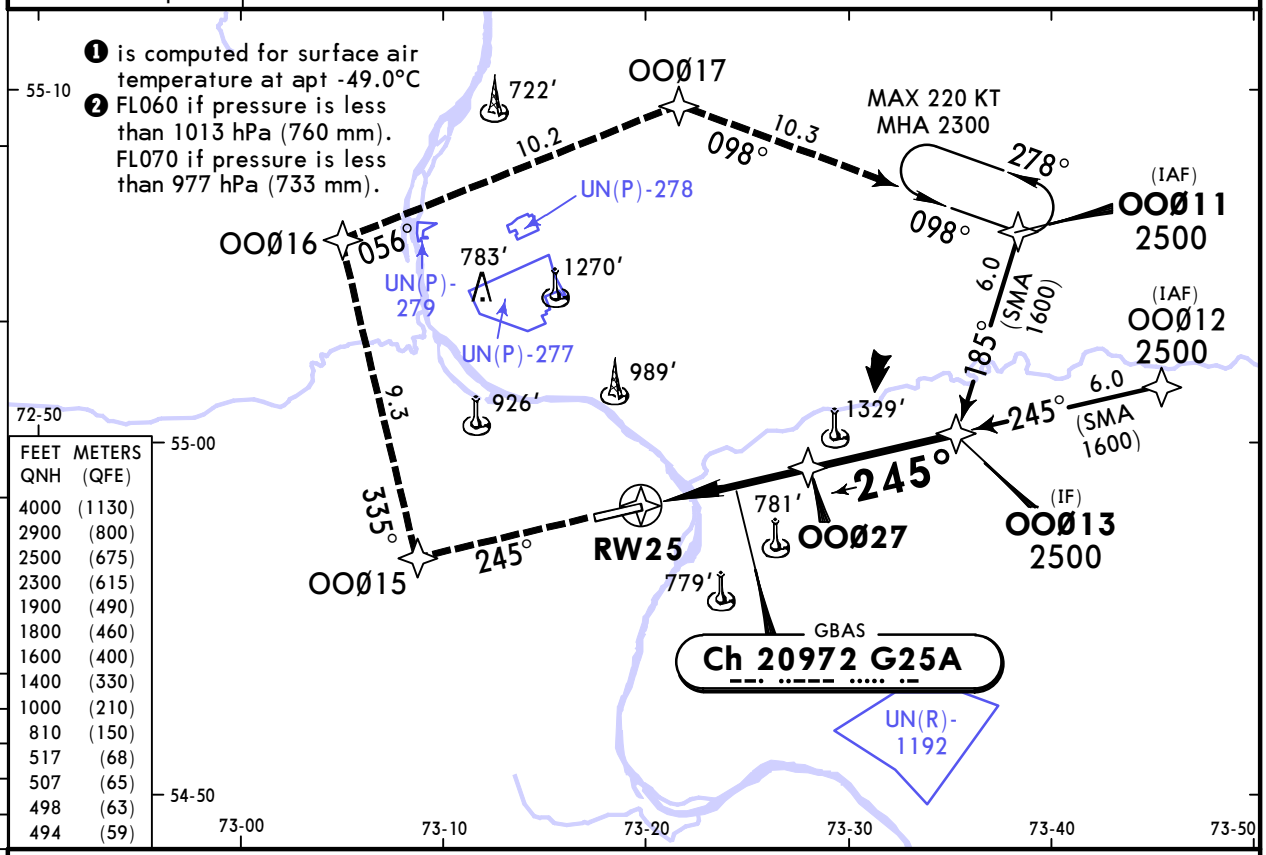
❶ MSA ARP

Alt Set: hPa (MM on req) | Rwy Elev: 11 hPA | Trans level: FL050 ❷ | Trans alt: 4000′

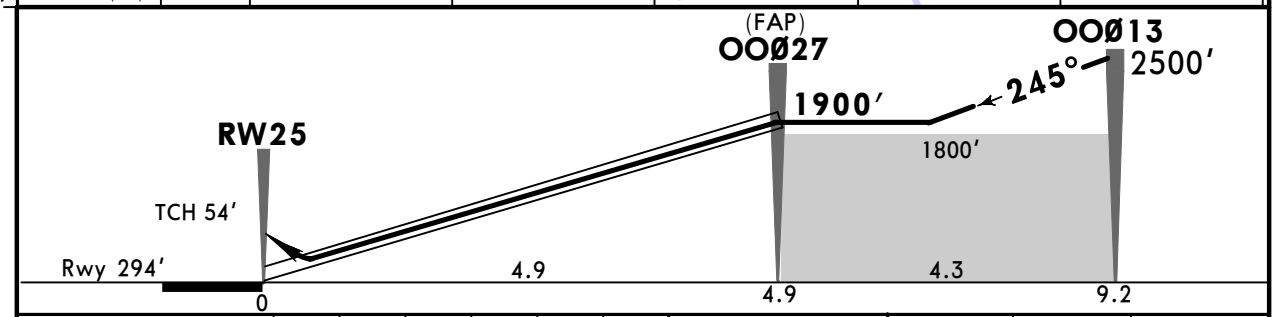
RNAV 1 for initial and missed apch.

1. GNSS required. 2. Turbulence with downdrafts may be expected on final.

❶ is computed for surface air temperature at apt -49.0°C
❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).



FEET QNH	METERS (QFE)
4000	(1130)
2900	(800)
2500	(675)
2300	(615)
1900	(490)
1800	(460)
1600	(400)
1400	(330)
1000	(210)
810	(150)
517	(68)
507	(65)
498	(63)
494	(59)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849

ALS
PAPI

OOØ15

235 KT MAX

Std

STRAIGHT-IN LANDING
GLS

DA(H) A: **494′** (200′) C: **507′** (213′)
B: **498′** (204′) D: **517′** (223′)

	ALS out
A	R1000m
B	
C	R1200m
D	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	810′ (498′)	V1500m
135	1000′ (688′)	V1600m
180	1400′ (1088′)	V2400m
205	1400′ (1088′)	V3600m

PANS OPS

CHANGES: MSA, procedure, airspace, minimums.

UNOO/OMS
TSENTRALNY

JEPPESEN
13 JUN 25 (13-1)

OMSK, RUSSIA
VOR RWY 07

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

VOR OMS	Final Apch Crs	D4.5	DA/MDA(H) Refer to Minimums	Apt Elev 312′ Rwy 312′
113.9	080°	1900′ (1588′)		

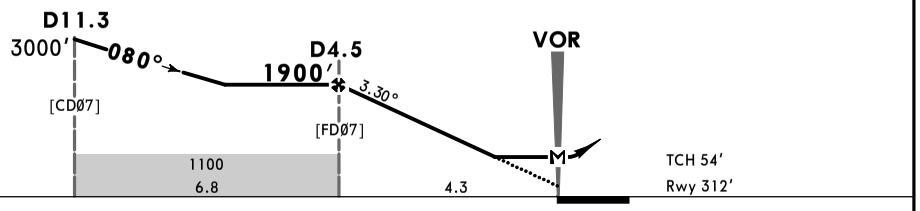
MISSED APCH: Turn LEFT onto R-065 climbing to D3.9 (MAX 200 KT) then turn LEFT onto track 311° to intercept R-006, then proceed on R-006 to D11.3 climbing to 3000′ or above, then as per approach procedure.

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Final approach track offset 15° from rwy centerline.

2900

MSA ARP ❶



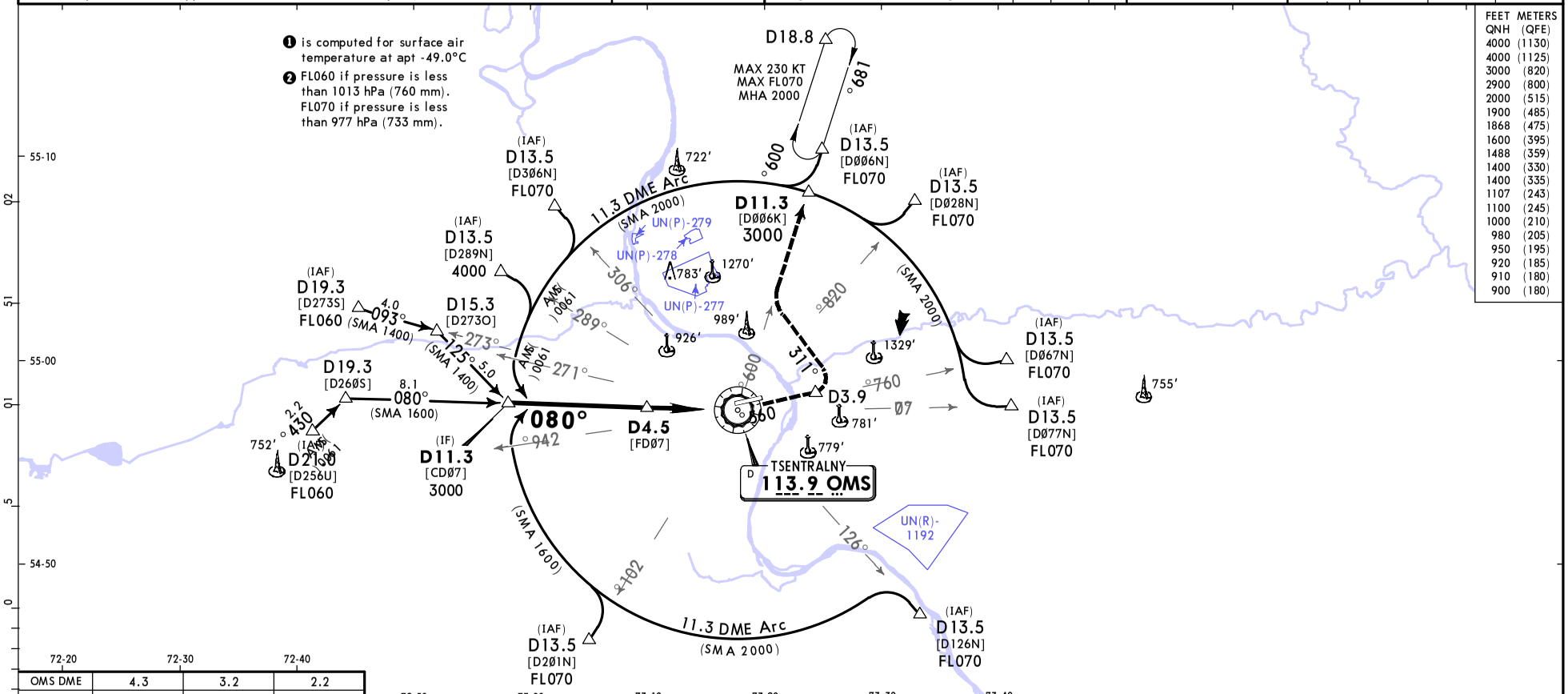
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.30°	409	526	584	701	817	934
MAP at VOR						
Timing not authorized for defining MAP.						

ALS PAPI | R-065 LT | D3.9 | 200 KT MAX

❶ is computed for surface air temperature at apt -49.0°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

FEET	METERS
QNH	(QFE)
4000	(1130)
4000	(1125)
3000	(820)
2900	(800)
2000	(515)
1900	(485)
1868	(475)
1600	(395)
1488	(359)
1400	(330)
1400	(335)
1107	(243)
1100	(245)
1000	(210)
980	(205)
950	(195)
920	(185)
910	(180)
900	(180)



OMS DME	4.3	3.2	2.2
ALTITUDE	1868′	1488′	1107′

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) A: 900′ (588′) C: 950′ (638′) B: 920′ (608′) D: 980′ (668′)

	ALS out		Max KT	MDA(H)	
A	R1500m		100	910′ (598′)	V1500m
B			135	1000′ (688′)	V1600m
C	R2700m	R2900m	180	1400′ (1088′)	V2400m
D	R2900m	R3100m	205	1400′ (1088′)	V3600m

CIRCLE-TO-LAND

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

UNOO/OMS
TSENTRALNY

JEPPESEN
13 JUN 25 (13-2)

OMSK, RUSSIA
VOR RWY 25

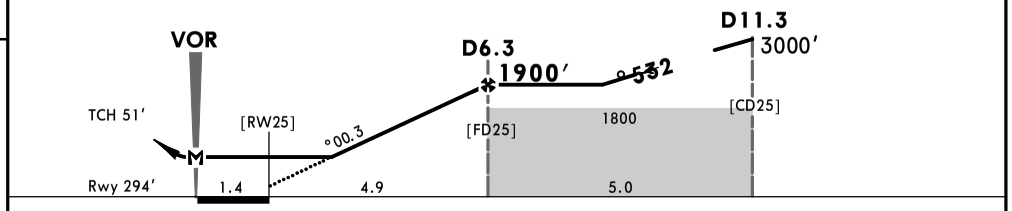
ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

VOR OMS	Final Apch Crs	D6.3	DA/MDA(H)	Apt Elev 312′
113.9	235°	1900′ (1606′)	1060′ (766′)	Rwy 294′

MISSED APCH: Turn RIGHT onto R-245, proceed on R-245 to D3.8 (MAX 205 KT), then turn RIGHT onto track 065° to intercept R-006, then proceed on R-006 to D11.3 climbing to 3000′ or above, then as per approach procedure.

2900

MSA ARP ❶



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						
Timing not authorized for defining MAP.						

ALS PAPI | R-245 RT | D3.8 | 205 KT MAX

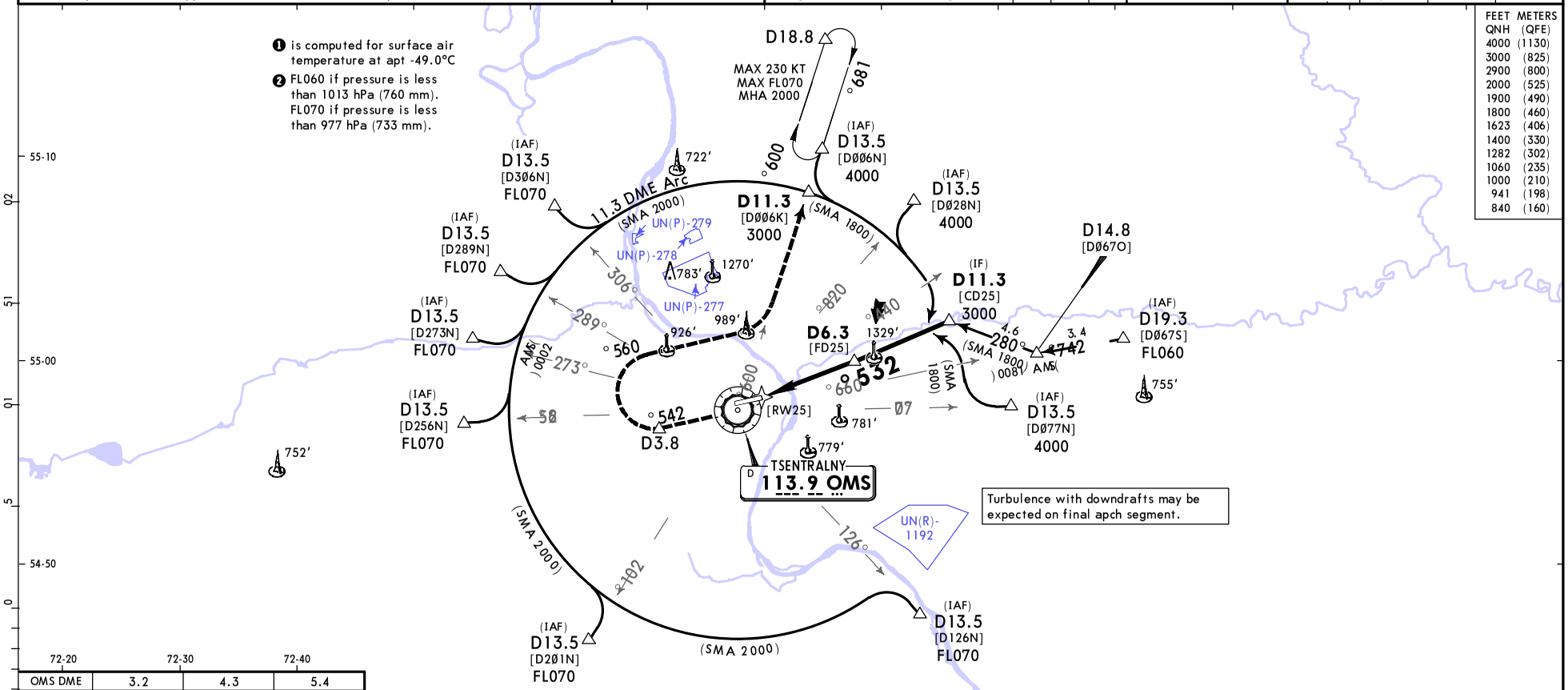
Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME required. 2. Final approach track offset 10° from rwy centerline.

❶ is computed for surface air temperature at apt -49.0°C

❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

FEET	METERS
QNH	(QFE)
4000	(1130)
3000	(825)
2900	(800)
2000	(525)
1900	(490)
1800	(460)
1623	(406)
1400	(330)
1282	(302)
1060	(235)
1000	(210)
941	(198)
840	(160)



OMS DME	3.2	4.3	5.4
ALTITUDE	941′	1282′	1623′

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1060′ (766′)

	ALS out	
A	R1500m	
B		
C	R3400m	R3600m
D		

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	840′ (528′)	V1500m
135	1000′ (688′)	V1600m
180	1400′ (1088′)	V2400m
205	1400′ (1088′)	V3600m

CHANGES: New procedure.

UNOO/OMS
TSENTRALNY

JEPPESEN
13 JUN 25 (16-1)

OMSK, ~~RUSSIA~~
NDB Rwy 07

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

BRIEFING STRIP ™

NDB RM	Final Apch Crs	D4.4	DA/MDA(H)	Apt Elev 312′ Rwy 312′
950	065°	1900′ (1588′)	760′ (448′)	

MISSED APCH: Climb on 065° from NDB to 1800′ or above, then turn LEFT onto 020° climbing to 4000′ or above, then turn LEFT to NDB. Turn before MAP is PROHIBITED.

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL050 ❷ Trans alt: 4000′

DME and Radar required.

2900

❶ MSA ARP

HOLDING FIX
245°
MHA 2800
2300T
065°
NDB

NOT TO SCALE

❶ is computed for surface air temperature at apt -49.0°C
❷ FL060 if pressure is less than 1013 hPa (760 mm). FL070 if pressure is less than 977 hPa (733 mm).

UN(P)-279
UN(P)-278
UN(P)-277
783′
1270′
989′
926′
1329′
781′
779′
UN(R)-1192

❸ CAT A: 255°
CAT B: 257°
CAT C & D: 275°
❹ CAT C & D: MAX 215 KT

55-00
73-00
73-10
73-20
73-30

(SMA 1600)
(SMA 2000)
245°
065°
020°
245° NDB
[RWØ7]
[CFØ7]
065°
D4.4
5.1 NM
RADAR FIX
[FFØ7]
(IAF)
950 RM
2800
TSENTRALNY
D (H) 113.9 OMS

FEET QNH	METERS (QFE)
4000	(1130)
4000	(1125)
2900	(800)
2800	(760)
2300	(610)
2000	(515)
1900	(485)
1868	(475)
1800	(455)
1600	(395)
1400	(330)
1108	(243)
1107	(243)
1100	(245)
1000	(210)
810	(150)
760	(135)

OMS DME	4.3	2.2
ALTITUDE	1868′	1107′

Start turn at
CAT A: 3½ Min
CAT B: 3 Min
CAT C & D: 2 Min

2000′
BASETURN ❸
LOM
2800′
RACETRACK 245° ❹
065°
1900′
D4.4
3.30°
1108′
[RWØ7]
TCH 54′
[CFØ7]
5.1 NM
RADAR FIX
[FFØ7]
1100′
065°
4.8
2.3
2.1
2.1
0
Rwy 312′

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.30°	409	526	584	701	817	934
MAP at RWØ7							
D4.4 to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

ALS
PAPI

MIN 1800′ on 065° from RM 950

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 760′ (448′)

ALS out

A	R1500m	
B		
C	R1900m	R2100m
D		

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	810′ (498′)	V1500m
135	1000′ (688′)	V1600m
180	1400′ (1088′)	V2400m
205	1400′ (1088′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Procedure, missed apch, MSA, notes, minimums.

UNOO/OMS
TSENTRALNY

JEPPESEN
13 JUN 25 (16-2)

OMSK, ~~RUSSIA~~
NDB Rwy 25

ATIS	OMSK Approach	OMSK Radar (TWR)	OMSK Start (TWR)	Ground
126.4	131.2	119.0	119.0	121.7

BRIEFING STRIP™

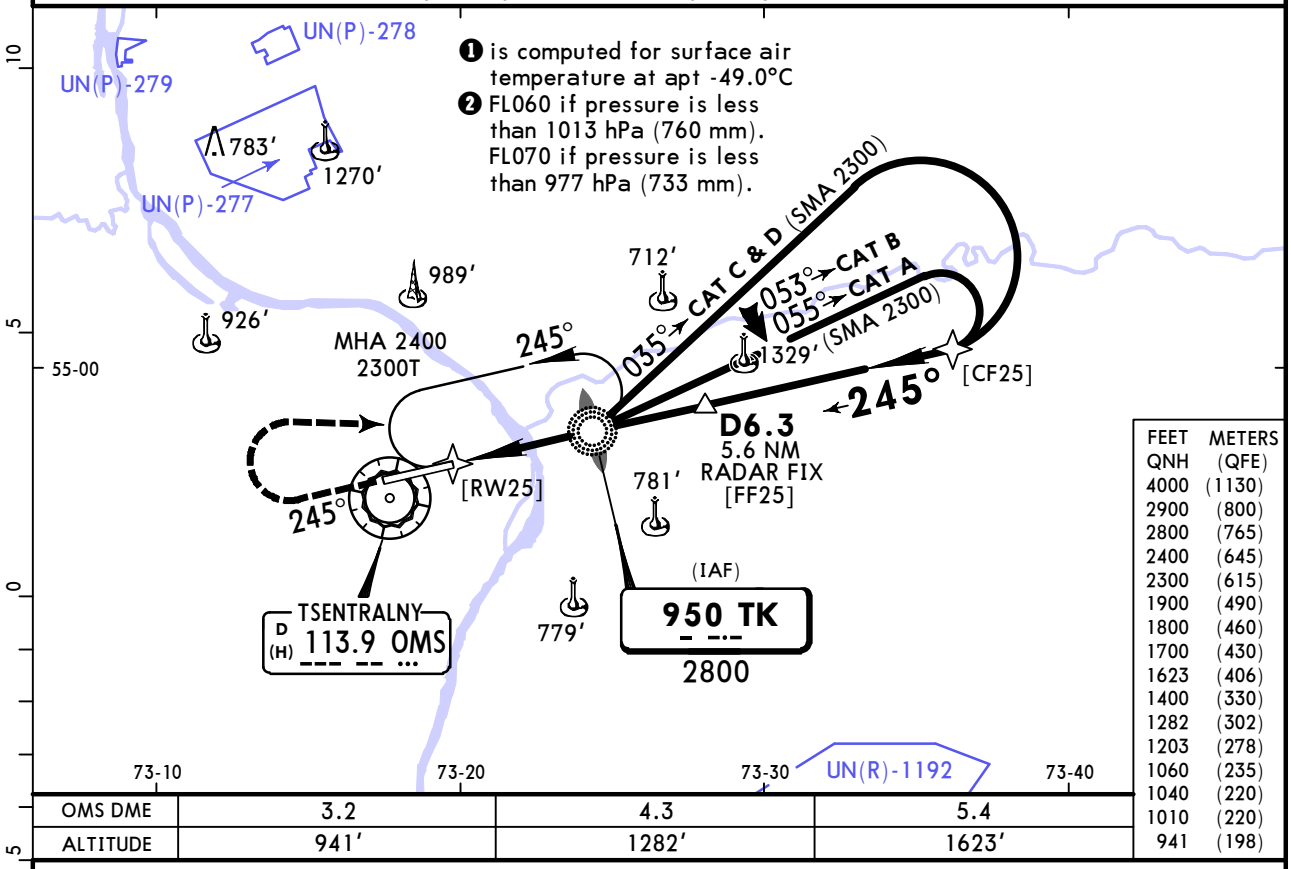
NDB TK	Final Apch Crs	D6.3	DA/MDA(H)	Apt Elev 312′
950	245°	1900′(1606′)	1010′(716′)	Rwy 294′

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ or above, then turn RIGHT to NDB climbing to 2400′ or above.
Turn before MAP is PROHIBITED.

2900
❶ MSA ARP

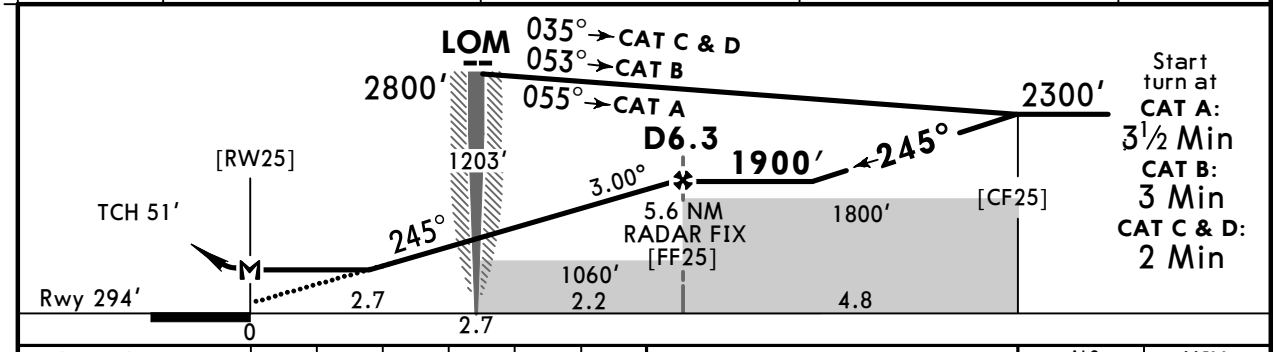
Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL050 ❷ Trans alt: 4000′

1. DME and Radar required. 2. Holding area is available at FL070 or above, when UN(R)-1192 is active.
3. Turbulence with downdrafts may be expected on final apch segment.



FEET QNH	METERS (QFE)
4000	(1130)
2900	(800)
2800	(765)
2400	(645)
2300	(615)
1900	(490)
1800	(460)
1700	(430)
1623	(406)
1400	(330)
1282	(302)
1203	(278)
1060	(235)
1040	(220)
1010	(220)
941	(198)

OMS DME	3.2	4.3	5.4
ALTITUDE	941′	1282′	1623′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW25							
D6.3 to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

ALS
PAPI

MIN
1700′

PANS OPS

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1010′(716′)

ALS out

A	R1500m
B	
C	R2400m
D	

CIRCLE-TO-LAND

Max KT	MDA(H)	
100	1040′(728′)	V1500m
135	1040′(728′)	V1600m
180	1400′(1088′)	V2400m
205	1400′(1088′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, procedure, missed apch, MSA, notes, minimums.

Chart changes since cycle 07-2026

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