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Airport Information For UNTT

Terminal Charts For UNTT

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Tomsk Rus
IATA Code: TOF
Lat/Long: N56° 23.0' E085° 12.6'
Elevation: 598 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: 0253 Z
Sunset: 0950 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

ATIS 127.8 Non-English
Mayatnik Krug Radar 124.0 Non-English
Mayatnik Krug Radar 119.3 Non-English
Mayatnik Transit Operations 131.875 Non-English

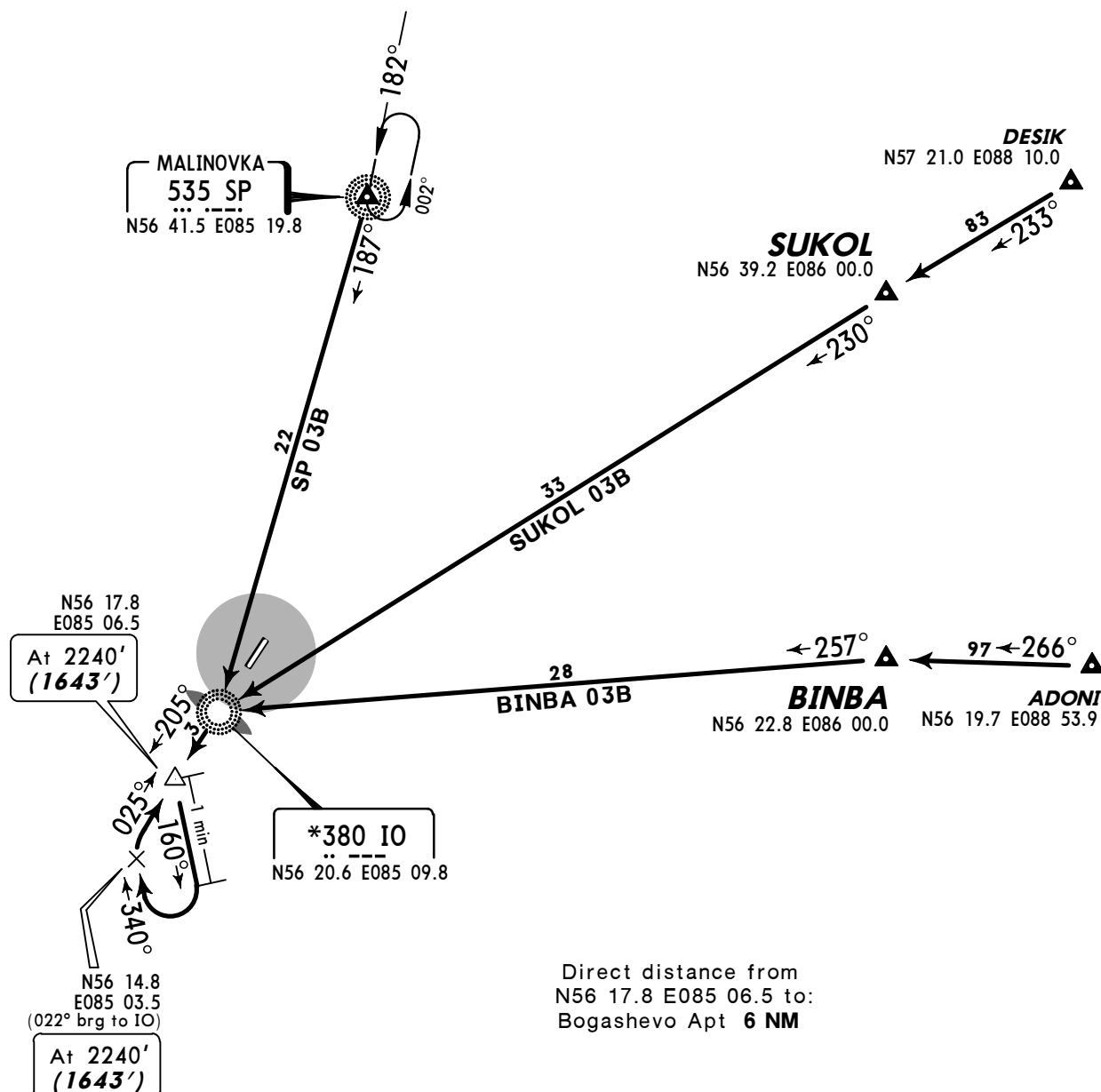
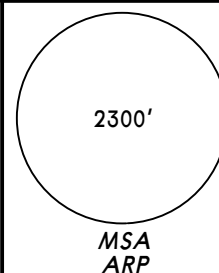
ATIS
127.8

Apt Elev
594'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if the pressure is less than 743 mm (990.6 hPa)
Trans alt (hgt): 2570' (1973')
Altitudes at airway exit points by ATC.

**BINBA 03B [BINØ3B]
SP 03B, SUKOL 03B [SUKØ3B]
RWY 03 ARRIVALS**

FOR RUSSIAN USERS ONLY



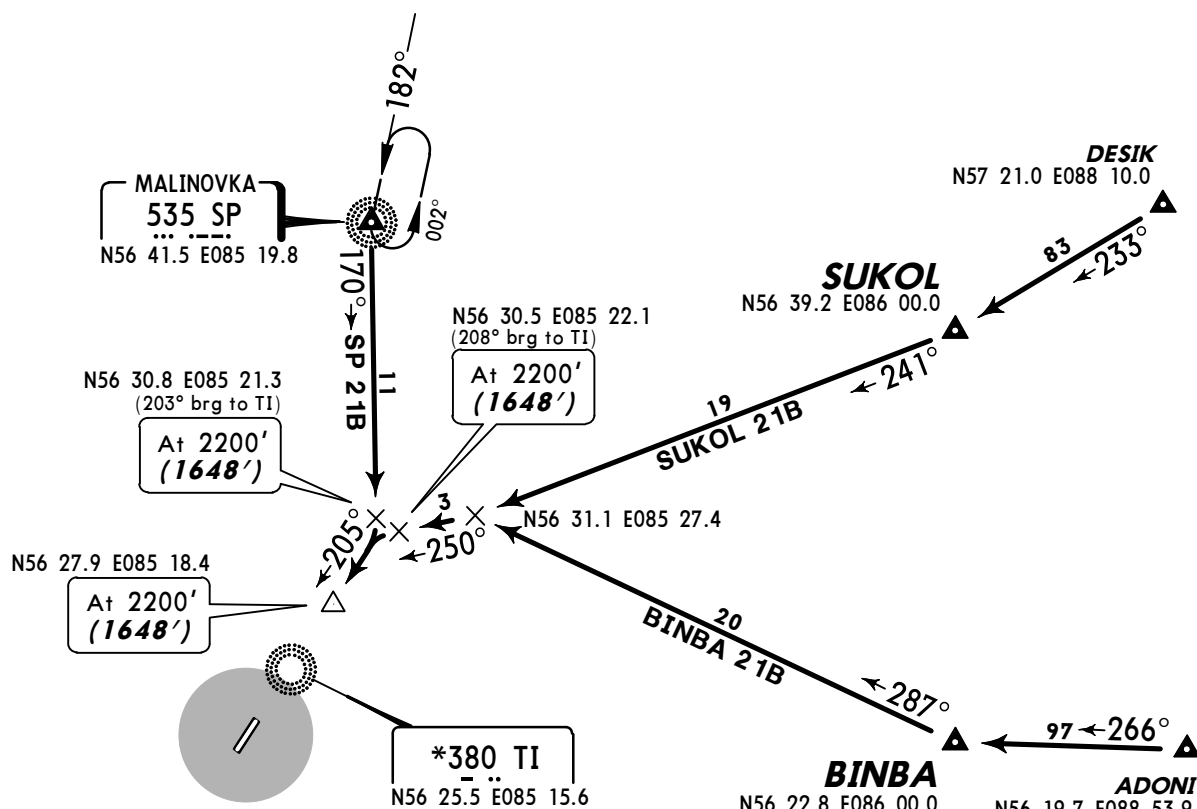
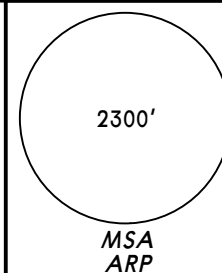
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2570'	(1973' - 600m)
2240'	(1643' - 500m)

ATIS
127.8

Apt Elev
594'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if the pressure is less than 743 mm (990.6 hPa)
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)

ATIS
127.8

Apt Elev
594'

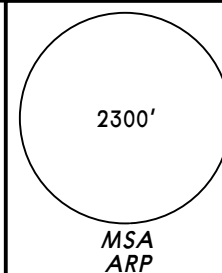
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if the pressure is less than 743 mm (990.6 hPa)
Trans alt (hgt): 2570' (1973')
Altitudes at airway exit points by ATC.

NALED 03B [NALØ3B], NN 03B

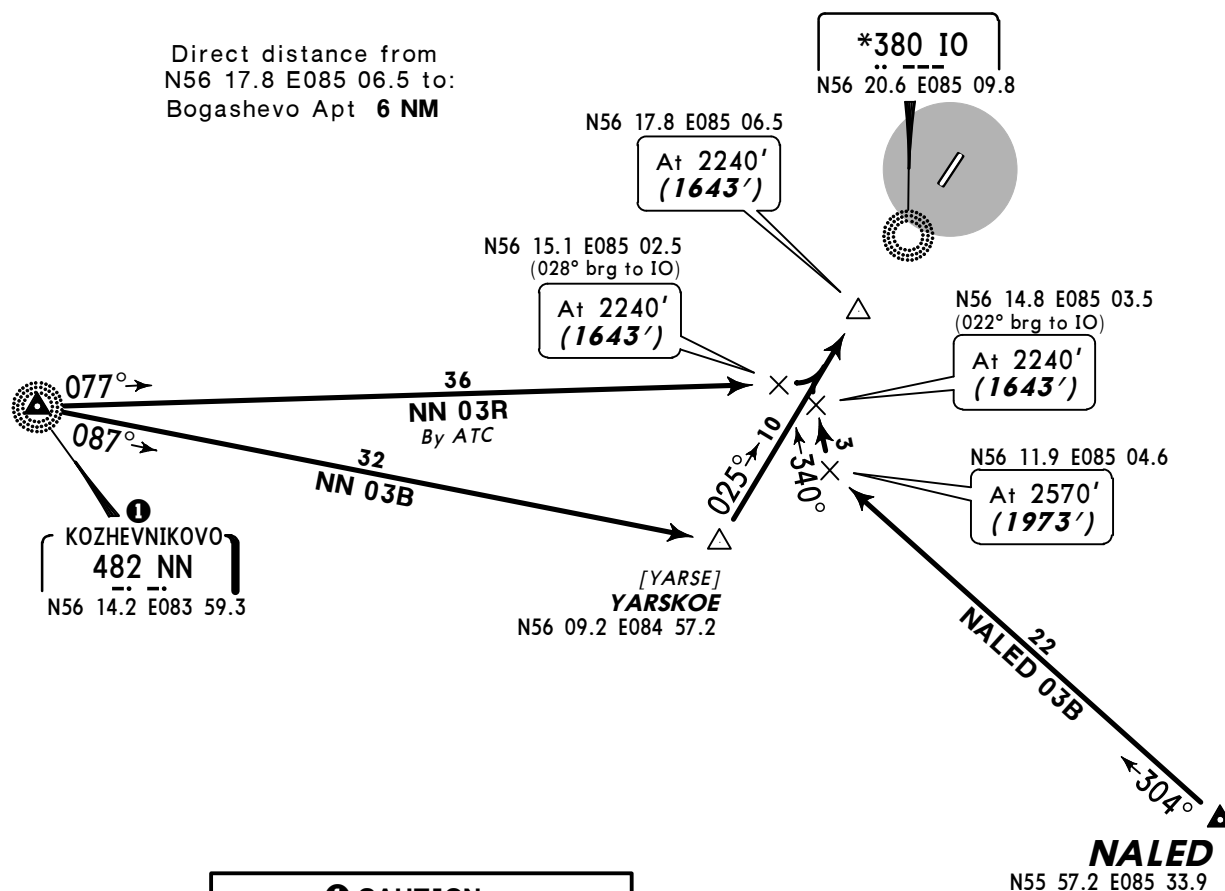
NN 03R
BY ATC

RWY 03 ARRIVALS

FOR RUSSIAN USERS ONLY



Direct distance from
N56 17.8 E085 06.5 to:
Bogashevo Apt 6 NM



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)

ATIS
127.8

Apt Elev
594'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL40

FL50 if the pressure is less than 743 mm (990.6 hPa)

Trans alt (hgt): 2570' (2018')

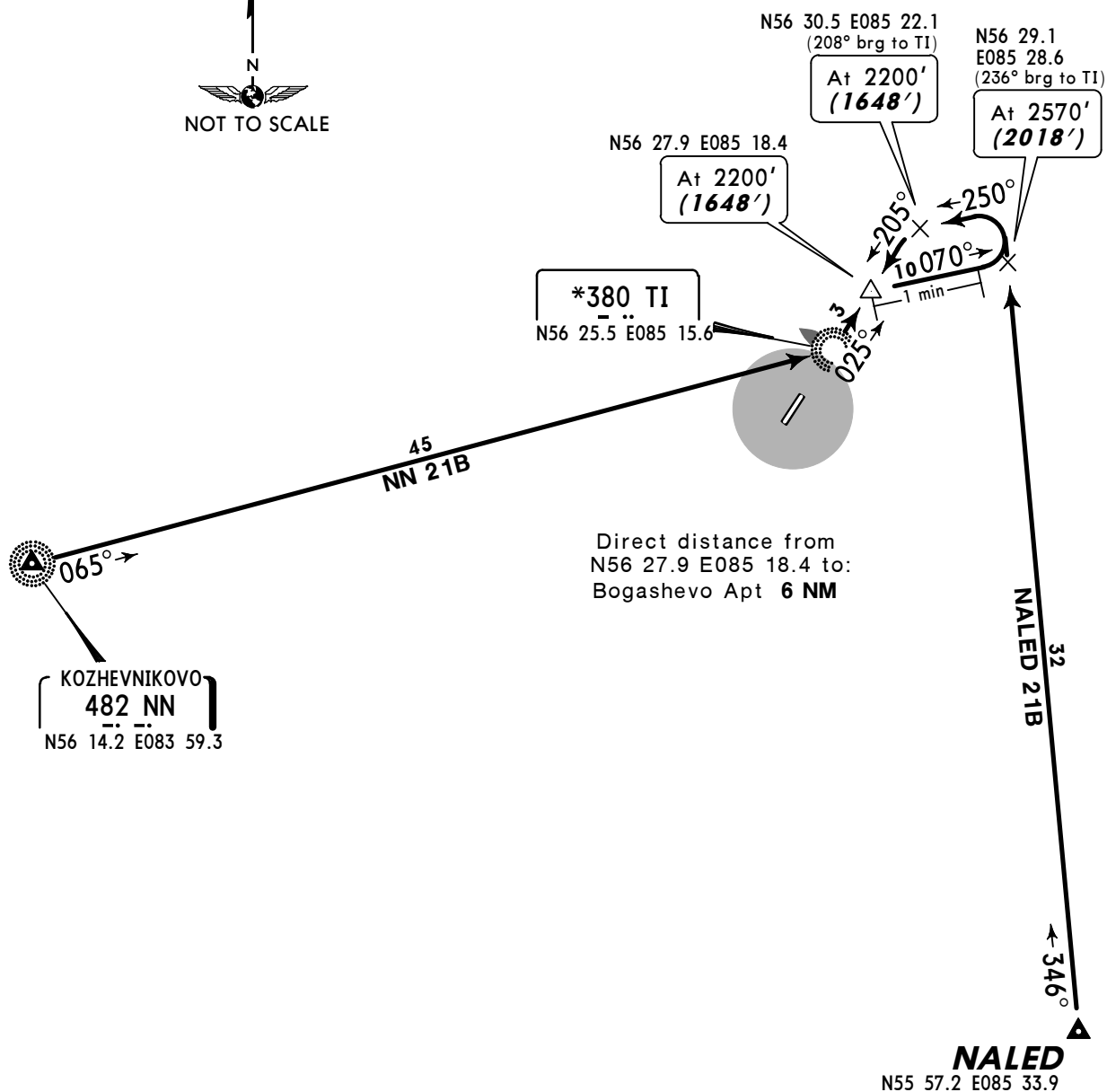
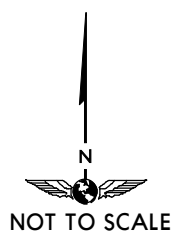
Altitudes at airway exit points by ATC.

NALED 21B [NAL21B], NN 21B
RWY 21 ARRIVALS

FOR RUSSIAN USERS ONLY

2300'

MSA
ARP



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

Apt Elev
594'

QNH on request (QFE)

Trans level: FL40

FL50 if the pressure is less than 743 mm (990.6 hPa)

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

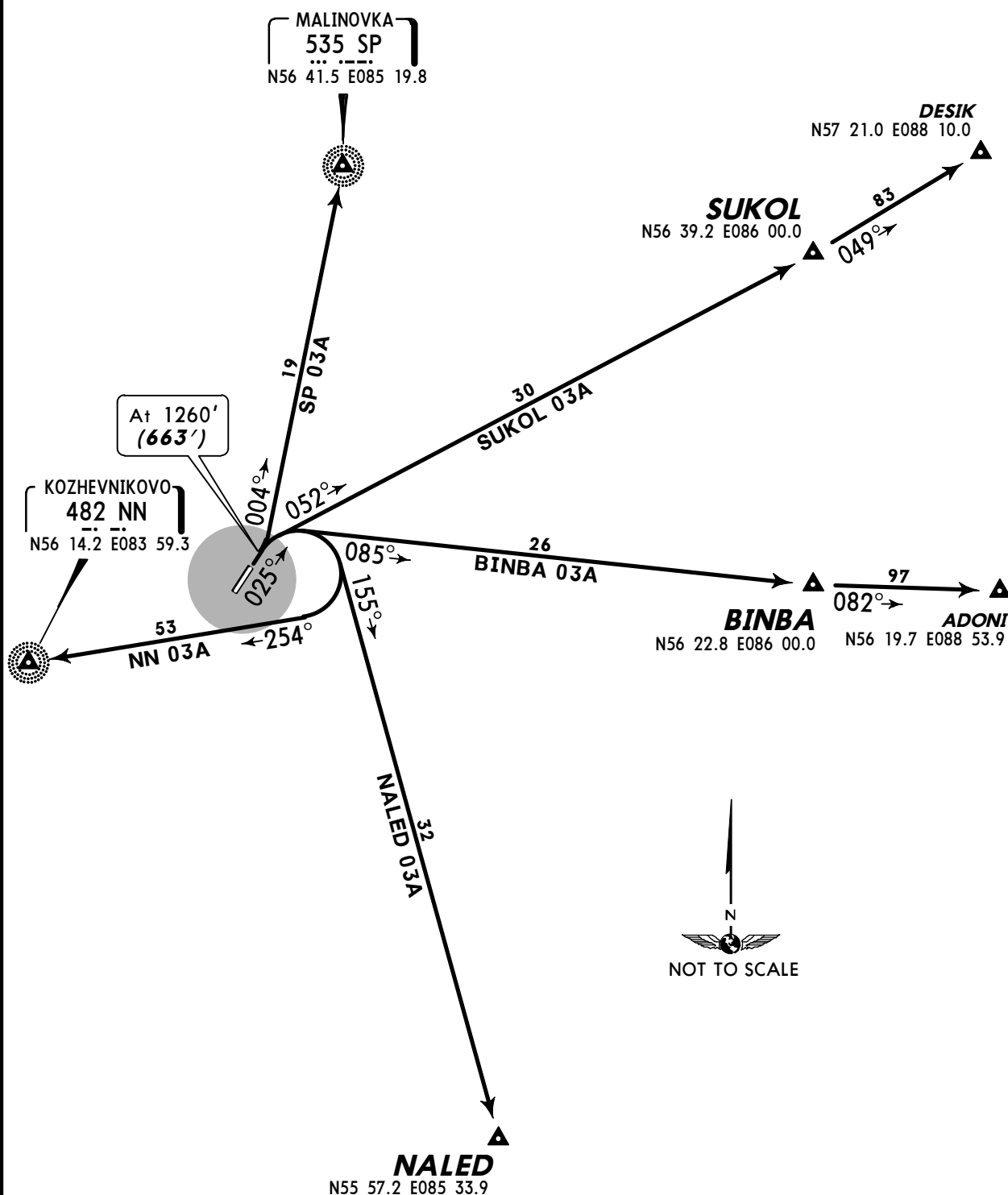
Altitudes at airway entry points by ATC.

2300'

MSA
ARP

**BINBA 03A [BINØ3A], NALED 03A [NALØ3A]
NN 03A, SP 03A, SUKOL 03A [SUKØ3A]
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

FL50 if the pressure is less than 743 mm (990.6 hPa)

Trans alt (hgt): 2570' (2018')

Altitudes at airway entry points by ATC.

2300'

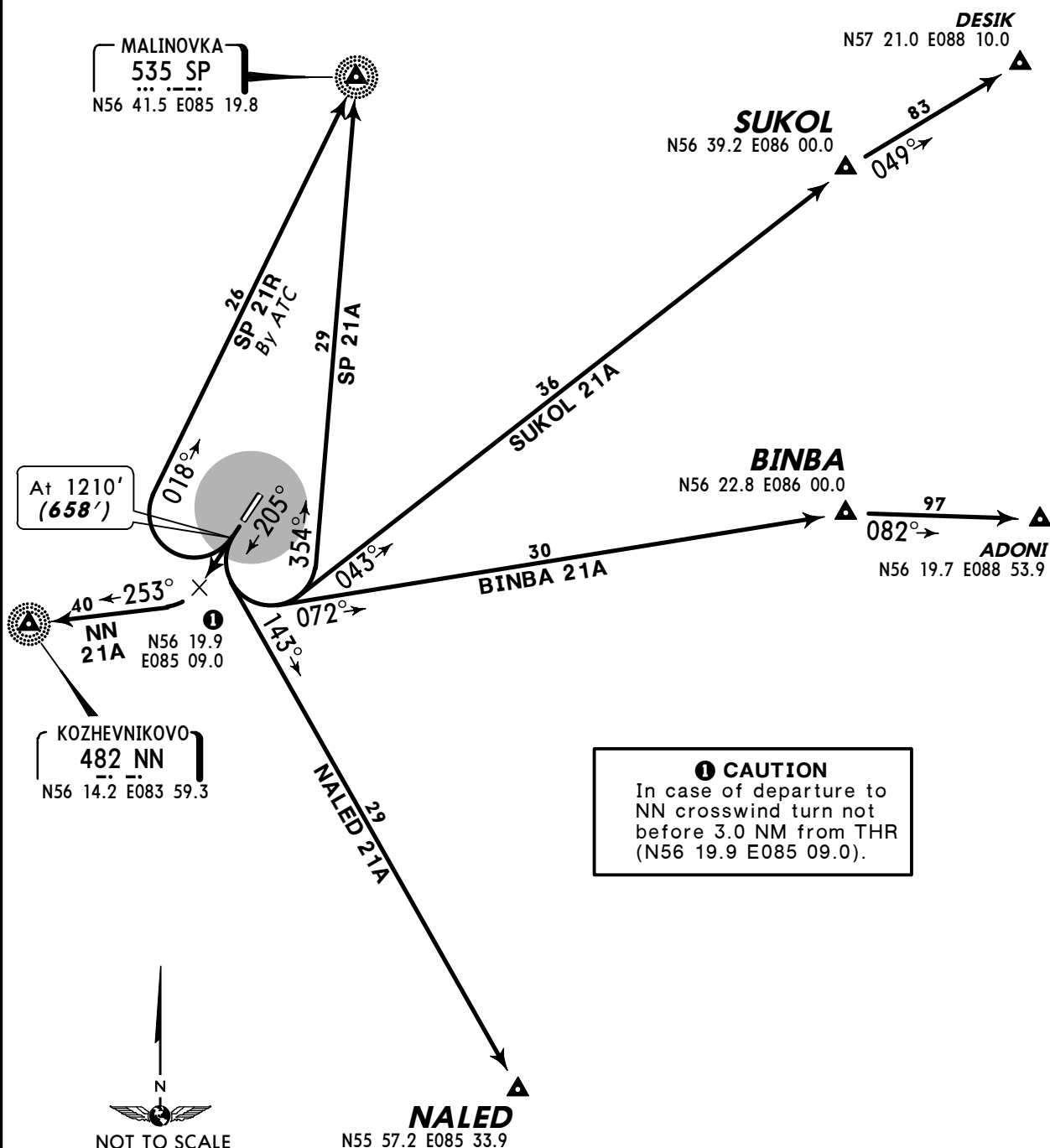
MSA
ARP

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

SP 21R
BY ATC

RWY 21 DEPARTURES

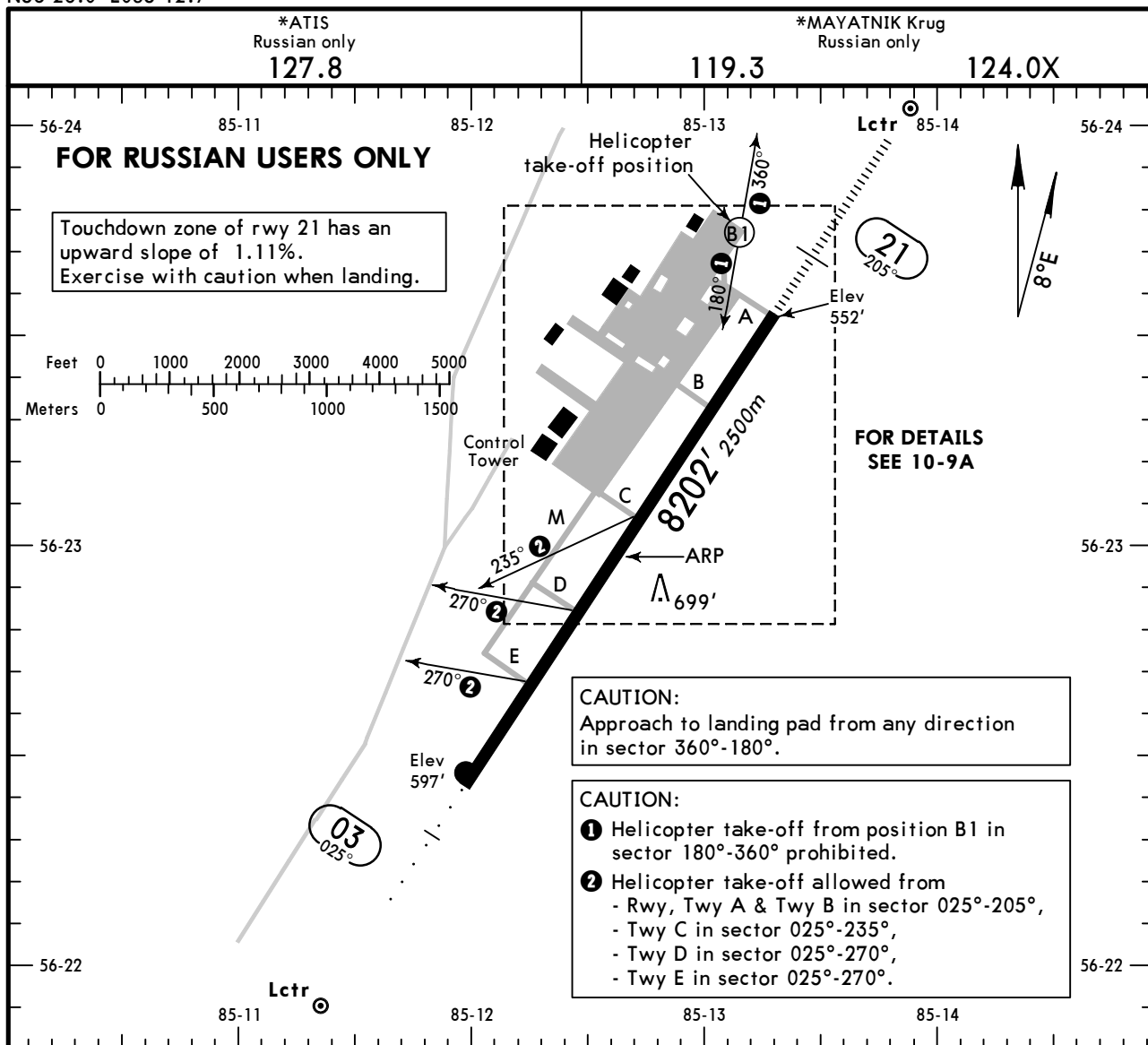
FOR RUSSIAN USERS ONLY



UNTT/TOF
Apt Elev **598'**
N56 23.0 E085 12.7

JEPPESEN
17 AUG 12 **(10-9)** Eff 23 Aug

TOMSK, RUSSIA
BOGASHEVO



ADDITIONAL RUNWAY INFORMATION

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

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 Rwy's

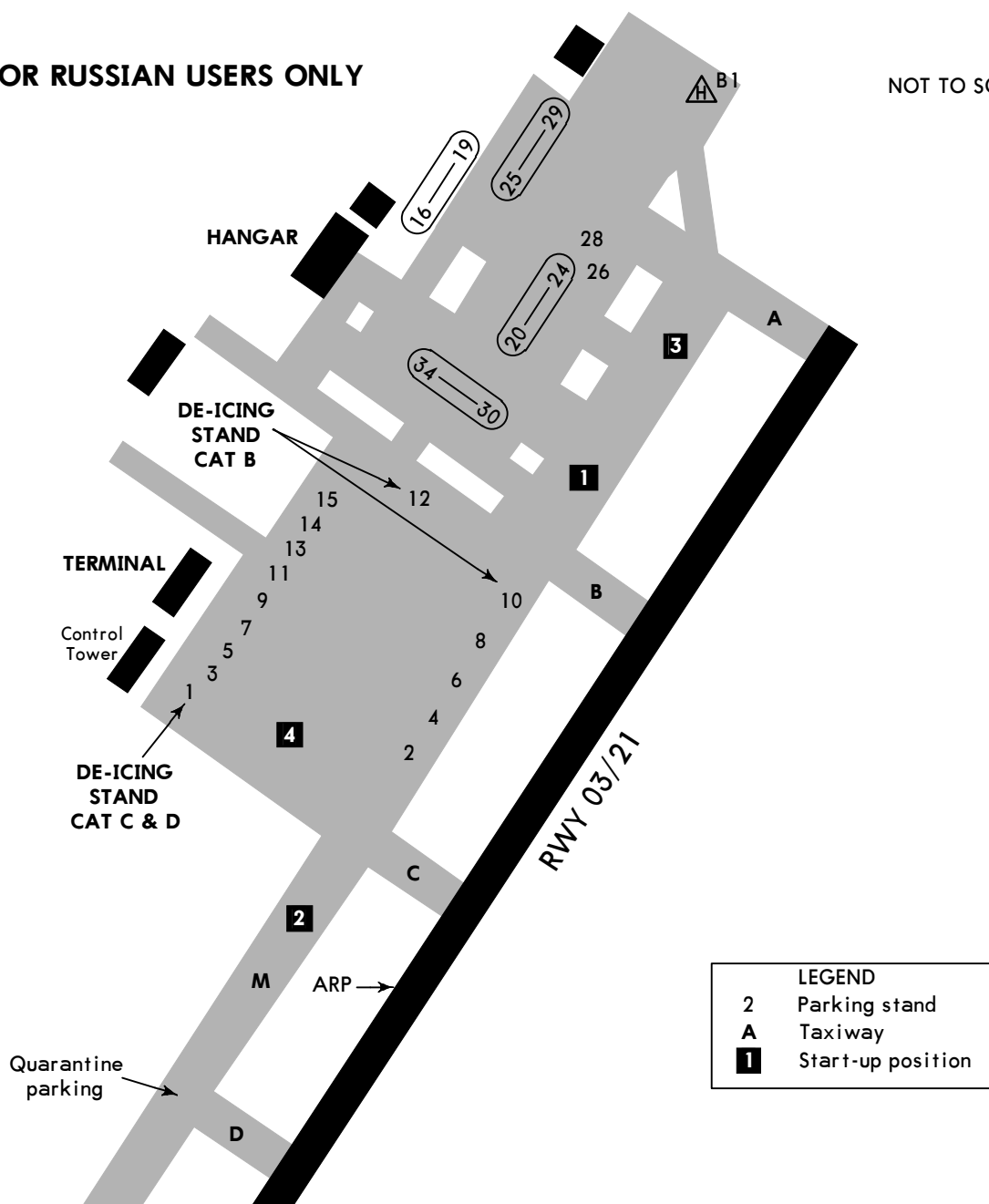
LVP must be in force
RCLM (DAY only)
or RL

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	RNAV ①	1030'(433') R1500m	1030'(433') R1500m	1030'(433') R1800m	1030'(433') R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ① ②	980'(383') R1500m	980'(383') R1500m	980'(383') R1600m	980'(383') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ① ③ ④	980'(383') R1500m	980'(383') R1500m	980'(383') R1600m	980'(383') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ① ③ ⑤	980'(383') R1600m	980'(383') R1600m	980'(383') R1600m	980'(383') R1600m
	ALS out	R1800m	R1800m	R1800m	R1800m
	IO LOM ① ②	1260'(663') C2900m	1260'(663') C2900m	1420'(823') C3600m	1420'(823') C3600m
	ALS out	C3100m	C3100m	C3800m	C3800m
	IO LOM ① ③ ④	1260'(663') C2900m	1260'(663') C2900m	1420'(823') C3600m	1420'(823') C3600m
	ALS out	C3100m	C3100m	C3800m	C3800m
	IO LOM ③ ⑤	1260'(663') C3100m	1260'(663') C3100m	1420'(823') C4000m	1420'(823') C4000m
	ALS out	C3300m	C3300m	C4200m	C4200m
	I LMM ① ②	1260'(663') C2900m	1260'(663') C2900m	1590'(993') C4300m	1590'(993') C4300m
	ALS out	C3100m	C3100m	C4500m	C4500m
	I LMM ① ③ ④	1260'(663') C2900m	1260'(663') C2900m	1590'(993') C4300m	1590'(993') C4300m
	ALS out	C3100m	C3100m	C4500m	C4500m
	I LMM ③ ⑤	1260'(663') C3100m	1260'(663') C3100m	1590'(993') C4700m	1590'(993') C4700m
	ALS out	C3300m	C3300m	C4900m	C4900m

① Continuous Descent Final Approach.

② with FAF.

③ w/o FAF.

④ with FMS.

⑤ w/o FMS.

STRAIGHT-IN RWY		A	B	C	D
21	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
	RNAV ①	970' (418') R1500m	970' (418') R1500m	970' (418') R1700m	970' (418') R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ① ②	970' (418') R1500m	970' (418') R1500m	970' (418') R1700m	970' (418') R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ① ③ ④	1380' (828') C3600m	1380' (828') C3600m	1380' (828') C3600m	1380' (828') C3600m
	ALS out	C3800m	C3800m	C3800m	C3800m
	2 NDB ③ ⑤	1380' (828') C3800m	1380' (828') C3800m	1380' (828') C4000m	1380' (828') C4000m
	ALS out	C4000m	C4000m	C4200m	C4200m
	TI LOM ① ②	1210' (658') R1500m	1210' (658') R1500m	1380' (828') C3600m	1380' (828') C3600m
	ALS out	R1500m	R1500m	C3800m	C3800m
	TI LOM ① ③ ④	1210' (658') R1500m	1210' (658') R1500m	1380' (828') C3600m	1380' (828') C3600m
	ALS out	R1500m	R1500m	C3800m	C3800m
	TI LOM ③ ⑤	1210' (658') C3000m	1210' (658') C3000m	1380' (828') C4000m	1380' (828') C4000m
	ALS out	C3200m	C3200m	C4200m	C4200m
	T LMM ① ②	1210' (658') R1500m	1210' (658') R1500m	1540' (988') C4300m	1540' (988') C4300m
	ALS out	R1500m	R1500m	C4500m	C4500m
	T LMM ① ③ ④	1210' (658') R1500m	1210' (658') R1500m	1540' (988') C4300m	1540' (988') C4300m
	ALS out	R1500m	R1500m	C4500m	C4500m
	T LMM ③ ⑤	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 FAF.

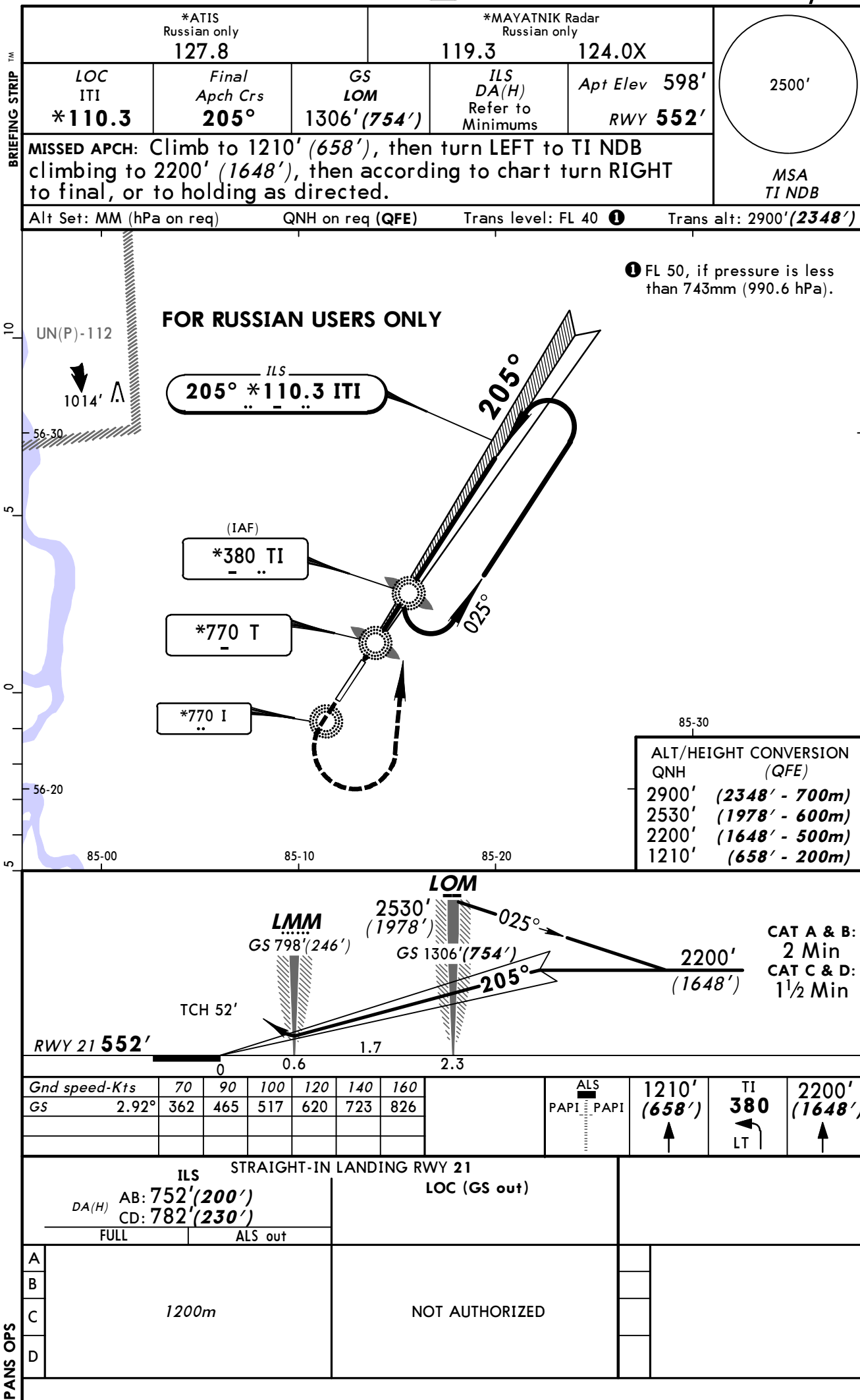
③ w/o FAF.

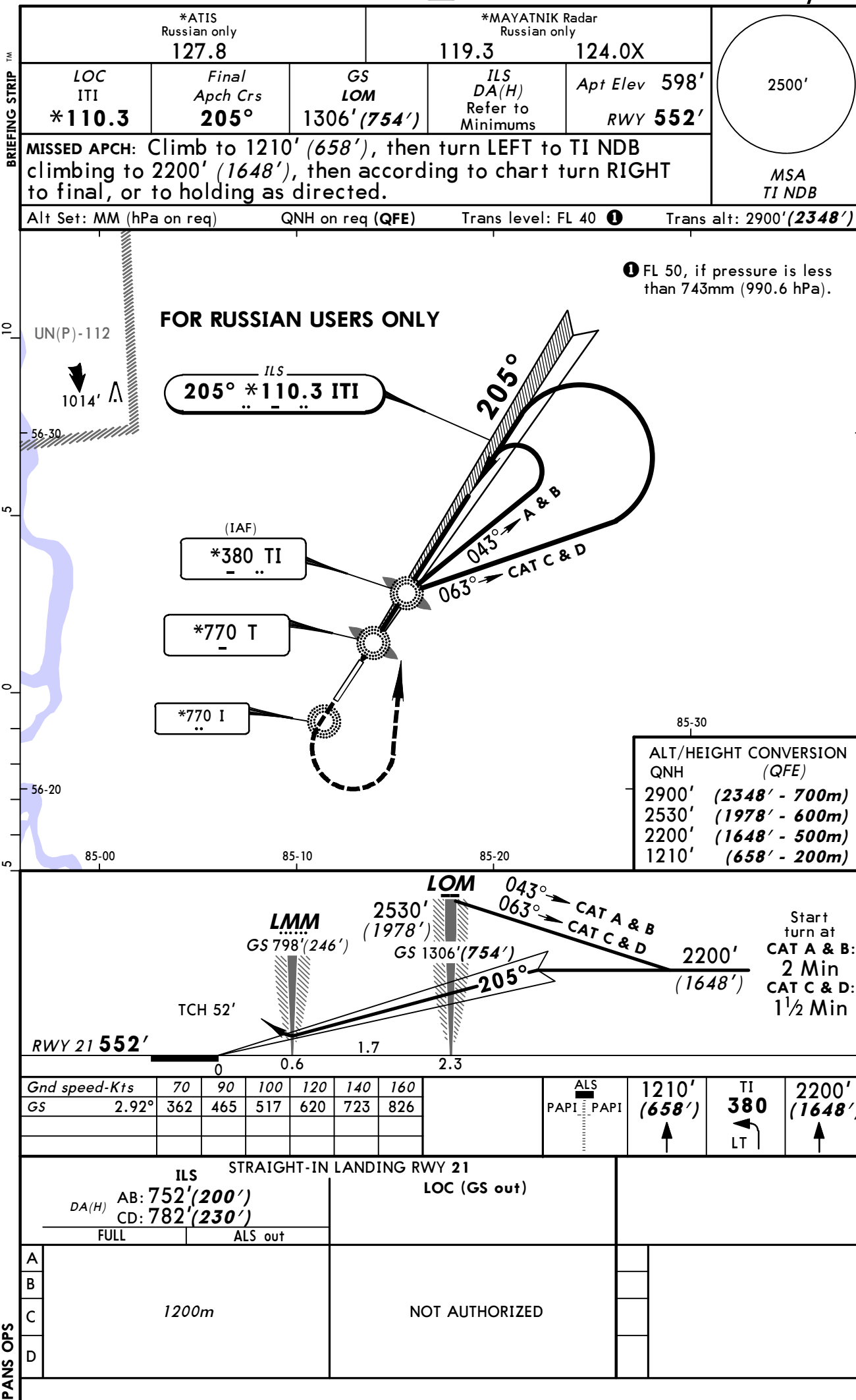
④ with FMS.

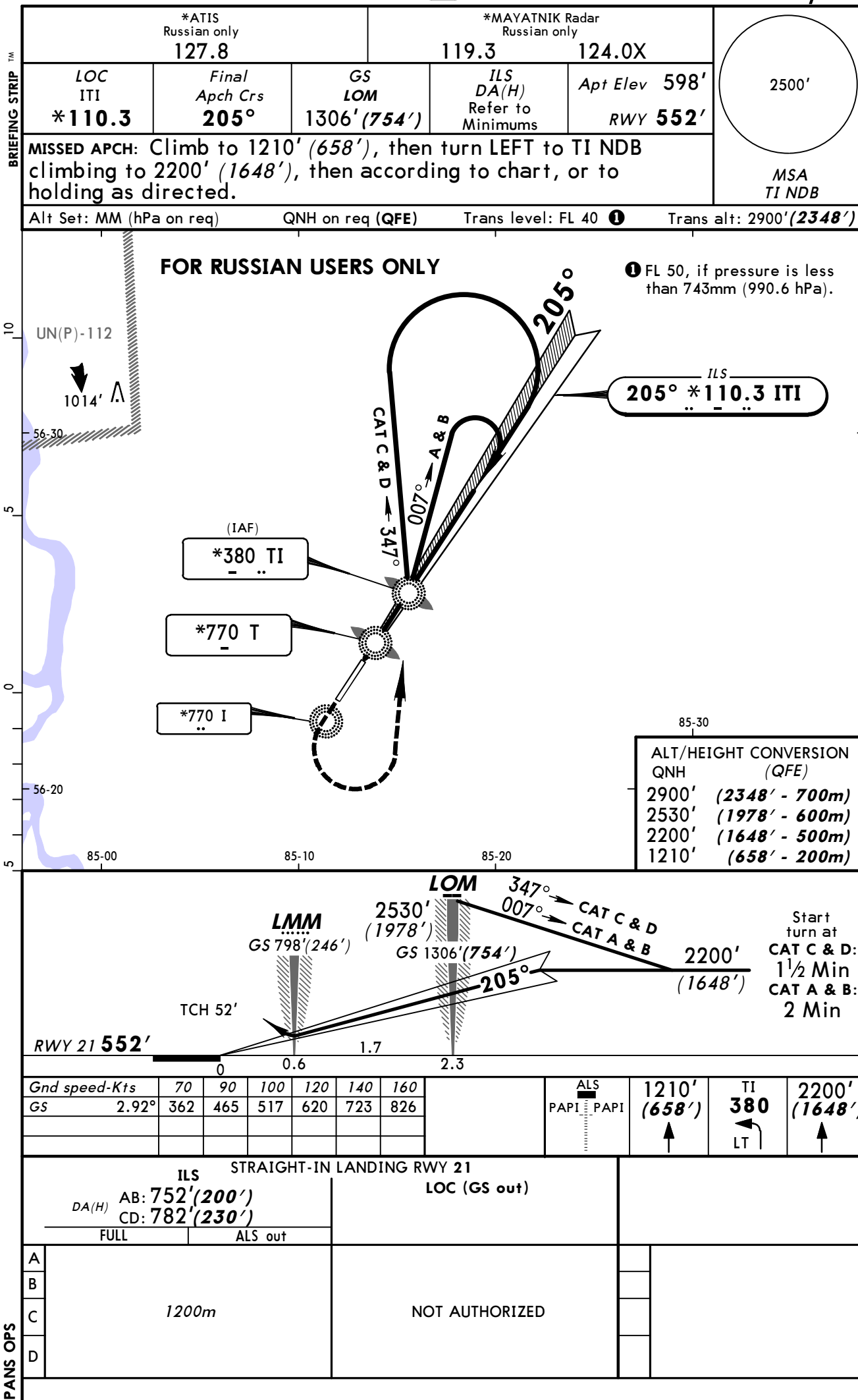
⑤ w/o FMS.

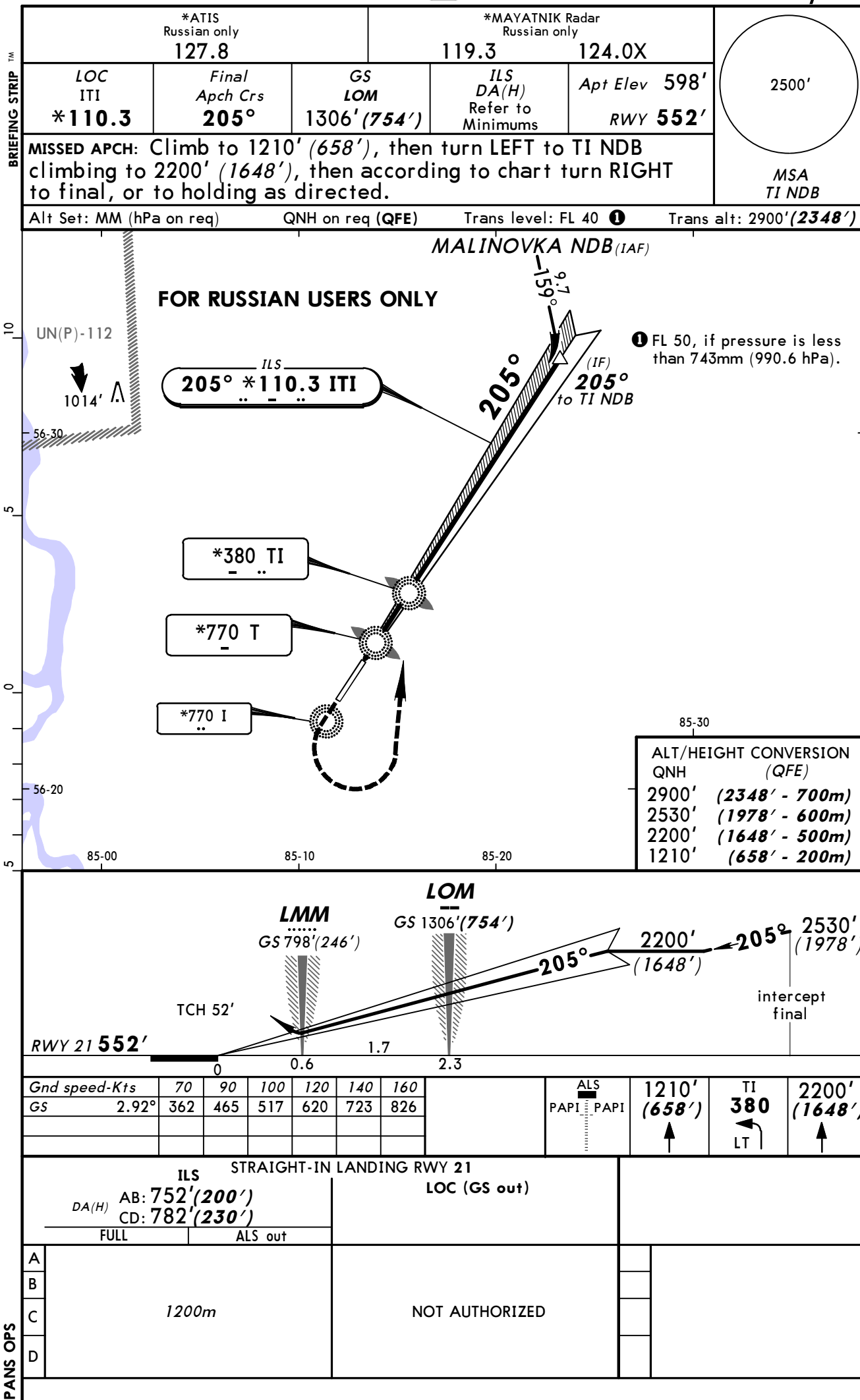
TAKE-OFF RWY 03, 21

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









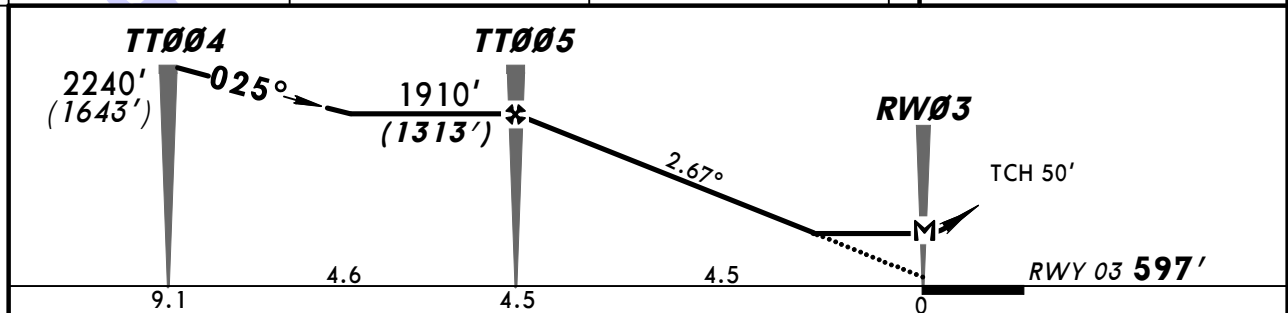
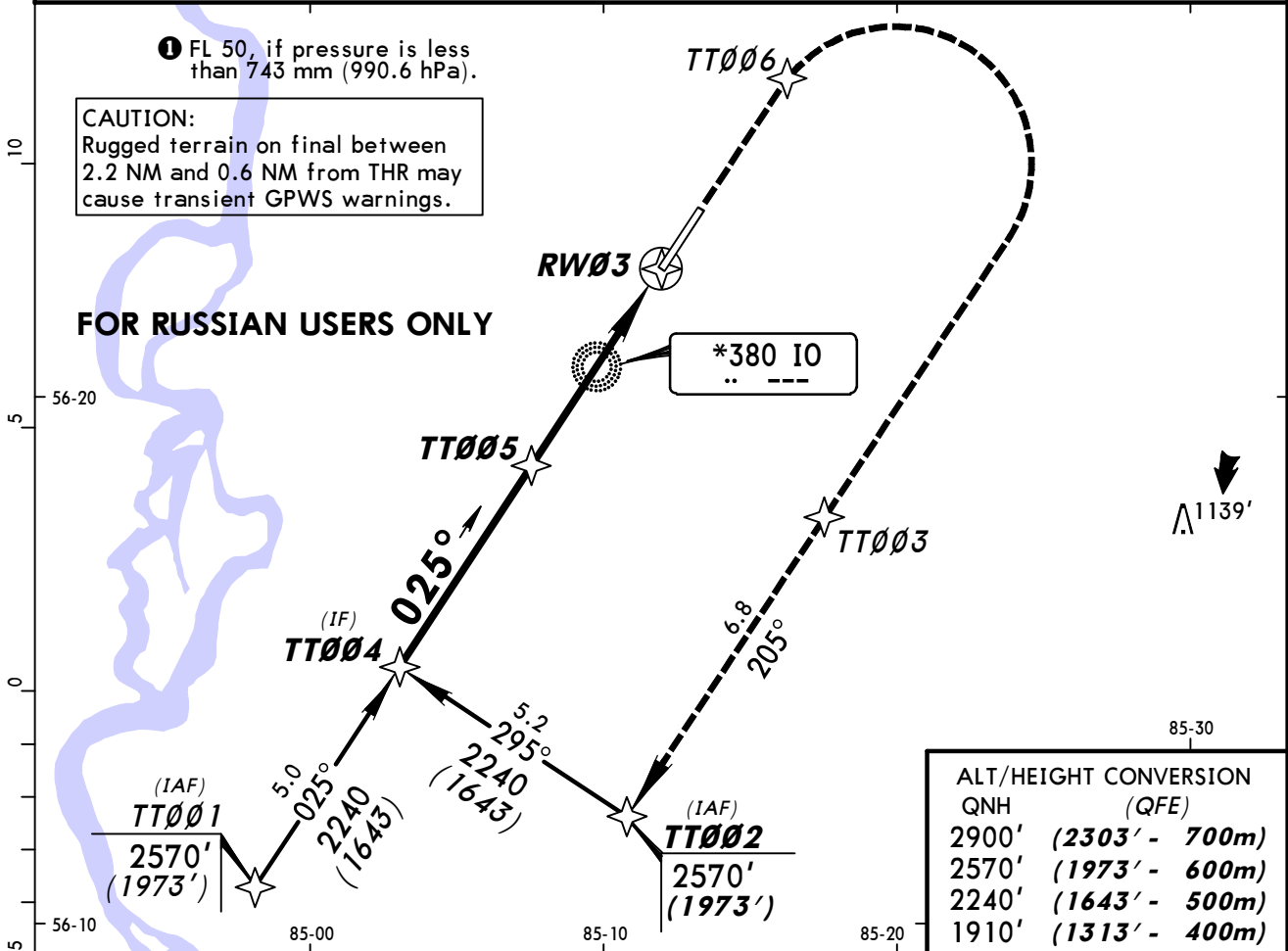
BRIEFING STRIP

*ATIS Russian only 127.8			*MAYATNIK Radar Russian only 119.3 124.0X		2500' MSA 10 NDB
RNAV	Final Apch Crs 025°	Minimum Alt TT005 1910'(1313')	MDA(H) 1030'(433')	Apt Elev 598' RWY 597'	
MISSED APCH: Climb STRAIGHT AHEAD to TT006, then turn RIGHT to TT003 climbing to 2570' (1973'), then according to chart or as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40 1	Trans alt: 2900' (2303')

1 FL 50, if pressure is less than 743 mm (990.6 hPa).

CAUTION:
Rugged terrain on final between 2.2 NM and 0.6 NM from THR may cause transient GPWS warnings.

FOR RUSSIAN USERS ONLY



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI PAPI TT006
Descent Angle 2.67°	331	425	472	567	661	756	
MAP at RWY03							

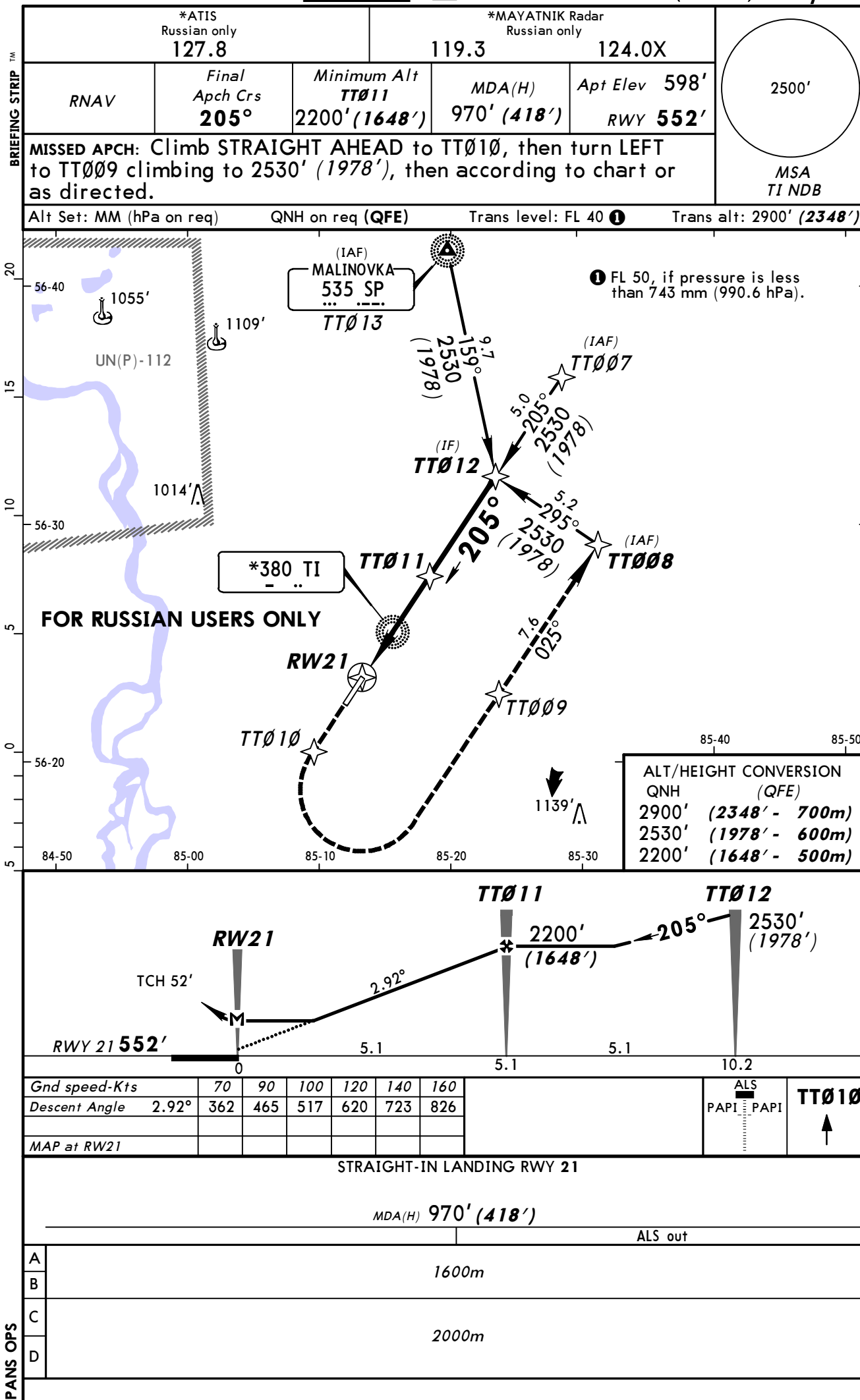
STRAIGHT-IN LANDING RWY 03

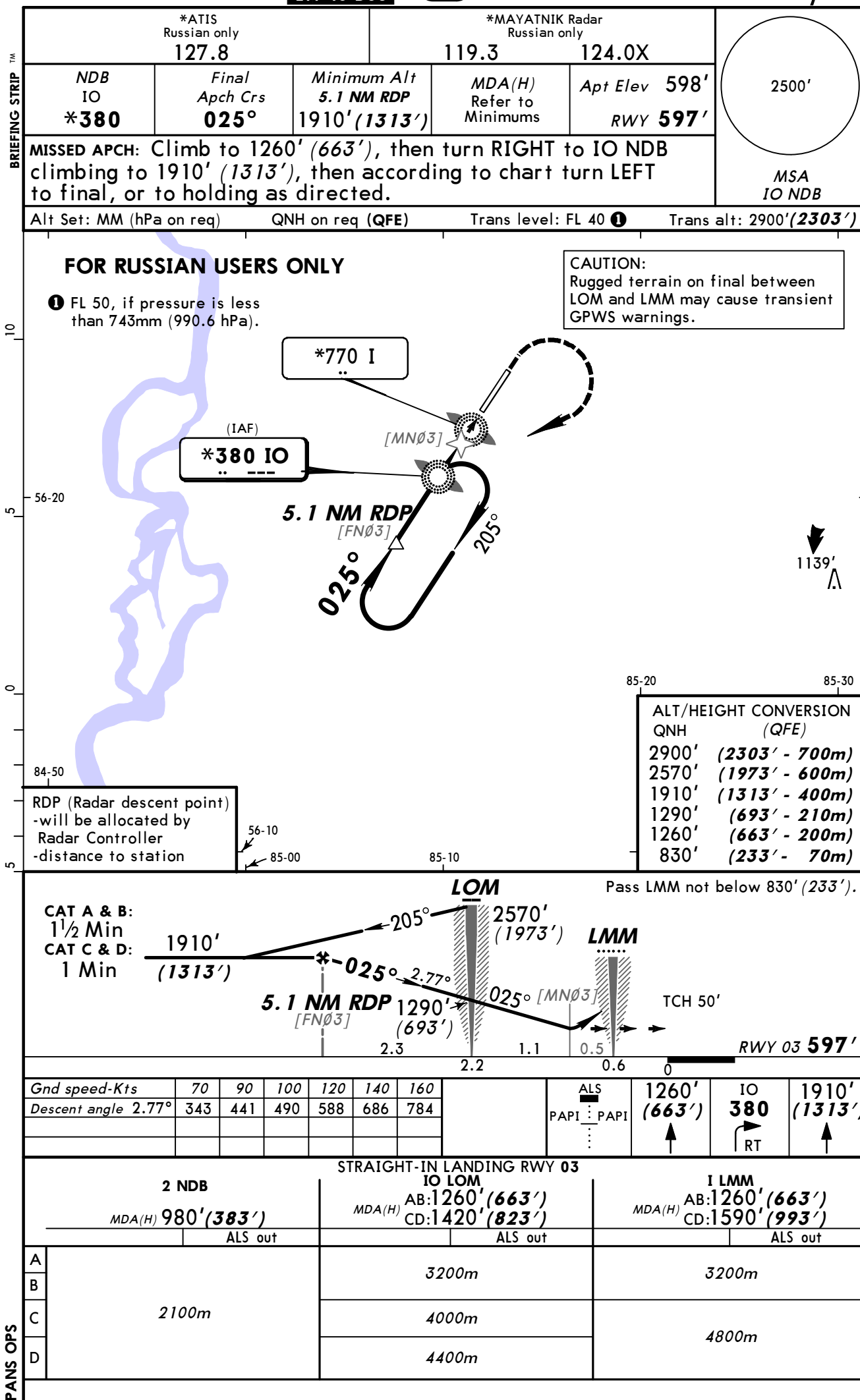
MDA(H) 1030' (433')

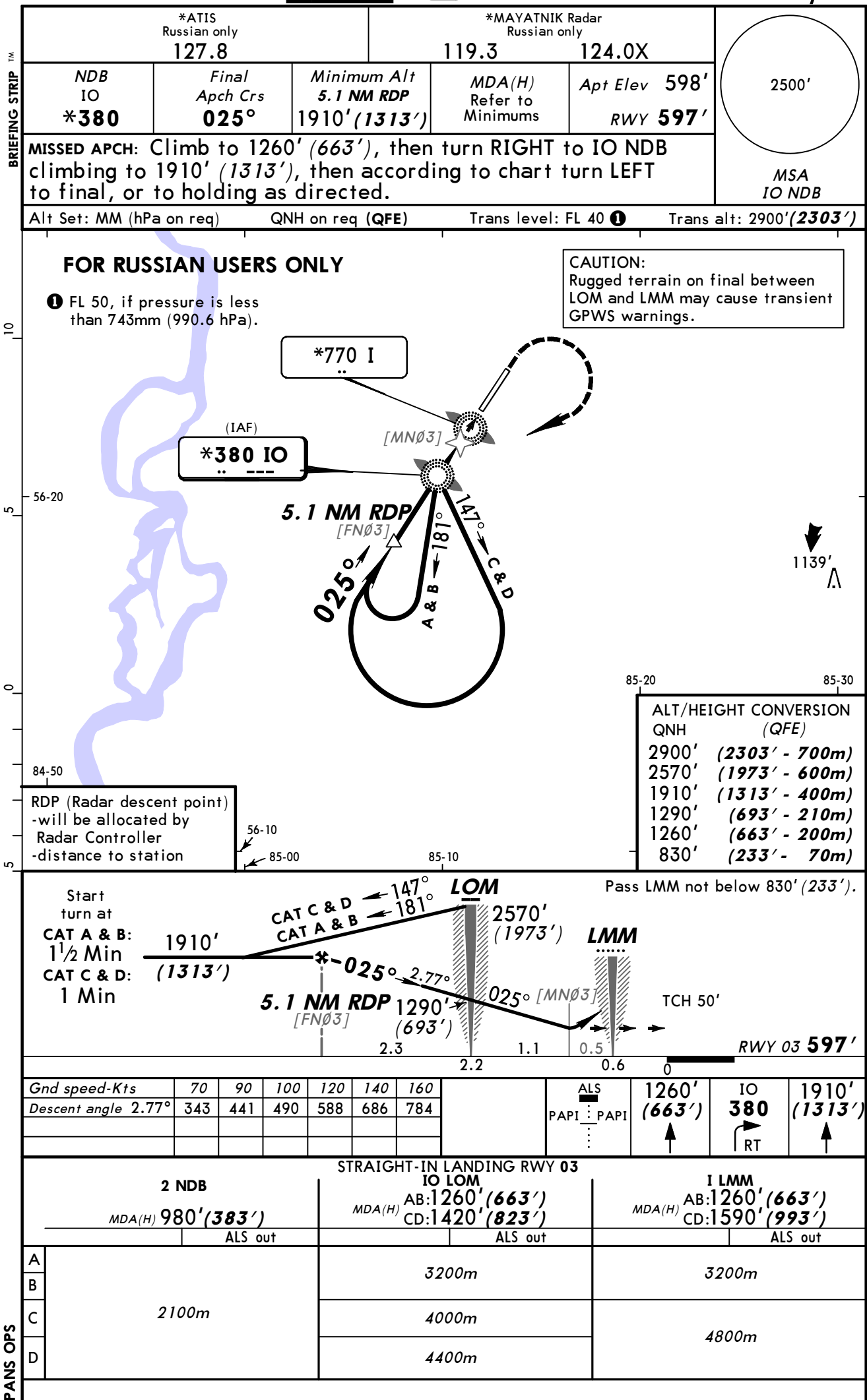
ALS out

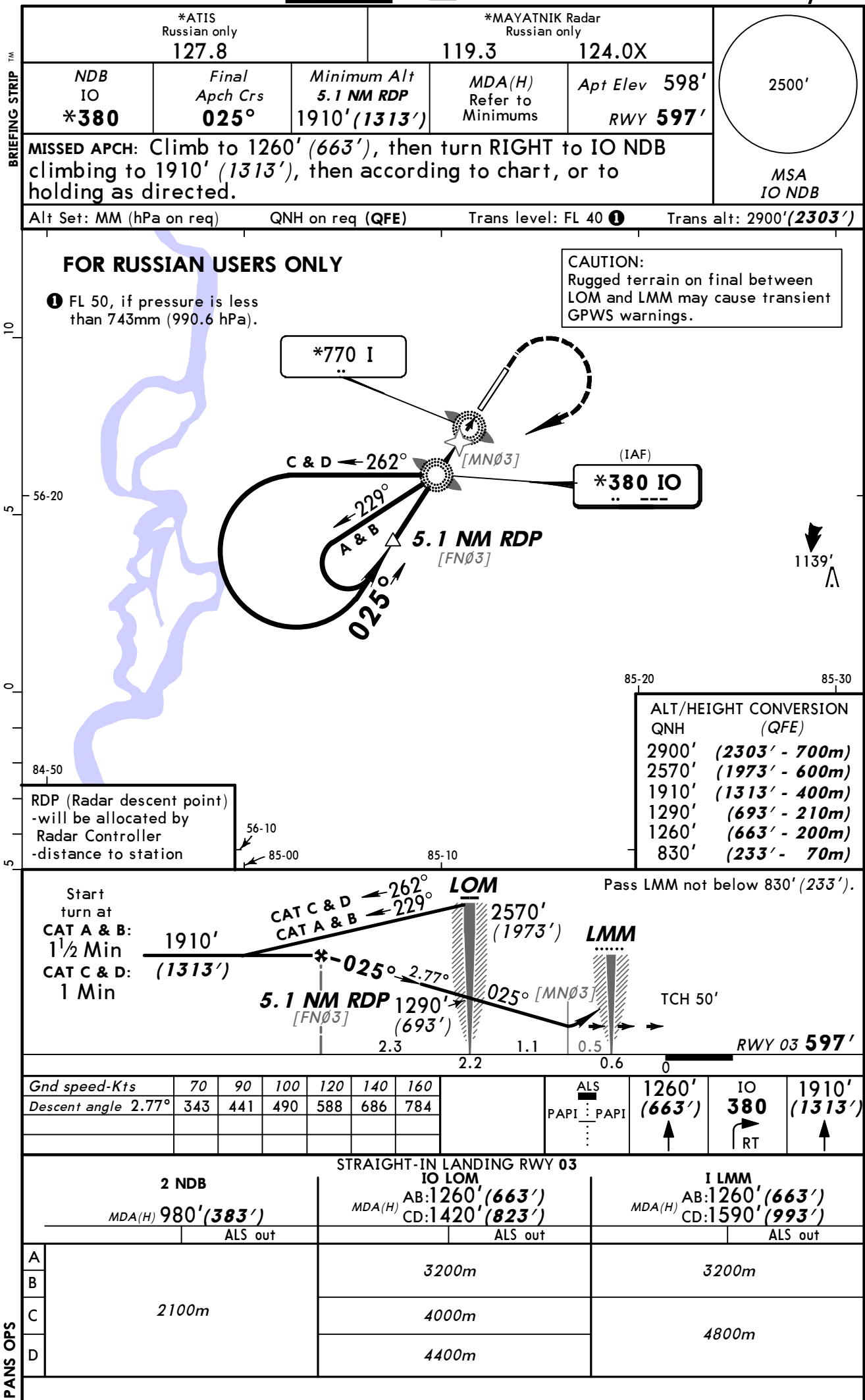
A	1600m
B	
C	2000m
D	2400m

PANS OPS









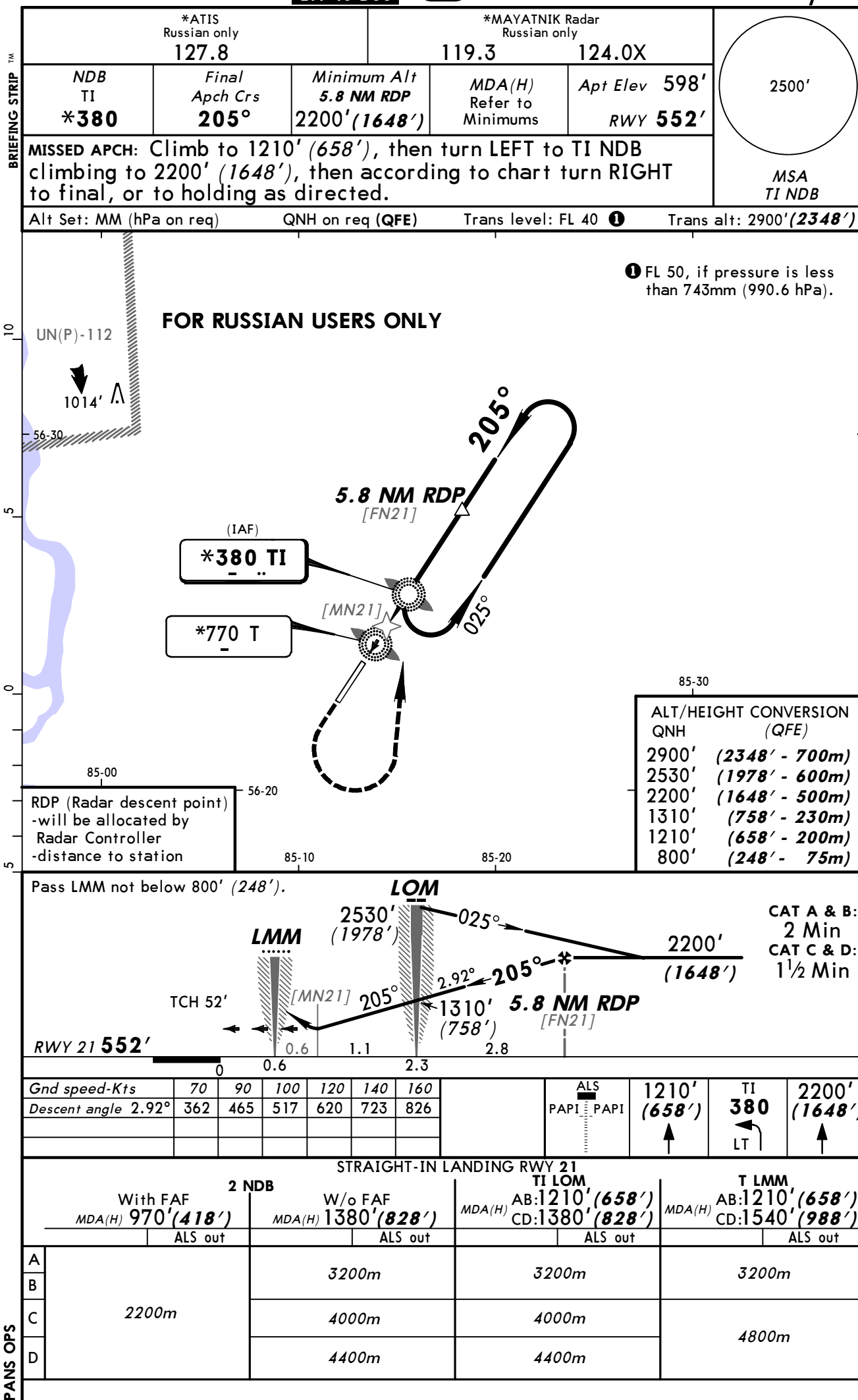
UNTT/TOF
BOGASHEVO

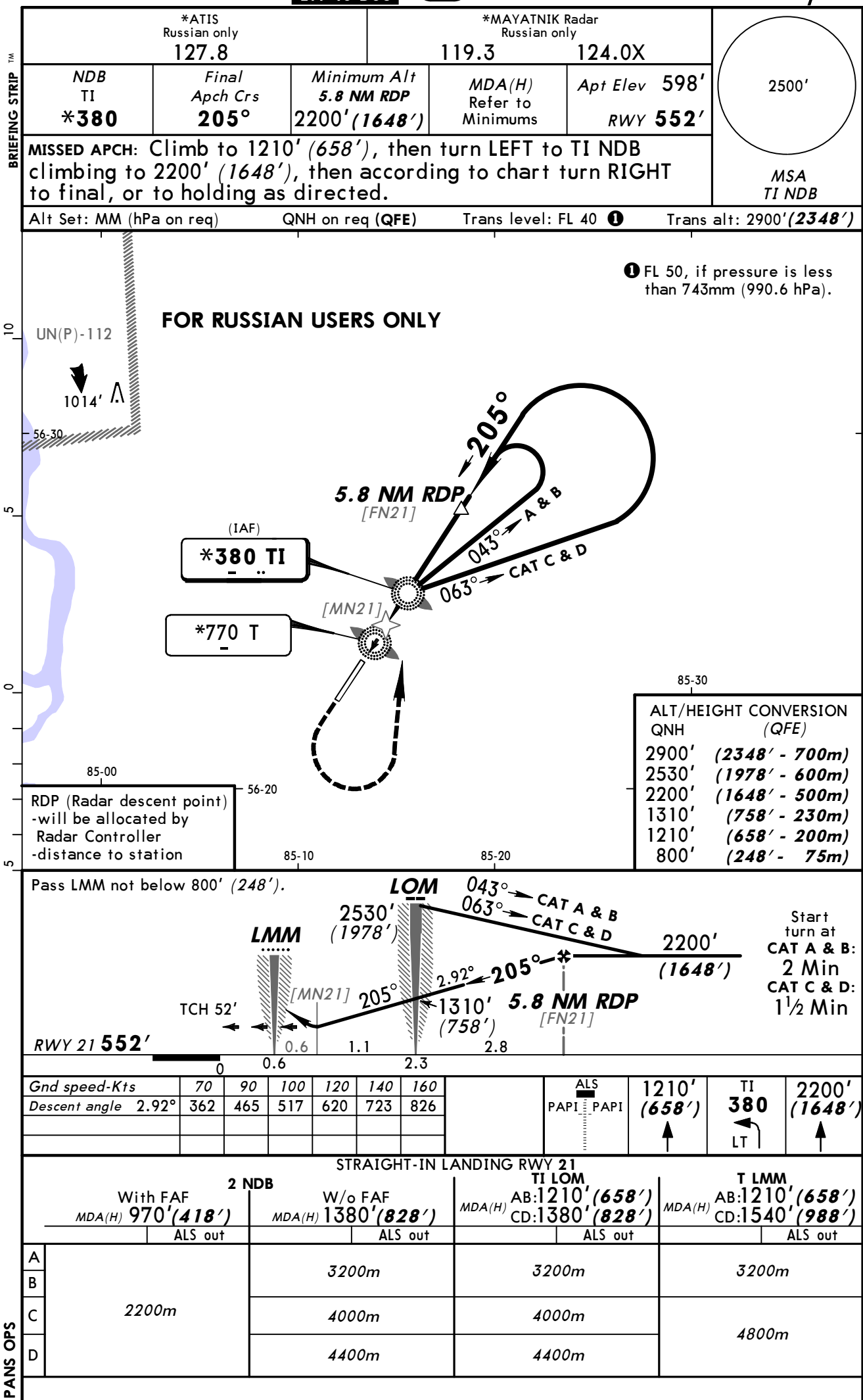
7 DEC 12
Eff 13 Dec

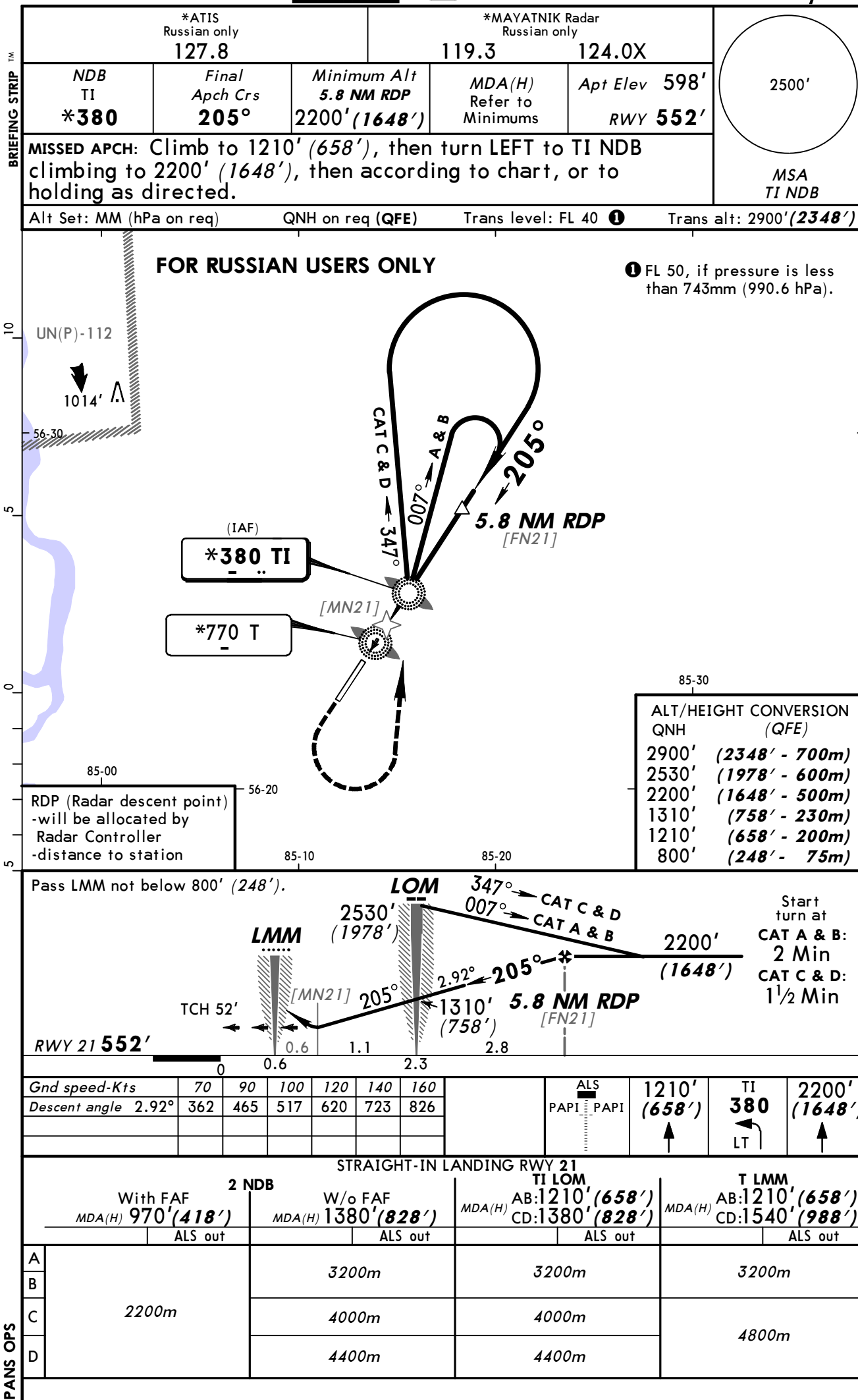
16-4

JEPPESEN
2 NDB Z or NDB Z Rwy 21

TOMSK, RUSSIA







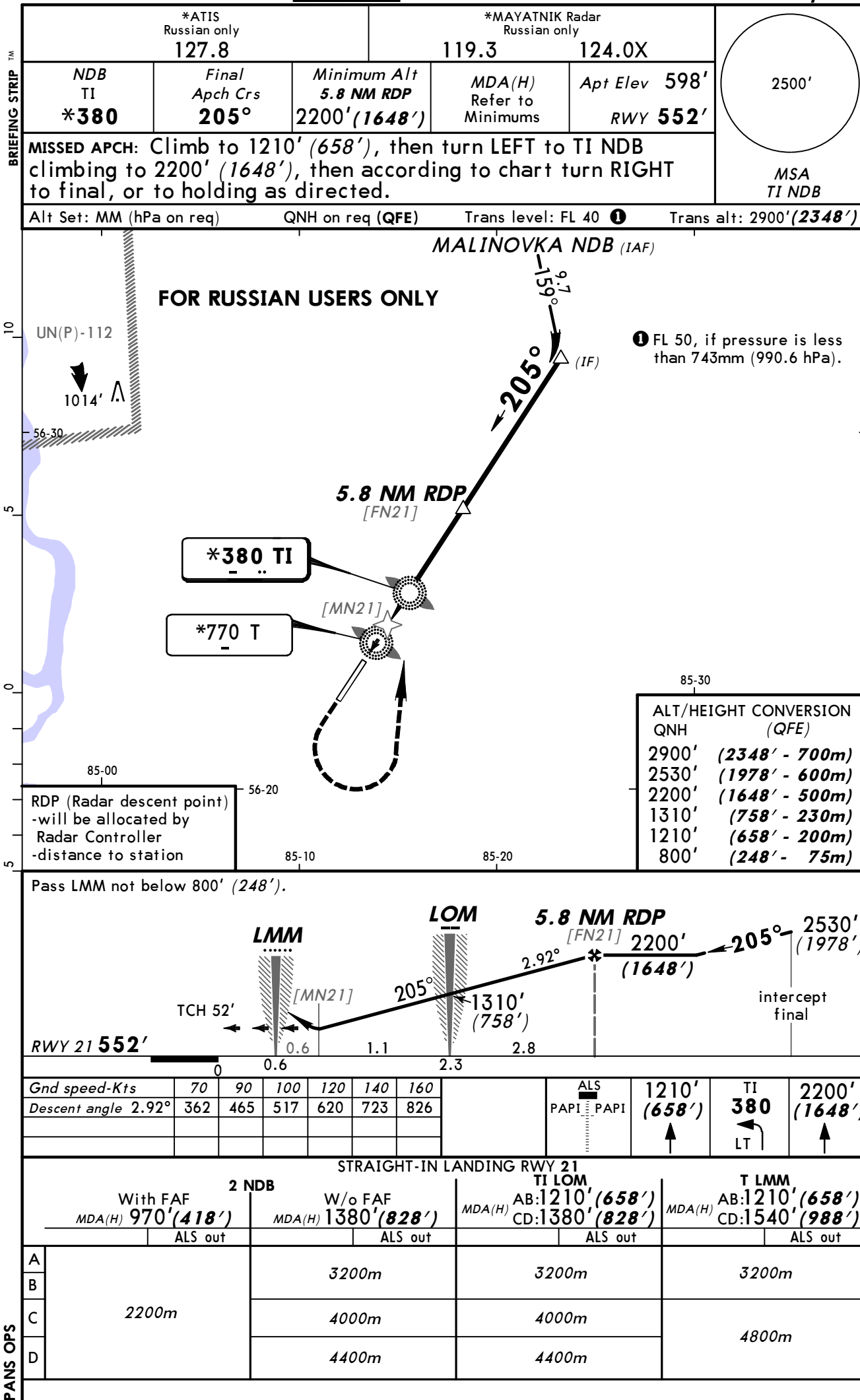


Chart changes since cycle 24-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TOMSK, (BOGASHEVO - UNTT)				
REV	STANDARD MNMS	10-9S	07 Dec 2012	13 Dec 2012
ADD	STANDARD MNMS (CONTD)	10-9S1	07 Dec 2012	13 Dec 2012
DEL	ILS RWY 21	11-1	07 Dec 2012	13 Dec 2012
ADD	ILS Z RWY 21	11-1	07 Dec 2012	13 Dec 2012
ADD	ILS Y RWY 21	11-2	07 Dec 2012	13 Dec 2012
ADD	ILS X RWY 21	11-3	07 Dec 2012	13 Dec 2012
ADD	ILS W RWY 21	11-4	07 Dec 2012	13 Dec 2012
ADD	RNAV (GNSS) RWY 03	12-1	07 Dec 2012	13 Dec 2012
ADD	RNAV (GNSS) RWY 21	12-2	07 Dec 2012	13 Dec 2012
DEL	2 NDB RWY 03	16-1	07 Dec 2012	13 Dec 2012
ADD	2 NDB Z OR NDB Z RWY 03	16-1	07 Dec 2012	13 Dec 2012
DEL	2 NDB RWY 21	16-2	07 Dec 2012	13 Dec 2012
ADD	2 NDB Y OR NDB Y RWY 03	16-2	07 Dec 2012	13 Dec 2012
ADD	2 NDB X OR NDB X RWY 03	16-3	07 Dec 2012	13 Dec 2012
ADD	2 NDB Z OR NDB Z RWY 21	16-4	07 Dec 2012	13 Dec 2012
ADD	2 NDB Y OR NDB Y RWY 21	16-5	07 Dec 2012	13 Dec 2012
ADD	2 NDB X OR NDB X RWY 21	16-6	07 Dec 2012	13 Dec 2012
ADD	2 NDB W OR NDB W RWY 21	16-7	07 Dec 2012	13 Dec 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNTT