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Airport Information For UNTT

Terminal Charts For UNTT

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Tomsk Rus
IATA Code: TOF
Lat/Long: N56° 23.0' E085° 12.6'
Elevation: 594 ft

Airport Use: Public
Magnetic Variation: 8.4 °E

Fuel Types: Jet A-1
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: No

Sunrise: 2302 Z
Sunset: 1335 Z,

Runway Information

Runway: 03
Length x Width: 8202 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 597 ft
Lighting: Edge, ALS

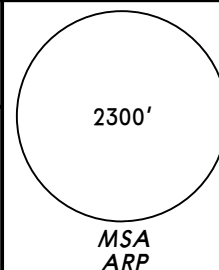
Runway: 21
Length x Width: 8202 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 552 ft
Lighting: Edge, ALS

Communication Information

Mayatnik Krug Radar 124.0 Non-English
Mayatnik Krug Radar 119.3 Non-English
Mayatnik Transit Operations 131.875 Non-English

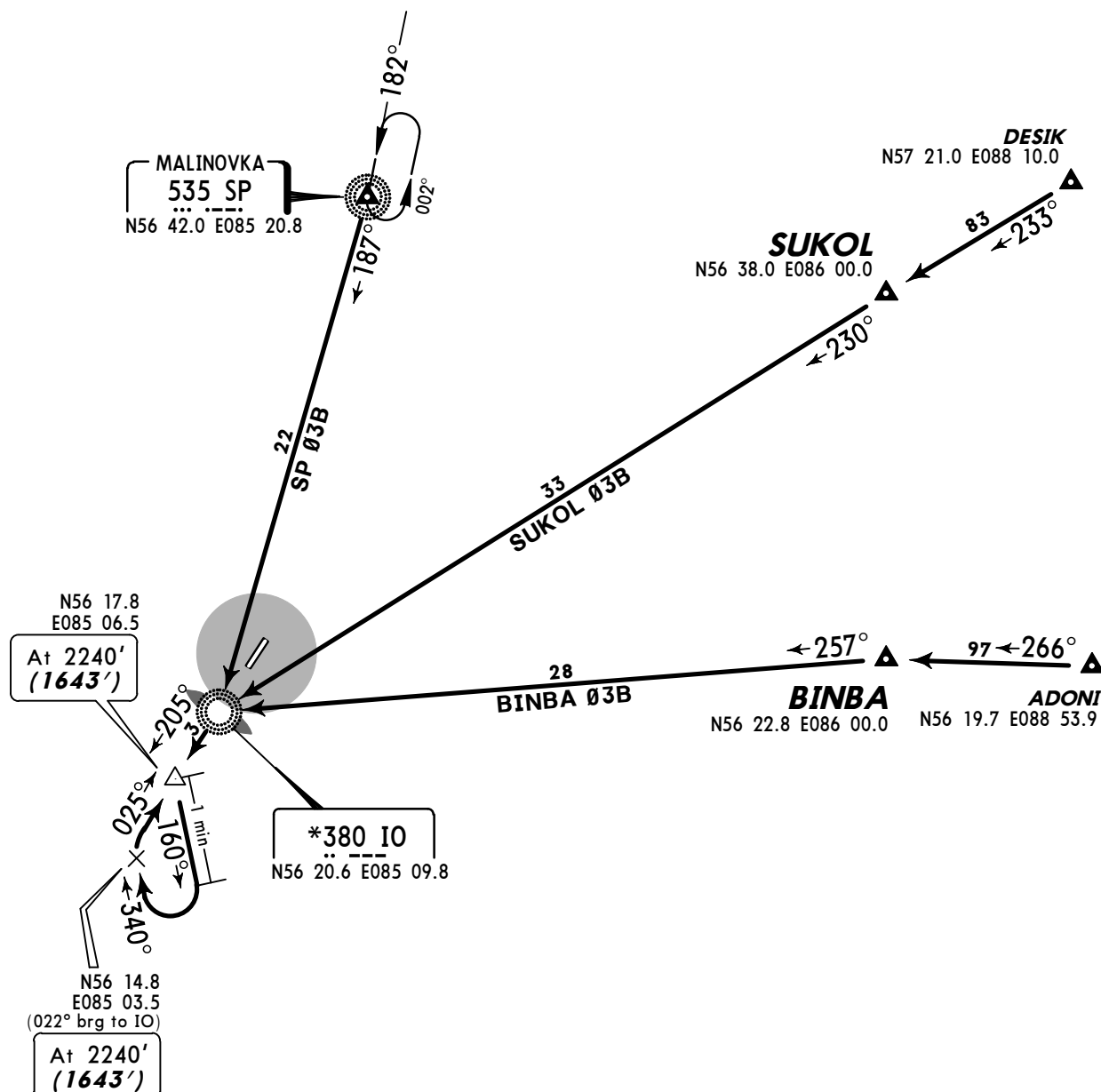
Apt Elev
594'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 2570' (1973')
Altitudes at airway exit points by ATC.



**BINBA 03B [BIN03B]
SP 03B, SUKOL 03B [SUK03B]
RWY 03 ARRIVALS**

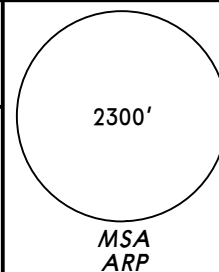
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2570'	(1973' - 600m)
2240'	(1643' - 500m)

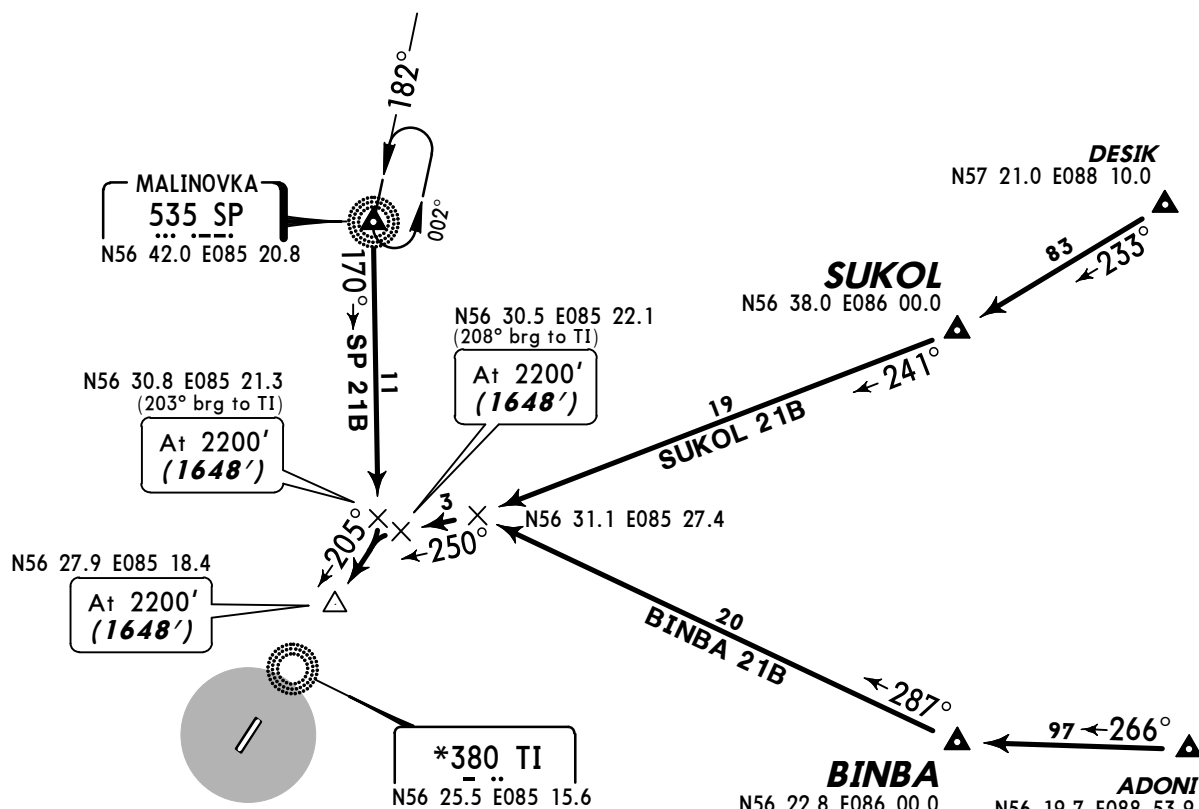
Apt Elev
594'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40 Trans alt (hgt): 2570' **(2018')**
Altitudes at airway exit points by ATC.



**BINBA 21B [BIN21B]
SP 21B, SUKOL 21B [SUK21B]
RWY 21 ARRIVALS**

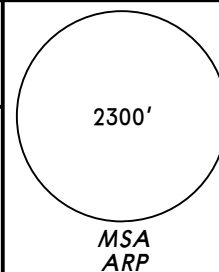
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH **(QFE)**
2570' **(2018' - 600m)**
2200' **(1648' - 500m)**

Apt Elev
594'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 2570' (1973')
Altitudes at airway exit points by ATC.

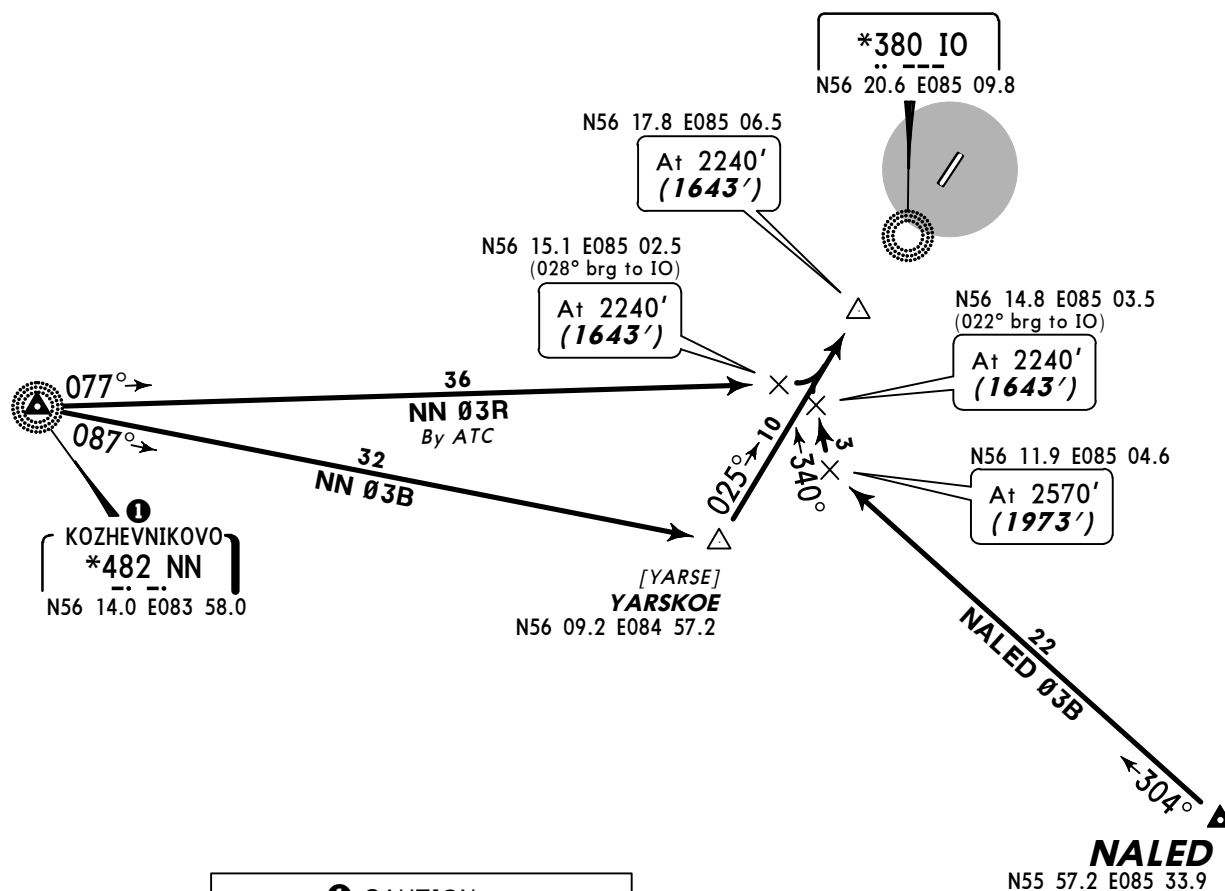


NALED Ø3B [NALØ3B], NN Ø3B

NN Ø3R
BY ATC

RWY 03 ARRIVALS

FOR RUSSIAN USERS ONLY



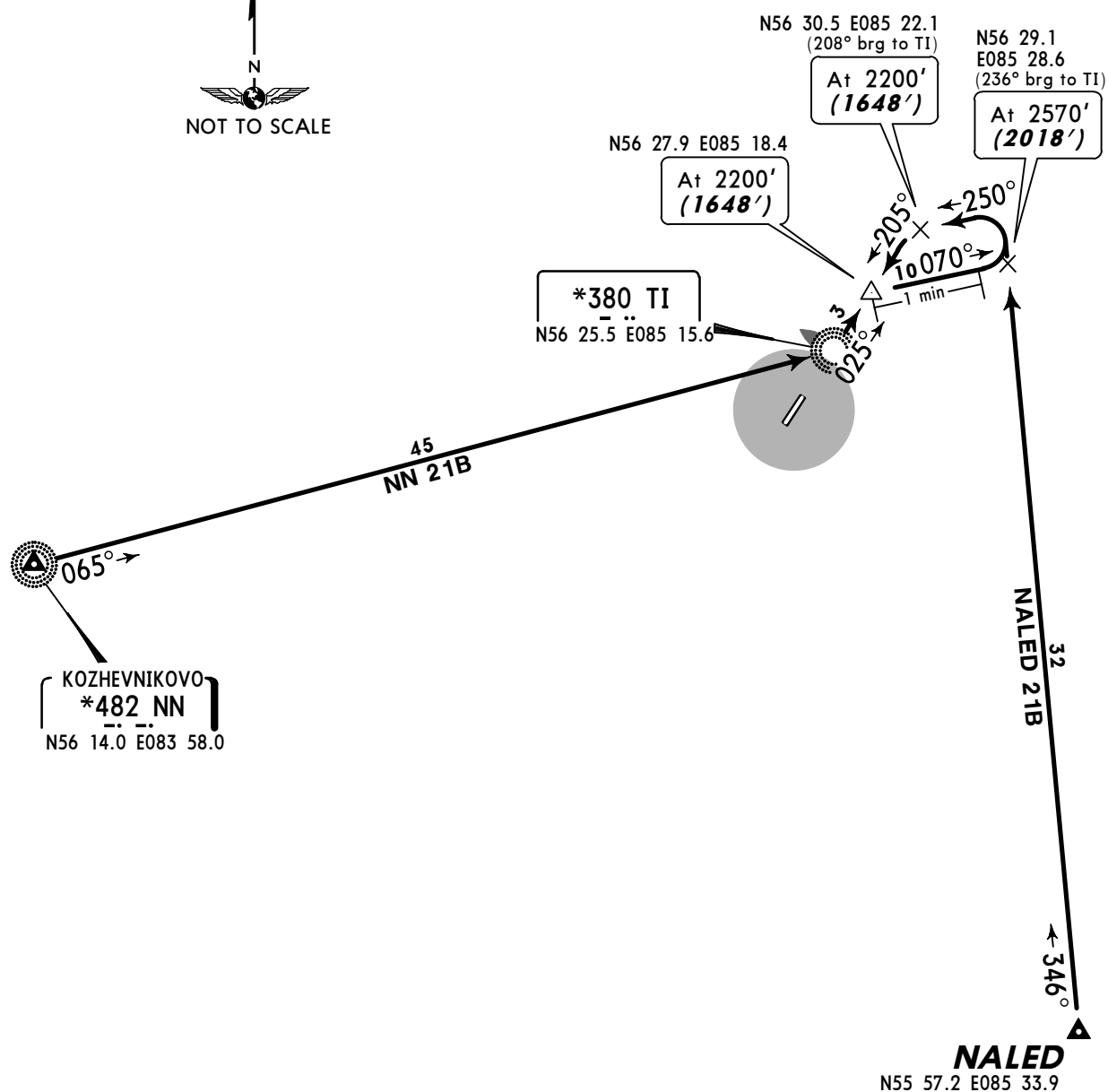
CAUTION:
Approach from NN carry out:
- via YARSKOE in case of
aeroclub flying activities;
- to final turn point in case of
no aeroclub flying activities.



ALT/HEIGHT CONVERSION
QNH (QFE)
2570' (1973' - 600m)
2240' (1643' - 500m)

MSA
ARP

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Apt Elev
594'

QNH on request (QFE)

Trans level: FL40 Trans alt (hgt): 2570' (1973')

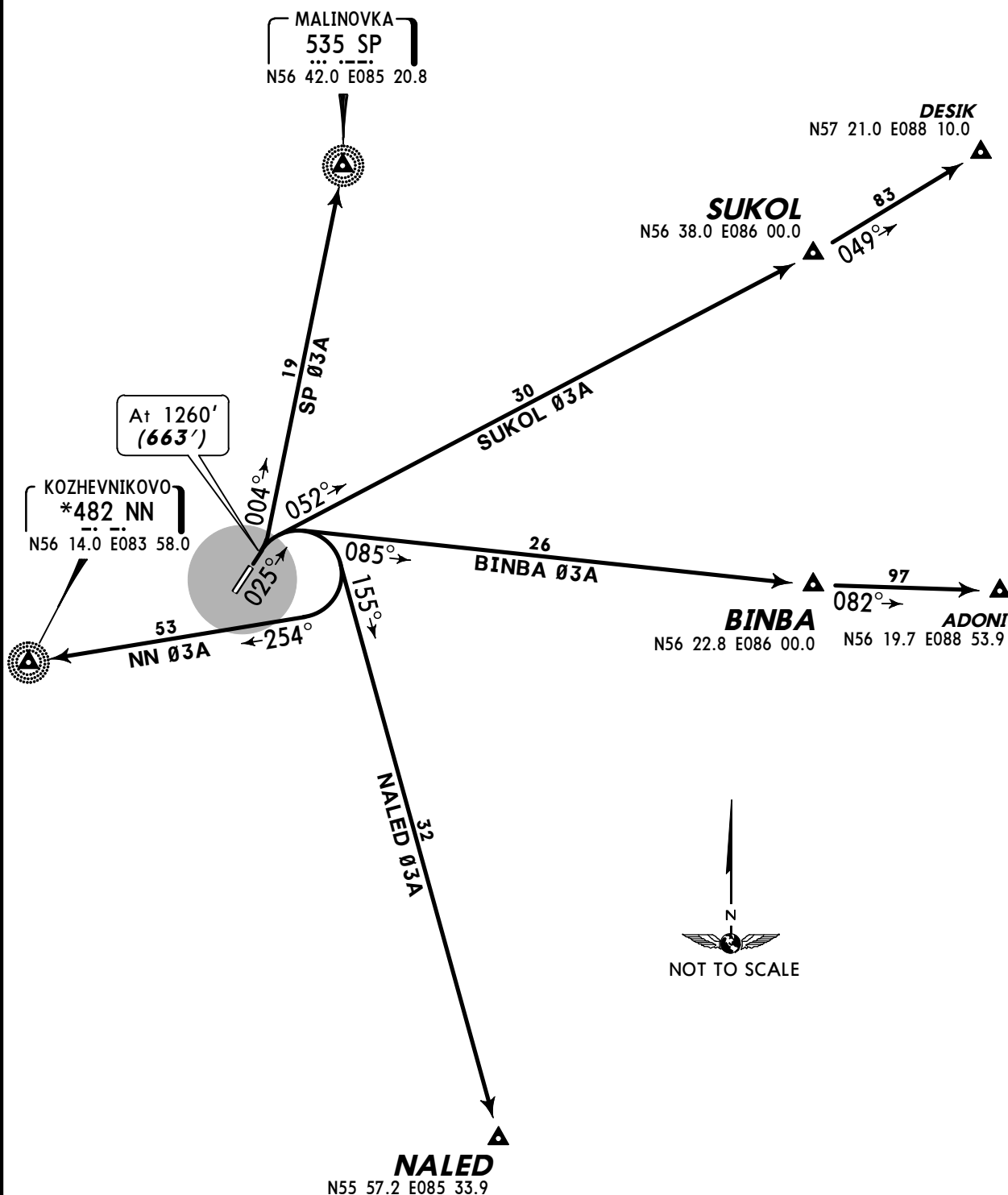
Altitudes at airway entry points by ATC.

2300'

MSA
ARP

BINBA 03A [BIN03A], NALED 03A [NAL03A]
NN 03A, SP 03A, SUKOL 03A [SUK03A]
RWY 03 DEPARTURES

FOR RUSSIAN USERS ONLY

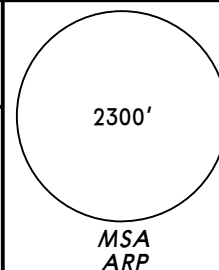


ALT/HEIGHT CONVERSION

QNH	(QFE)
1260'	(663' - 200m)
2570'	(1973' - 600m)

Apt Elev
594'

QNH on request (**QFE**)
Trans level: FL40 Trans alt (hgt): 2570' (**2018'**)
Altitudes at airway entry points by ATC.

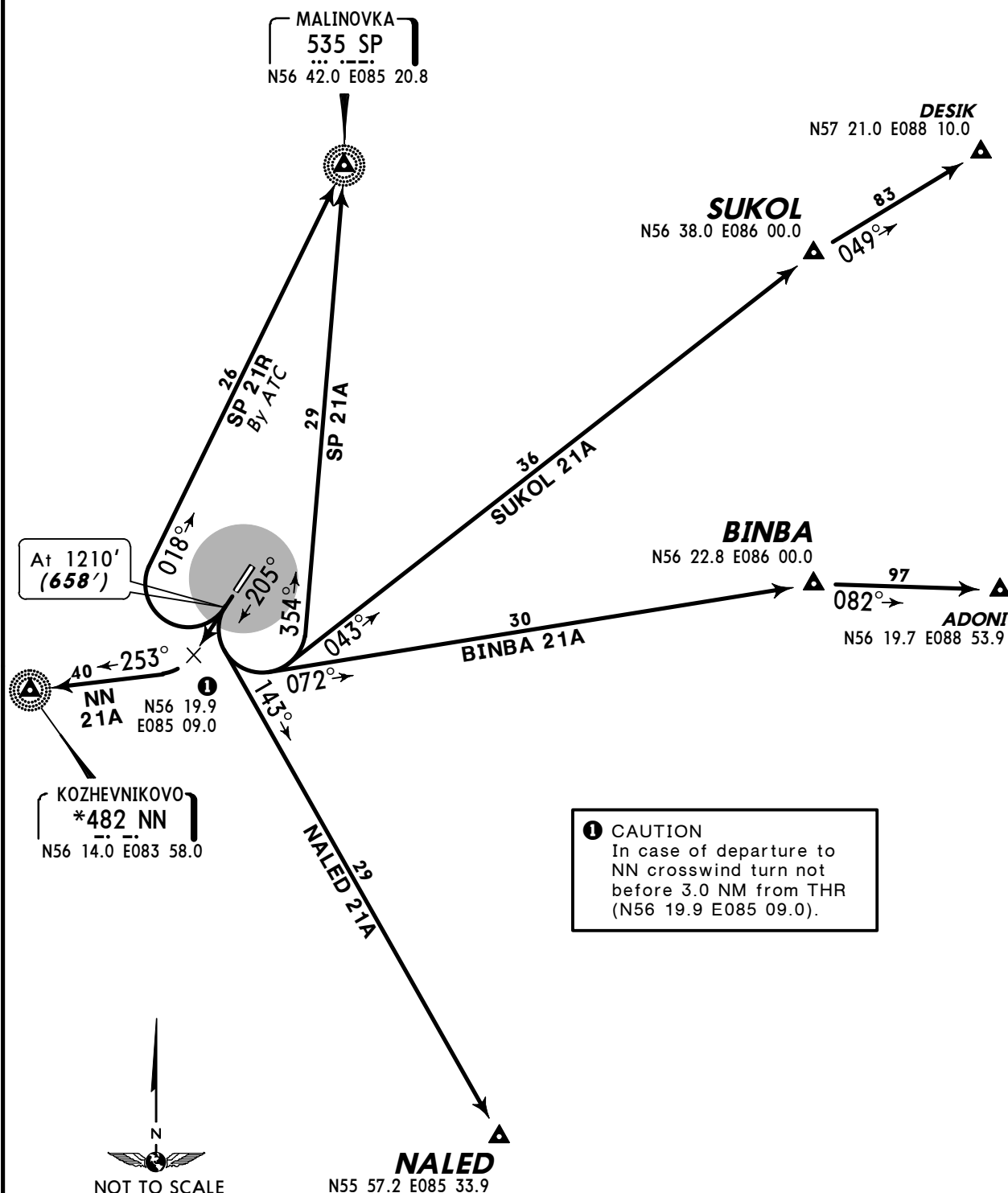


**BINBA 21A [BIN21A], NALED 21A [NAL21A]
NN 21A, SP 21A, SUKOL 21A [SUK21A]**

SP 21R
BY ATC

RWY 21 DEPARTURES

FOR RUSSIAN USERS ONLY

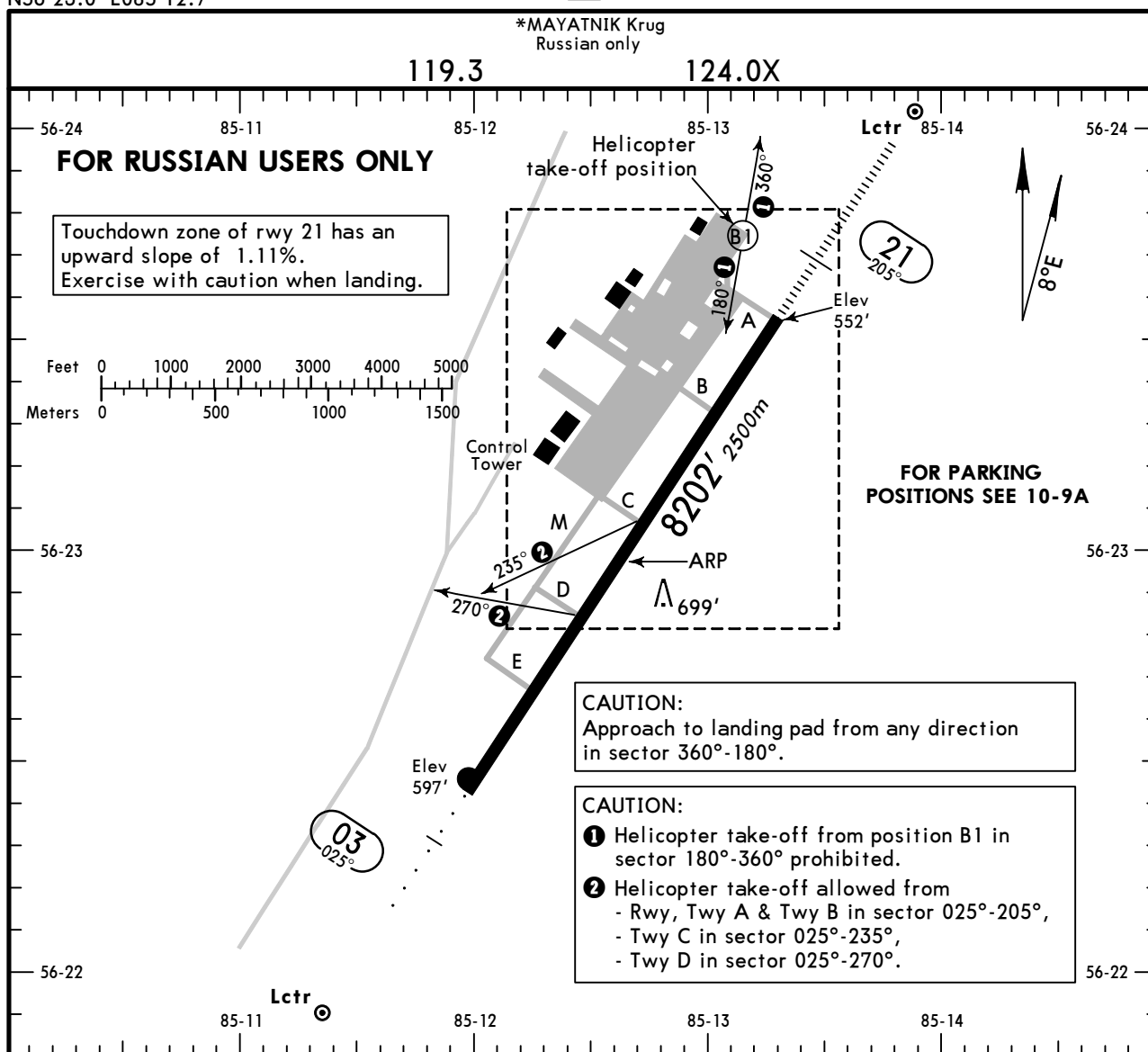


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1210'	(658' - 200m)
2570'	(2018' - 600m)

UNTT/TOF
Apt Elev **594'**
N56 23.0 E085 12.7

JEPPESEN
11 NOV 11 **(10-9)** Eff 17 Nov

TOMSK, RUSSIA
BOGASHEVO



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
	RL	ALS	PAPI (angle 2.67°)	Threshold	Glide Slope		
03						③	164'
21	HIRL	ALS	PAPI (angle 2.92°)				50m

③ TAKE-OFF RUN AVAILABLE

RWY 03:

From rwy head	8202' (2500m)
twy E int	6562' (2000m)
twy D int	4921' (1500m)
twy C int	2953' (900m)

RWY 21:

From rwy head	8202' (2500m)
twy B int	6562' (2000m)
twy C int	4921' (1500m)
twy D int	2953' (900m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

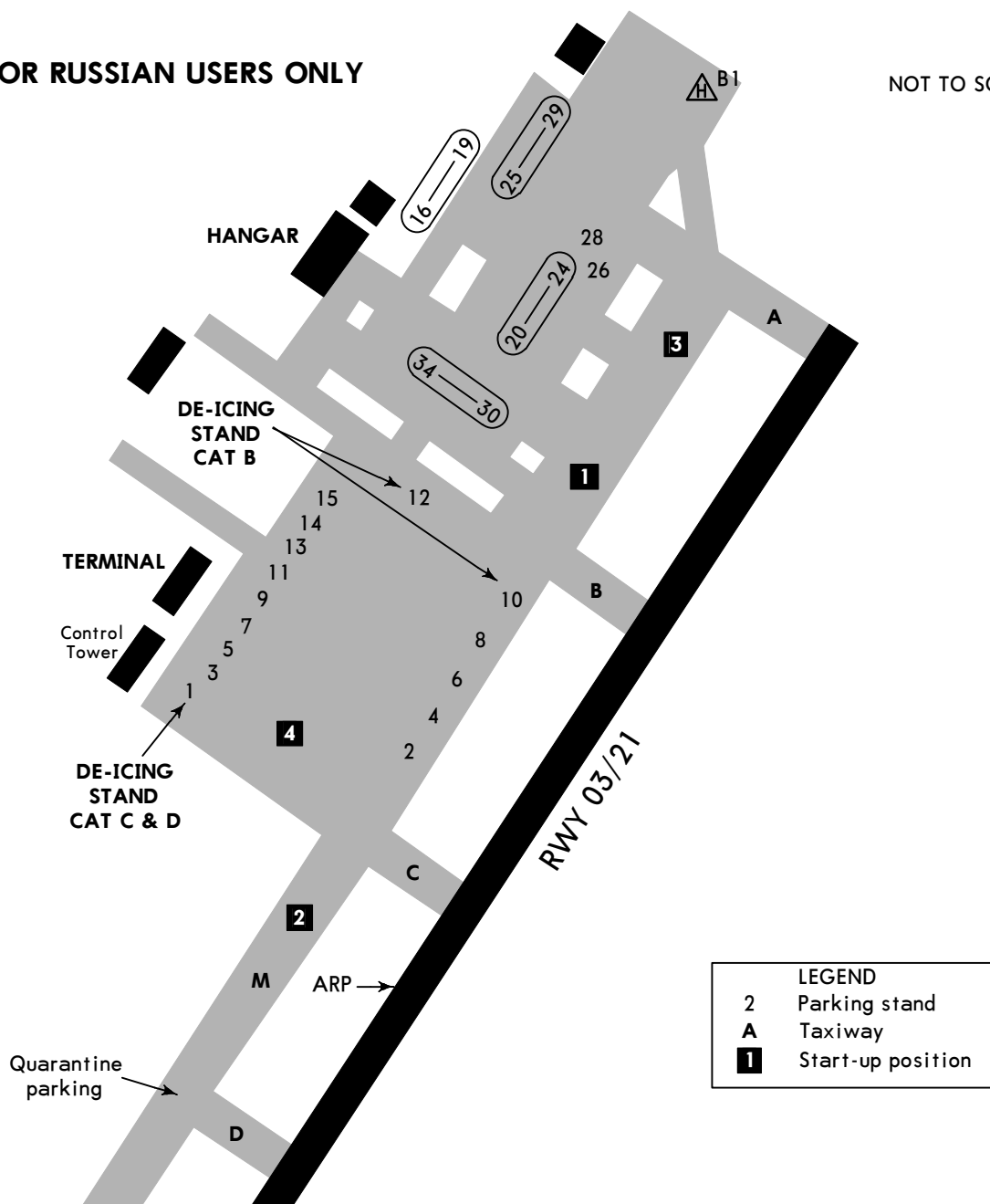
LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

FOR RUSSIAN USERS ONLY

NOT TO SCALE

**INS COORDINATES**

STAND No.	COORDINATES
1	N56 23.2 E085 12.6
2	N56 23.2 E085 12.7
3	N56 23.3 E085 12.6
4	N56 23.3 E085 12.7
12	N56 23.4 E085 12.9

Taxiing into stands 5, 7, 9, 11, 13 and 15 facing SE by towing only.

Taxiing into stands 1 thru 4, 6, 8, 10, 22 thru 24, 26 and 28 by towing.

Taxiing out from stands 5, 7, 9, 11, 13, 14 and 15 facing NW is by push-back.

Taxiing on stand B1 is prohibited.

Taxiing at minimum speed strictly along taxi centerline.

Stands 1 thru 4, 6, 8, 10, 22 thru 24, 26 and 28 available for helicopters.

STRAIGHT-IN RWY		A	B	C	D
03	2 NDB ① ② ③	1000'(403') R1500m	1000'(403') R1500m	1000'(403') R1700m	1000'(403') R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ① ② ④	1000'(403') R1700m	1000'(403') R1700m	1000'(403') R1700m	1000'(403') R1700m
	ALS out	R1900m	R1900m	R1900m	R1900m
	2 NDB ① ⑤	1010'(413') R1700m	1010'(413') R1700m	1010'(413') R1700m	1010'(413') R1700m
	ALS out	R1900m	R1900m	R1900m	R1900m
	IO NDB	1260'(663') ① C2900m	1260'(663') ① C2900m	1420'(823') C4000m	1420'(823') C4000m
21	ALS out	C3100m	C3100m	C4200m	C4200m
	I Lctr	1260'(663') C3100m	1260'(663') C3100m	1590'(993') C4700m	1590'(993') C4700m
	ALS out	C3300m	C3300m	C4900m	C4900m
	ILS	752'(200') R1000m	752'(200') R1000m	782'(230') R1000m	782'(230') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ① ② ③	930'(378') R1500m	930'(378') R1500m	930'(378') R1500m	930'(378') R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ① ② ④	930'(378') R1500m	930'(378') R1500m	930'(378') R1500m	930'(378') R1500m
	ALS out	R1700m	R1700m	R1700m	R1700m
	2 NDB ① ⑤	950'(398') R1600m	950'(398') R1600m	950'(398') R1600m	950'(398') R1600m
	ALS out	R1800m	R1800m	R1800m	R1800m
	TI NDB	1210'(658') ① C2800m	1210'(658') ① C2800m	1380'(828') C4000m	1380'(828') C4000m
	ALS out	C3000m	C3000m	C4200m	C4200m
	T Lctr	1210'(658') C3000m	1210'(658') C3000m	1540'(988') C4700m	1540'(988') C4700m
	ALS out	C3200m	C3200m	C4900m	C4900m

① Continuous Descent Final Approach.

② with radar control.

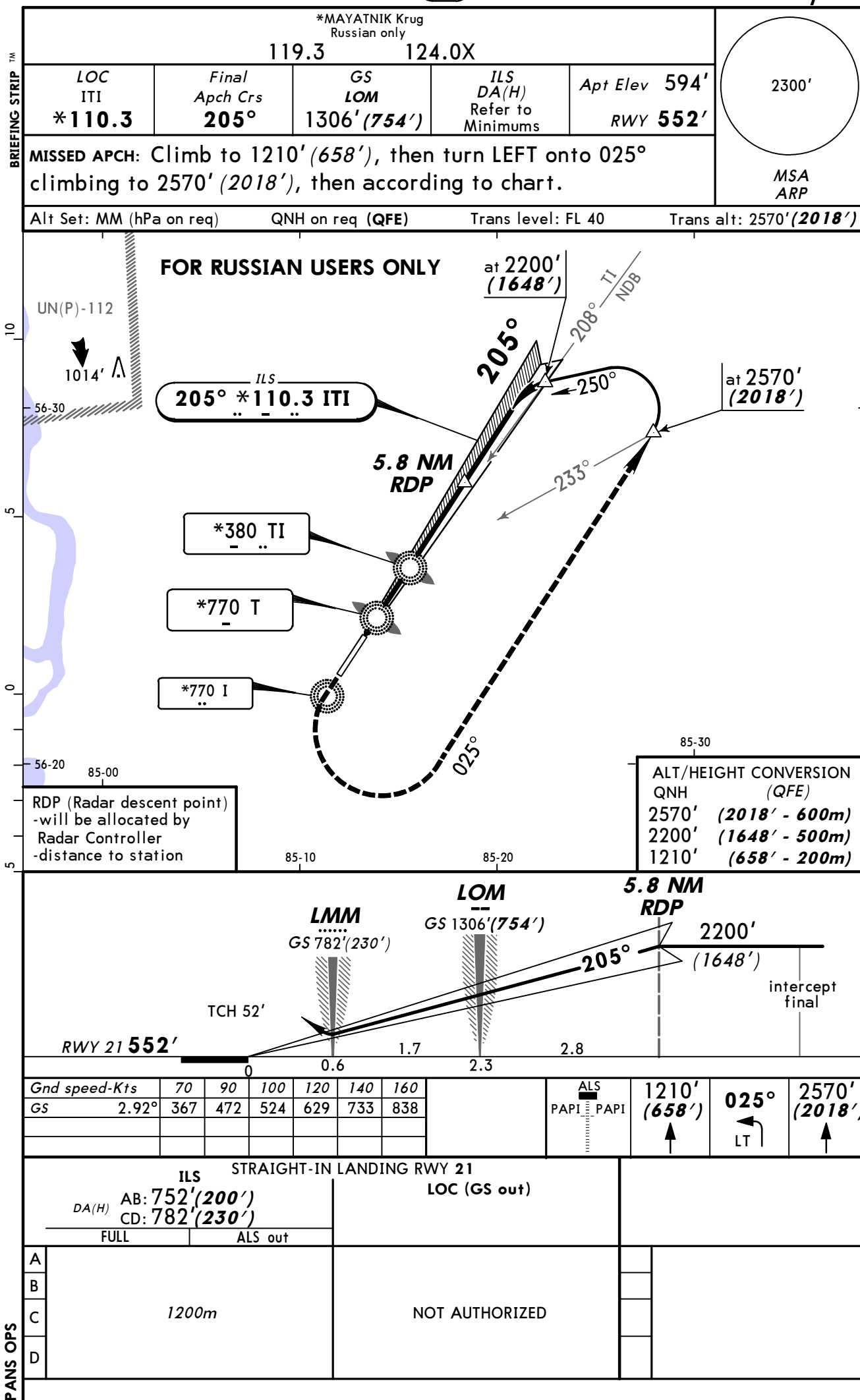
③ with FMS.

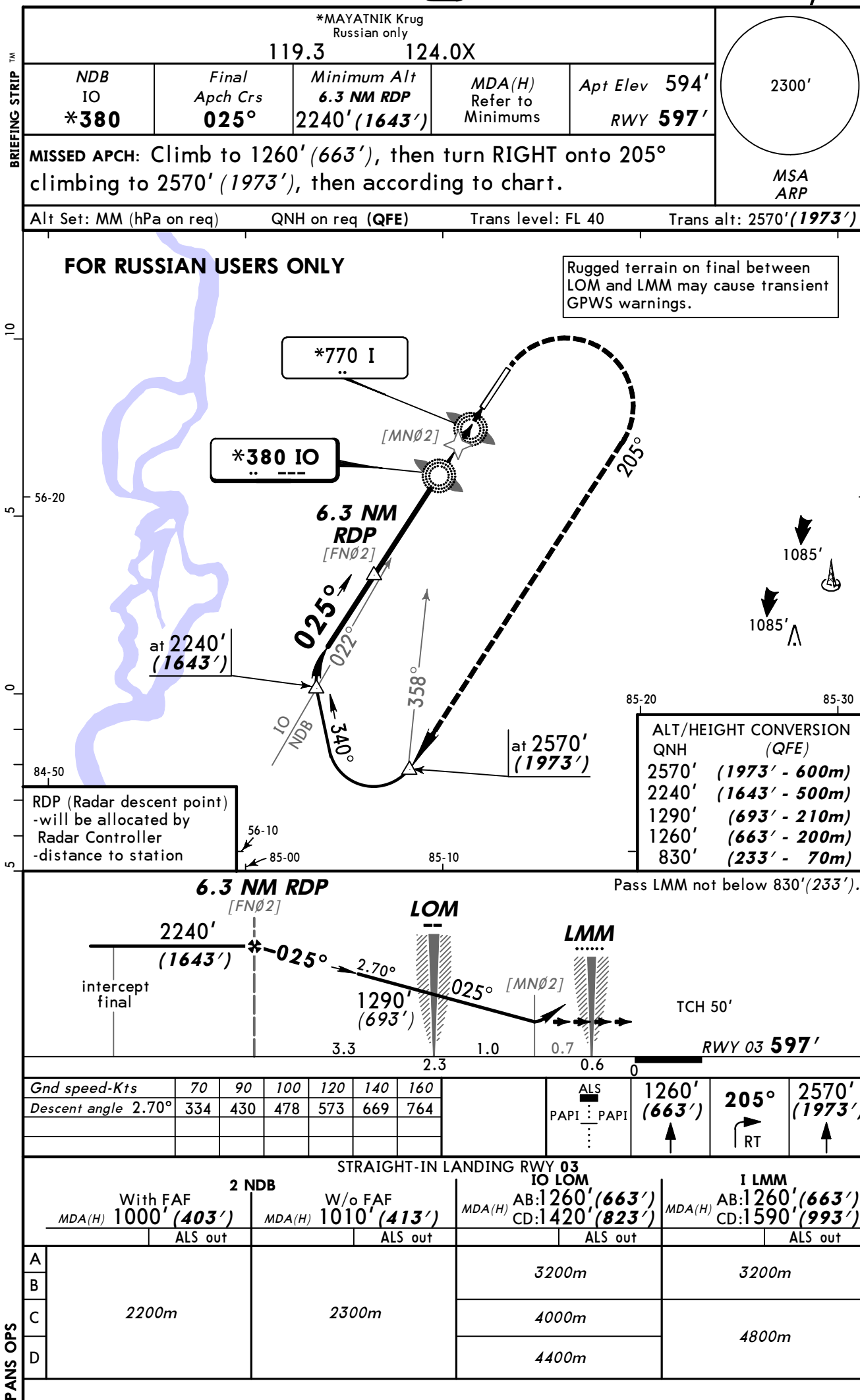
④ w/o FMS.

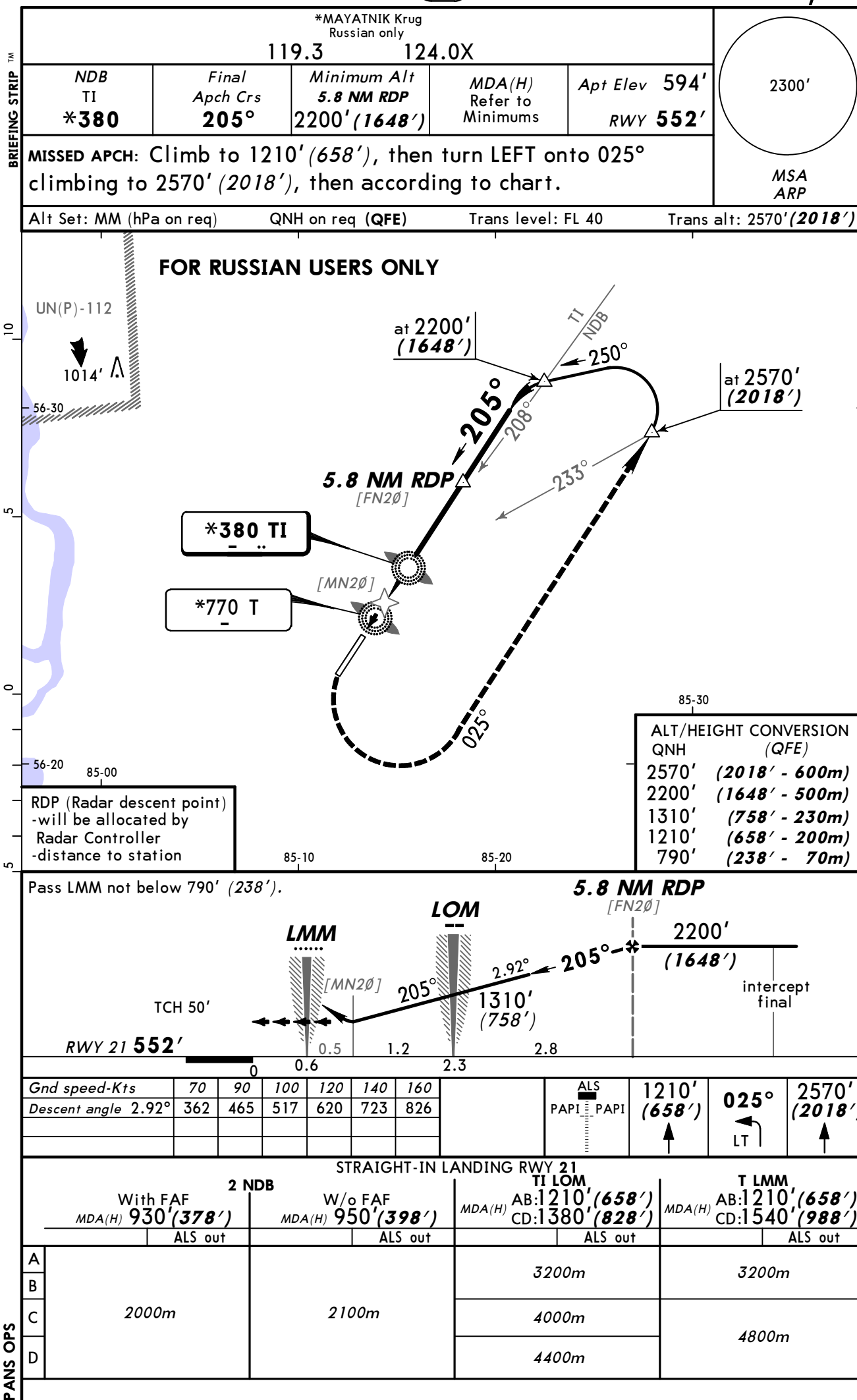
⑤ w/o radar control.

TAKE-OFF RWY 03, 21

LVP must be in force		RCLM (DAY only) or RL	NIL (DAY only)
	RCLM (DAY only) or RL		
A	250m	400m	500m
B			
C			
D	300m		







TOMSK, (BOGASHEVO - UNTT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNTT

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.