(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UNTT
Terminal Charts For UNTT
Revision Letter For Cycle 17-2013
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

JEPPESE
JeppView for Windo

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: 2309 Z
Sunset: 1333 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

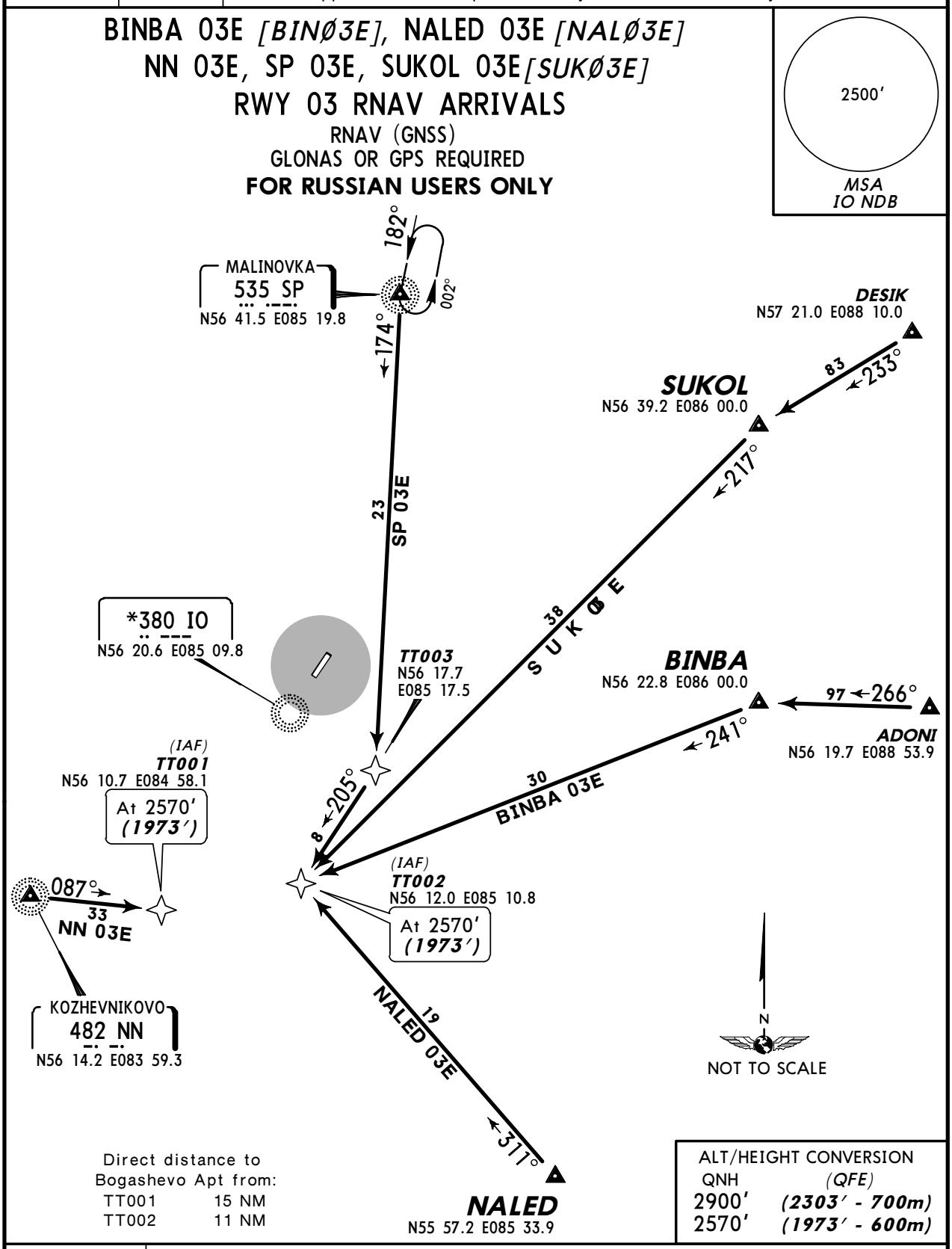
Communication Information

ATIS 127.8
Tomsk Ramp/Taxi Control 118.8 Non-English
Tomsk Radar 124.0 Non-English
Tomsk Radar 119.3 Non-English
Tomsk Operations 131.875 Non-English

ATIS	Apt Elev	
127.8	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.

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



Direct distance to Bogashevo Apt from:

TT001	15 NM
TT002	11 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	***(2303′ - 700m)***
2570′	***(1973′ - 600m)***

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′).

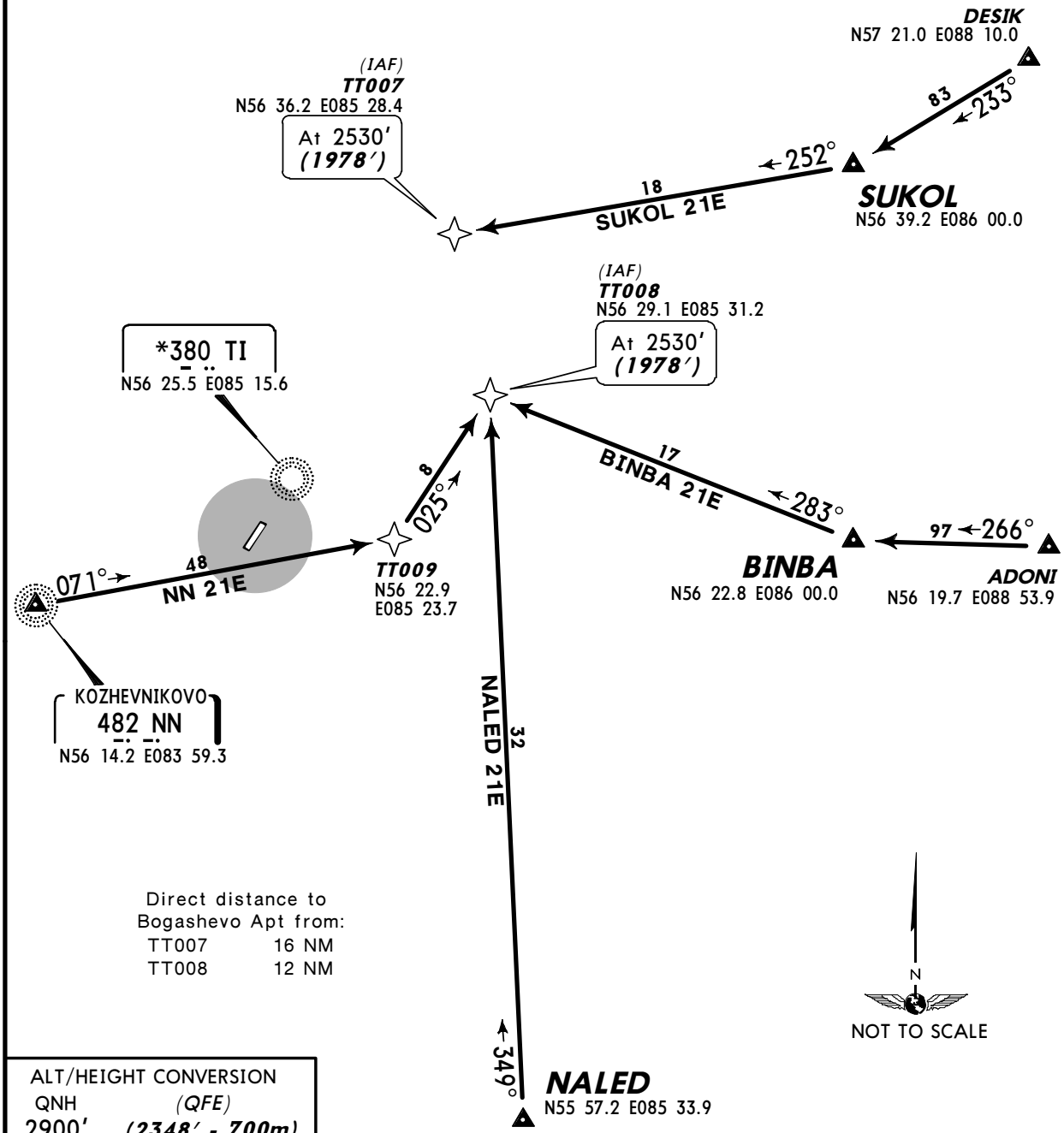
CHANGES: ATIS; chart reindexed.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
127.8	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.

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



Direct distance to
Bogashevo Apt from:

TT007	16 NM
TT008	12 NM

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′).

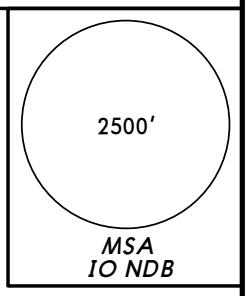
CHANGES: ATIS; chart reindexed.

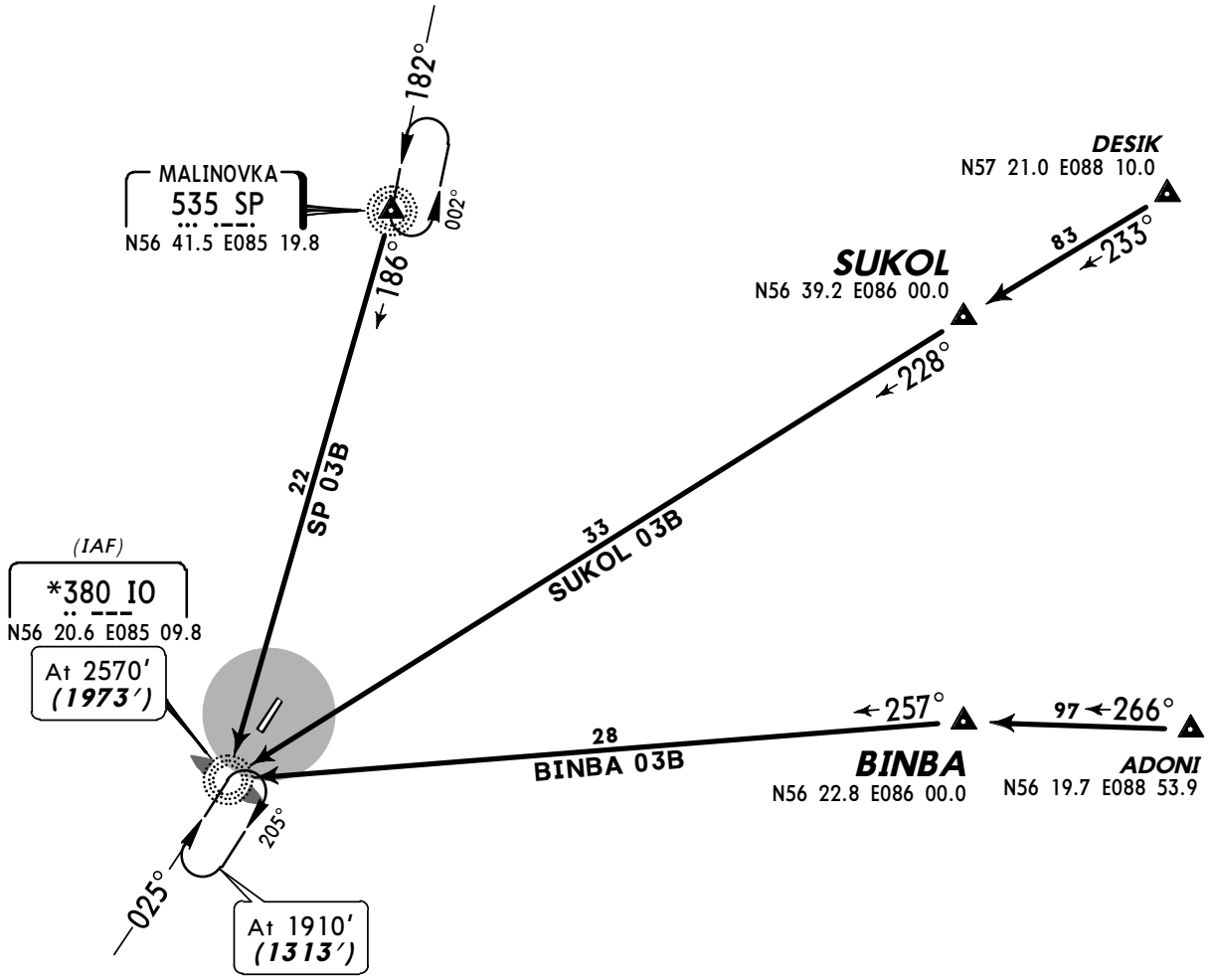
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
127.8	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.

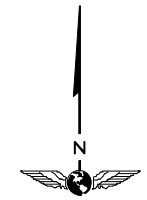
BINBA 03B *[BINØ3B]*
SP 03B, SUKOL 03B *[SUKØ3B]*
RWY 03 ARRIVALS

FOR RUSSIAN USERS ONLY





Direct distance from IO to:
Bogashevo Apt 3 NM



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2900′	***(2303′ - 700m)***
2570′	***(1973′ - 600m)***
1910′	***(1313′ - 400m)***

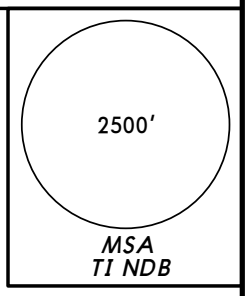
CHANGES: ATIS; chart reindexed.

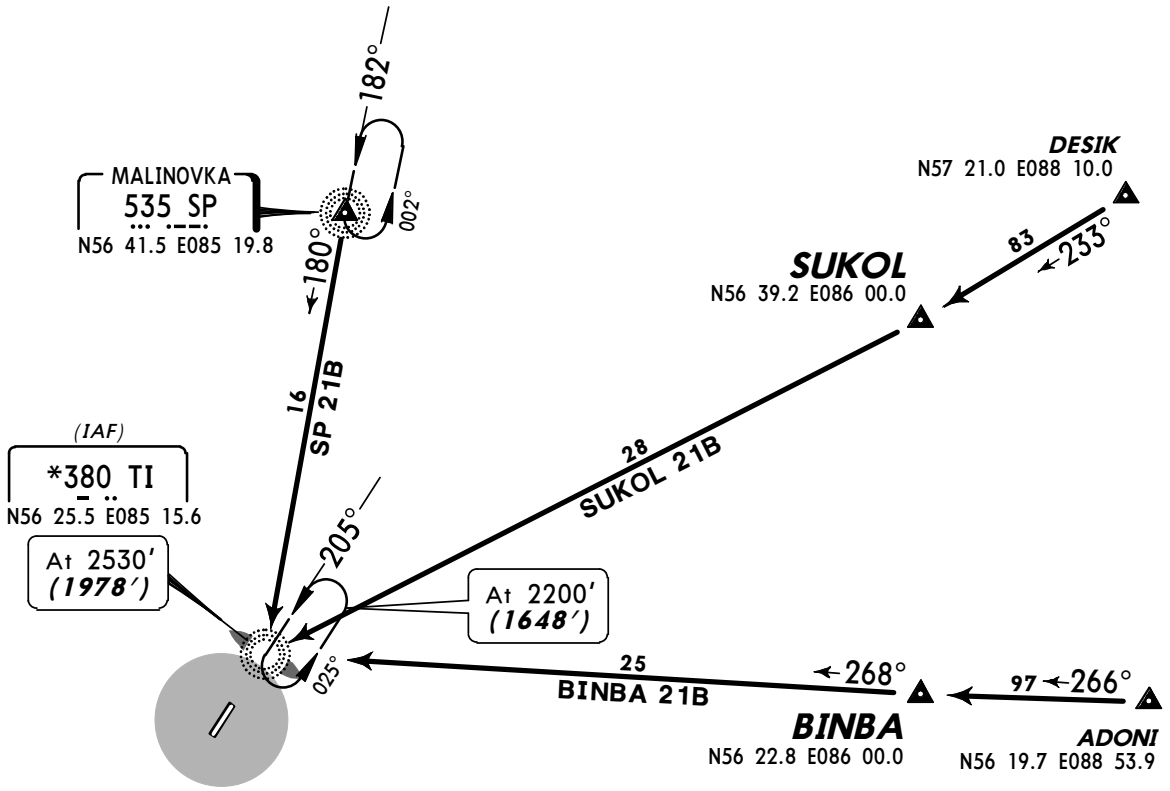
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
127.8	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.

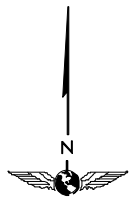
BINBA 21B *[BIN21B]*
SP 21B, SUKOL 21B *[SUK21B]*
RWY 21 ARRIVALS

FOR RUSSIAN USERS ONLY





Direct distance from TI to:
Bogashevo Apt 3 NM



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2900′	***(2348′ - 700m)***
2530′	***(1978′ - 600m)***
2200′	***(1648′ - 500m)***

CHANGES: ATIS; chart reindexed.

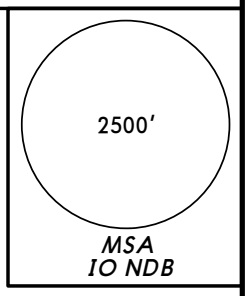
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

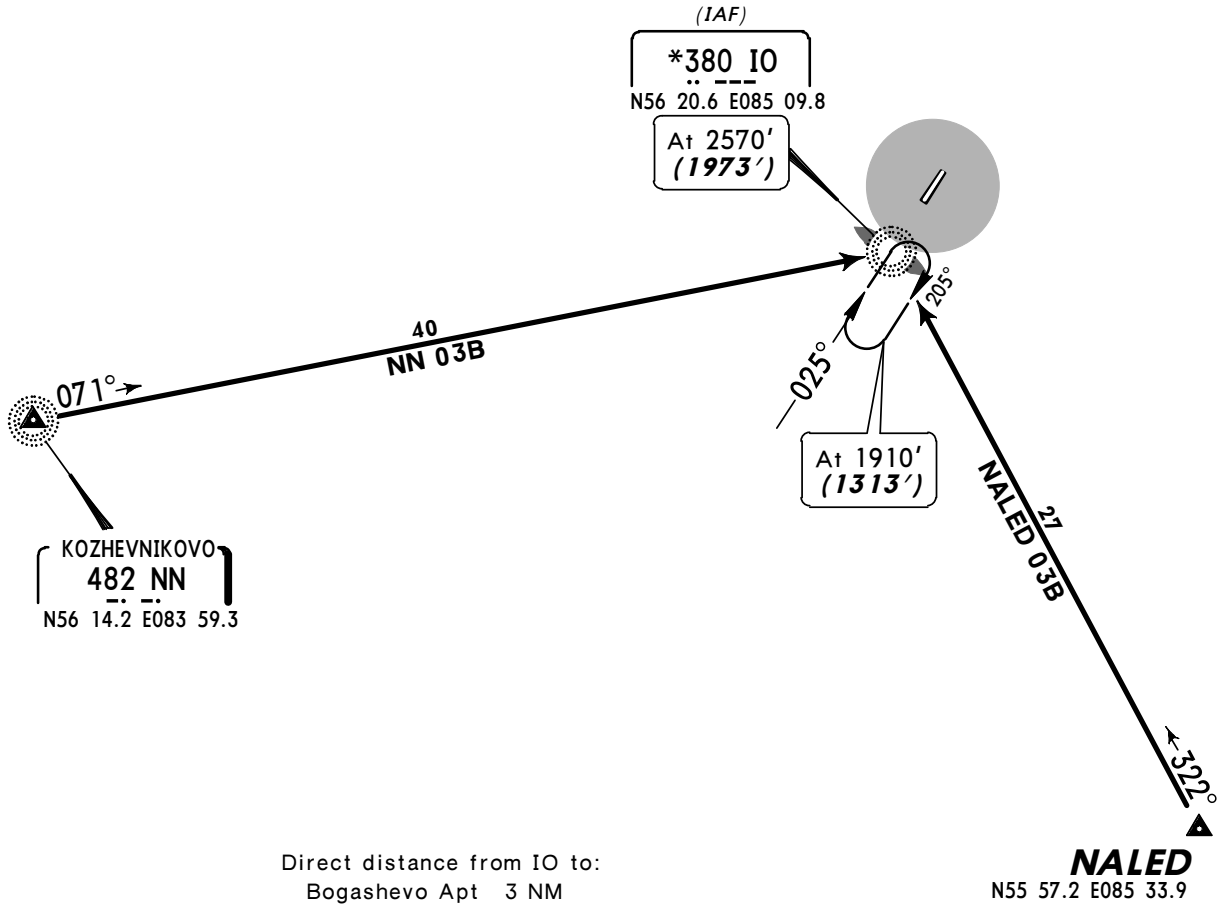
ATIS	Apt Elev	
127.8	598′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt (hgt): 2900′ ***(2303′)*** Altitudes at airway exit points by ATC.

NALED 03B *[NALØ3B]*, NN 03B

RWY 03 ARRIVALS

FOR RUSSIAN USERS ONLY





Direct distance from IO to:
Bogashevo Apt 3 NM

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2900′	***(2303′ - 700m)***
2570′	***(1973′ - 600m)***
1910′	***(1313′ - 400m)***

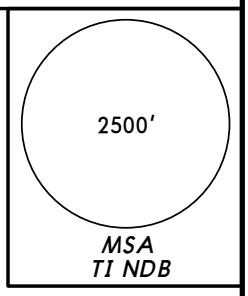
CHANGES: ATIS; chart reindexed.

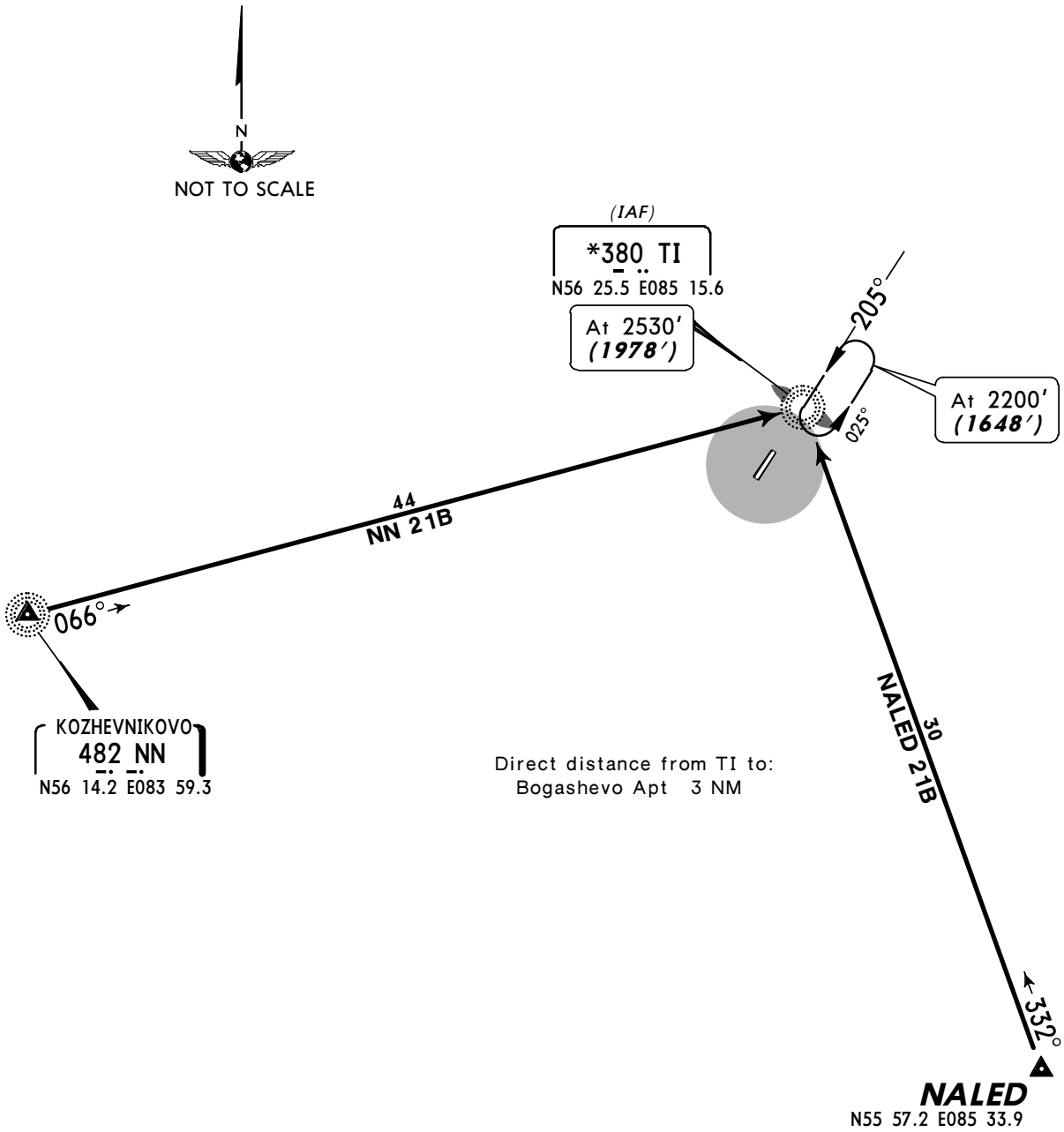
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
127.8	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.

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)***

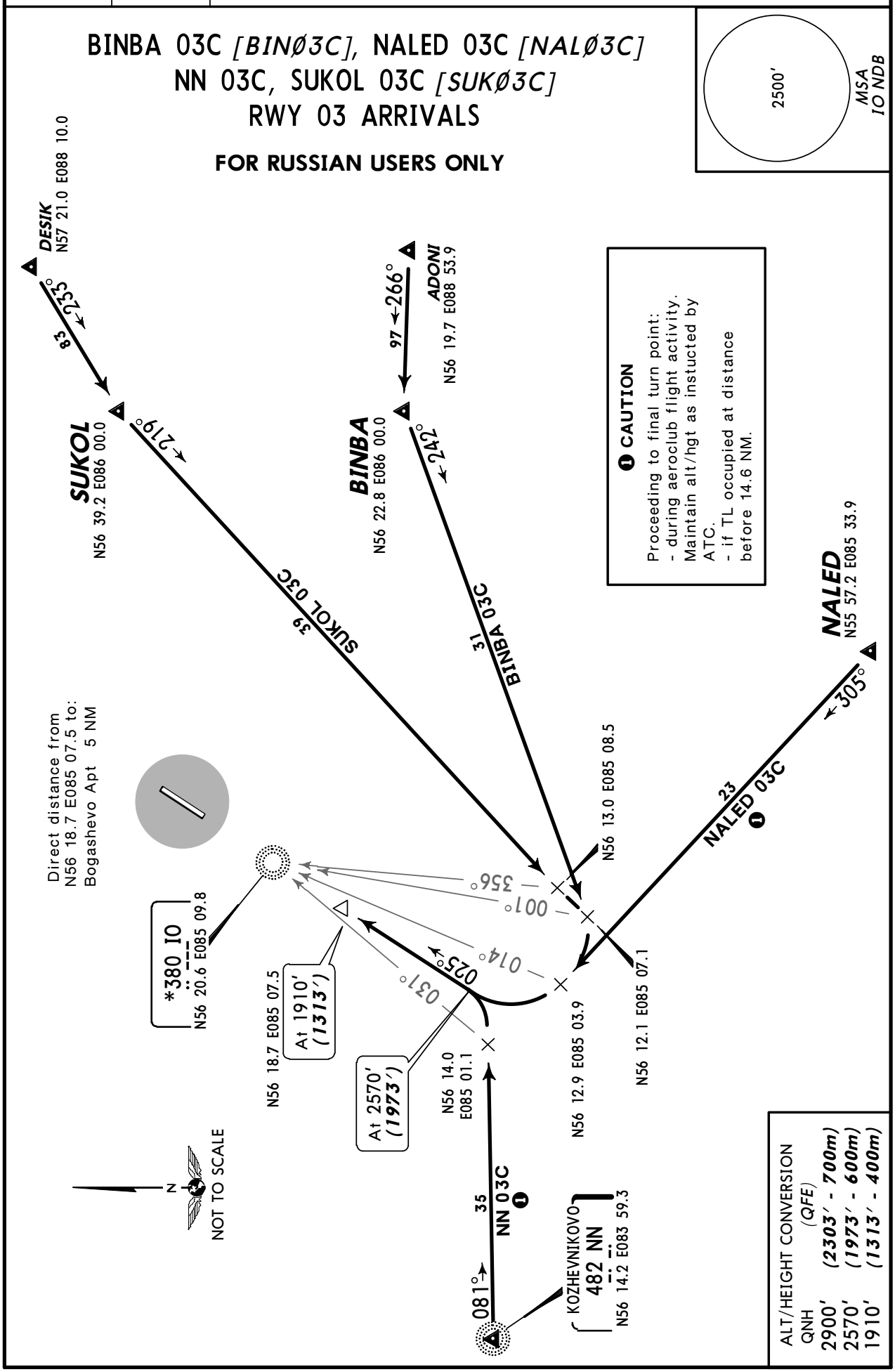
CHANGES: ATIS; chart reindexed.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
127.8	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 03C *[BINØ3C]*, NALED 03C *[NALØ3C]*
NN 03C, SUKOL 03C *[SUKØ3C]*
RWY 03 ARRIVALS

FOR RUSSIAN USERS ONLY



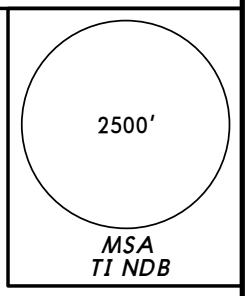
CHANGES: ATIS; chart reindexed.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

ATIS	Apt Elev	
127.8	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.

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

DESIK
N57 21.0 E088 10.0

83 ←233°

SUKOL
N56 39.2 E086 00.0

←241°

22
SUKOL 21C

N56 31.4 E085 23.4
(208° brg to TI)

N56 31.4 E085 25.9

←205°

216°

230°

N56 27.8 E085 18.4
At 2200′
(1648′)

N56 29.8
E085 27.9

21
BINBA 21C

←286°

97 ←266°

BINBA
N56 22.8 E086 00.0

ADONI
N56 19.7 E088 53.9

*380 TI
N56 25.5 E085 15.6

33
NALED 21C

N
NOT TO SCALE

←346°

NALED
N55 57.2 E085 33.9

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

CHANGES: ATIS; chart reindexed.

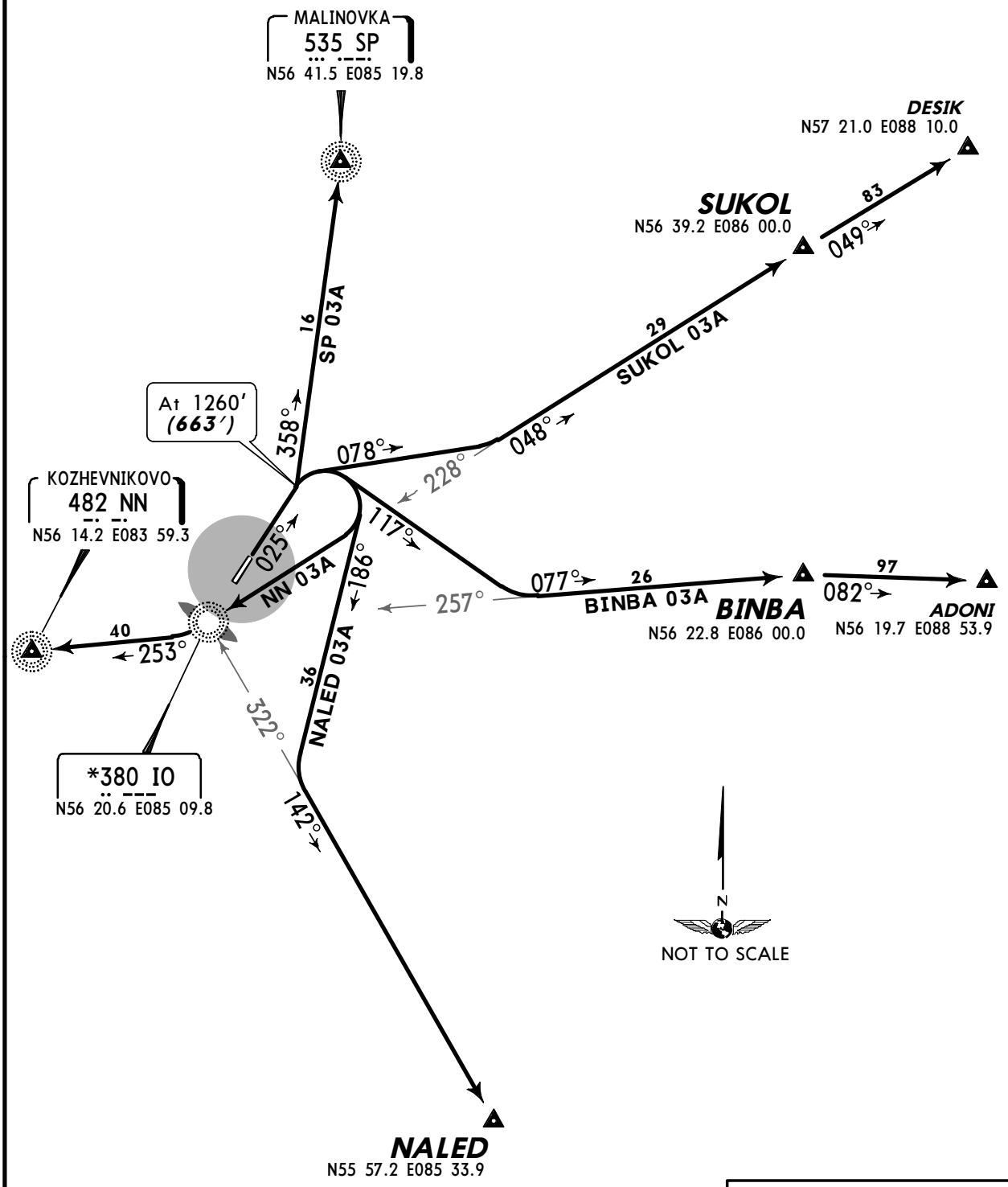
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

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
IO NDB

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)***
2900′	***(2303′ - 700m)***

CHANGES: SIDs revised.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

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.

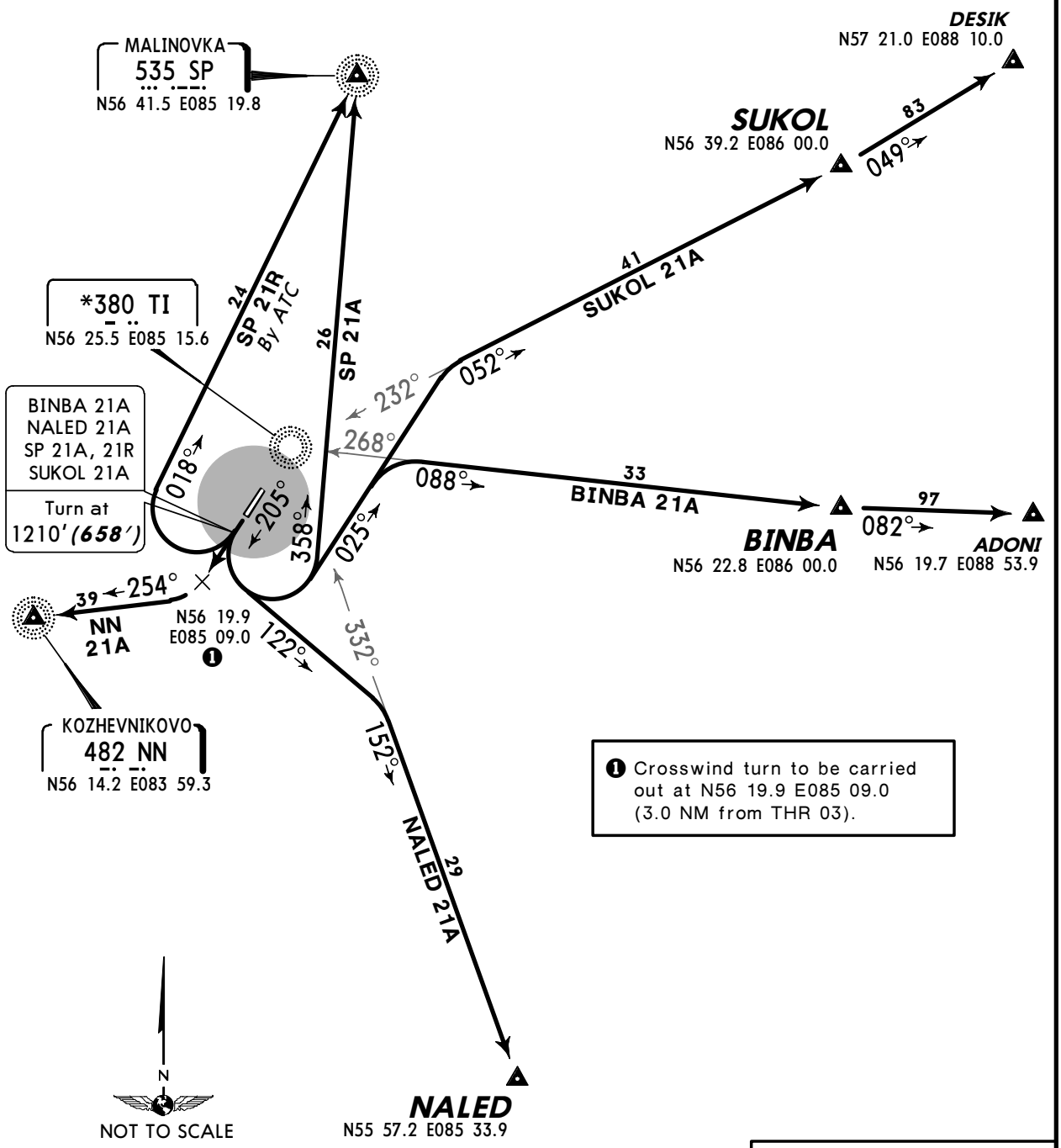
2500′
MSA
TI NDB

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

SP 21R
BY ATC

RWY 21 DEPARTURES

FOR RUSSIAN USERS ONLY



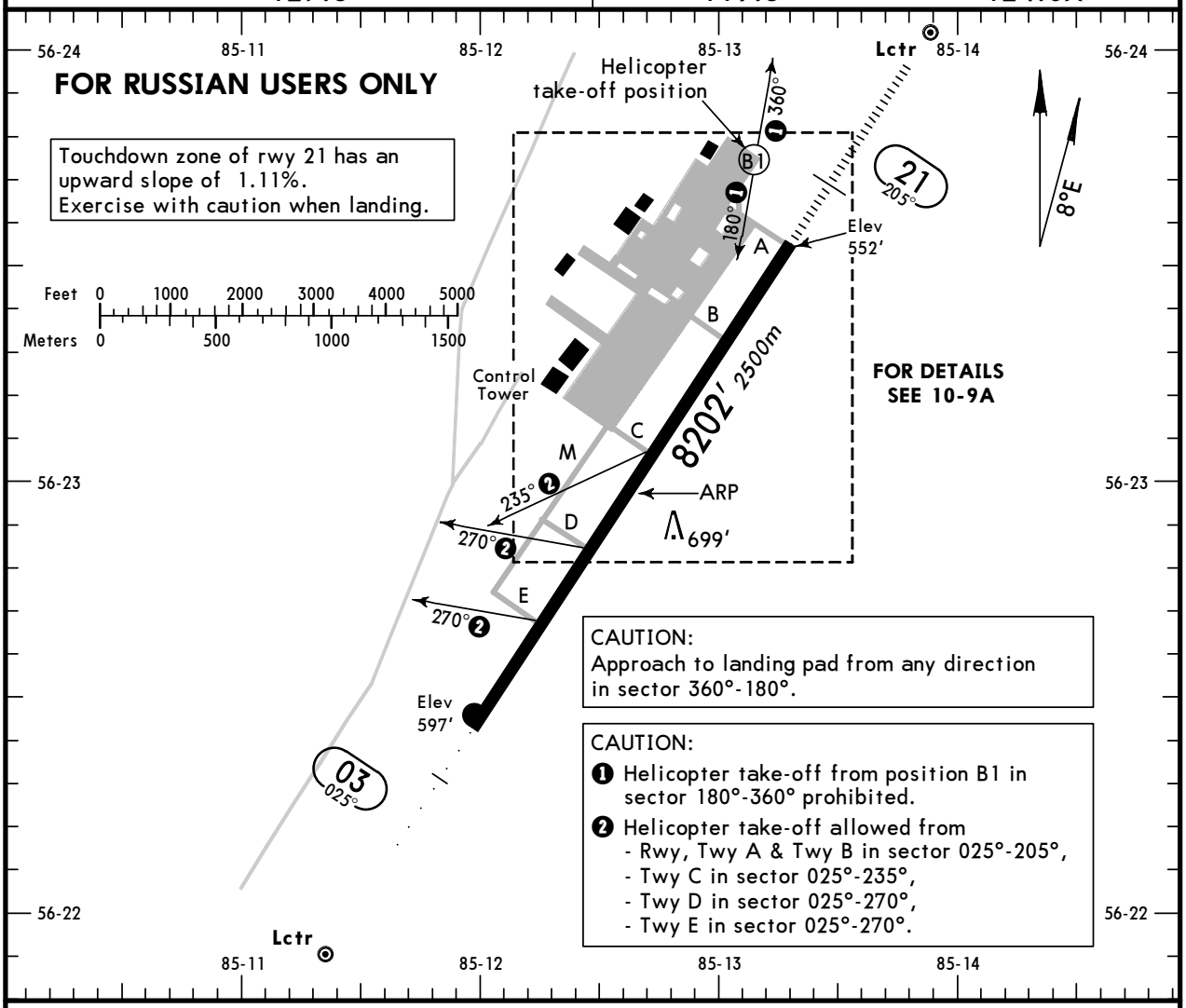
❶ Crosswind turn to be carried out at N56 19.9 E085 09.0 (3.0 NM from THR 03).

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1210′	***(658′ - 200m)***
2900′	***(2348′ - 700m)***

CHANGES: SIDs revised.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

*ATIS Russian only	*MAYATNIK Krug Russian only	
127.8	119.3	124.0X



ADDITIONAL RUNWAY INFORMATION

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

❸ 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

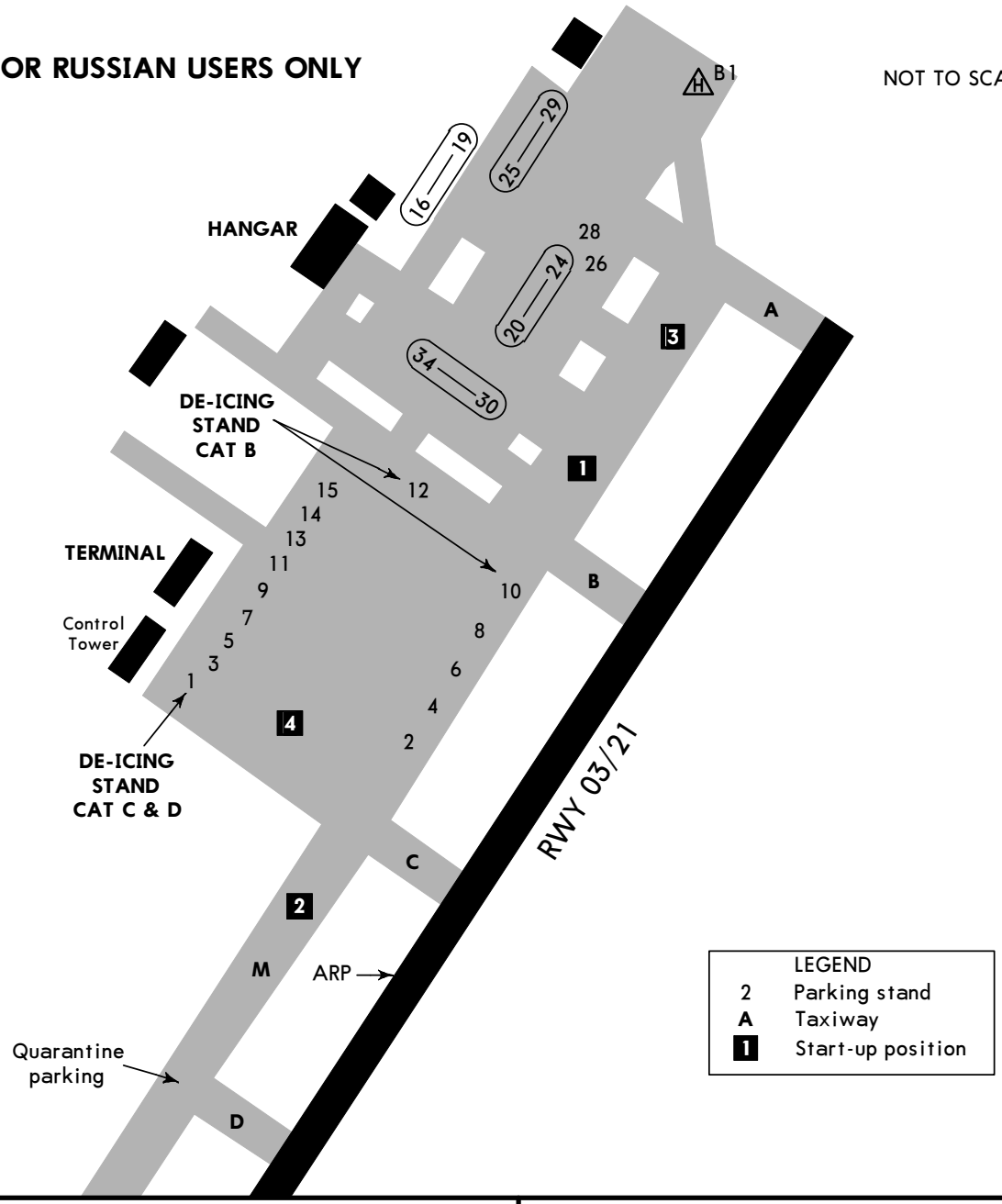
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Apt elev. Note.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

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.

CHANGES: None.

© JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.

STRAIGHT-IN RWY		A	B	C	D
03	RNAV ❶	**1030**′(433′)	**1030**′(433′)	**1030**′(433′)	**1030**′(433′)
		R1500m	**R1500m**	**R1800m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ❶ ❷	**980**′(383′)	**980**′(383′)	**980**′(383′)	**980**′(383′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶ ❸ ❹	**980**′(383′)	**980**′(383′)	**980**′(383′)	**980**′(383′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶ ❸ ❺	**980**′(383′)	**980**′(383′)	**980**′(383′)	**980**′(383′)
		R1600m	**R1600m**	**R1600m**	**R1600m**
	ALS out	R1800m	R1800m	R1800m	R1800m
	IO LOM ❶ ❷	**1260**′(663′)	**1260**′(663′)	**1420**′(823′)	**1420**′(823′)
		C2900m	**C2900m**	**C3600m**	**C3600m**
	ALS out	C3100m	C3100m	C3800m	C3800m
	IO LOM ❶ ❸ ❹	**1260**′(663′)	**1260**′(663′)	**1420**′(823′)	**1420**′(823′)
		C2900m	**C2900m**	**C3600m**	**C3600m**
	ALS out	C3100m	C3100m	C3800m	C3800m
	IO LOM ❸ ❺	**1260**′(663′)	**1260**′(663′)	**1420**′(823′)	**1420**′(823′)
		C3100m	**C3100m**	**C4000m**	**C4000m**
	ALS out	C3300m	C3300m	C4200m	C4200m
	I LMM ❶ ❷	**1260**′(663′)	**1260**′(663′)	**1590**′(993′)	**1590**′(993′)
		C2900m	**C2900m**	**C4300m**	**C4300m**
	ALS out	C3100m	C3100m	C4500m	C4500m
	I LMM ❶ ❸ ❹	**1260**′(663′)	**1260**′(663′)	**1590**′(993′)	**1590**′(993′)
		C2900m	**C2900m**	**C4300m**	**C4300m**
	ALS out	C3100m	C3100m	C4500m	C4500m
	I LMM ❸ ❺	**1260**′(663′)	**1260**′(663′)	**1590**′(993′)	**1590**′(993′)
		C3100m	**C3100m**	**C4700m**	**C4700m**
	ALS out	C3300m	C3300m	C4900m	C4900m

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.
❹ with FMS.
❺ w/o FMS.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

STRAIGHT-IN RWY		A	B	C	D
21	ILS	**752**′(200′) **R1000m**	**752**′(200′) **R1000m**	**752**′(200′) **R1000m**	**752**′(200′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**970**′(418′) **R1500m**	**970**′(418′) **R1500m**	**970**′(418′) **R1700m**	**970**′(418′) **R1700m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❶ ❷	**970**′(418′) **R1500m**	**970**′(418′) **R1500m**	**970**′(418′) **R1700m**	**970**′(418′) **R1700m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❶ ❸ ❹	**1380**′(828′) **C3600m**	**1380**′(828′) **C3600m**	**1380**′(828′) **C3600m**	**1380**′(828′) **C3600m**
	ALS out	C3800m	C3800m	C3800m	C3800m
	2 NDB ❸ ❺	**1380**′(828′) **C3800m**	**1380**′(828′) **C3800m**	**1380**′(828′) **C4000m**	**1380**′(828′) **C4000m**
	ALS out	C4000m	C4000m	C4200m	C4200m
	TI LOM ❶ ❷	**1210**′(658′) **R1500m**	**1210**′(658′) **R1500m**	**1380**′(828′) **C3600m**	**1380**′(828′) **C3600m**
	ALS out	R1500m	R1500m	C3800m	C3800m
	TI LOM ❶ ❸ ❹	**1210**′(658′) **R1500m**	**1210**′(658′) **R1500m**	**1380**′(828′) **C3600m**	**1380**′(828′) **C3600m**
	ALS out	R1500m	R1500m	C3800m	C3800m
	TI LOM ❸ ❺	**1210**′(658′) **C3000m**	**1210**′(658′) **C3000m**	**1380**′(828′) **C4000m**	**1380**′(828′) **C4000m**
	ALS out	C3200m	C3200m	C4200m	C4200m
	T LMM ❶ ❷	**1210**′(658′) **R1500m**	**1210**′(658′) **R1500m**	**1540**′(988′) **C4300m**	**1540**′(988′) **C4300m**
	ALS out	R1500m	R1500m	C4500m	C4500m
	T LMM ❶ ❸ ❹	**1210**′(658′) **R1500m**	**1210**′(658′) **R1500m**	**1540**′(988′) **C4300m**	**1540**′(988′) **C4300m**
	ALS out	R1500m	R1500m	C4500m	C4500m
	T LMM ❸ ❺	**1210**′(658′) **C3000m**	**1210**′(658′) **C3000m**	**1540**′(988′) **C4700m**	**1540**′(988′) **C4700m**
	ALS out	C3200m	C3200m	C4900m	C4900m

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.
❹ with FMS.
❺ 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, B, C	250m	400m	500m
D	300m		

CHANGES: Minimums.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

BRIEFING STRIP

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

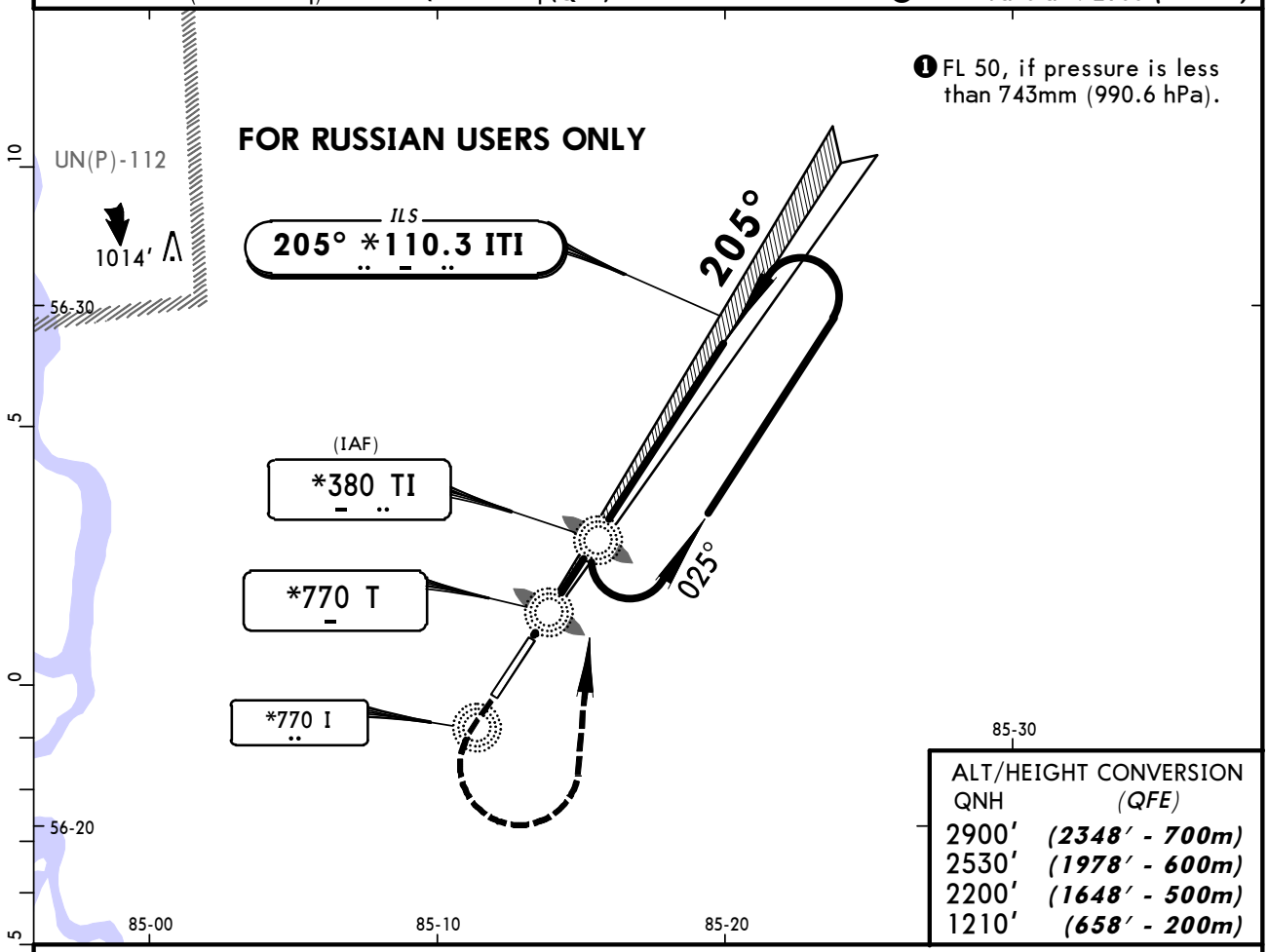
LOC ITI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 598'
*110.3	205°	1306'(754')	752'(200')	RWY 552'

MISSED APCH: Climb to 1210' (658'), then turn LEFT to TI NDB climbing to 2200' (1648'), then according to chart turn RIGHT to final, or to holding as directed.

2500'
MSA
TI NDB

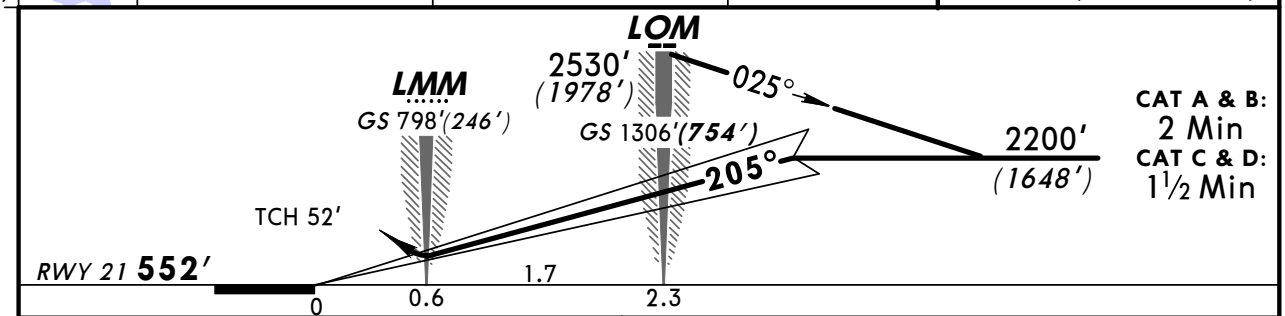
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2900'(**2348'**)

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900'	(2348' - 700m)
2530'	(1978' - 600m)
2200'	(1648' - 500m)
1210'	(658' - 200m)



CAT A & B: 2 Min
CAT C & D: 1½ Min

Gnd speed-Kts	70	90	100	120	140	160
GS 2.92°	362	465	517	620	723	826

ALS PAPI PAPI | 1210' (658') | TI 380 LT | 2200' (1648')

STRAIGHT-IN LANDING RWY 21

ILS DA(H) 752'(200') FULL	ILS DA(H) 752'(200') ALS out	LOC (GS out)
1200m	1200m	NOT AUTHORIZED

PANS OPS

A	1200m	NOT AUTHORIZED	
B	1200m	NOT AUTHORIZED	
C	1200m	NOT AUTHORIZED	
D	1200m	NOT AUTHORIZED	

CHANGES: Minimums.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

BRIEFING STRIP

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

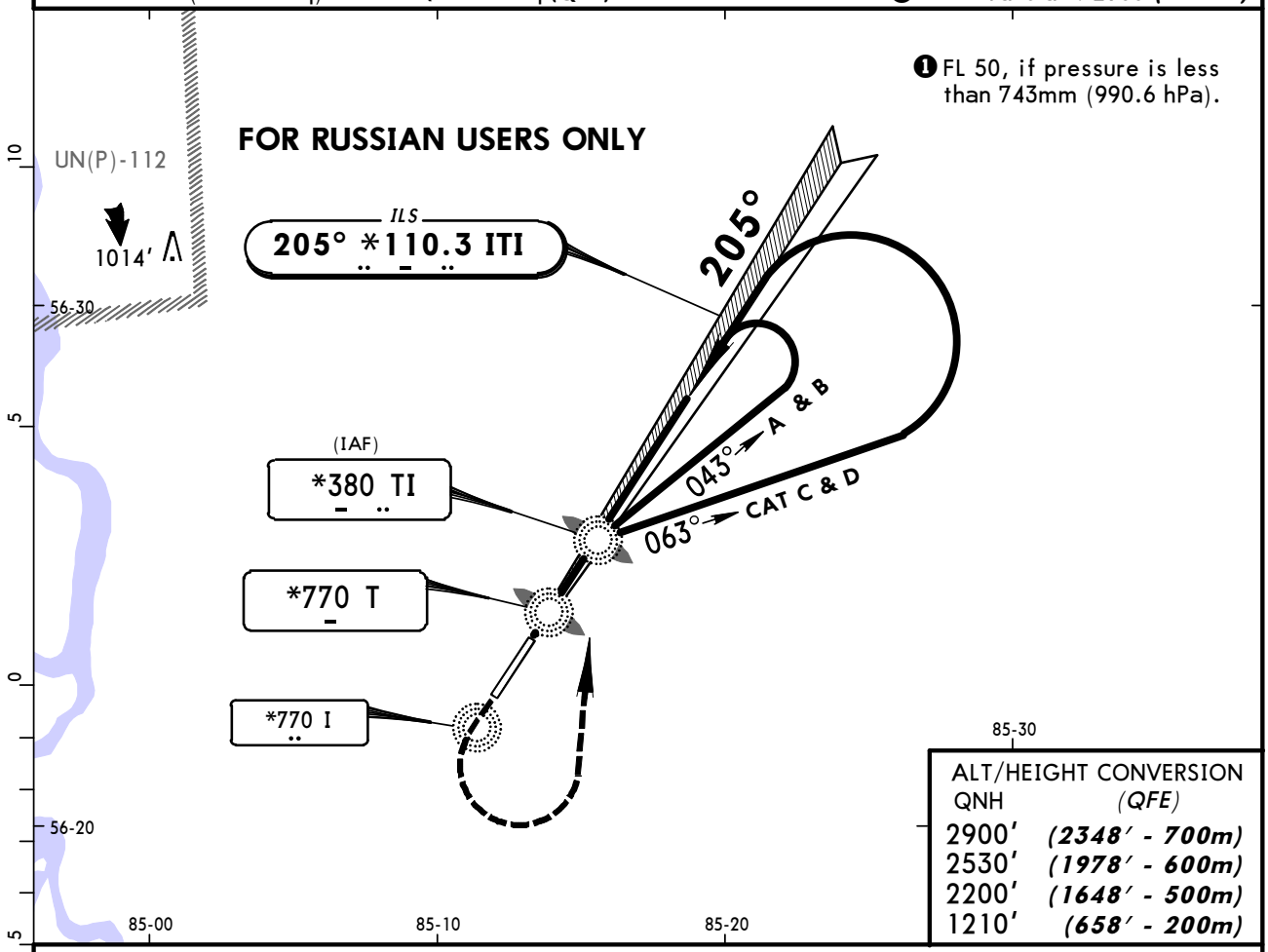
LOC ITI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 598'
*110.3	205°	1306' (754')	752' (200')	RWY 552'

MISSED APCH: Climb to 1210' (658'), then turn LEFT to TI NDB climbing to 2200' (1648'), then according to chart turn RIGHT to final, or to holding as directed.

2500'
MSA
TI NDB

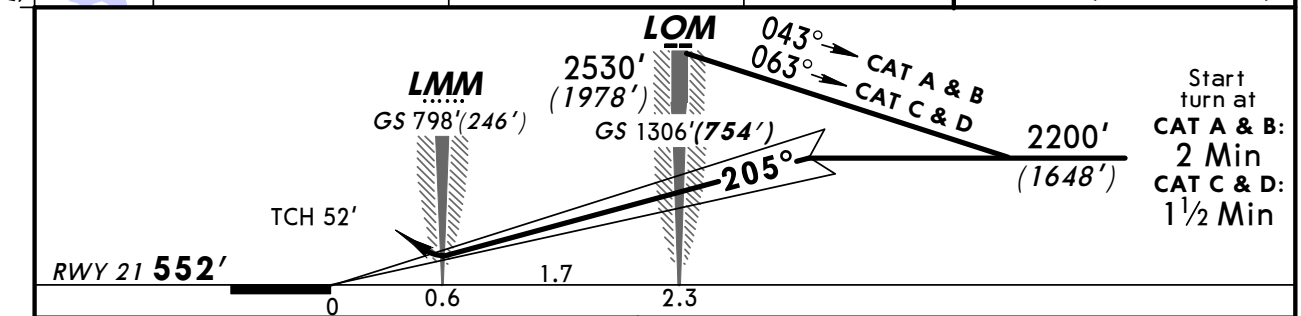
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2900' (2348')

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900'	(2348' - 700m)
2530'	(1978' - 600m)
2200'	(1648' - 500m)
1210'	(658' - 200m)



Start turn at
CAT A & B: 2 Min
CAT C & D: 1½ Min

Gnd speed-Kts	70	90	100	120	140	160
GS 2.92°	362	465	517	620	723	826

ALS PAPI PAPI | 1210' (658') | TI 380 LT | 2200' (1648')

STRAIGHT-IN LANDING RWY 21

ILS	LOC (GS out)
DA(H) 752' (200')	
FULL / ALS out	

PANS OPS

A	1200m	NOT AUTHORIZED
B		
C		
D		

CHANGES: Minimums.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

LOC ITI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 598'
*110.3	205°	1306' (754')	752' (200')	RWY 552'

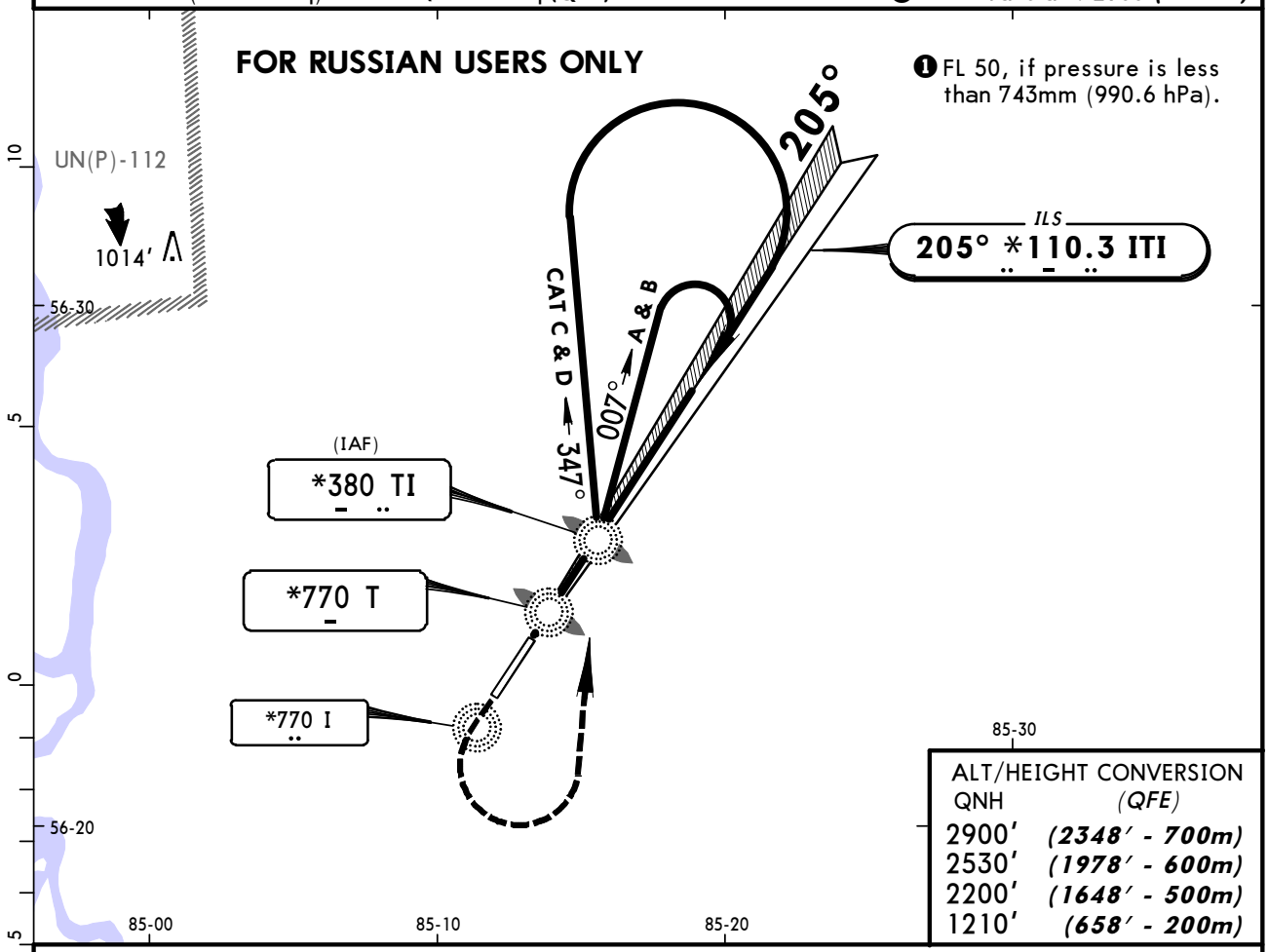
MISSED APCH: Climb to 1210' (658'), then turn LEFT to TI NDB climbing to 2200' (1648'), then according to chart, or to holding as directed.

2500'
MSA
TI NDB

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

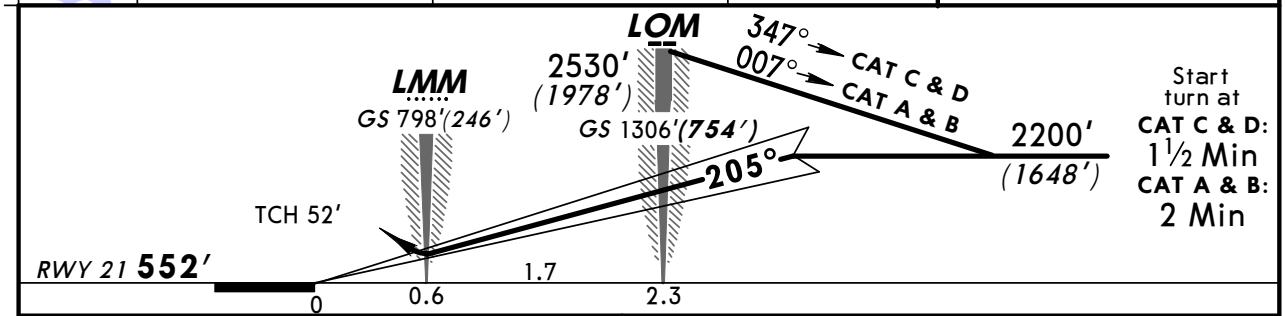
FOR RUSSIAN USERS ONLY

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900'	(2348' - 700m)
2530'	(1978' - 600m)
2200'	(1648' - 500m)
1210'	(658' - 200m)



Start turn at
CAT C & D: 1½ Min
CAT A & B: 2 Min

Gnd speed-Kts	70	90	100	120	140	160
GS 2.92°	362	465	517	620	723	826

ALS PAPI PAPI | 1210' (658') | TI 380 LT | 2200' (1648')

STRAIGHT-IN LANDING RWY **21**

ILS DA(H) 752' (200') FULL	ILS DA(H) 752' (200') ALS out	LOC (GS out)
1200m	1200m	NOT AUTHORIZED

PANS OPS: A, B, C, D

CHANGES: Minimums.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

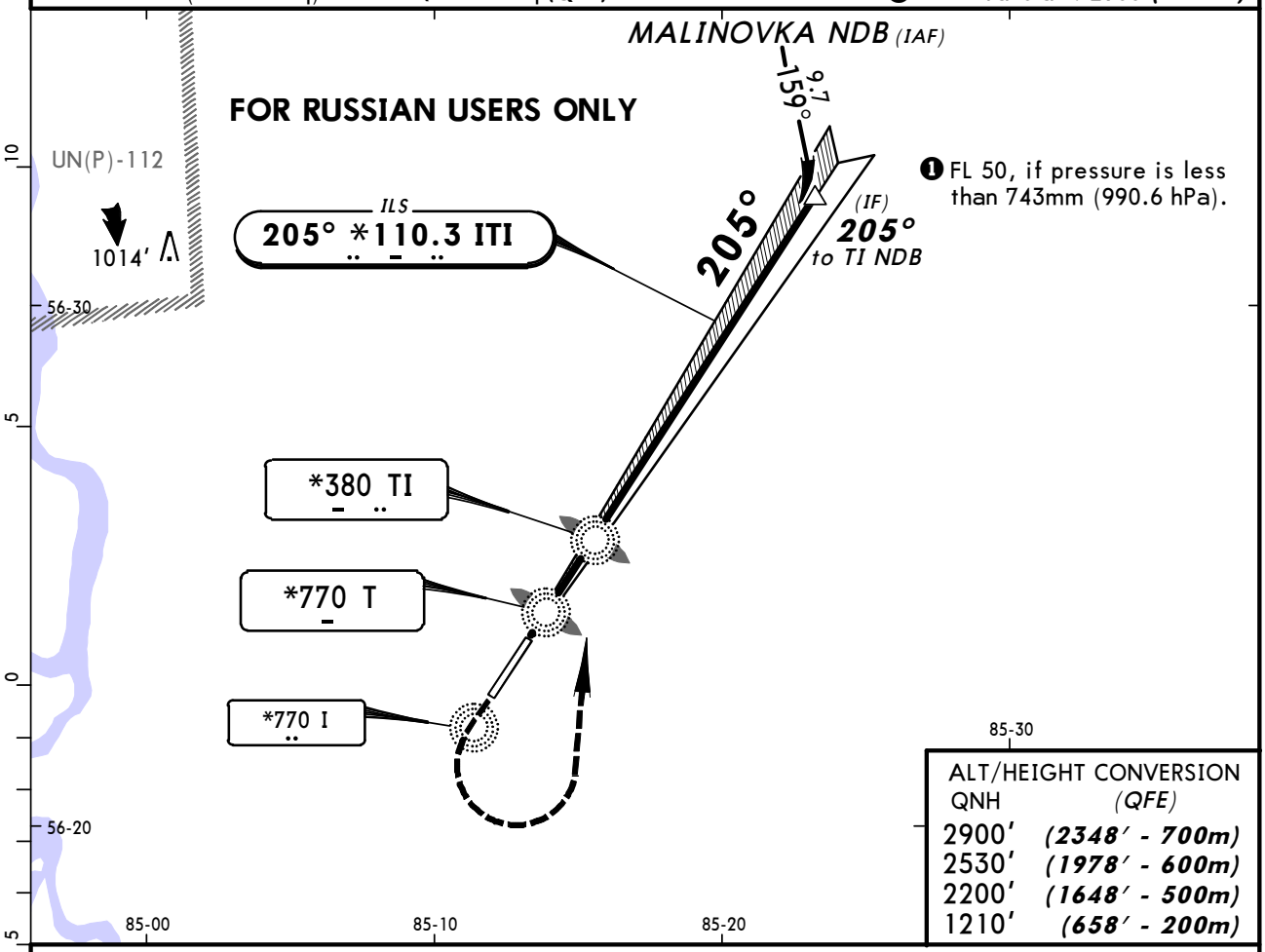
*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

LOC ITI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 598'
*110.3	205°	1306' (754')	752' (200')	RWY 552'

MISSED APCH: Climb to 1210' (658'), then turn LEFT to TI NDB climbing to 2200' (1648'), then according to chart turn RIGHT to final, or to holding as directed.

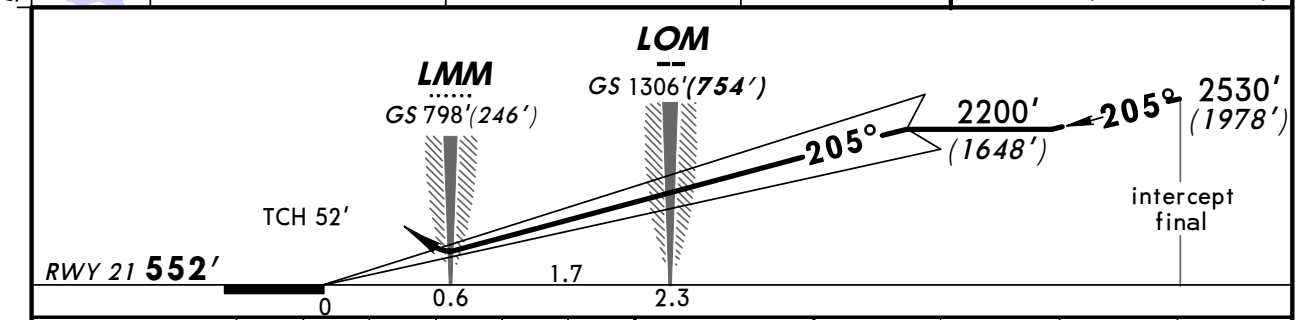
2500'
MSA
TI NDB

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900'	(2348' - 700m)
2530'	(1978' - 600m)
2200'	(1648' - 500m)
1210'	(658' - 200m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.92°	362	465	517	620	723	826

ALS PAPI PAPI | 1210' (658') | TI 380 LT | 2200' (1648')

STRAIGHT-IN LANDING RWY 21

ILS DA(H) 752' (200') FULL	ILS DA(H) 752' (200') ALS out	LOC (GS out)
1200m	1200m	NOT AUTHORIZED

PANS OPS: A, B, C, D

CHANGES: Minimums.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

RNAV	Final Apch Crs	Minimum Alt TTØØ5	MDA(H)	Apt Elev 598′
	025°	1910′ (1313′)	1030′ (433′)	RWY 597′

MISSED APCH: Climb STRAIGHT AHEAD to TTØØ6, then turn RIGHT to TTØØ3 climbing to 2570′ (1973′), then according to chart or as directed.

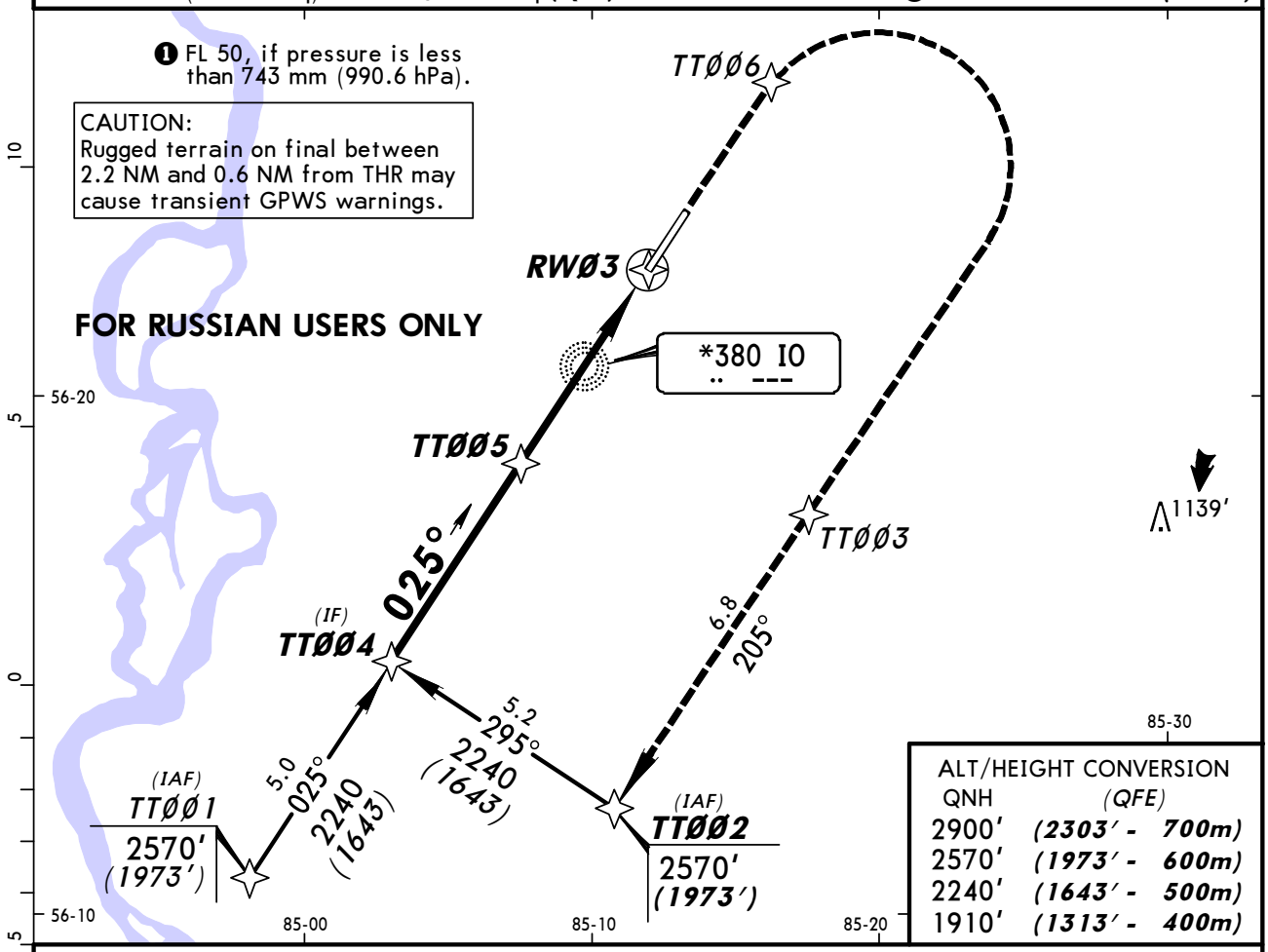
2500′
MSA
IO NDB

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40❶ Trans alt: 2900′ (2303′)

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

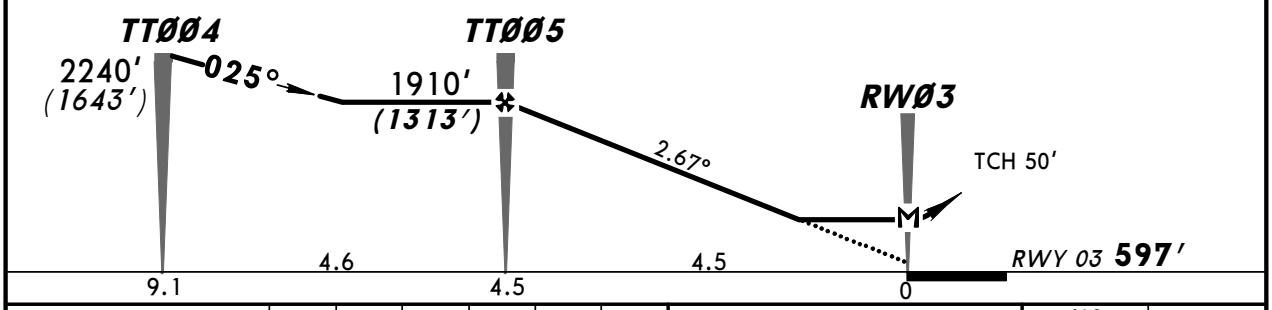
CAUTION:
Rugged terrain on final between 2.2 NM and 0.6 NM from THR may cause transient GPWS warnings.

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2303′ - 700m)
2570′	(1973′ - 600m)
2240′	(1643′ - 500m)
1910′	(1313′ - 400m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
MAP at RWØ3							

ALS
PAPI PAPI

TTØØ6

STRAIGHT-IN LANDING RWY **03**

MDA(H) 1030′ (433′)

ALS out

PANS OPS

A	1600m
B	
C	2000m
D	2400m

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

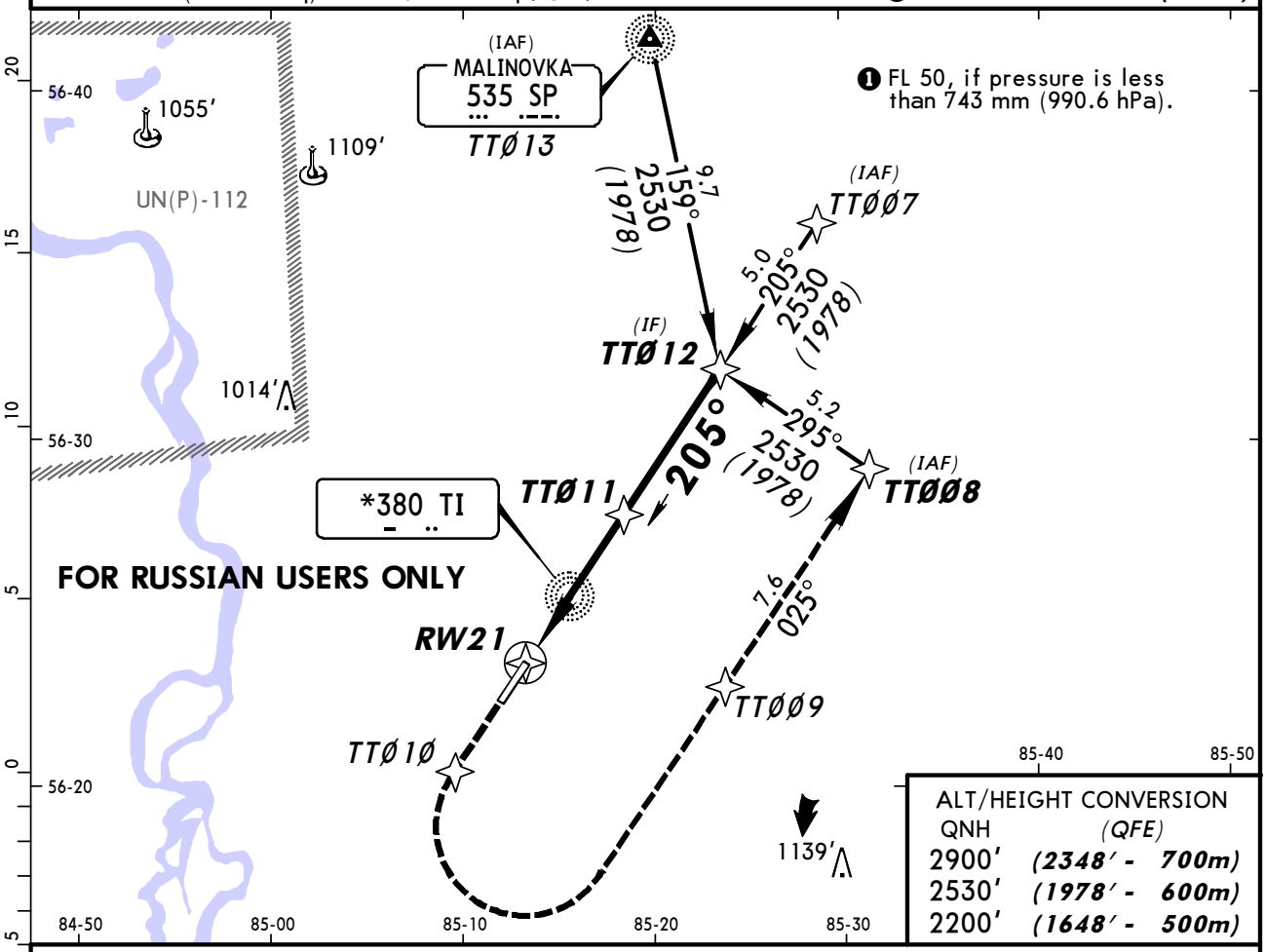
*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

RNAV	Final Apch Crs	Minimum Alt TTØ11	MDA(H)	Apt Elev 598′
	205°	2200′ (1648′)	970′ (418′)	RWY 552′

MISSED APCH: Climb STRAIGHT AHEAD to TTØ1Ø, then turn LEFT to TTØØ9 climbing to 2530′ (1978′), then according to chart or as directed.

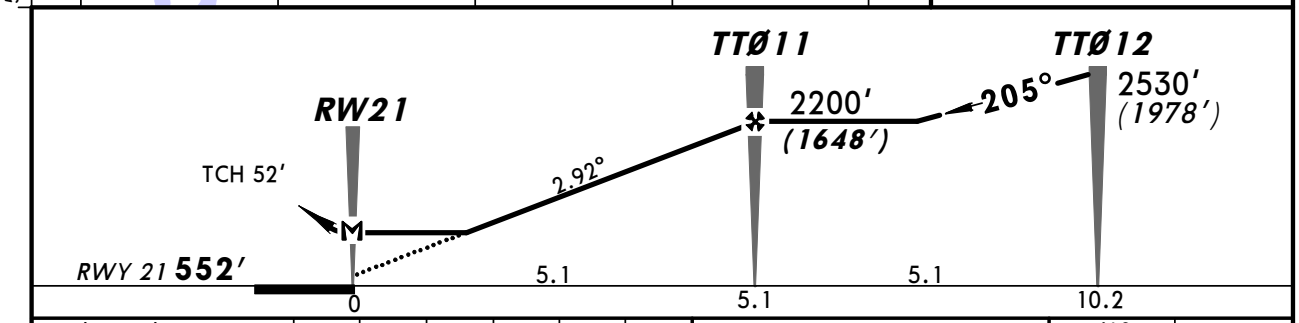
2500′
MSA
TI NDB

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 ❶ | Trans alt: 2900′ (2348′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2348′ - 700m)
2530′	(1978′ - 600m)
2200′	(1648′ - 500m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.92°	362	465	517	620	723	826
MAP at RW21						

ALS
PAPI PAPI
TTØ1Ø

STRAIGHT-IN LANDING RWY 21

MDA(H) 970′ (418′)

ALS out

PANS OPS

A	1600m
B	
C	2000m
D	

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 598'
IO *380	025°	5.1 NM RDP 1910' (1313')	Refer to Minimums	RWY 597'

2500'
MSA IO NDB

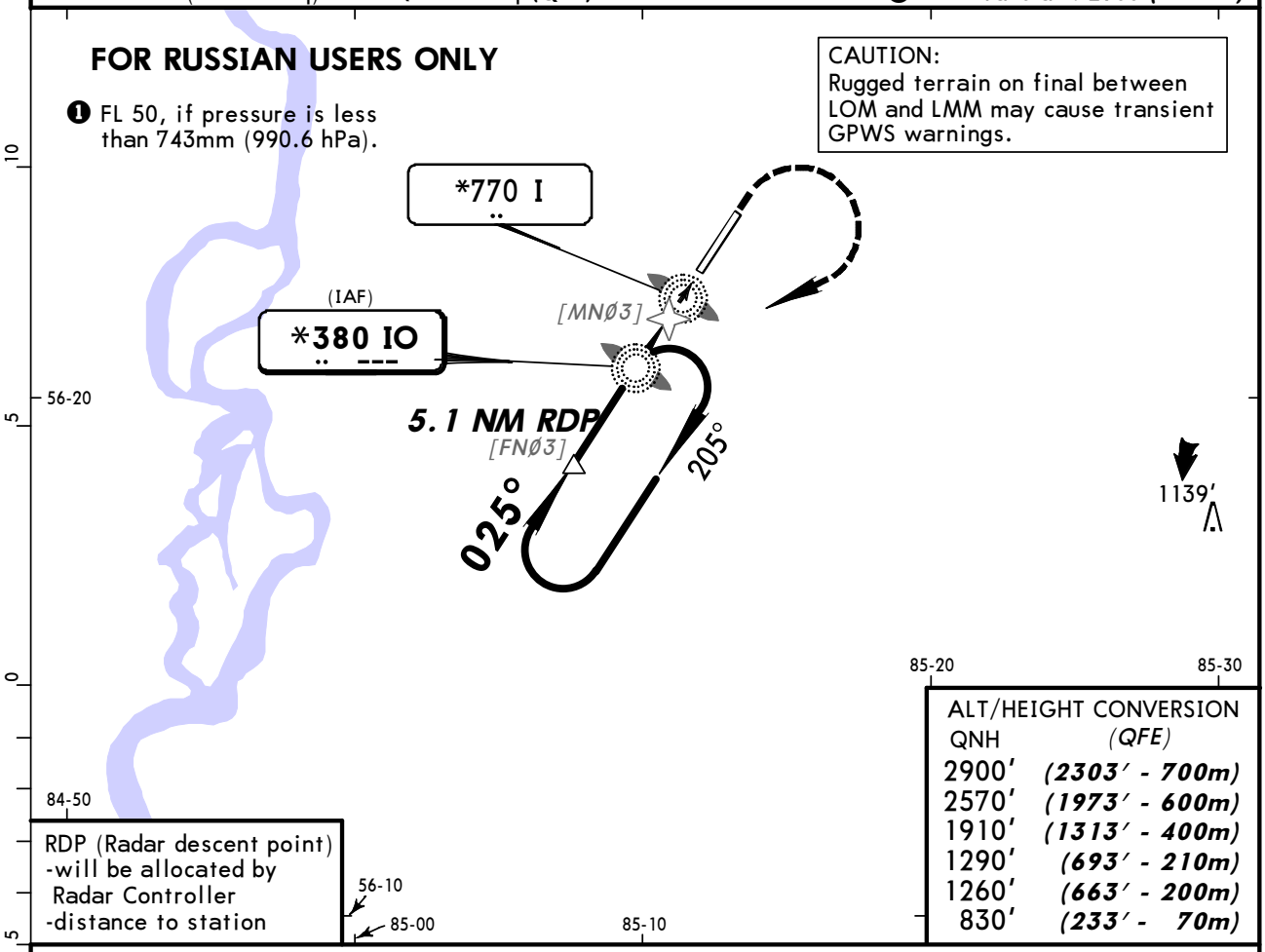
MISSED APCH: Climb to 1260' (663'), then turn RIGHT to IO NDB climbing to 1910' (1313'), then according to chart turn LEFT to final, or to holding as directed.

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

FOR RUSSIAN USERS ONLY

❶ 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.

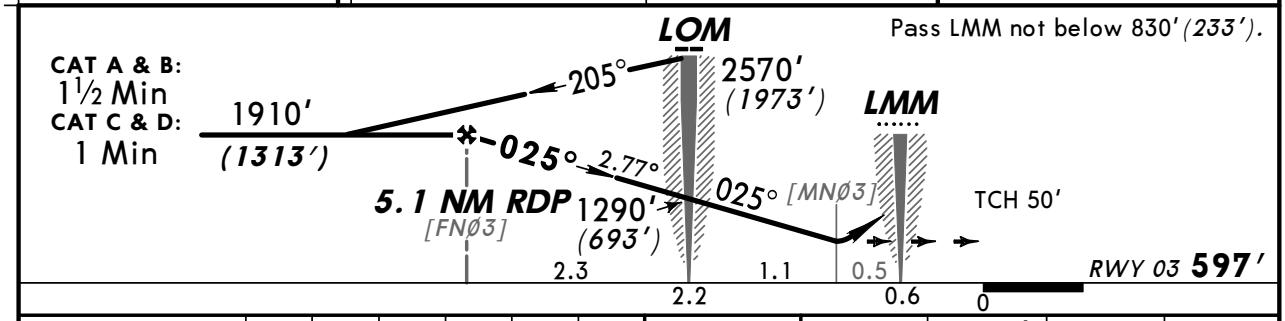


ALT/HEIGHT CONVERSION

QNH	(QFE)
2900'	(2303' - 700m)
2570'	(1973' - 600m)
1910'	(1313' - 400m)
1290'	(693' - 210m)
1260'	(663' - 200m)
830'	(233' - 70m)

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

Pass LMM not below 830' (233').



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.77°	343	441	490	588	686	784

ALS PAPI PAPI | 1260' (663') | IO 380 RT | 1910' (1313')

STRAIGHT-IN LANDING RWY 03

2 NDB	IO LOM	I LMM
MDA(H) 980' (383')	MDA(H) AB:1260' (663') CD:1420' (823')	MDA(H) AB:1260' (663') CD:1590' (993')
ALS out	ALS out	ALS out

PANS OPS

	2 NDB	IO LOM	I LMM
A	2100m	3200m	3200m
B			
C		4000m	4800m
D		4400m	

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

NDB	Final Apch Crs	Minimum Alt 5.1 NM RDP	MDA(H) Refer to Minimums	Apt Elev 598′
IO *380	025°	1910′ (1313′)		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.

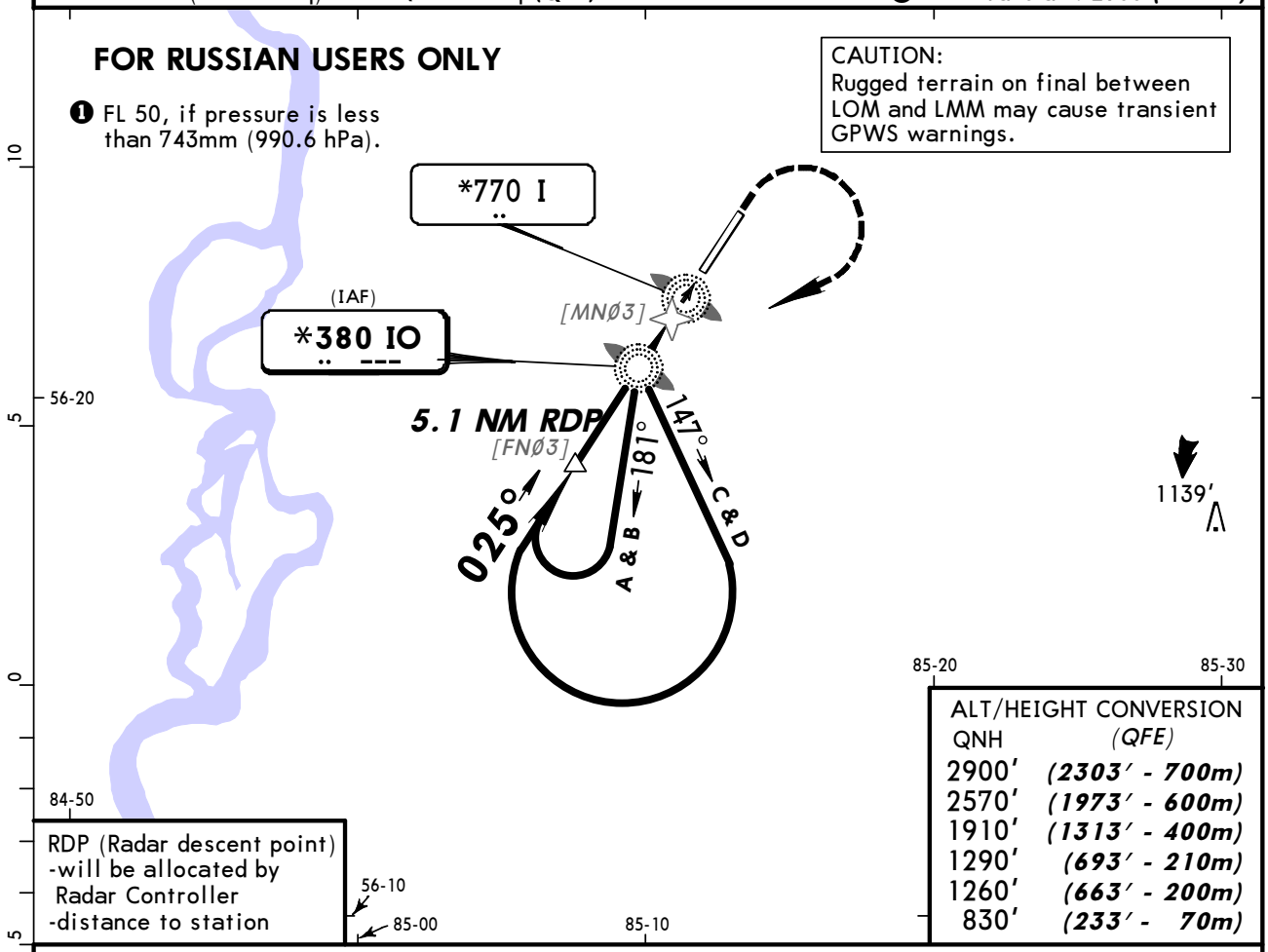
2500′ MSA IO NDB

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2900′(**2303′**)

FOR RUSSIAN USERS ONLY

❶ 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.

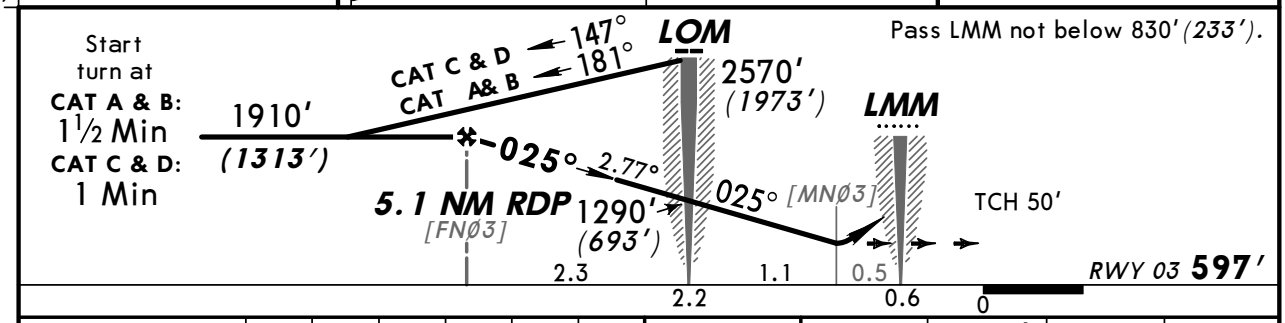


ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2303′ - 700m)
2570′	(1973′ - 600m)
1910′	(1313′ - 400m)
1290′	(693′ - 210m)
1260′	(663′ - 200m)
830′	(233′ - 70m)

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

Pass LMM not below 830′(233′).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.77°	343	441	490	588	686	784

ALS PAPI PAPI | 1260′ (663′) | IO 380 RT | 1910′ (1313′)

STRAIGHT-IN LANDING RWY 03

2 NDB	IO LOM	I LMM
MDA(H) 980′(383′)	MDA(H) AB:1260′(663′) CD:1420′(823′)	MDA(H) AB:1260′(663′) CD:1590′(993′)
ALS out	ALS out	ALS out

PANS OPS

	2 NDB	IO LOM	I LMM
A	2100m	3200m	3200m
B			
C		4000m	4800m
D		4400m	

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 598'
IO *380	025°	5.1 NM RDP 1910' (1313')	Refer to Minimums	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.

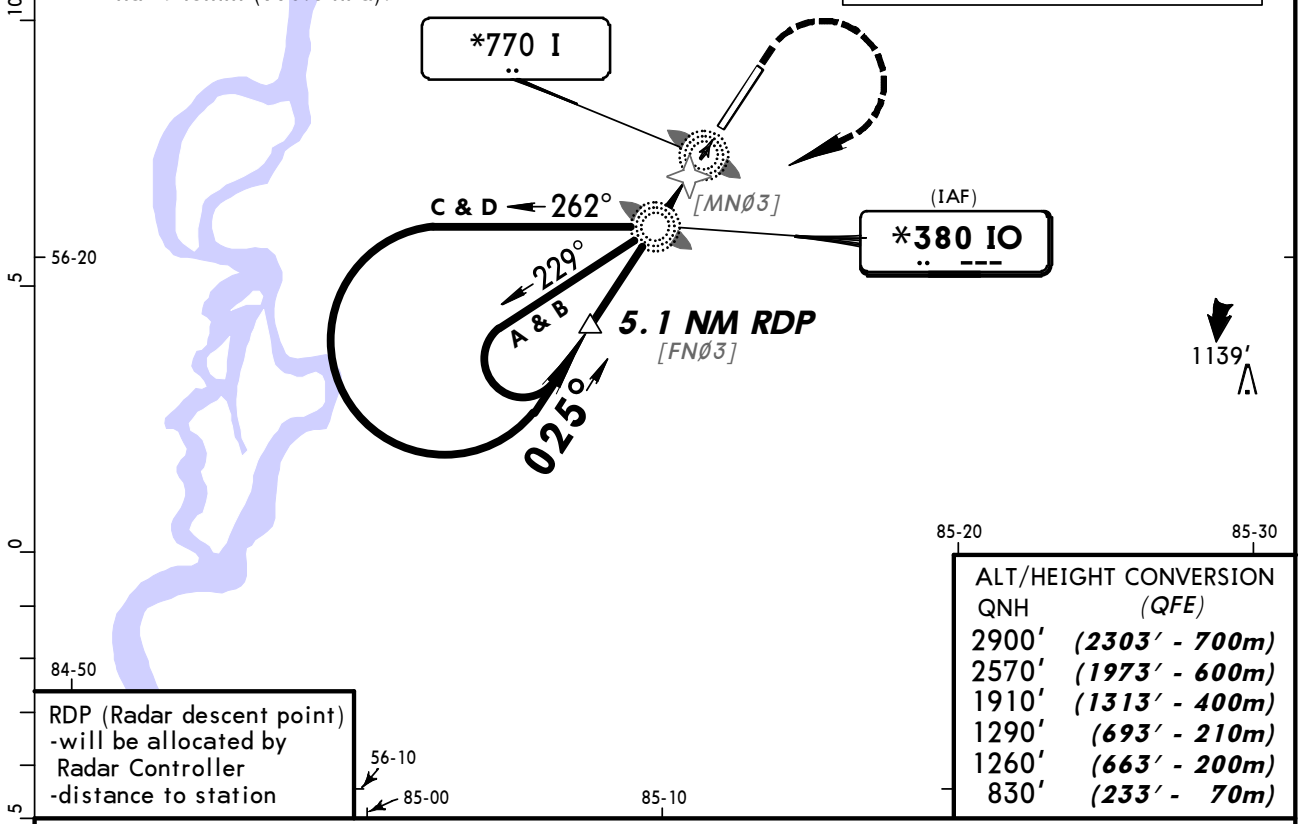
2500'
MSA IO NDB

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

FOR RUSSIAN USERS ONLY

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

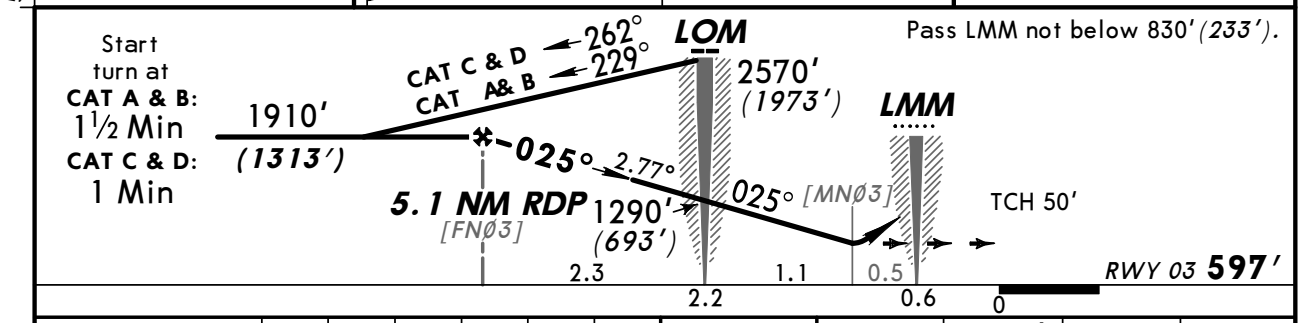
CAUTION:
Rugged terrain on final between LOM and LMM may cause transient GPWS warnings.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2303' - 700m)
2570'	(1973' - 600m)
1910'	(1313' - 400m)
1290'	(693' - 210m)
1260'	(663' - 200m)
830'	(233' - 70m)

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

Pass LMM not below 830' (233').



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.77°	343	441	490	588	686	784

ALS PAPI PAPI | 1260' (663') | IO 380 RT | 1910' (1313')

STRAIGHT-IN LANDING RWY 03

2 NDB	IO LOM	I LMM
MDA(H) 980' (383')	MDA(H) AB:1260' (663') CD:1420' (823')	MDA(H) AB:1260' (663') CD:1590' (993')
ALS out	ALS out	ALS out

PANS OPS

A	2100m	3200m	3200m
B			
C		4000m	4800m
D		4400m	

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 598′
TI *380	205°	5.8 NM RDP 2200′ (1648′)	Refer to Minimums	RWY 552′

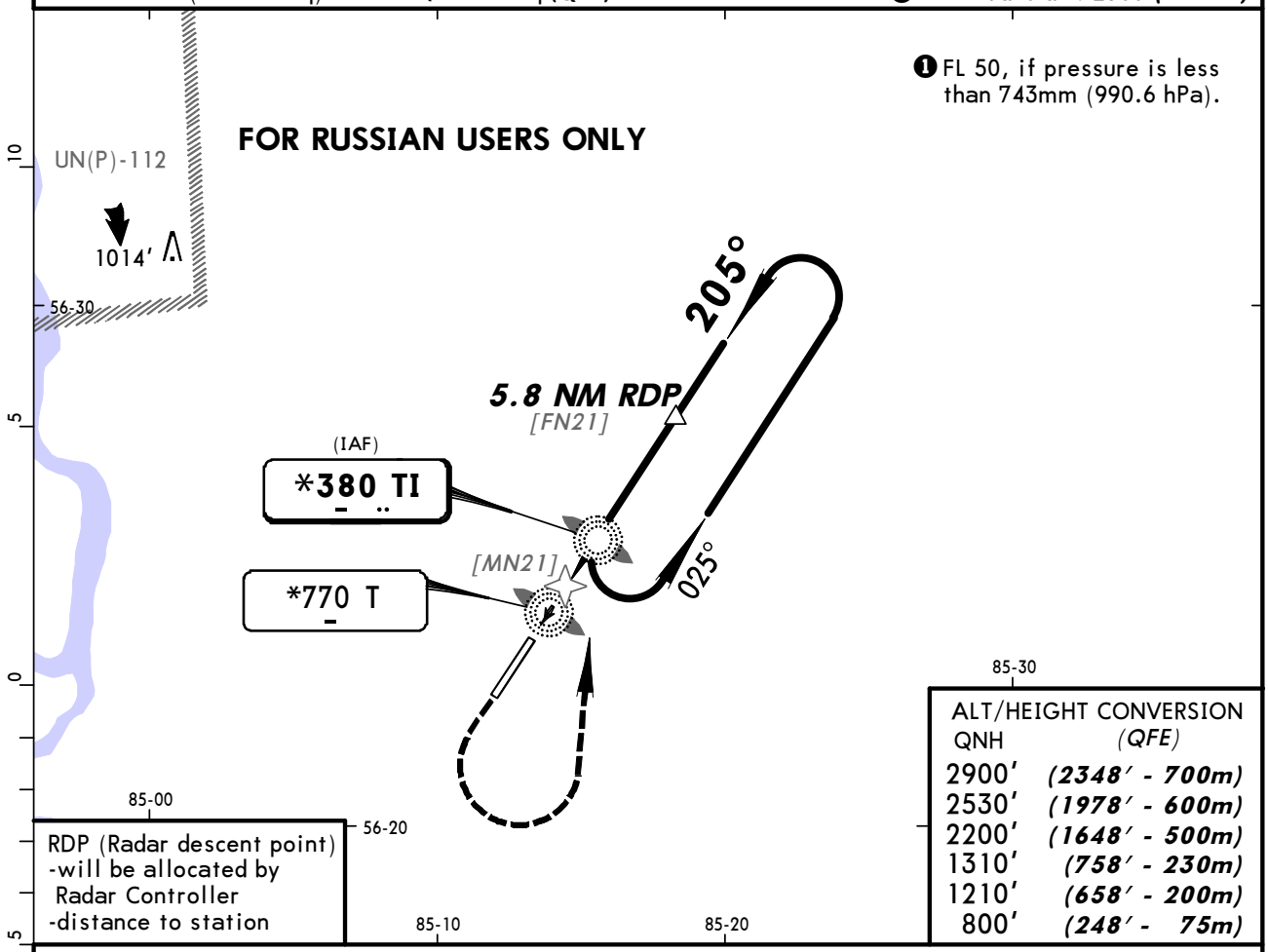
MISSED APCH: Climb to 1210′ (658′), then turn LEFT to TI NDB climbing to 2200′ (1648′), then according to chart turn RIGHT to final, or to holding as directed.

2500′
MSA
TI NDB

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

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

FOR RUSSIAN USERS ONLY

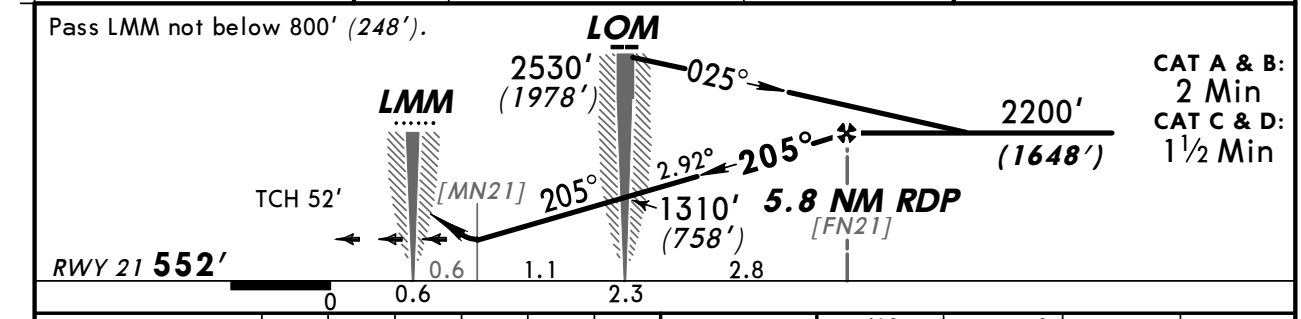


RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2348′ - 700m)
2530′	(1978′ - 600m)
2200′	(1648′ - 500m)
1310′	(758′ - 230m)
1210′	(658′ - 200m)
800′	(248′ - 75m)

Pass LMM not below 800′ (248′).



CAT A & B: 2 Min
CAT C & D: 1½ Min

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.92°	362	465	517	620	723	826

ALS PAPI PAPI | 1210′ (658′) | TI 380 LT | 2200′ (1648′)

STRAIGHT-IN LANDING RWY 21

	2 NDB With FAF	2 NDB W/o FAF	TI LOM	T LMM
MDA(H)	970′ (418′)	1380′ (828′)	AB: 1210′ (658′) CD: 1380′ (828′)	AB: 1210′ (658′) CD: 1540′ (988′)
	ALS out	ALS out	ALS out	ALS out
A	2200m	3200m	3200m	3200m
B				
C		4000m	4000m	4800m
D		4400m	4400m	

PANS OPS

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

NDB TI	Final Apch Crs	Minimum Alt 5.8 NM RDP	MDA(H) Refer to Minimums	Apt Elev 598′
*380	205°	2200′ (1648′)		RWY 552′

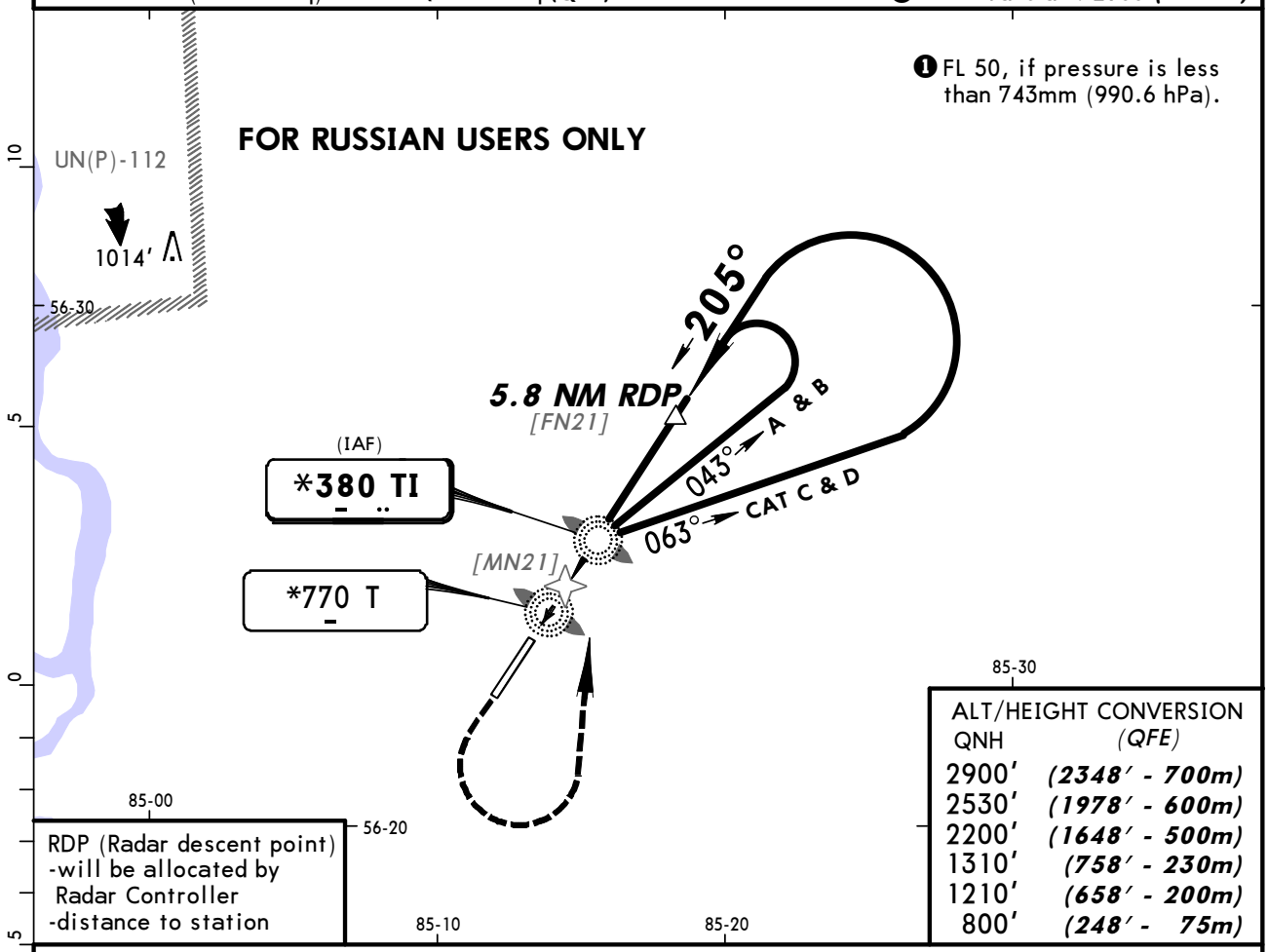
MISSED APCH: Climb to 1210′ (658′), then turn LEFT to TI NDB climbing to 2200′ (1648′), then according to chart turn RIGHT to final, or to holding as directed.

2500′
MSA
TI NDB

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

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

FOR RUSSIAN USERS ONLY

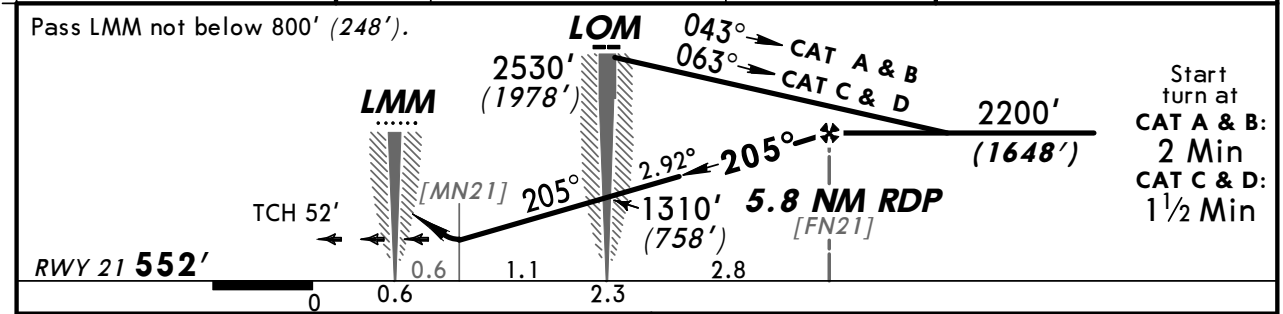


RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2348′ - 700m)
2530′	(1978′ - 600m)
2200′	(1648′ - 500m)
1310′	(758′ - 230m)
1210′	(658′ - 200m)
800′	(248′ - 75m)

Pass LMM not below 800′ (248′).



Start turn at
CAT A & B: 2 Min
CAT C & D: 1½ Min

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.92°	362	465	517	620	723	826

ALS PAPI PAPI | 1210′ (658′) | TI 380 LT | 2200′ (1648′)

STRAIGHT-IN LANDING RWY 21

	2 NDB With FAF MDA(H) 970′(418′)	2 NDB W/o FAF MDA(H) 1380′(828′)	TI LOM MDA(H) AB:1210′(658′) CD:1380′(828′)	T LMM MDA(H) AB:1210′(658′) CD:1540′(988′)
	ALS out	ALS out	ALS out	ALS out
A	2200m	3200m	3200m	3200m
B				
C		4000m	4000m	4800m
D		4400m	4400m	

PANS OPS

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 598′
TI *380	205°	5.8 NM RDP 2200′ (1648′)	Refer to Minimums	RWY 552′

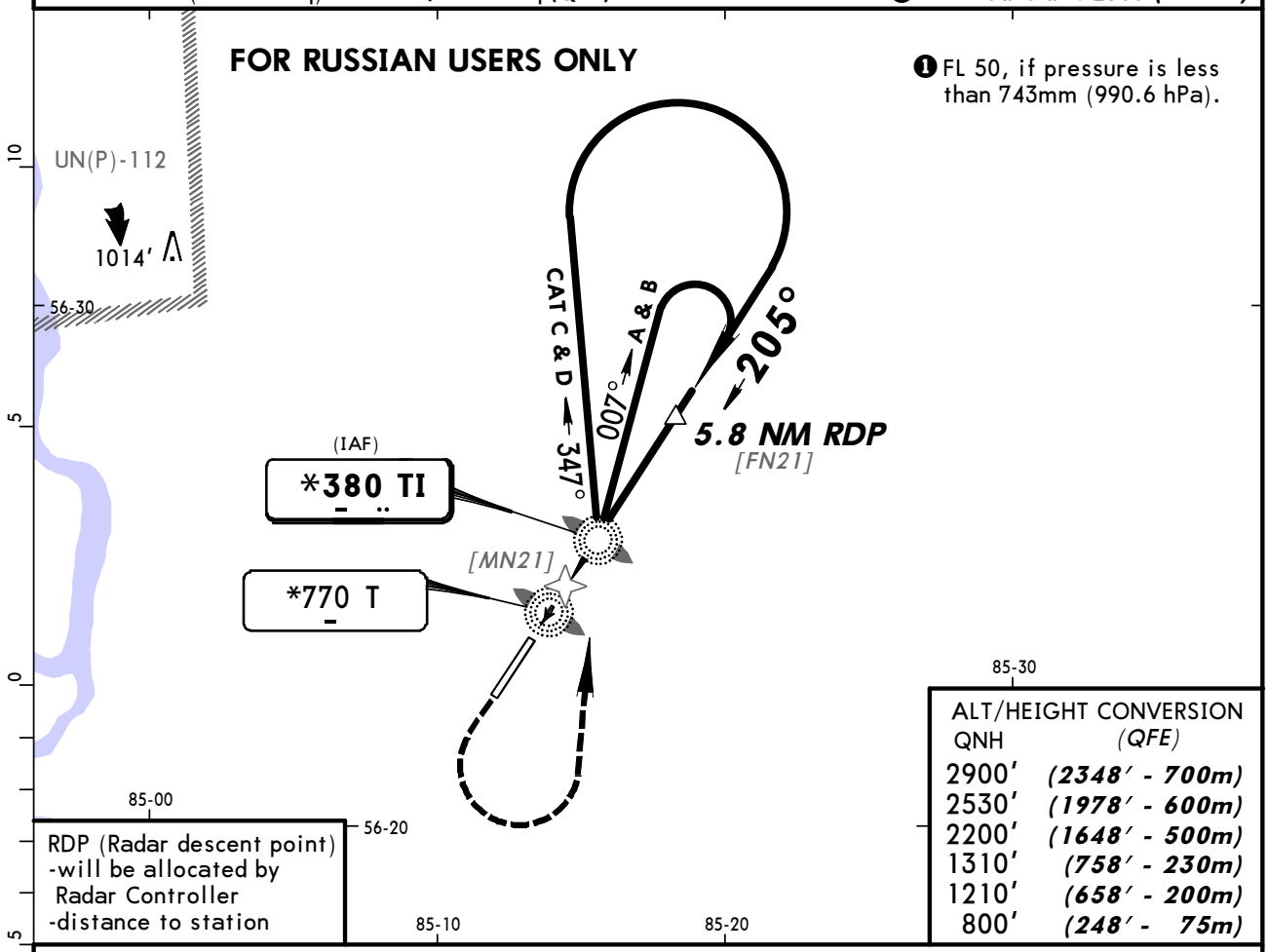
MISSED APCH: Climb to 1210′ (658′), then turn LEFT to TI NDB climbing to 2200′ (1648′), then according to chart, or to holding as directed.

2500′
MSA
TI NDB

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

FOR RUSSIAN USERS ONLY

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

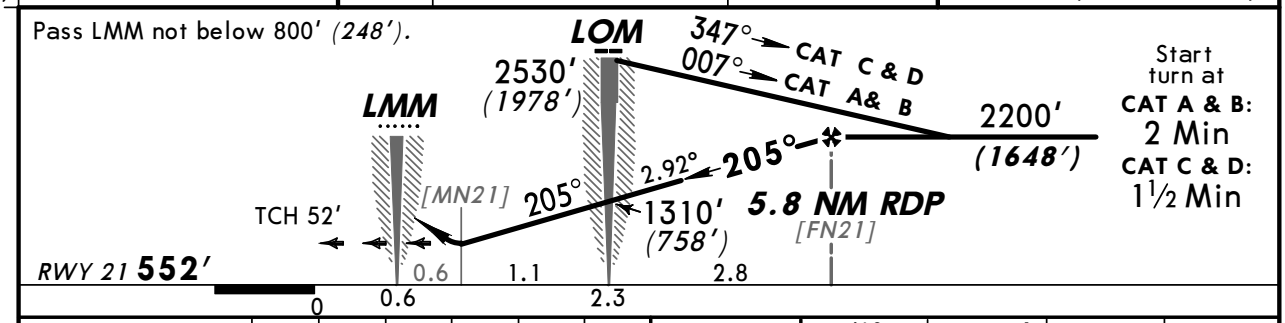


RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2348′ - 700m)
2530′	(1978′ - 600m)
2200′	(1648′ - 500m)
1310′	(758′ - 230m)
1210′	(658′ - 200m)
800′	(248′ - 75m)

Pass LMM not below 800′ (248′).



Start turn at
CAT A & B: 2 Min
CAT C & D: 1½ Min

Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.92°	362	465	517	620	723	826

ALS PAPI PAPI | 1210′ (658′) | TI 380 LT | 2200′ (1648′)

STRAIGHT-IN LANDING RWY 21

	2 NDB With FAF MDA(H) 970′(418′)	2 NDB W/o FAF MDA(H) 1380′(828′)	TI LOM MDA(H) AB:1210′(658′) CD:1380′(828′)	T LMM MDA(H) AB:1210′(658′) CD:1540′(988′)
	ALS out	ALS out	ALS out	ALS out
A	2200m	3200m	3200m	3200m
B				
C		4000m	4000m	4800m
D		4400m	4400m	

PANS OPS

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

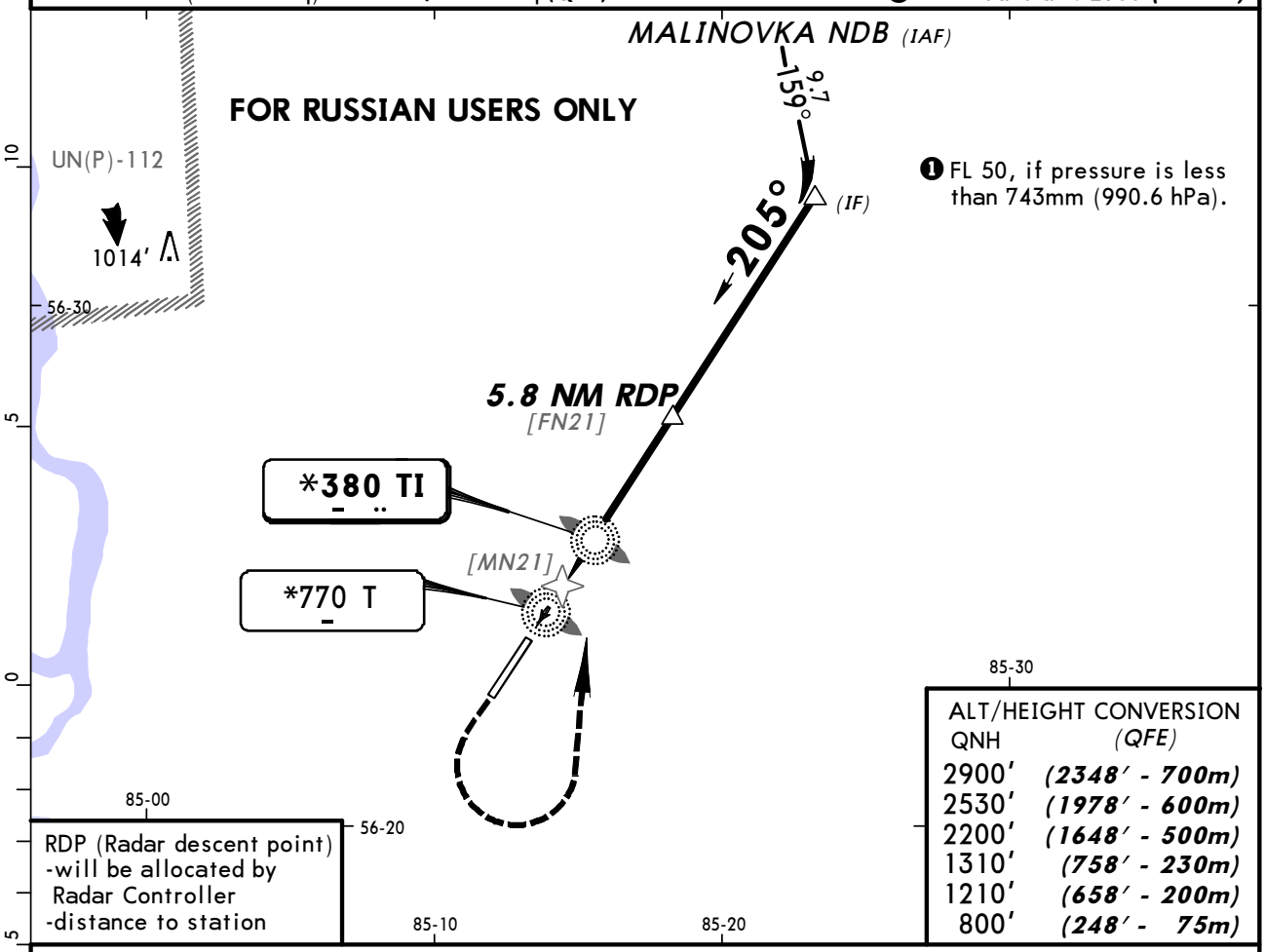
*ATIS Russian only	*MAYATNIK Radar Russian only	
127.8	119.3	124.0X

NDB TI	Final Apch Crs	Minimum Alt 5.8 NM RDP	MDA(H) Refer to Minimums	Apt Elev 598′
*380	205°	2200′ (1648′)		RWY 552′

MISSED APCH: Climb to 1210′ (658′), then turn LEFT to TI NDB climbing to 2200′ (1648′), then according to chart turn RIGHT to final, or to holding as directed.

2500′
MSA
TI NDB

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2900′ (2348′)



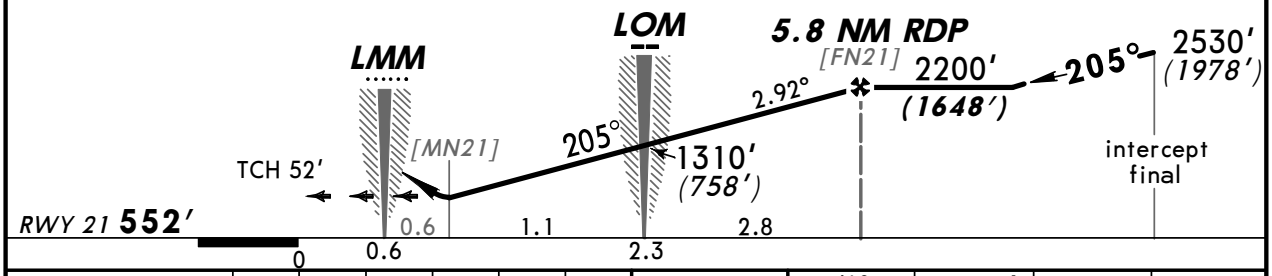
❶ FL 50, if pressure is less than 743mm (990.6 hPa).

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2348′ - 700m)
2530′	(1978′ - 600m)
2200′	(1648′ - 500m)
1310′	(758′ - 230m)
1210′	(658′ - 200m)
800′	(248′ - 75m)

Pass LMM not below 800′ (248′).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.92°	362	465	517	620	723	826

ALS
PAPI PAPI
1210′ (658′)
TI 380 LT
2200′ (1648′)

STRAIGHT-IN LANDING RWY 21

	2 NDB With FAF MDA(H) 970′(418′)	2 NDB W/o FAF MDA(H) 1380′(828′)	TI LOM MDA(H) AB:1210′(658′) CD:1380′(828′)	T LMM MDA(H) AB:1210′(658′) CD:1540′(988′)
	ALS out	ALS out	ALS out	ALS out
PANS OPS A	2200m	3200m	3200m	3200m
PANS OPS B				
PANS OPS C		4000m	4000m	4800m
PANS OPS D		4400m	4400m	

CHANGES: New procedure.

© JEPPESEN, 2012. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

JEPPESE
JeppView for Windo

Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TOMSK, (BOGASHEVO - UNTT)

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UNTT

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

C/s of MAYATNIK Approach changed to TOMSK Approach,
MAYATNIK Radar changed to TOMSK Radar.