

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNTT

Terminal Charts For UNTT

Revision Letter For Cycle 08-2013

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: 2314 Z
Sunset: 1325 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

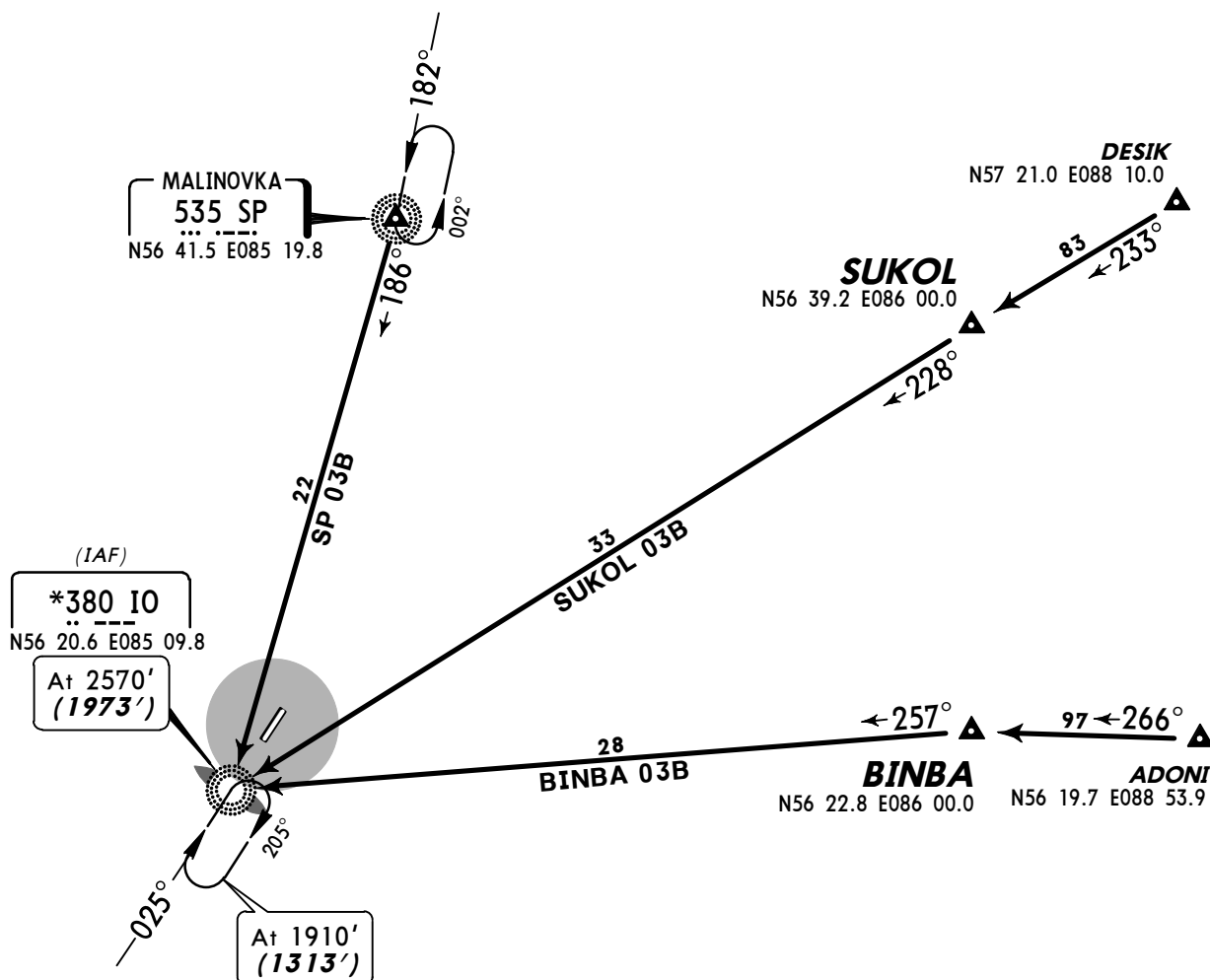
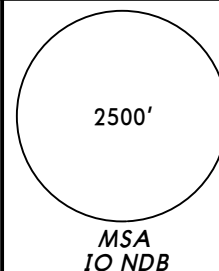
*ATIS
(Russian only)
127.8

Apt Elev
598'

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): 2900' (2303')
Altitudes at airway exit points by ATC.

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

FOR RUSSIAN USERS ONLY



Direct distance from IO to:
Bogashevo Apt 3 NM

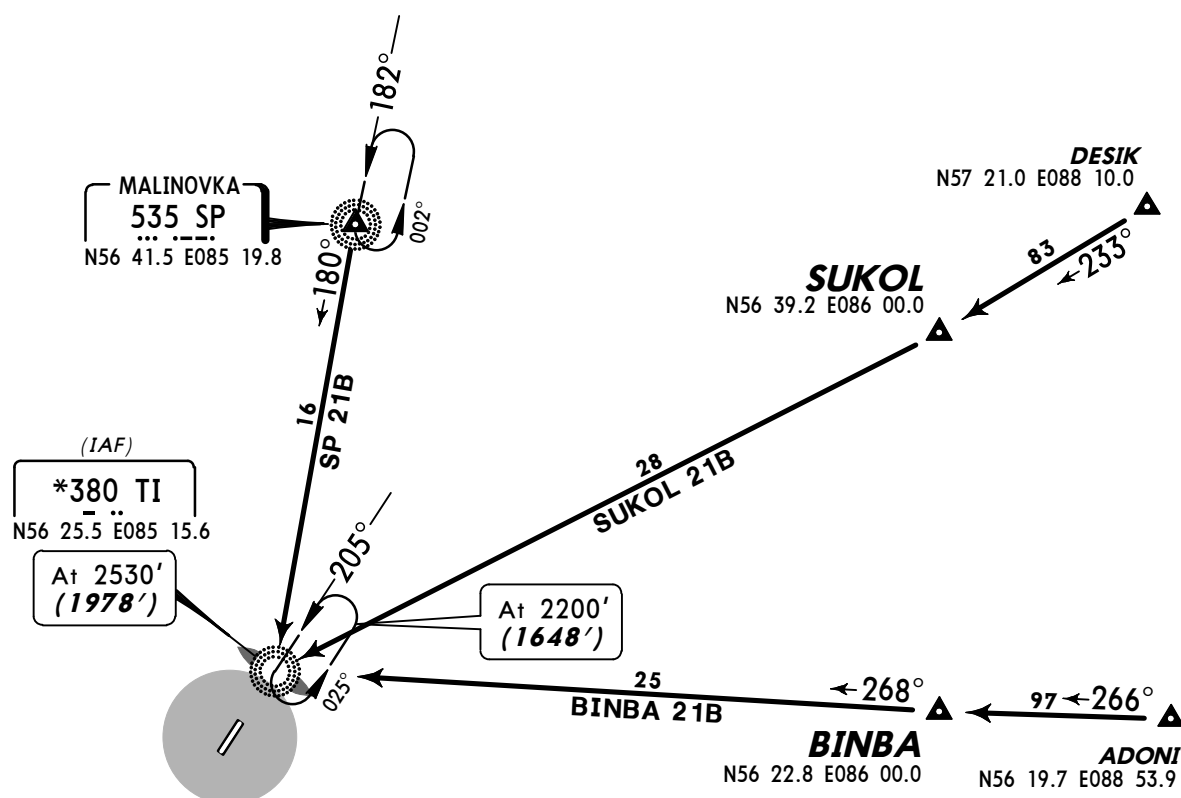
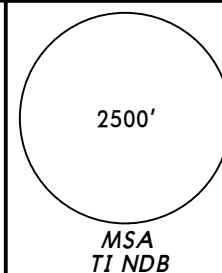


ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2303' - 700m)
2570'	(1973' - 600m)
1910'	(1313' - 400m)

*ATIS (Russian only) 127.8	<i>Apt Elev</i> 598'	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): 2900' (2348') Altitudes at airway exit points by ATC.
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**BINBA 21B [BIN21B]
SP 21B, SUKOL 21B [SUK21B]
RWY 21 ARRIVALS**

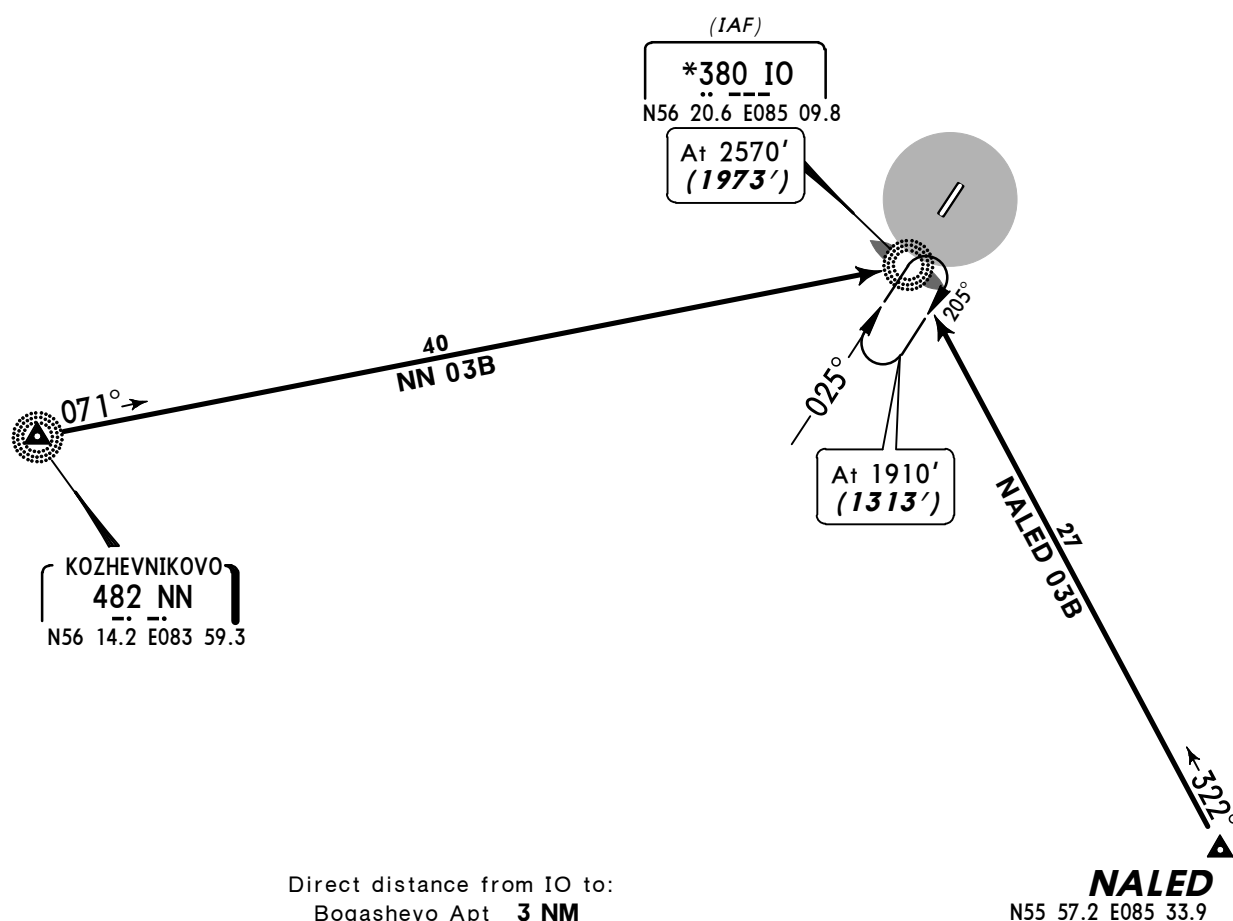
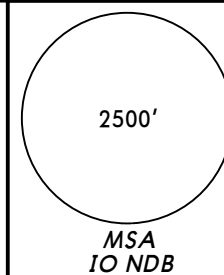
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2348' - 700m)
2530'	(1978' - 600m)
2200'	(1648' - 500m)

*ATIS (Russian only) 127.8	<i>Apt Elev</i> 598'	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): 2900' (2303') Altitudes at airway exit points by ATC.
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NALED 03B [NALØ3B], NN 03B
RWY 03 ARRIVALS
FOR RUSSIAN USERS ONLY

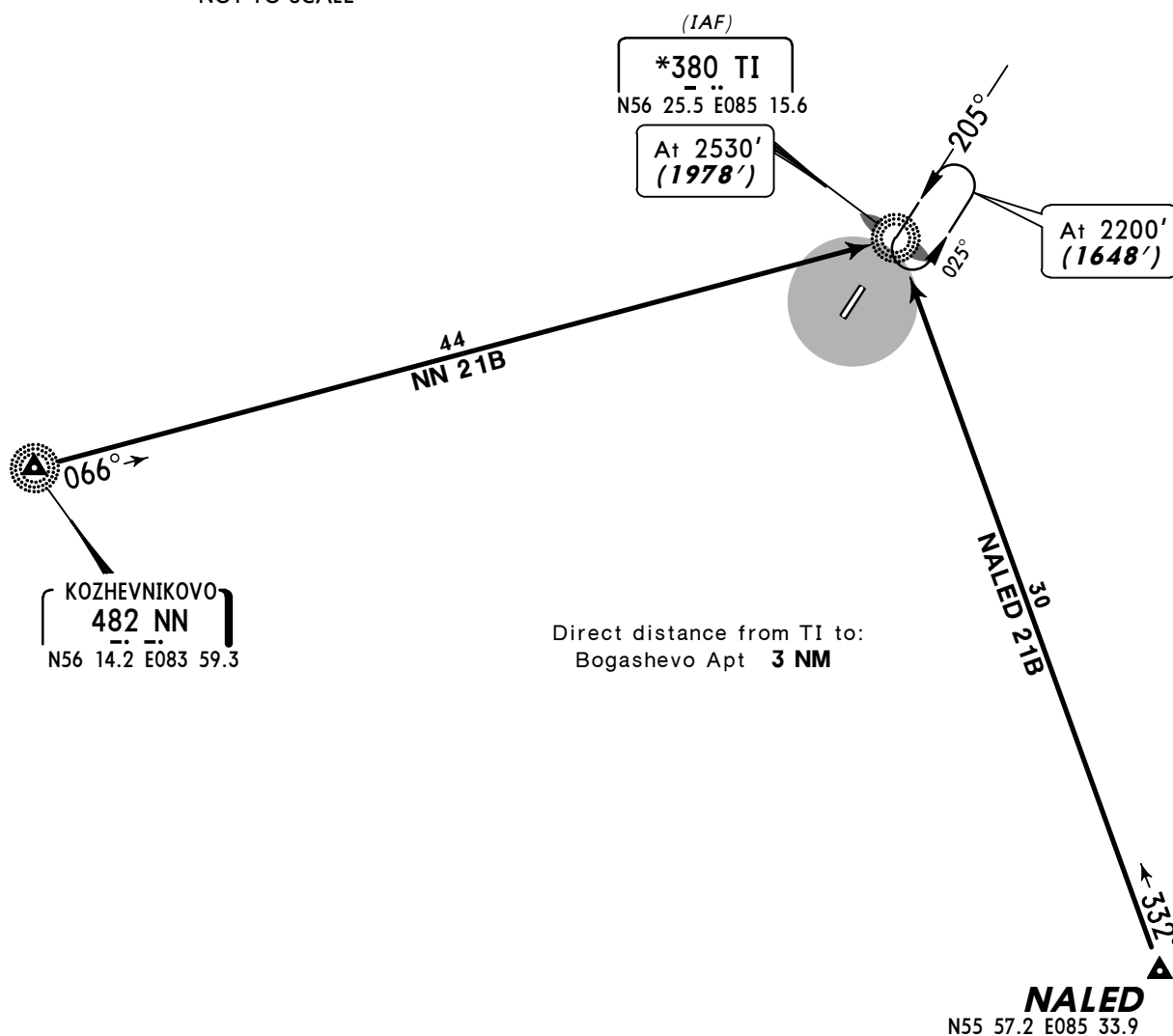
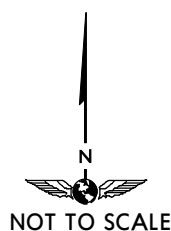
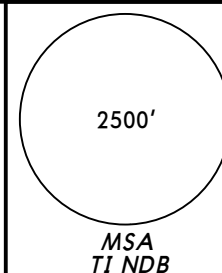


ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2303' - 700m)
2570'	(1973' - 600m)
1910'	(1313' - 400m)

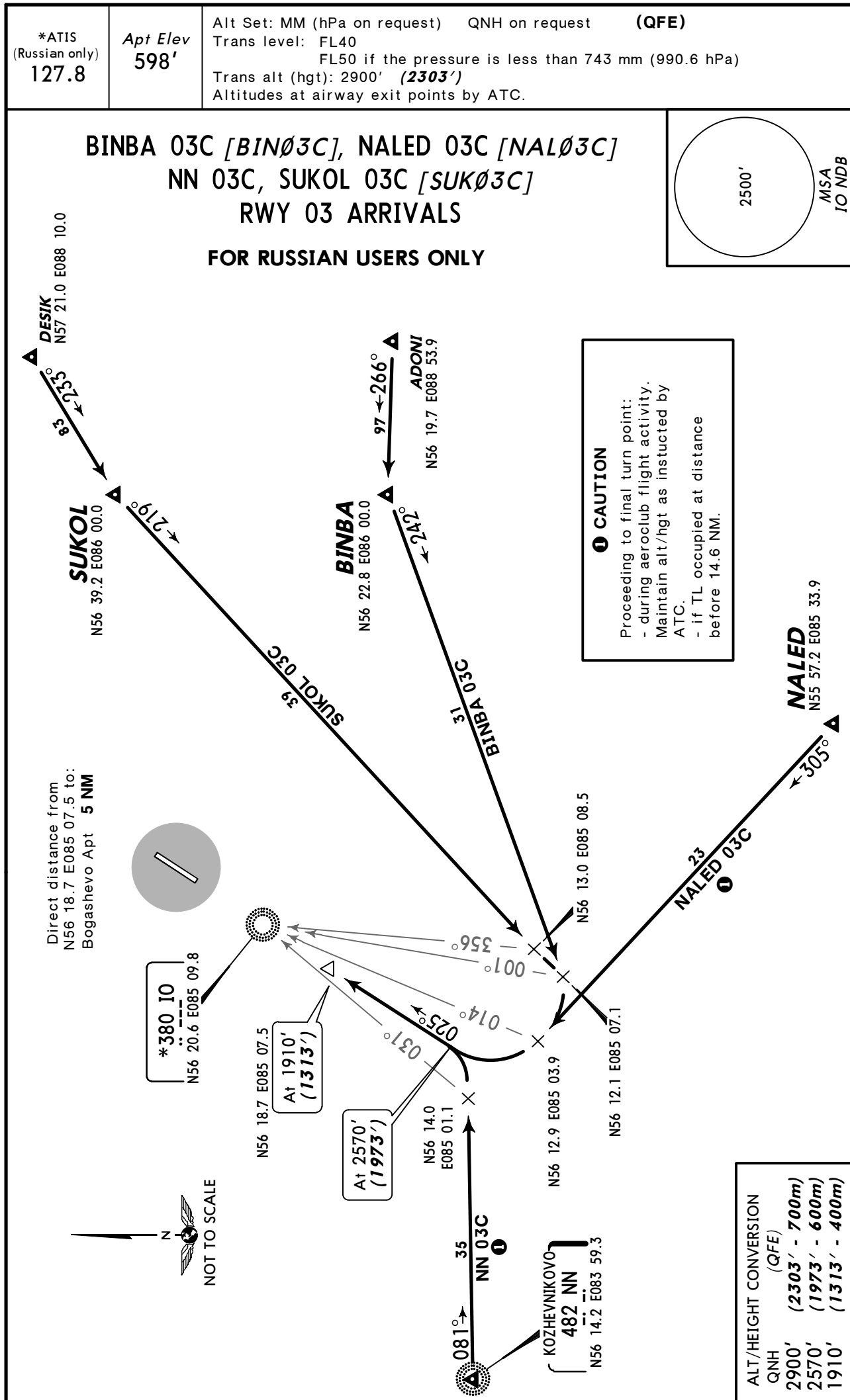
*ATIS (Russian only) 127.8	<i>Apt Elev</i> 598'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt (hgt): 2900' (2348') Altitudes at airway exit points by ATC.
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**NALED 21B [NAL21B], NN 21B
RWY 21 ARRIVALS**

FOR RUSSIAN USERS ONLY



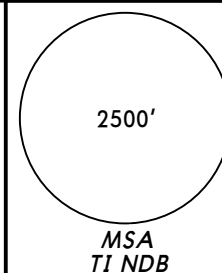
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2348' - 700m)
2530'	(1978' - 600m)
2200'	(1648' - 500m)



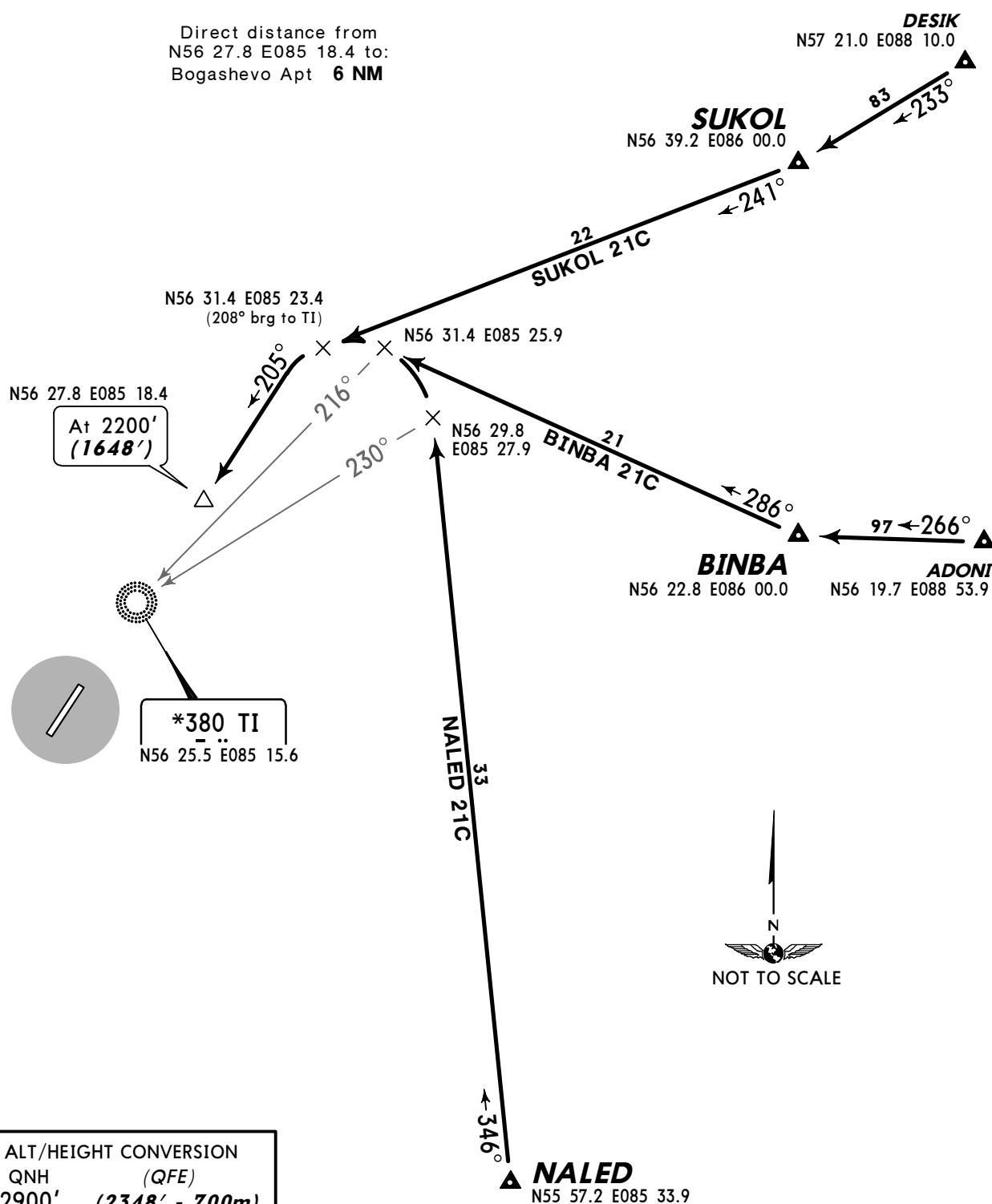
*ATIS (Russian only) 127.8	Apt Elev 598'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt (hgt): 2900' (2348') Altitudes at airway exit points by ATC.
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**BINBA 21C [BIN21C], NALED 21C [NAL21C]
SUKOL 21C [SUK21C]
RWY 21 ARRIVALS**

FOR RUSSIAN USERS ONLY



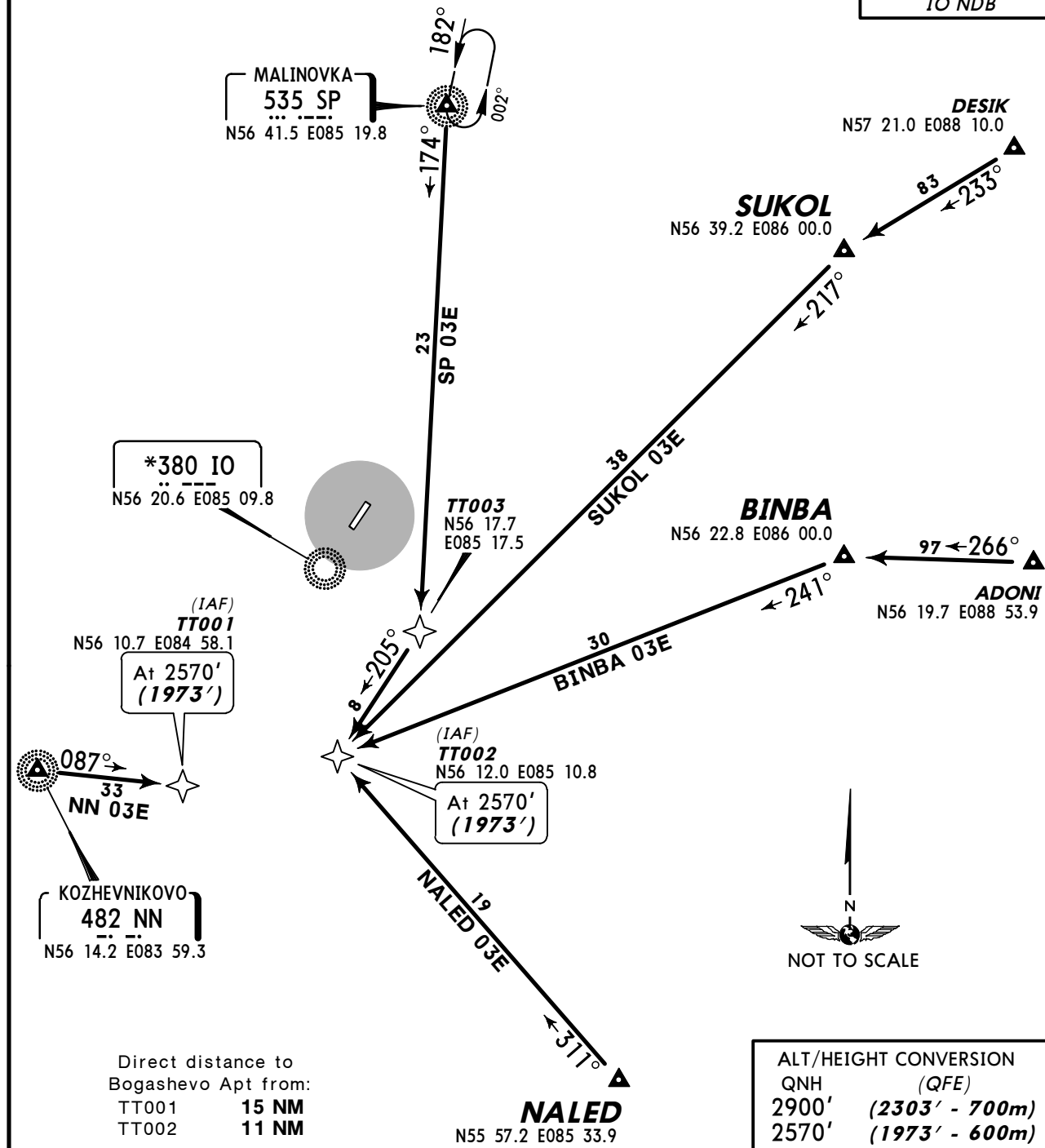
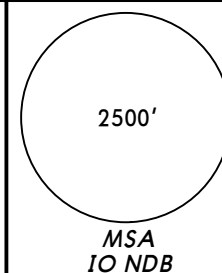
Direct distance from
N56 27.8 E085 18.4 to:
Bogashevo Apt 6 NM



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2348' - 700m)
2200'	(1648' - 500m)

*ATIS (Russian only) 127.8	Apt Elev 598'	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): 2900' (2303') 1. Altitudes at airway exit points by ATC. 2. Clearance for GNSS approach shall be requested by passing CRP of entry. 3. GNSS approach shall be performed by authorized crew only.
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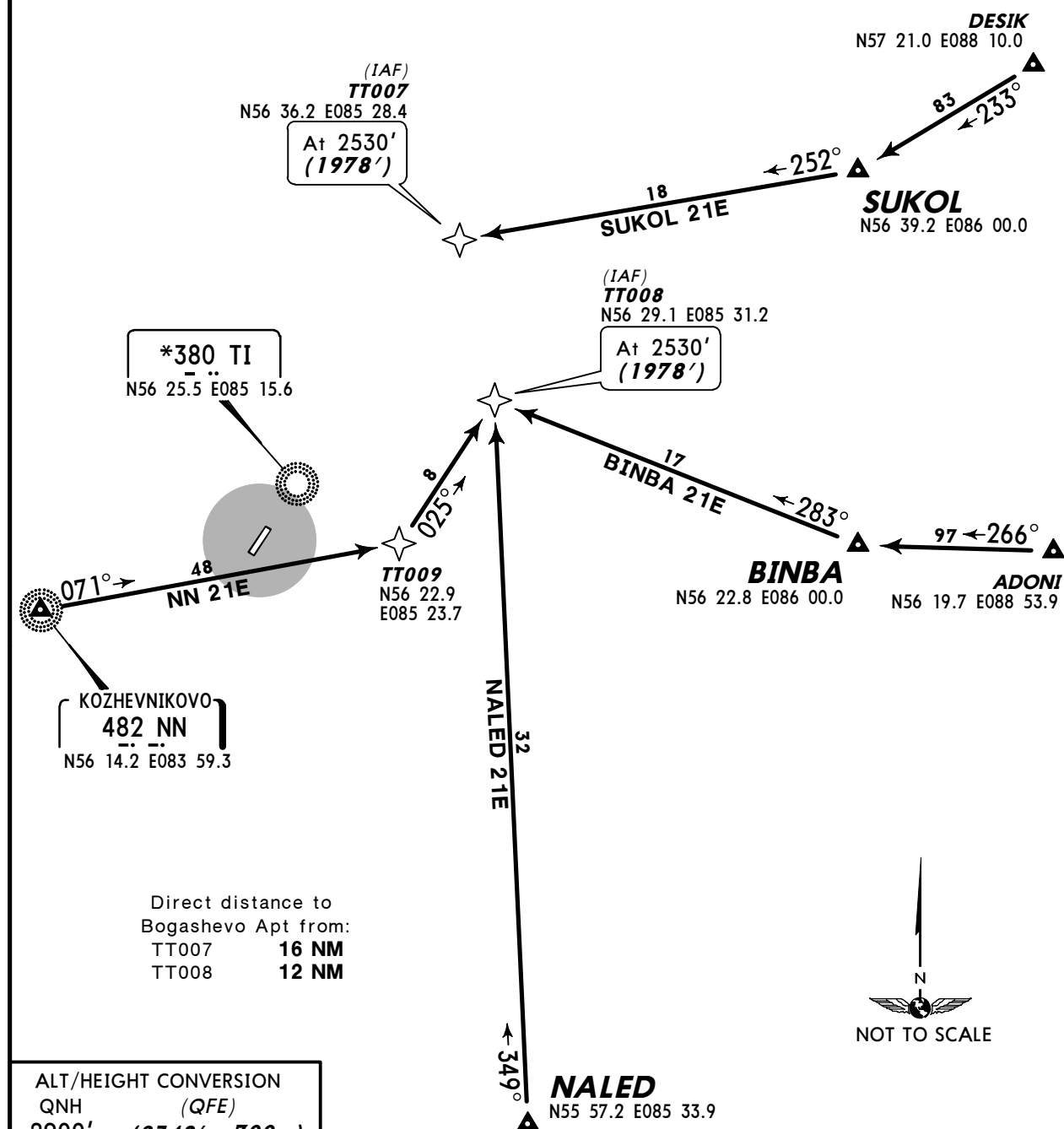
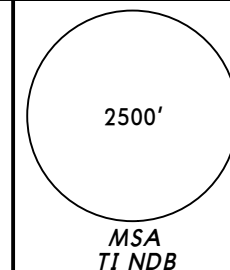
**BINBA 03E [BINØ3E], NALED 03E [NALØ3E]
NN 03E, SP 03E, SUKOL 03E [SUKØ3E]
RWY 03 RNAV ARRIVALS**
RNAV (GNSS)
GLONAS OR GPS REQUIRED
FOR RUSSIAN USERS ONLY



STAR	ROUTING
BINBA 03E	BINBA - TT002 (2570').
NALED 03E	NALED - TT002 (2570').
NN 03E	NN - TT001 (2570').
SP 03E	SP - TT003 - TT002 (2570').
SUKOL 03E	SUKOL - TT002 (2570').

*ATIS (Russian only) 127.8	Apt Elev 598'	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): 2900' (2348') 1. Altitudes at airway exit points by ATC. 2. Clearance for GNSS approach shall be requested by passing CRP of entry. 3. GNSS approach shall be performed by authorized crew only.
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**BINBA 21E [BIN21E], NALED 21E [NAL21E]
NN 21E, SUKOL 21E [SUK21E]
RWY 21 RNAV ARRIVALS**
RNAV (GNSS)
GLONAS OR GPS REQUIRED
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2348' - 700m)
2530'	(1978' - 600m)

STAR	ROUTING
BINBA 21E	BINBA - TT008 (2530').
NALED 21E	NALED - TT008 (2530').
NN 21E	NN - TT009 - TT008 (2530').
SUKOL 21E	SUKOL - TT007 (2530').

Apt Elev
598'

QNH on request (QFE)

Trans level: FL40

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

Trans alt (hgt): 2900' (2303')

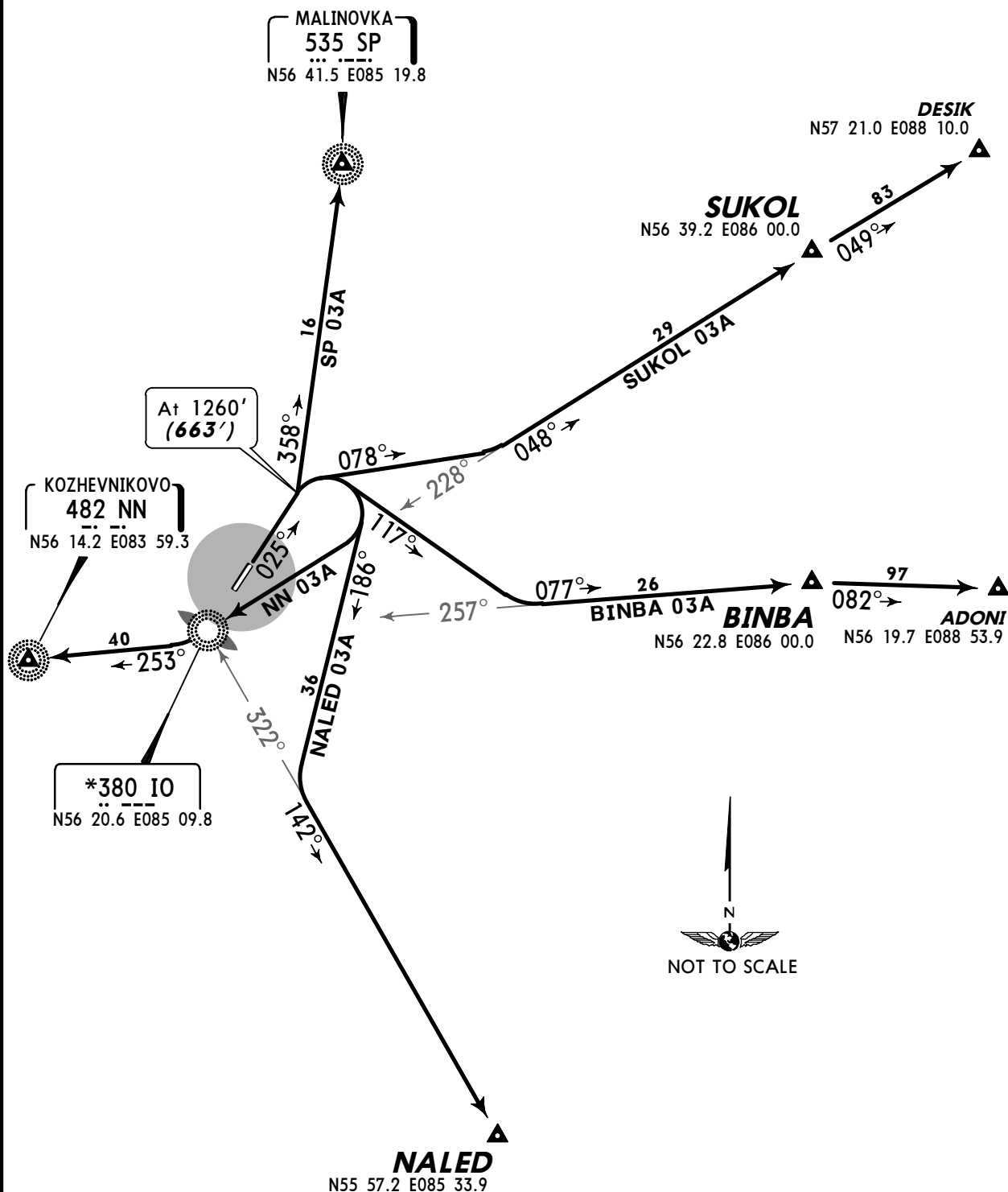
Altitudes at airway entry points by ATC.

2500'

MSA
10 NDB

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

FOR RUSSIAN USERS ONLY



Apt Elev
598'

QNH on request (**QFE**)

Trans level: FL40

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

Trans alt (hgt): 2900' (**2348'**)

Altitudes at airway entry points by ATC.

2500'

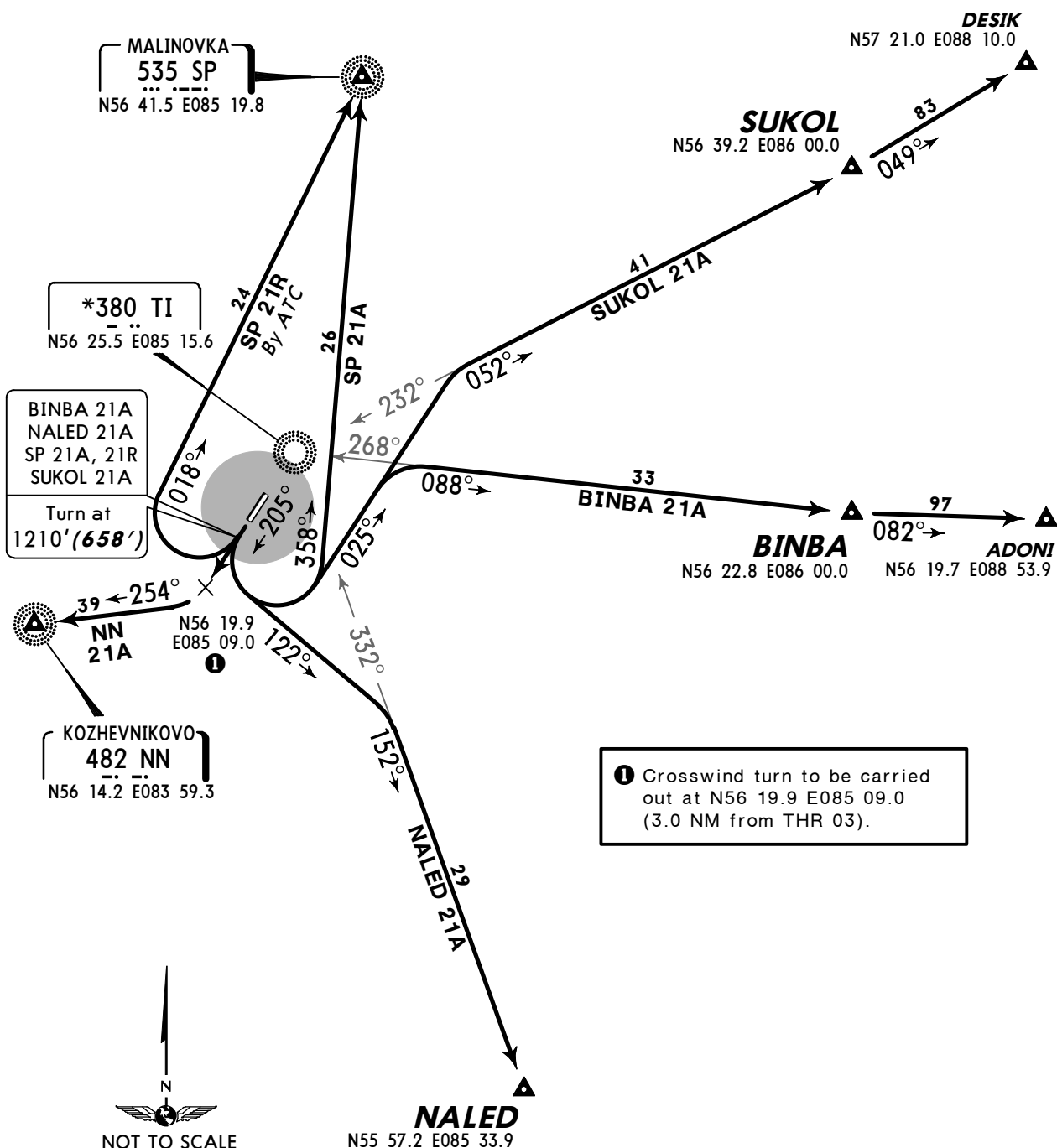
MSA
TI NDB

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

SP 21R
BY ATC

RWY 21 DEPARTURES

FOR RUSSIAN USERS ONLY



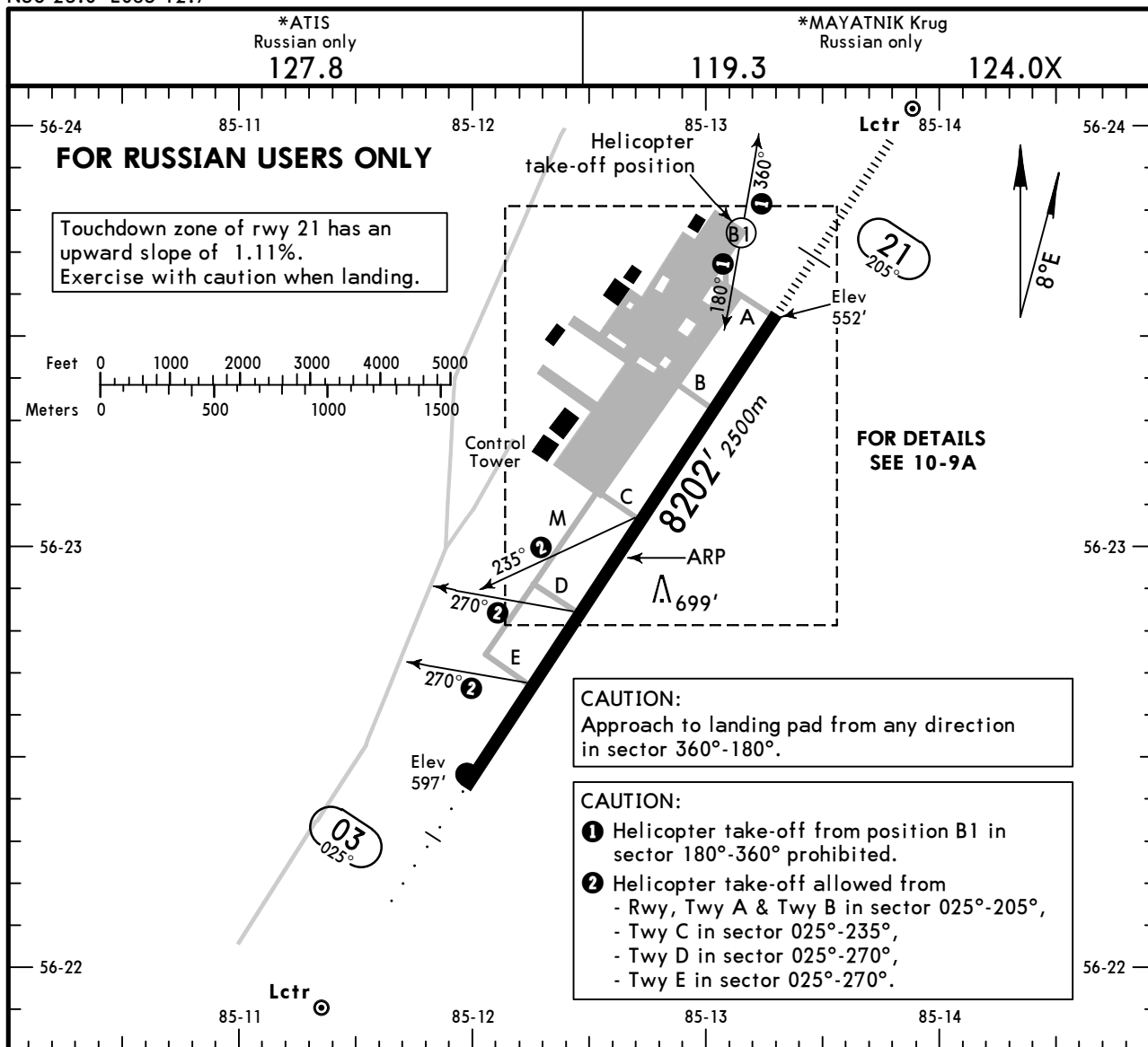
ALT/HEIGHT CONVERSION

QNH (**QFE**)
1210' (**658' - 200m**)
2900' (**2348' - 700m**)

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

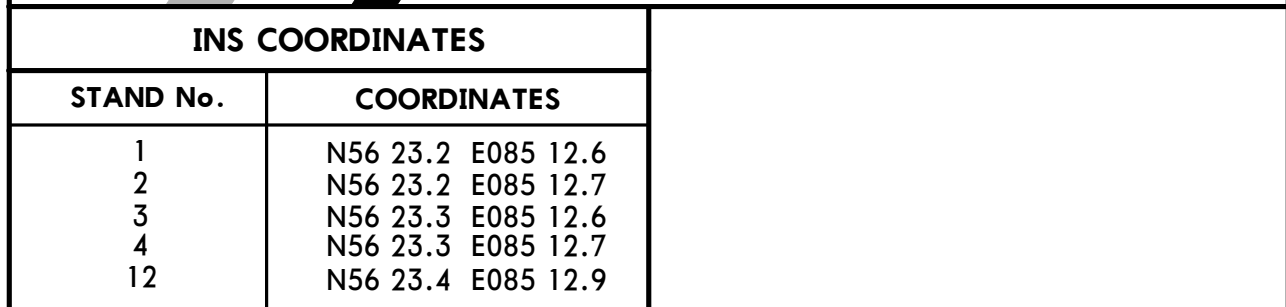
AIR CARRIER (JAA)

All Rwys

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

RCLM (DAY only)
or RL

A	250m	400m
B		
C		
D		



CHANGES: None. © JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

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	752' (200') R1000m	752' (200') R1000m
	<i>ALS out</i>	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
	<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
	2 NDB ① ②	970' (418') R1500m	970' (418') R1500m	970' (418') R1700m	970' (418') R1700m
	<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
	2 NDB ① ③ ④	1380' (828') C3600m	1380' (828') C3600m	1380' (828') C3600m	1380' (828') C3600m
	<i>ALS out</i>	C3800m	C3800m	C3800m	C3800m
	2 NDB ③ ⑤	1380' (828') C3800m	1380' (828') C3800m	1380' (828') C4000m	1380' (828') C4000m
	<i>ALS out</i>	C4000m	C4000m	C4200m	C4200m
	TI LOM ① ②	1210' (658') R1500m	1210' (658') R1500m	1380' (828') C3600m	1380' (828') C3600m
	<i>ALS out</i>	R1500m	R1500m	C3800m	C3800m
	TI LOM ① ③ ④	1210' (658') R1500m	1210' (658') R1500m	1380' (828') C3600m	1380' (828') C3600m
	<i>ALS out</i>	R1500m	R1500m	C3800m	C3800m
	TI LOM ③ ⑤	1210' (658') C3000m	1210' (658') C3000m	1380' (828') C4000m	1380' (828') C4000m
	<i>ALS out</i>	C3200m	C3200m	C4200m	C4200m
	T LMM ① ②	1210' (658') R1500m	1210' (658') R1500m	1540' (988') C4300m	1540' (988') C4300m
	<i>ALS out</i>	R1500m	R1500m	C4500m	C4500m
	T LMM ① ③ ④	1210' (658') R1500m	1210' (658') R1500m	1540' (988') C4300m	1540' (988') C4300m
	<i>ALS out</i>	R1500m	R1500m	C4500m	C4500m
	T LMM ③ ⑤	1210' (658') C3000m	1210' (658') C3000m	1540' (988') C4700m	1540' (988') C4700m
	<i>ALS out</i>	C3200m	C3200m	C4900m	C4900m

① Continuous Descent Final Approach.

② with FAF.

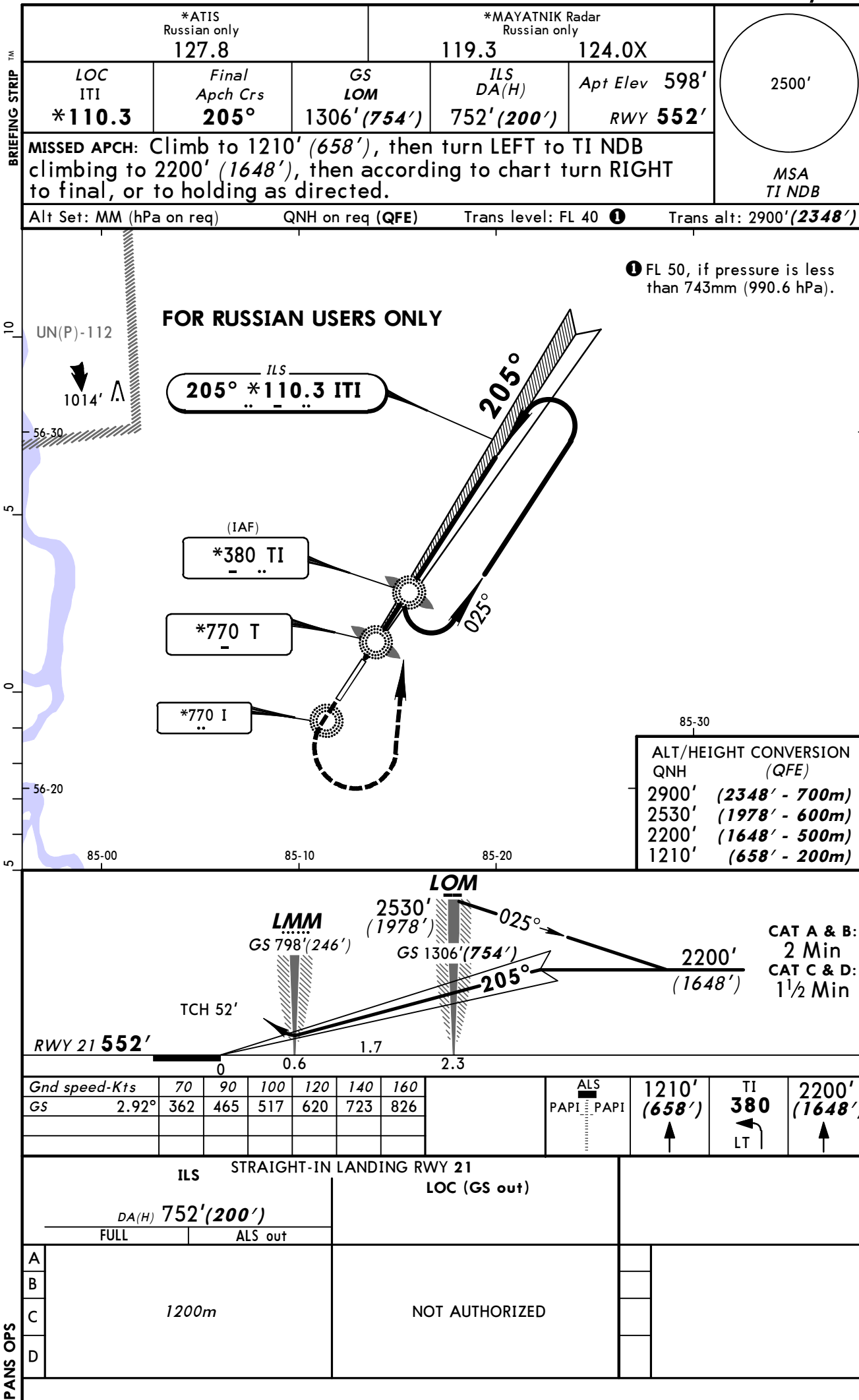
③ w/o FAF.

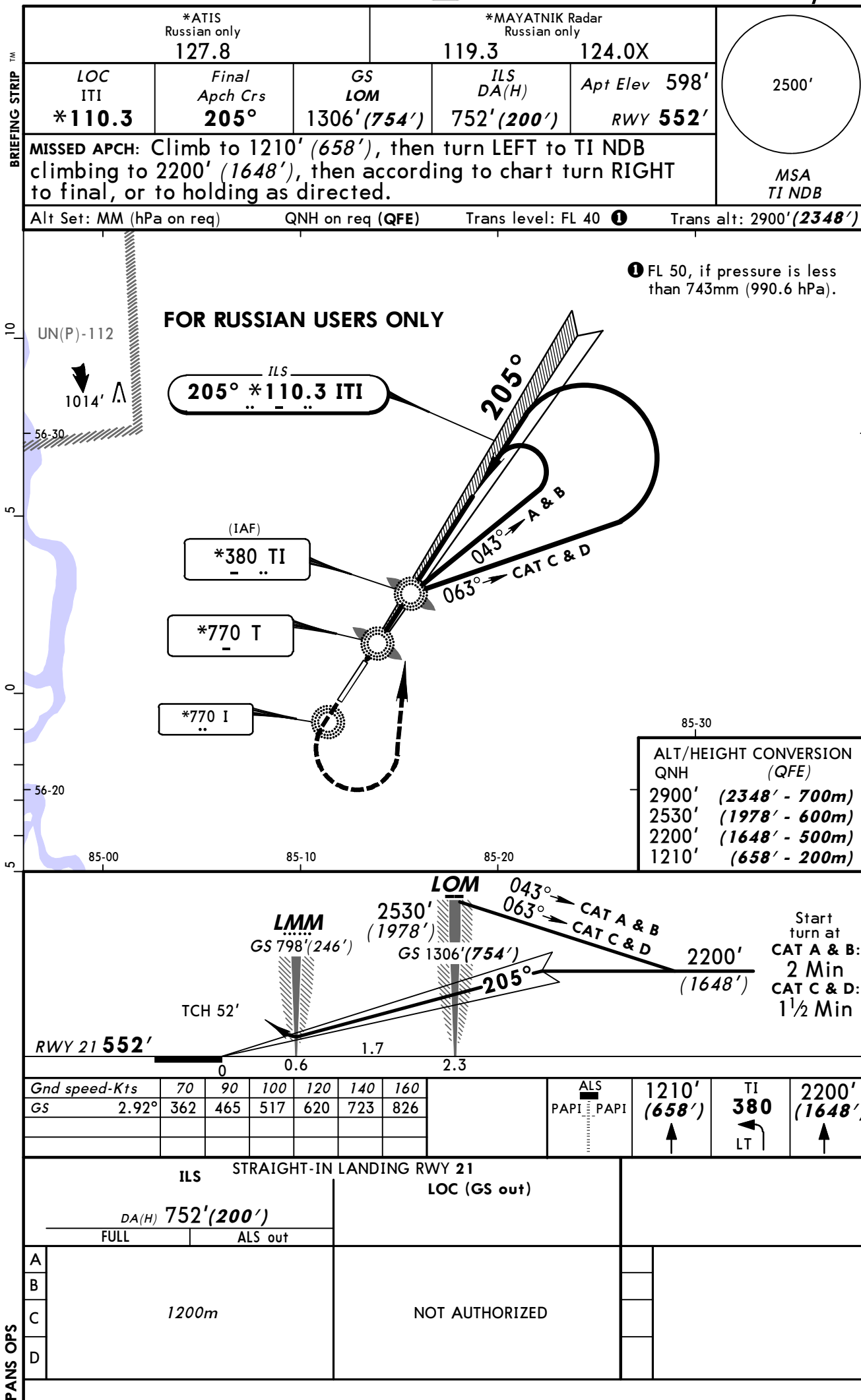
④ with FMS.

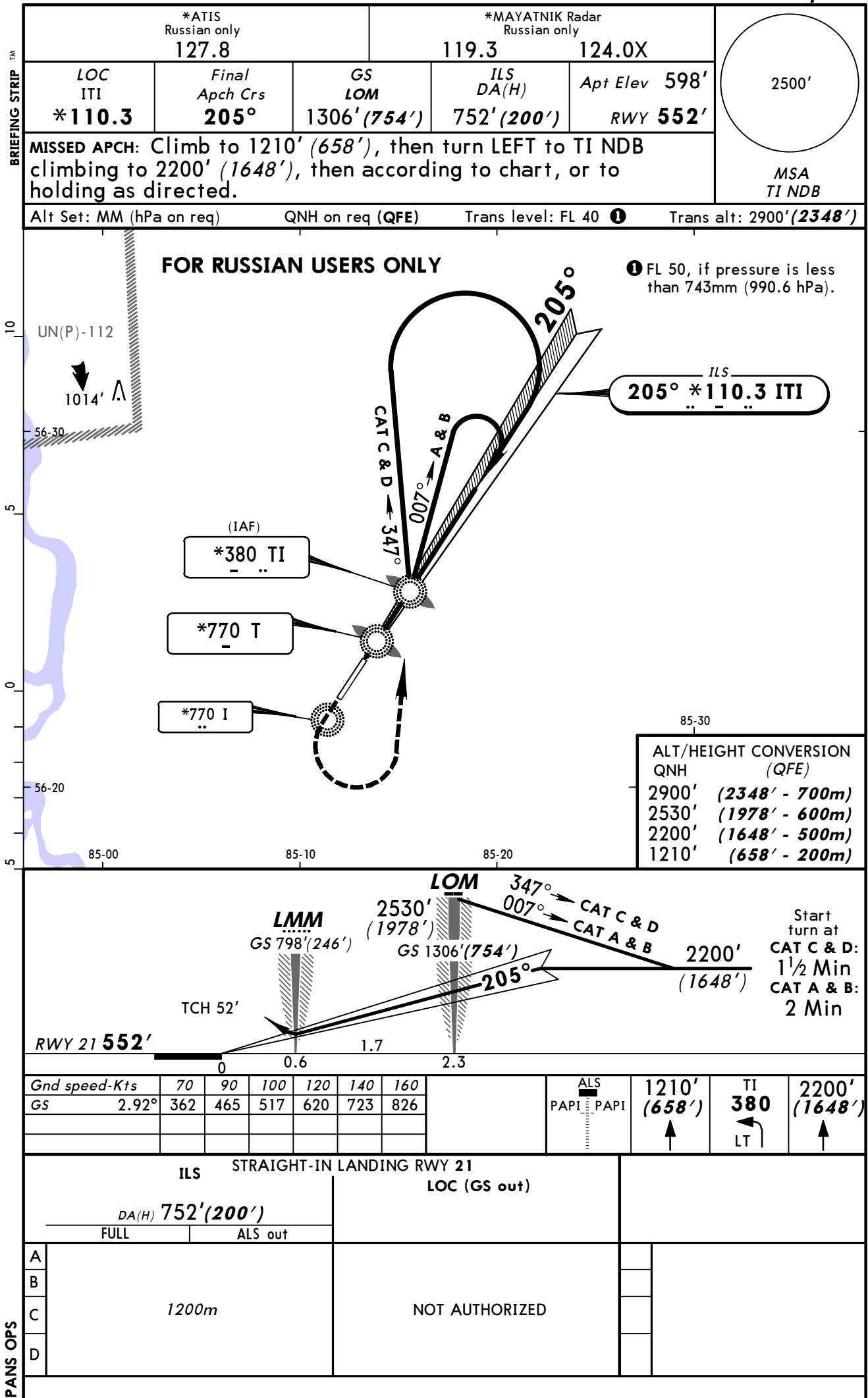
⑤ w/o FMS.

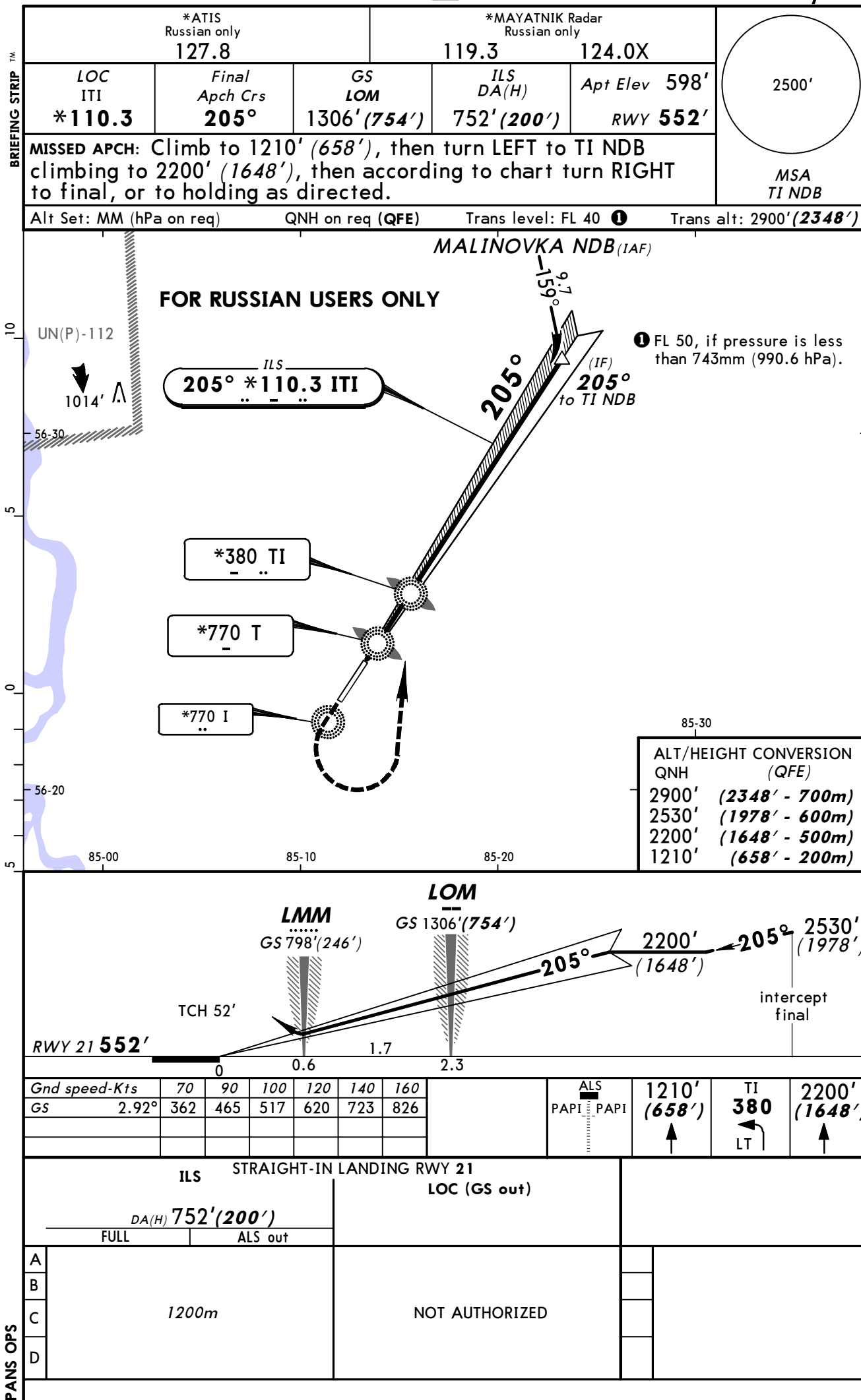
TAKE-OFF RWY 03, 21

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			









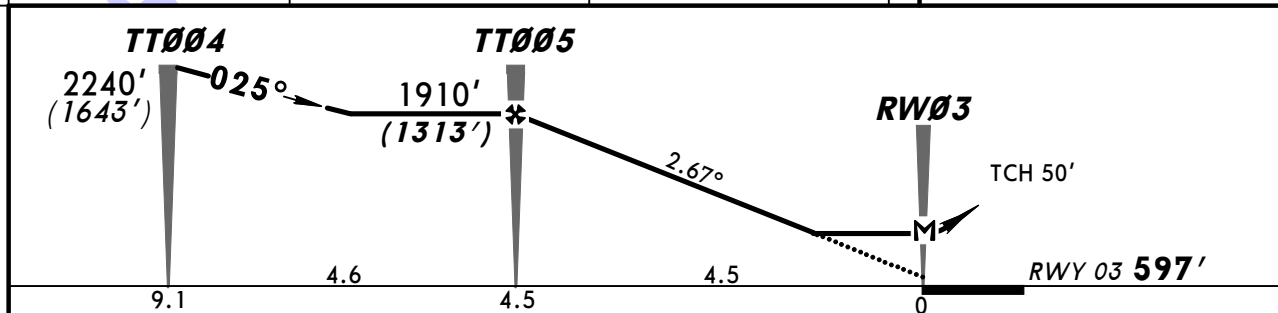
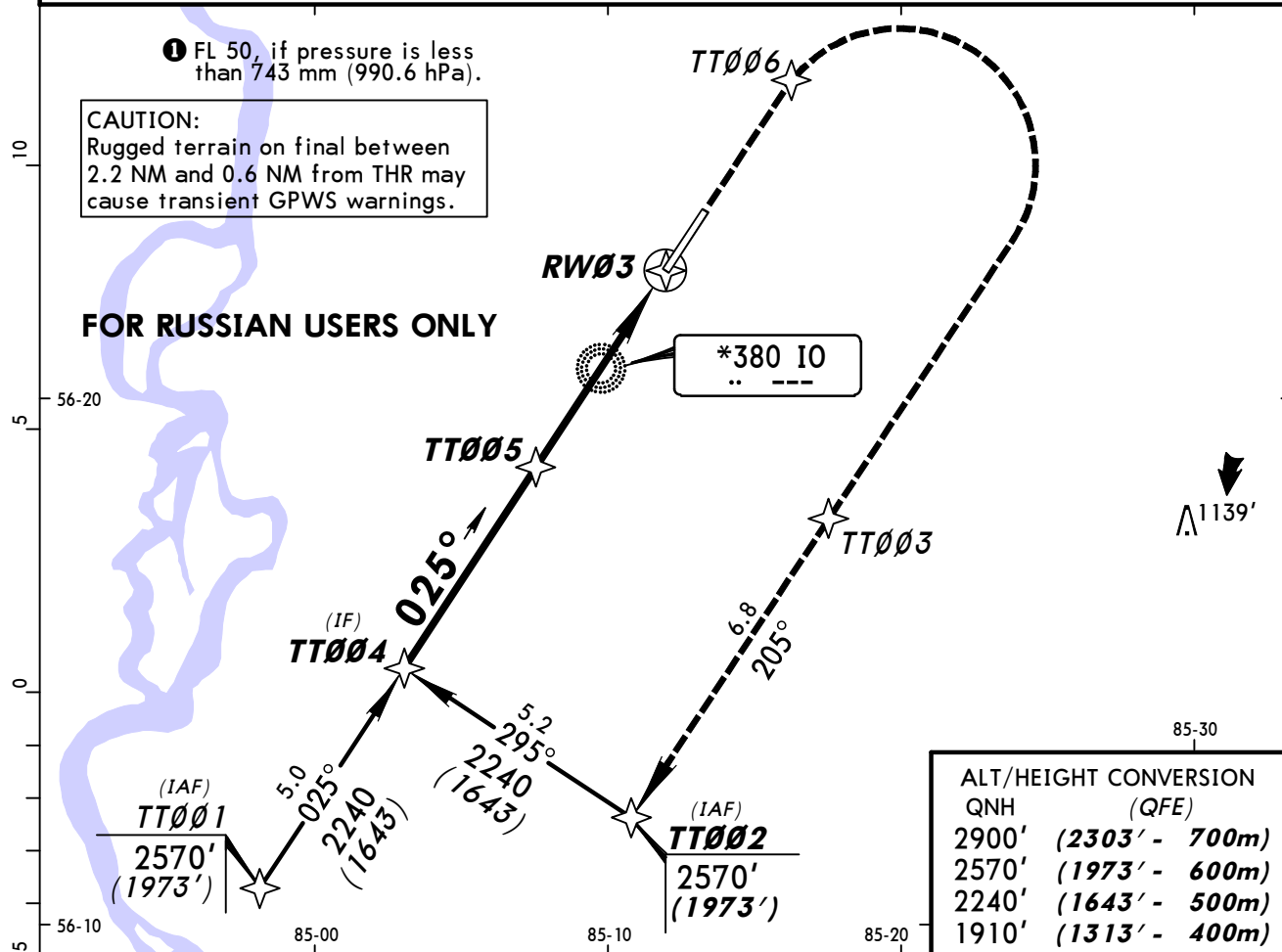
BRIEFING STRIP

*ATIS Russian only 127.8			*MAYATNIK Radar Russian only 119.3 124.0X		2500' MSA IO 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							

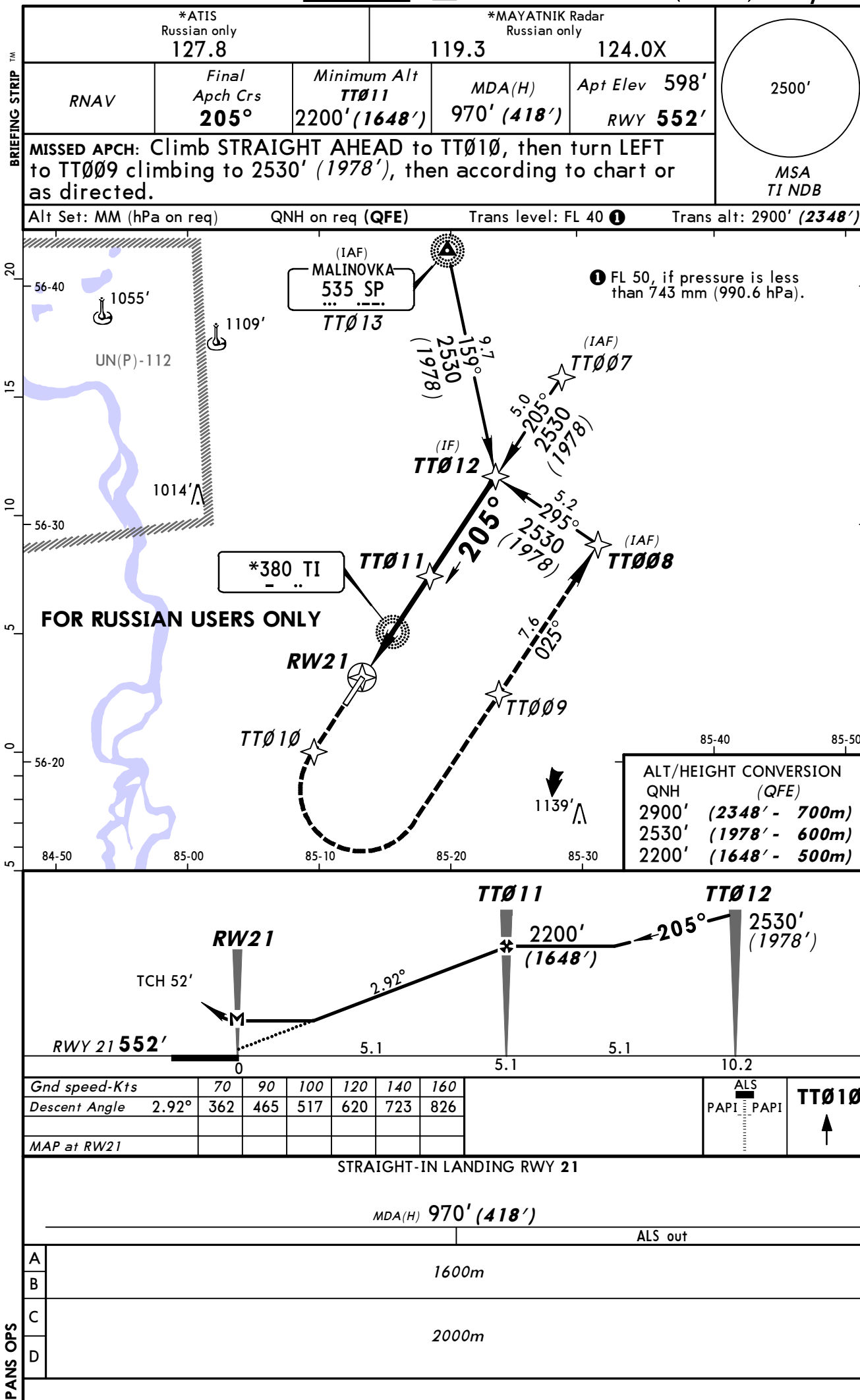
STRAIGHT-IN LANDING RWY 03

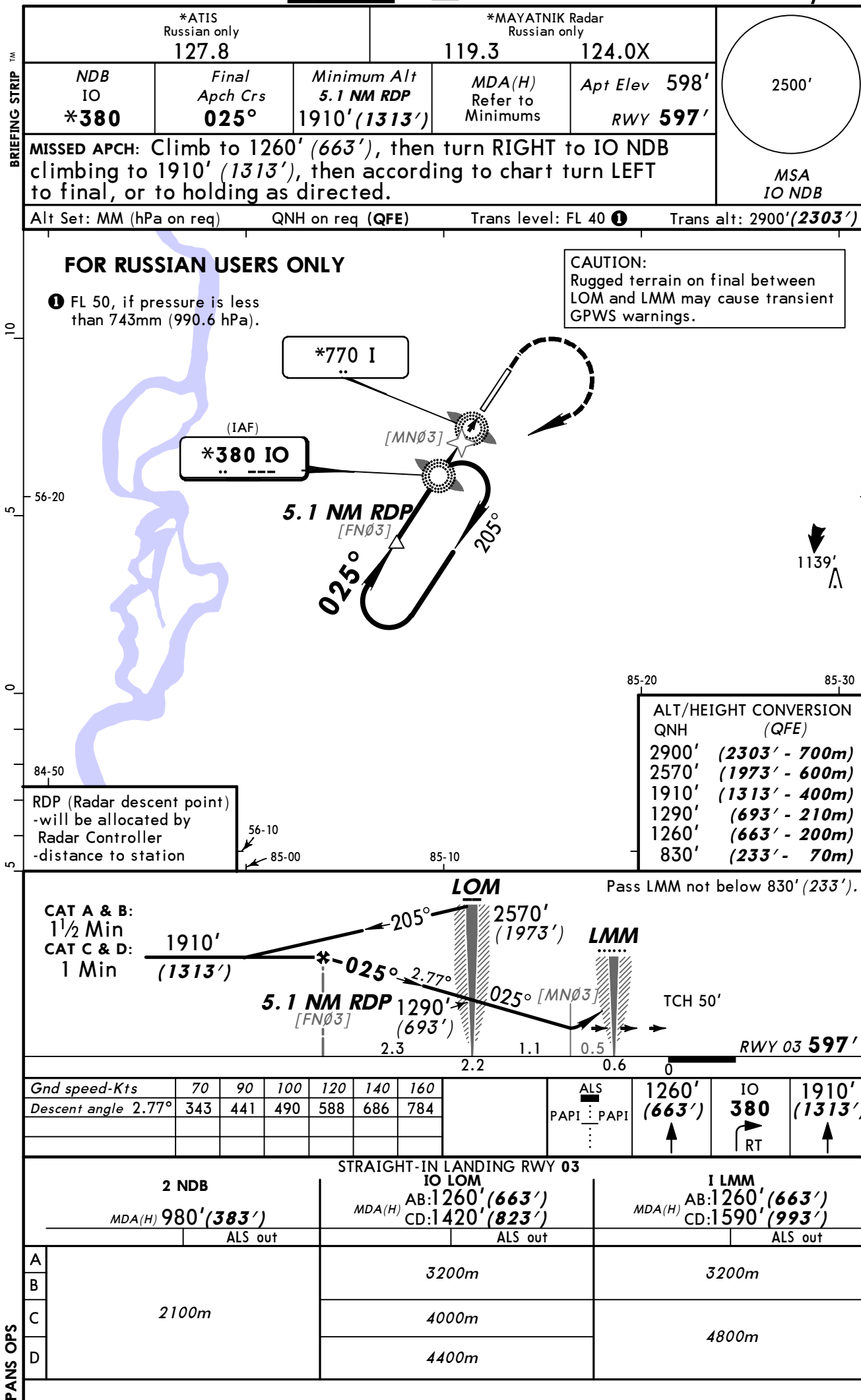
MDA(H) 1030' (433')

ALS out

A	1600m
B	
C	2000m
D	2400m

PANS OPS





BRIEFING STRIP

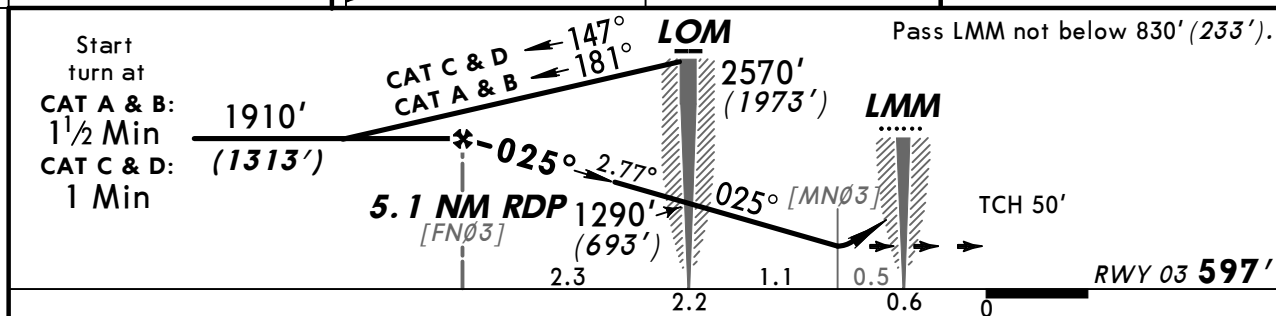
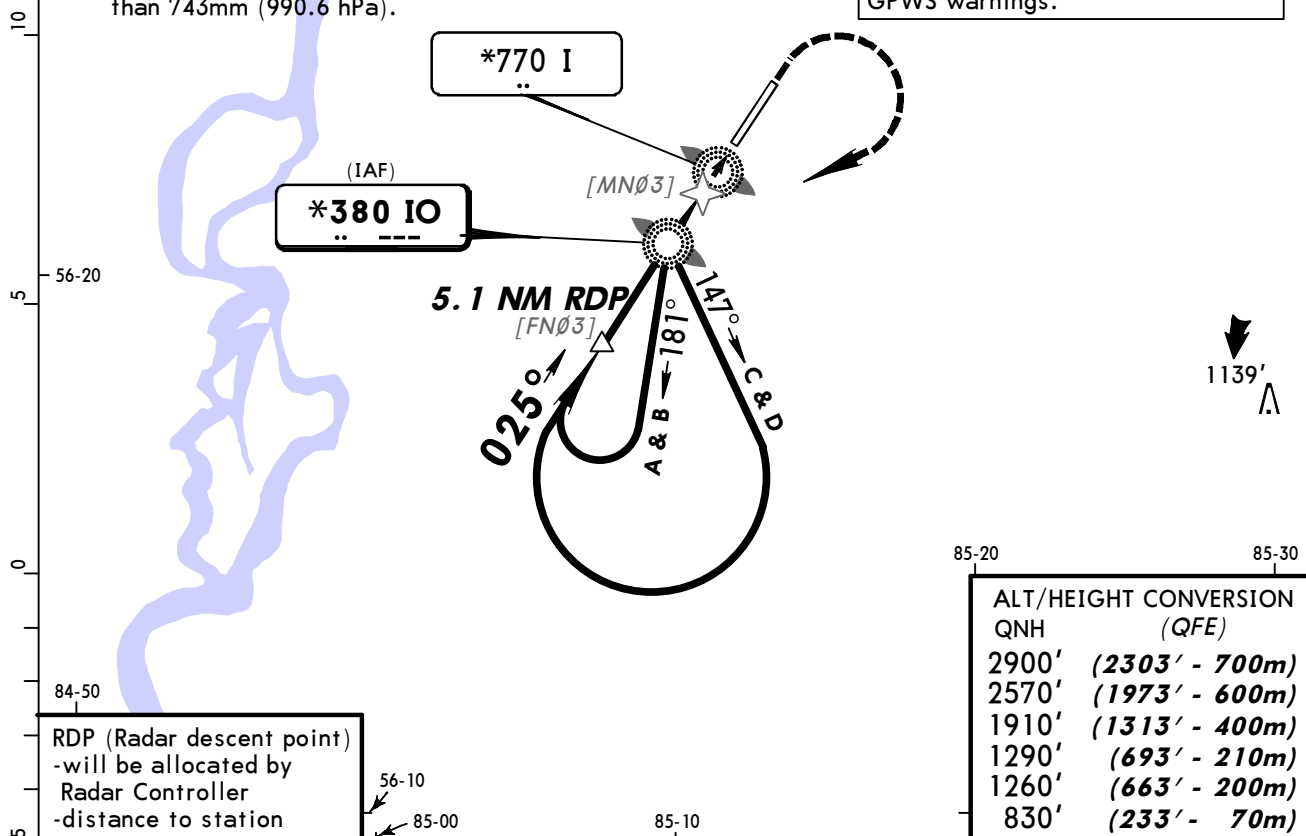
*ATIS Russian only 127.8		*MAYATNIK Radar Russian only 119.3 124.0X		2500' MSA IO NDB	
NDB IO *380	Final Apch Crs 025°	Minimum Alt 5.1 NM RDP 1910' (1313')	MDA(H) Refer to Minimums		Apt Elev 598' RWY 597'
MISSED APCH: Climb to 1260' (663'), then turn RIGHT to IO NDB climbing to 1910' (1313'), then according to chart turn LEFT to final, or to holding as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 40 1		Trans alt: 2900' (2303')

FOR RUSSIAN USERS ONLY

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

CAUTION:

Rugged terrain on final between
LOM and LMM may cause transient
GPWS warnings.



Gnd speed-Kts	70	90	100	120	140	160	ALS	1260' (663')	IO 380	1910' (1313')
Descent angle 2.77°	343	441	490	588	686	784	PAPI	↑	RT	↑

2 NDB		STRAIGHT-IN LANDING RWY 03		1 LMM	
MDA(H) 980' (383')		IO LOM AB: 1260' (663') CD: 1420' (823')		AB: 1260' (663') CD: 1590' (993')	
ALS out		ALS out		ALS out	
A	2100m	3200m		3200m	
B		3200m		3200m	
C		4000m		4800m	
D		4400m			

BRIEFING STRIP

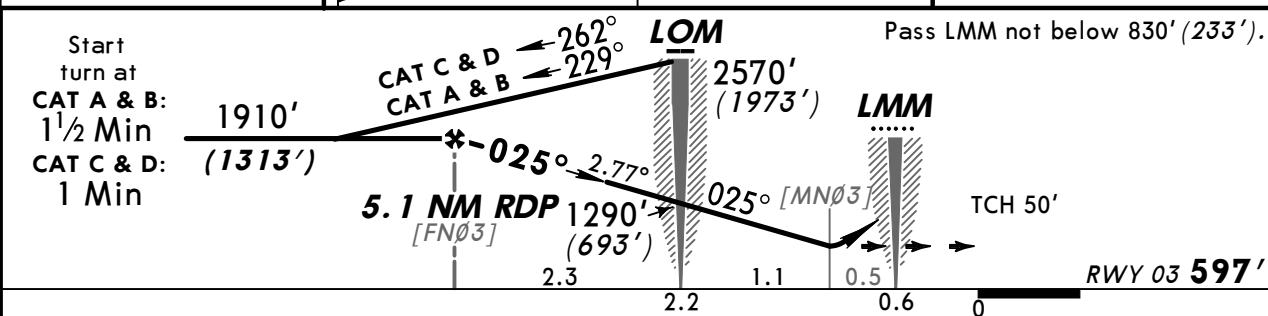
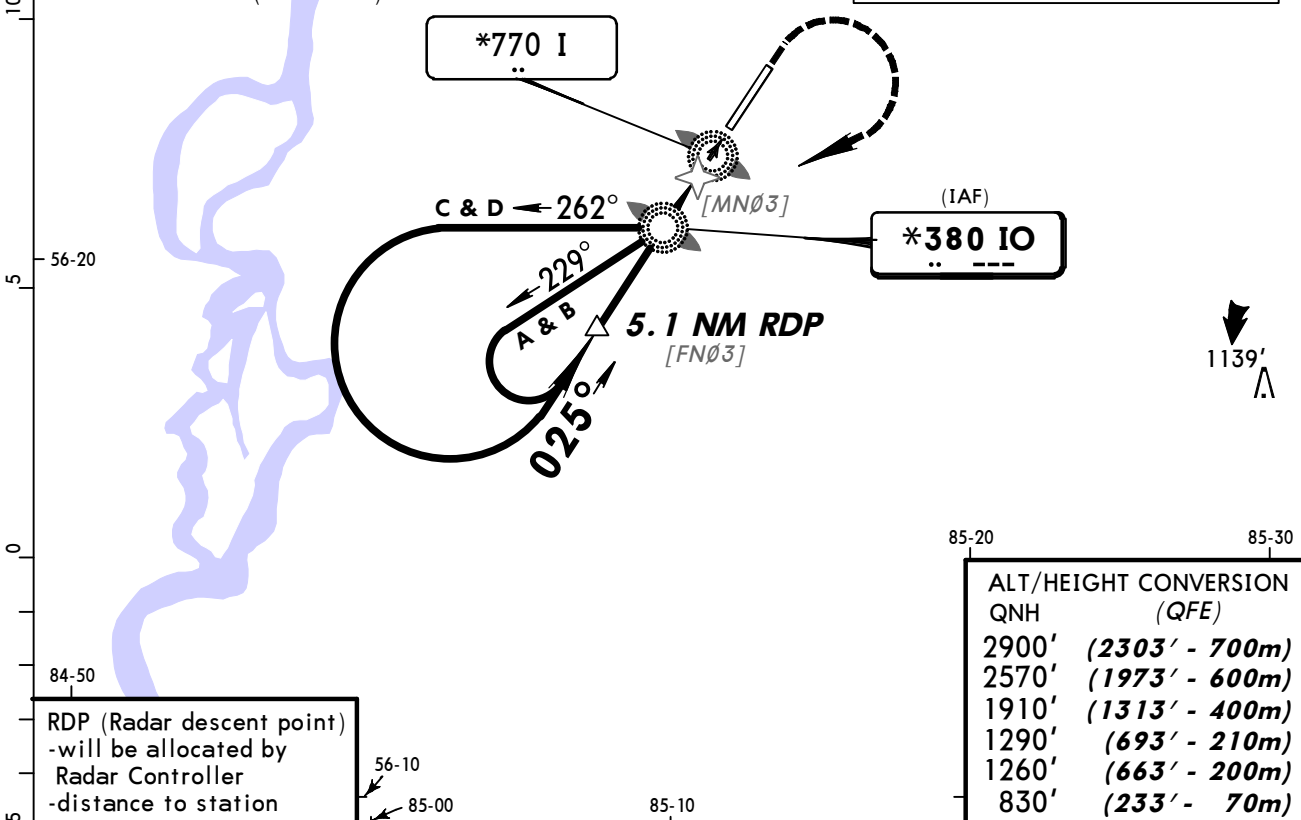
*ATIS Russian only 127.8			*MAYATNIK Radar Russian only 119.3 124.0X		2500' MSA IO NDB
NDB IO *380	Final Aptch Crs 025°	Minimum Alt 5.1 NM RDP 1910' (1313')	MDA(H) Refer to Minimums	Apt Elev 598' RWY 597'	
MISSED APCH: Climb to 1260' (663'), then turn RIGHT to IO NDB climbing to 1910' (1313'), then according to chart, or to holding as directed.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 1 Trans alt: 2900' (2303')

FOR RUSSIAN USERS ONLY

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

CAUTION:
Rugged terrain on final between
LOM and LMM may cause transient
GPWS warnings.



Gnd speed-Kts	70	90	100	120	140	160	ALS			1260' (663')	IO 380	1910' (1313')
Descent angle 2.77°	343	441	490	588	686	784	PAPI			↑	RT	↑

2 NDB		STRAIGHT-IN LANDING RWY 03		I LMM	
MDA(H) 980' (383')		IO LOM MDA(H) AB:1260' (663') CD:1420' (823')		MDA(H) AB:1260' (663') CD:1590' (993')	
ALS out		ALS out		ALS out	
A	2100m	3200m		3200m	
B					
C		4000m		4800m	
D		4400m			

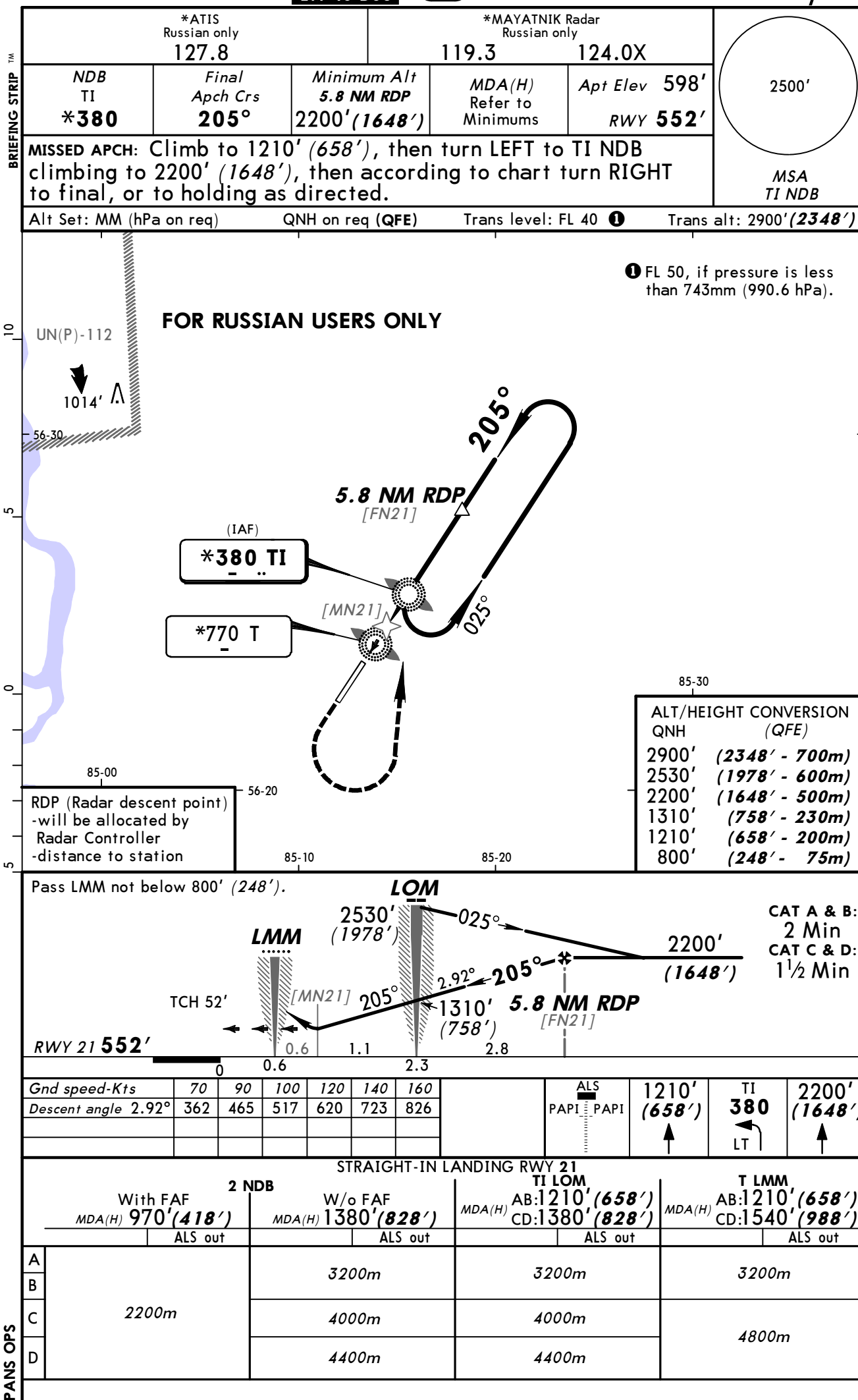
UNTT/TOF
BOGASHEVO

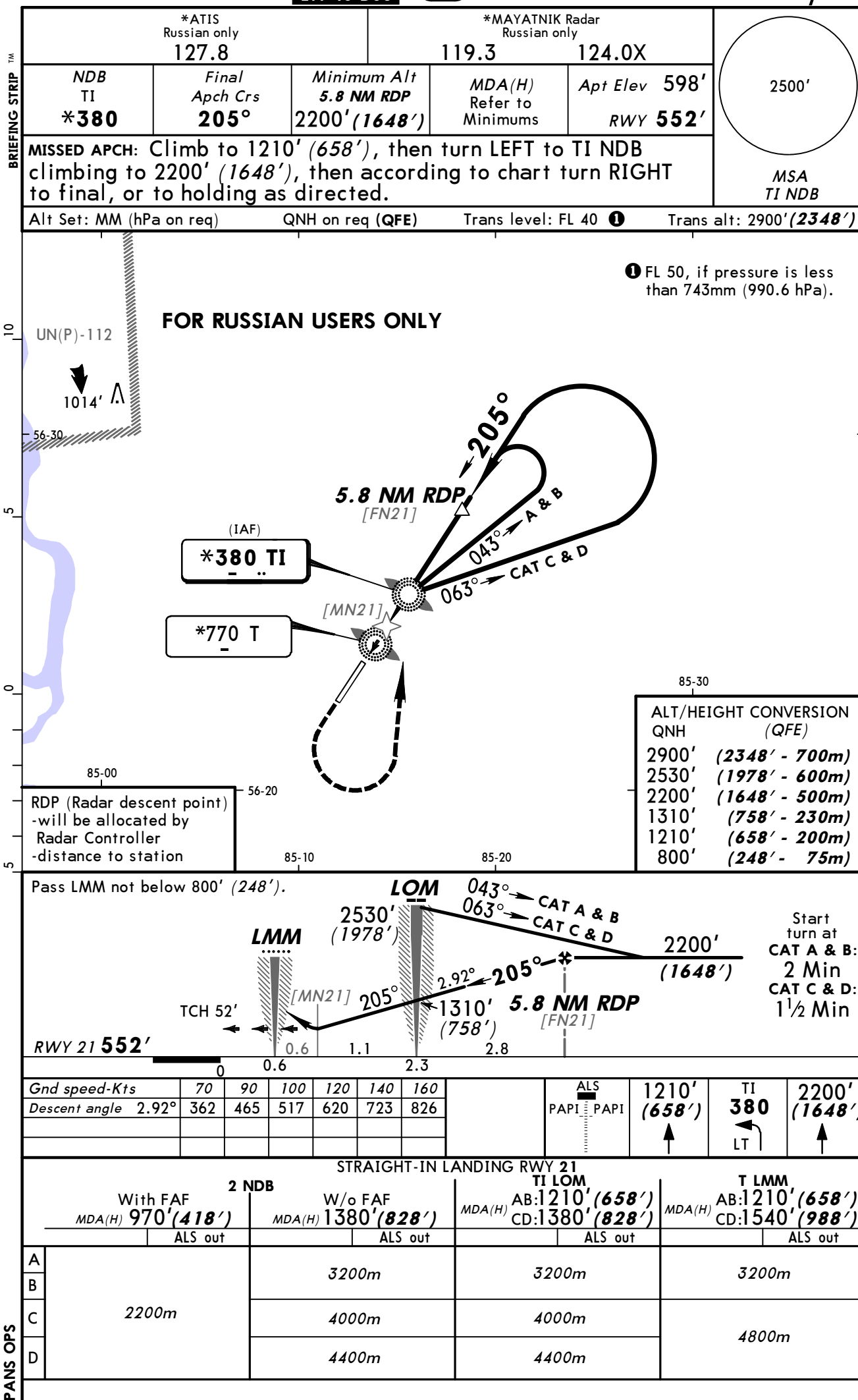
7 DEC 12
Eff 13 Dec

16-4

JEPPESEN
2 NDB Z or NDB Z Rwy 21

TOMSK, RUSSIA





BRIEFING STRIP

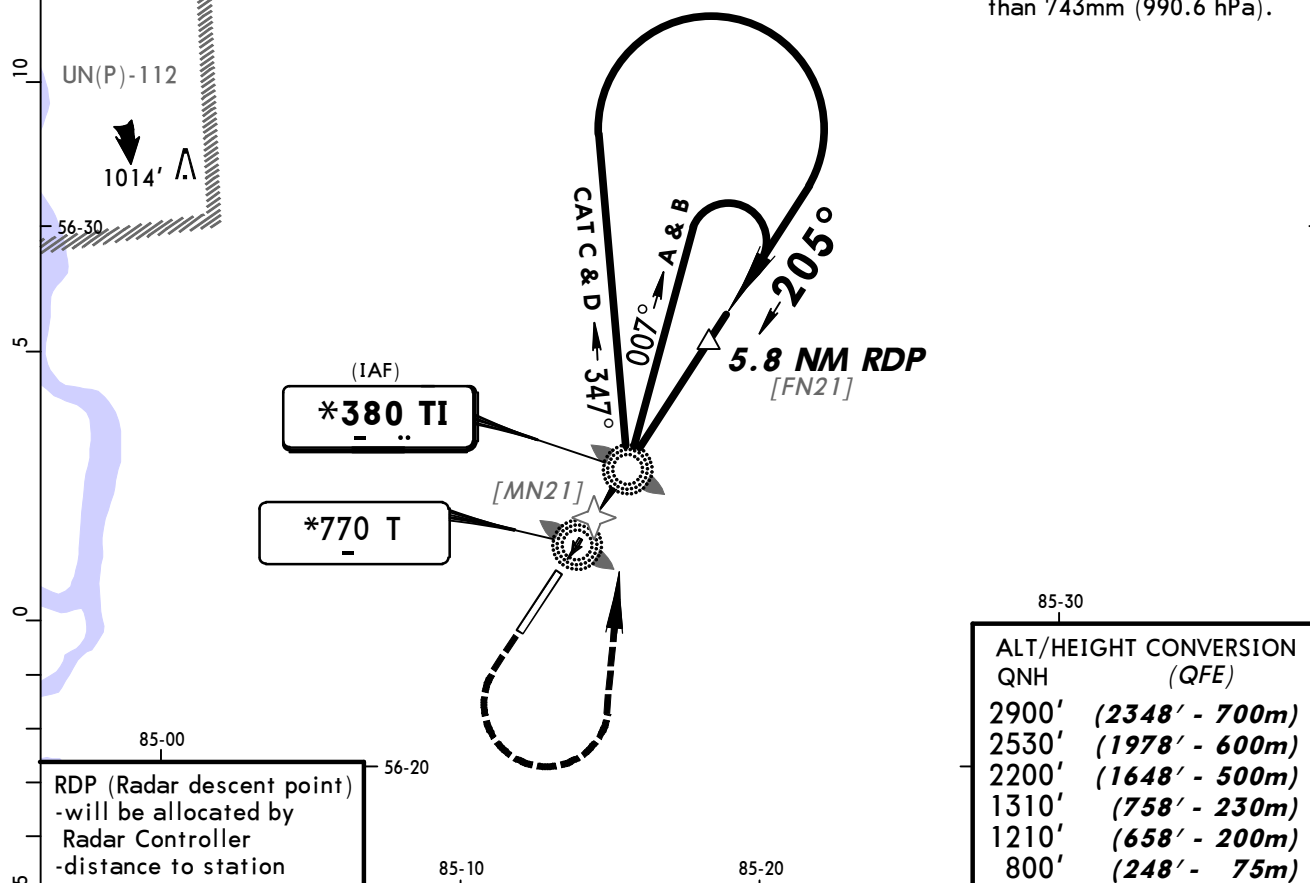
TM

*ATIS Russian only 127.8			*MAYATNIK Radar Russian only 119.3 124.0X		2500' MSA TI NDB
NDB TI *380	Final Apch Crs 205°	Minimum Alt 5.8 NM RDP 2200' (1648')	MDA(H) Refer to Minimums	Apt Elev 598' RWY 552'	
MISSED APCH: Climb to 1210' (658'), then turn LEFT to TI NDB climbing to 2200' (1648'), then according to chart, or to holding as directed.					

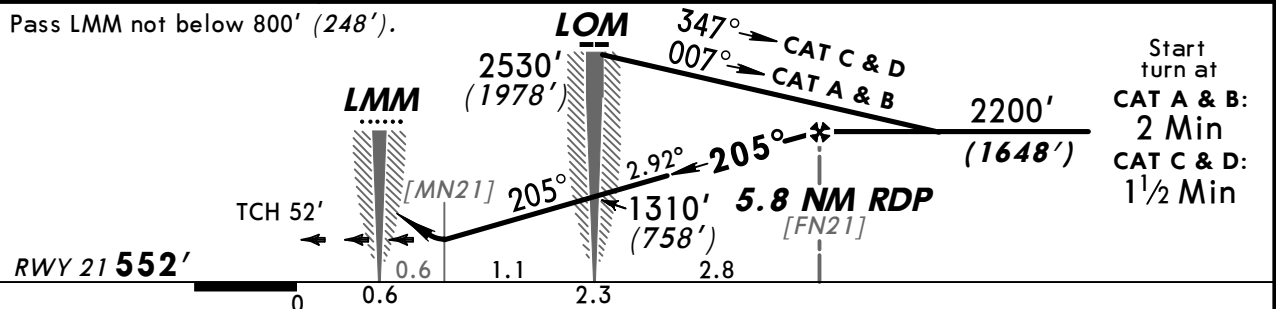
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ① Trans alt: 2900' (2348')

FOR RUSSIAN USERS ONLY

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



Pass LMM not below 800' (248').



Gnd speed-Kts	70	90	100	120	140	160	ALS	1210' (658')	TI 380	2200' (1648')
Descent angle 2.92°	362	465	517	620	723	826	PAPI PAPI	↑	LT	↑

STRAIGHT-IN LANDING RWY 21			
With FAF MDA(H) 970' (418')	2 NDB W/o FAF MDA(H) 1380' (828')	TI LOM AB: 1210' (658') CD: 1380' (828')	T LMM AB: 1210' (658') CD: 1540' (988')
ALS out	ALS out	ALS out	ALS out

A	2200m	3200m		3200m	
B		3200m		3200m	
C		4000m		4000m	
D		4400m		4400m	

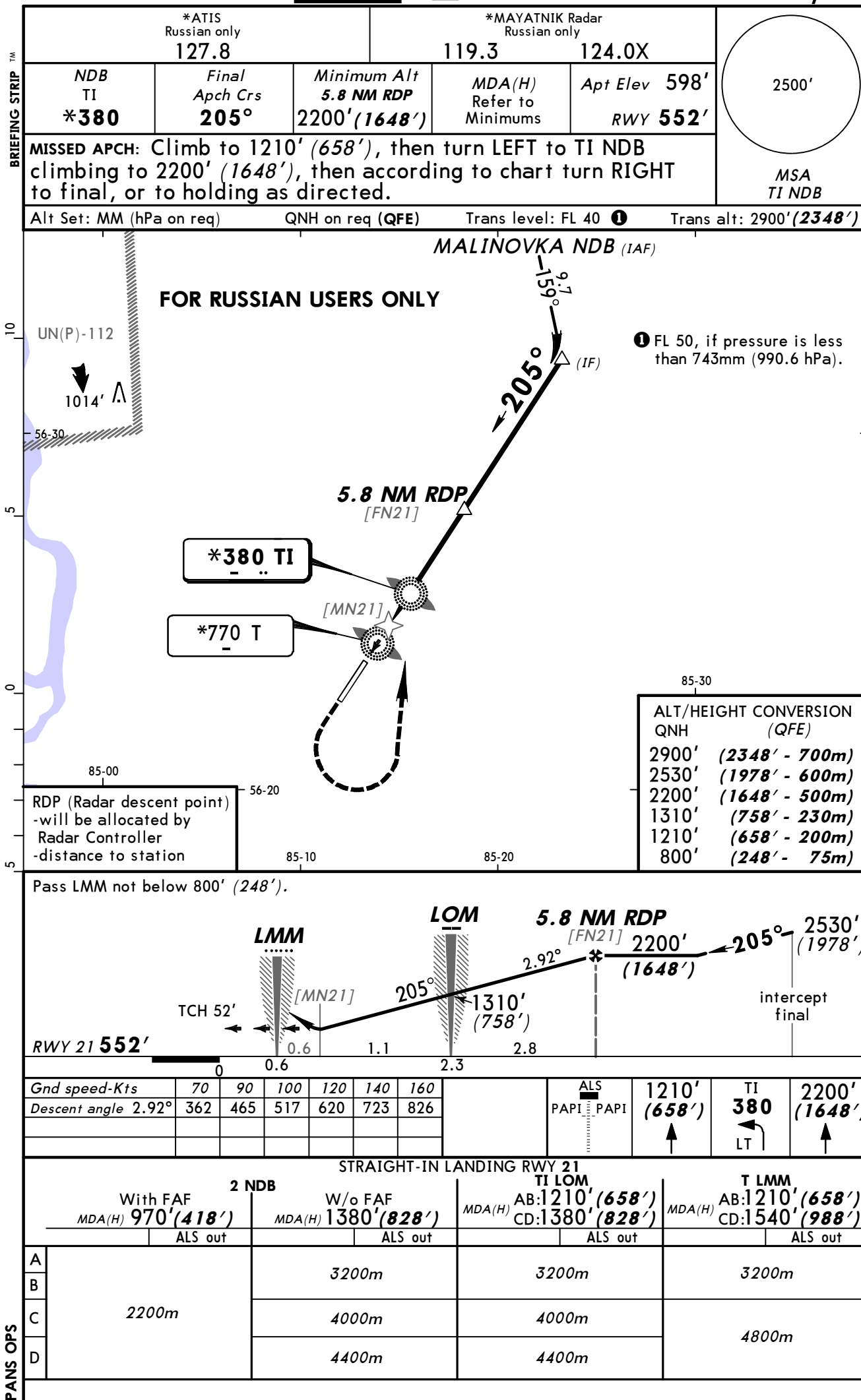


Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TOMSK, (BOGASHEVO - UNTT)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNTT