

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNTT

Terminal Charts For UNTT

Revision Letter For Cycle 01-2014

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: Restricted
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0251 Z
Sunset: 0958 Z,

Runway Information

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

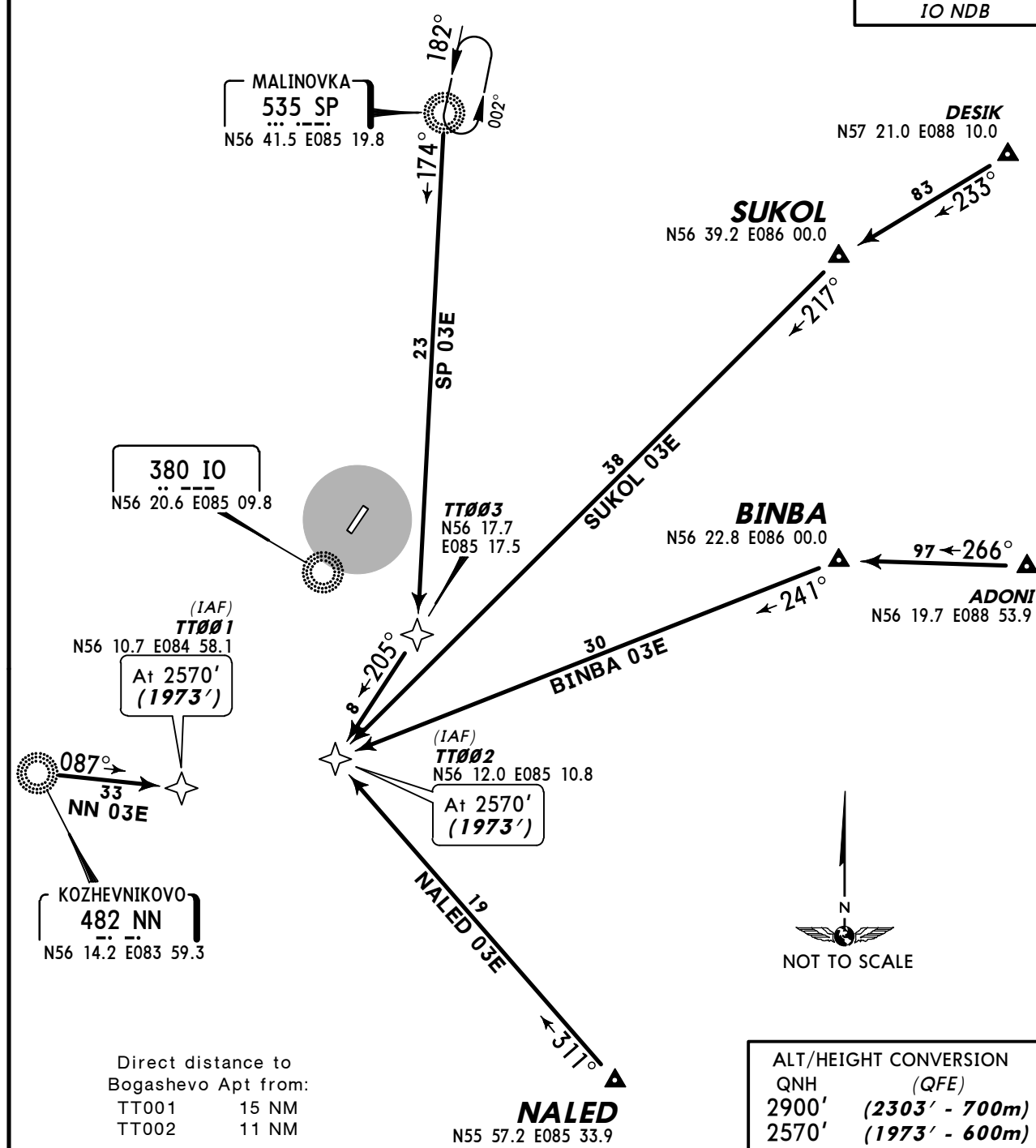
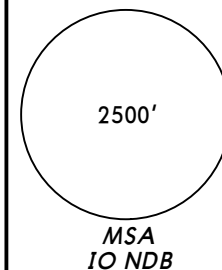
Runway: 21
Length x Width: 8202 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 551 ft
Lighting: Edge, ALS

Communication Information

ATIS 127.8
Tomsk Krug Tower 127.3 Non-English
Tomsk Ground Ground Control 118.8 Non-English
Tomsk Transit Operations 131.875

ATIS 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: 2900' (2303')
TOMSK Krug 127.3		1. Altitudes at airway exit points by ATC. 2. Clearance for GNSS approach shall be requested from TOMSK Krug when 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)
GLONASS OR GPS REQUIRED



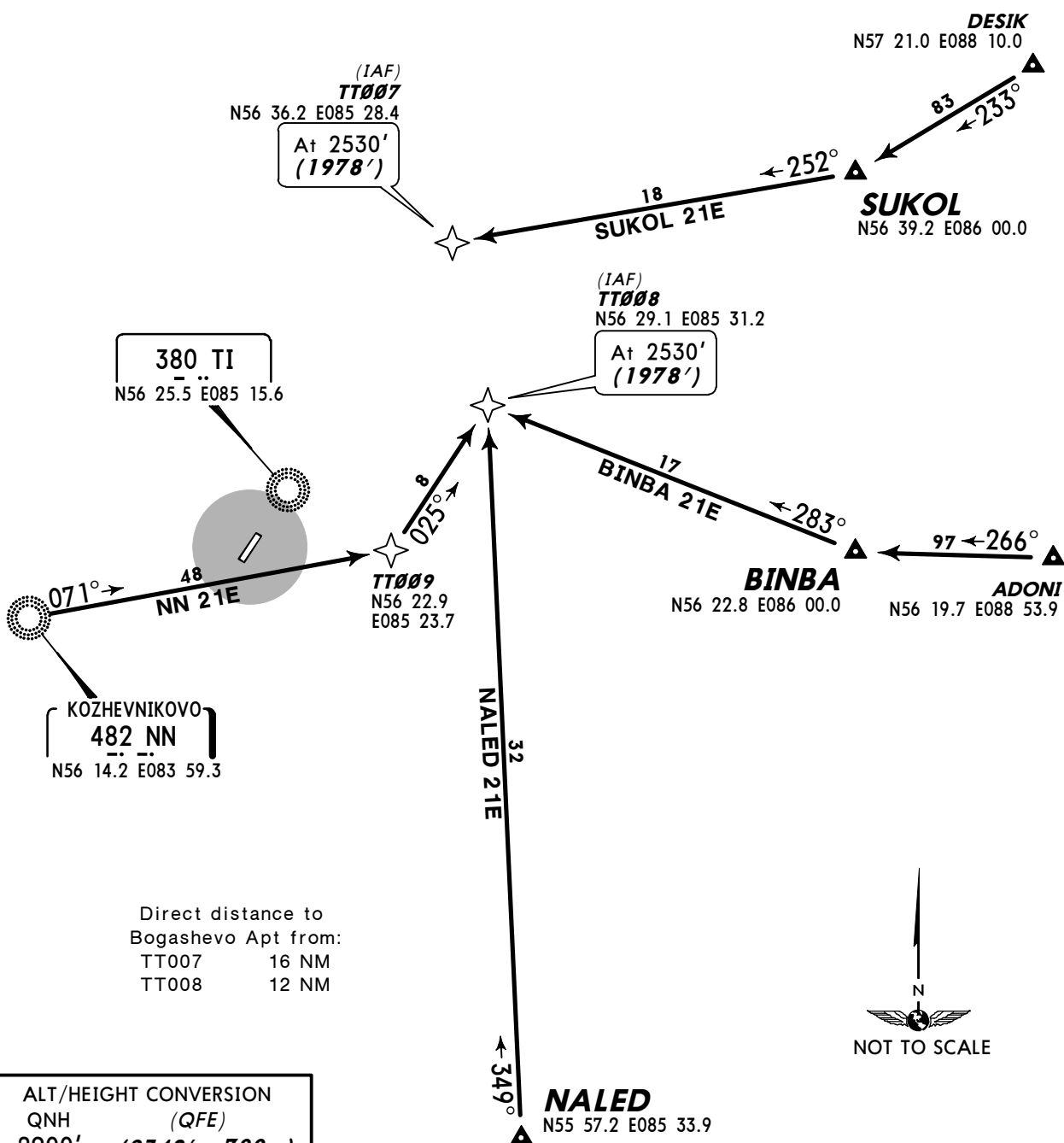
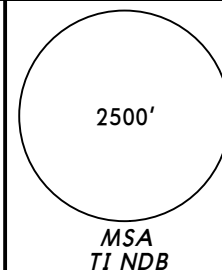
Direct distance to
Bogashevo Apt from:
TT001 15 NM
TT002 11 NM

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').

ATIS 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: 2900' (2348')
TOMSK Krug 127.3		1. Altitudes at airway exit points by ATC. 2. Clearance for GNSS approach shall be requested from TOMSK Krug when 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)
GLONASS OR GPS REQUIRED

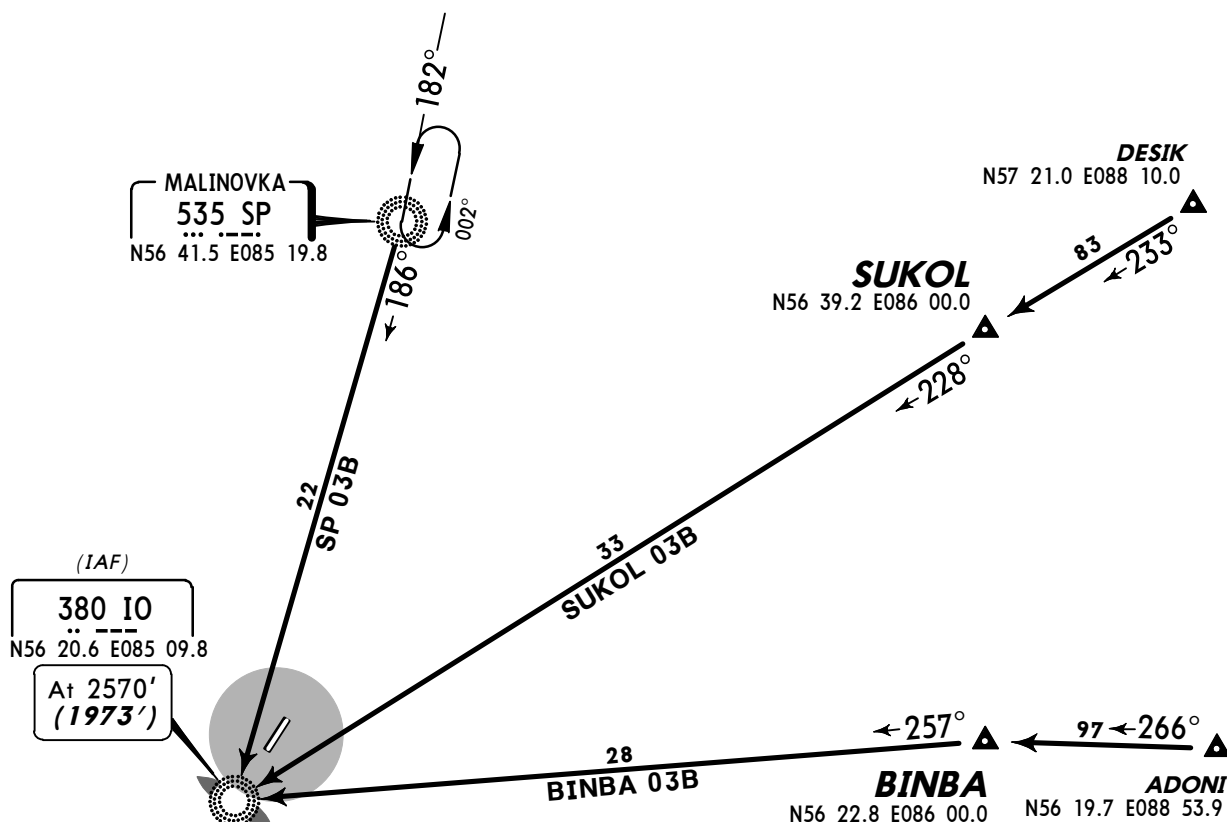
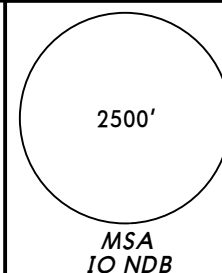


ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2348' - 700m)
2530'	(1978' - 600m)

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

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

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



Direct distance from IO to:
Bogashevo Apt 3 NM



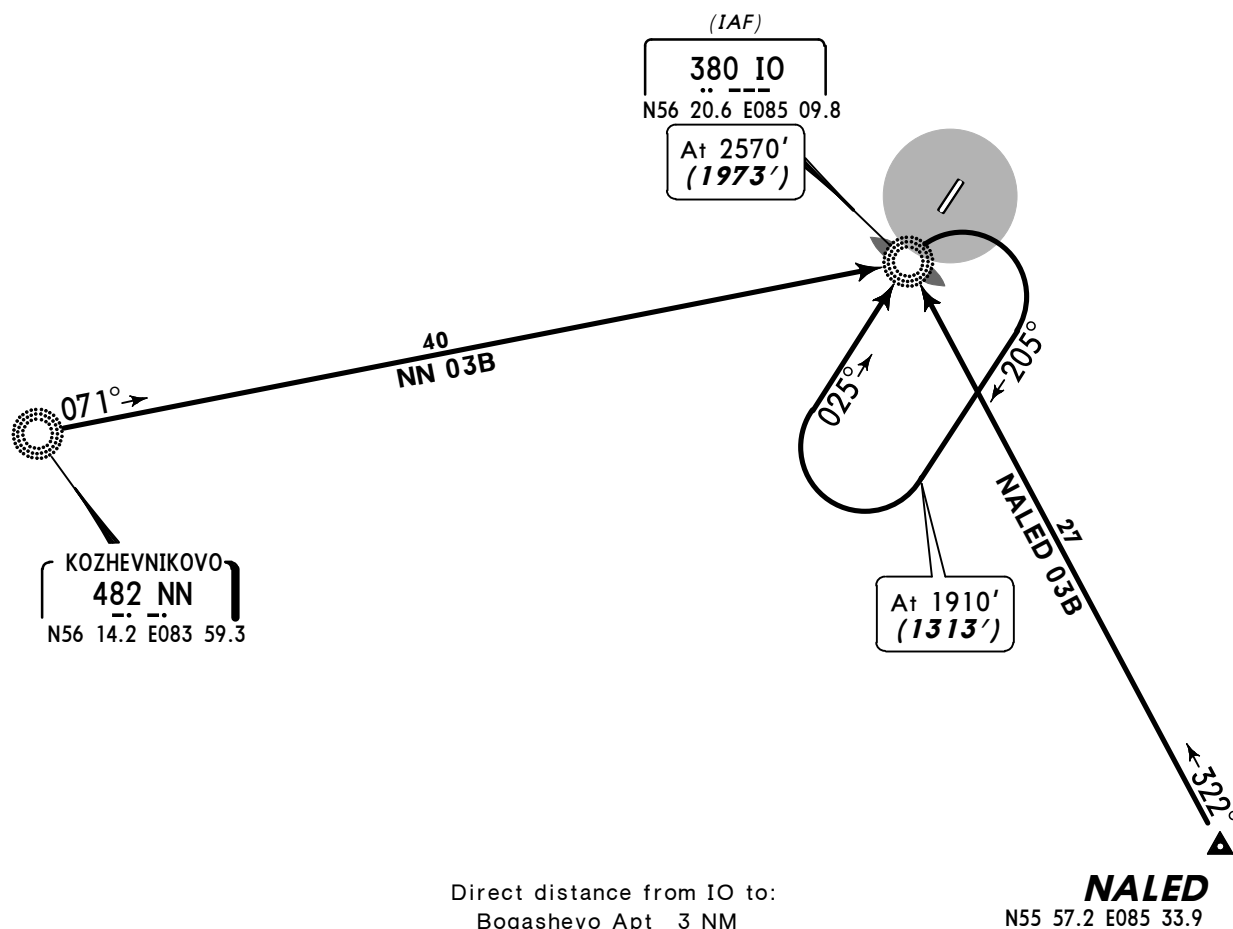
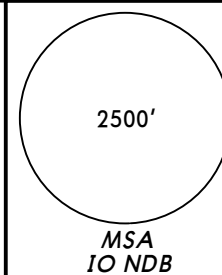
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2303' - 700m)
2570'	(1973' - 600m)
1910'	(1313' - 400m)

STAR	ROUTING
BINBA 03B	To IO, carry out approach procedure X. CAT A, B: 229° track for 1.5 MIN, CAT C, D: 262° track for 1 MIN;
SUKOL 03B	turn LEFT, carry out approach. When RADAR control is provided proceed to base turn point.
SP 03B	To IO, carry out approach procedure Y. CAT A, B: 181° track for 1.5 MIN, CAT C, D: 147° track for 1 MIN;
	turn RIGHT, carry out approach.

STAR	ROUTING
BINBA 21B	To TI, turn LEFT, 025° track for 2 MIN (CAT A, B) or 1.5 MIN (CAT C,D), turn LEFT, carry out approach according to approach procedure Z. When RADAR control is provided, proceed to final turn point.
SUKOL 21B	
SP 21B	To final turn point of approach procedure W for straight-in approach. It is allowed to carry out straight-in approach if trans level is reached before 14.6 NM from RWY 21 extremity, otherwise the approach shall be carried out via TI according to approach procedure Z.

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

NALED 03B [NALØ3B], NN 03B
RWY 03 ARRIVALS



Direct distance from IO to:
Bogashevo Apt 3 NM

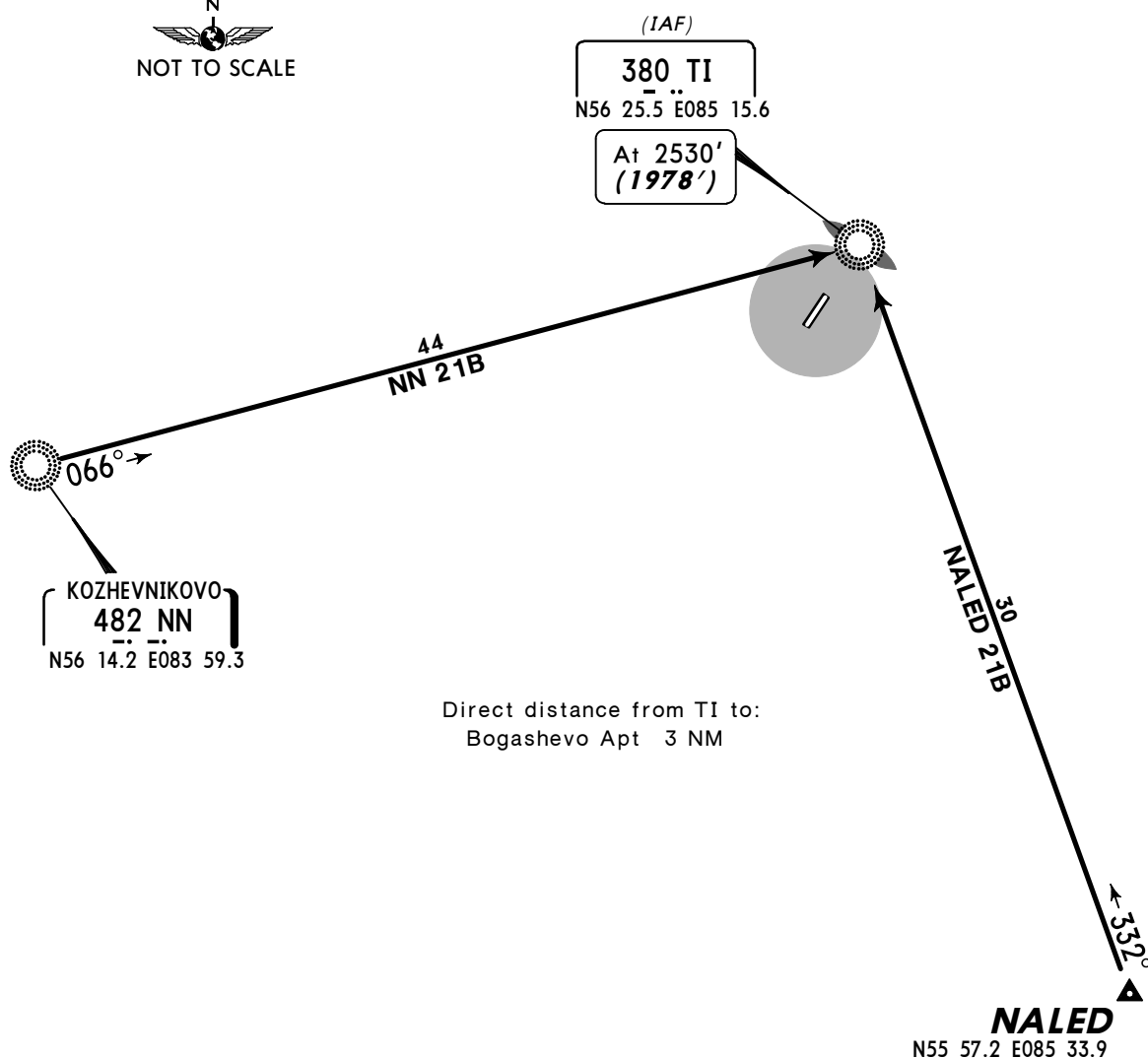
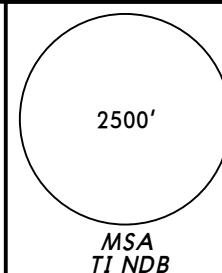


ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2303' - 700m)
2570'	(1973' - 600m)
1910'	(1313' - 400m)

STAR	ROUTING
NALED 03B	To IO, carry out approach procedure X. CAT A, B: 229° track for 1.5 MIN, CAT C, D: 262° track for 1 MIN; turn LEFT, carry out approach. When RADAR control is provided, proceed to final turn point.
NN 03B	To IO, carry out approach procedure Z, turn RIGHT, 205° track for 1.5 MIN (CAT A, B) or 1 MIN (CAT C, D), turn RIGHT, carry out approach. When RADAR control is provided, proceed to final turn point.

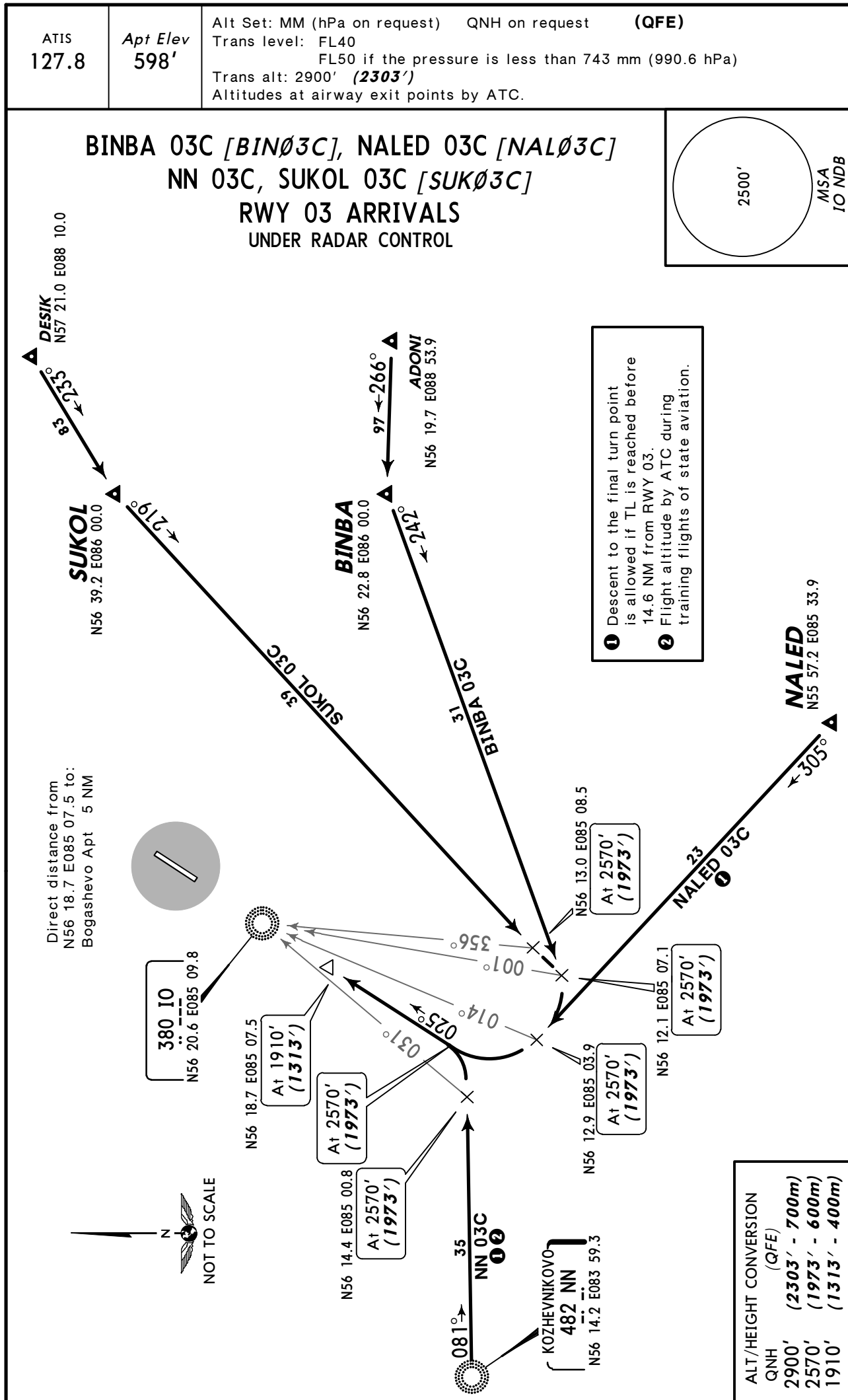
ATIS 127.8	Apt Elev 598'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900' (2348') Altitudes at airway exit points by ATC.
---------------	------------------	---

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



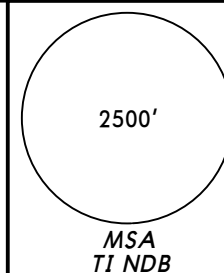
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2348' - 700m)
2530'	(1978' - 600m)
2200'	(1648' - 500m)

STAR	ROUTING
NALED 21B	To TI, carry out approach procedure X. CAT A, B: 007° track for 2 MIN, CAT C, D: 347° track for 1.5 MIN; turn RIGHT, carry our approach. When RADAR control is provided, proceed to final turn point.
NN 21B	To TI, carry out approach procedure Y. CAT A, B: 043° track for 2 MIN, CAT C, D: 063° track for 1.5 MIN; turn LEFT, carry our approach.

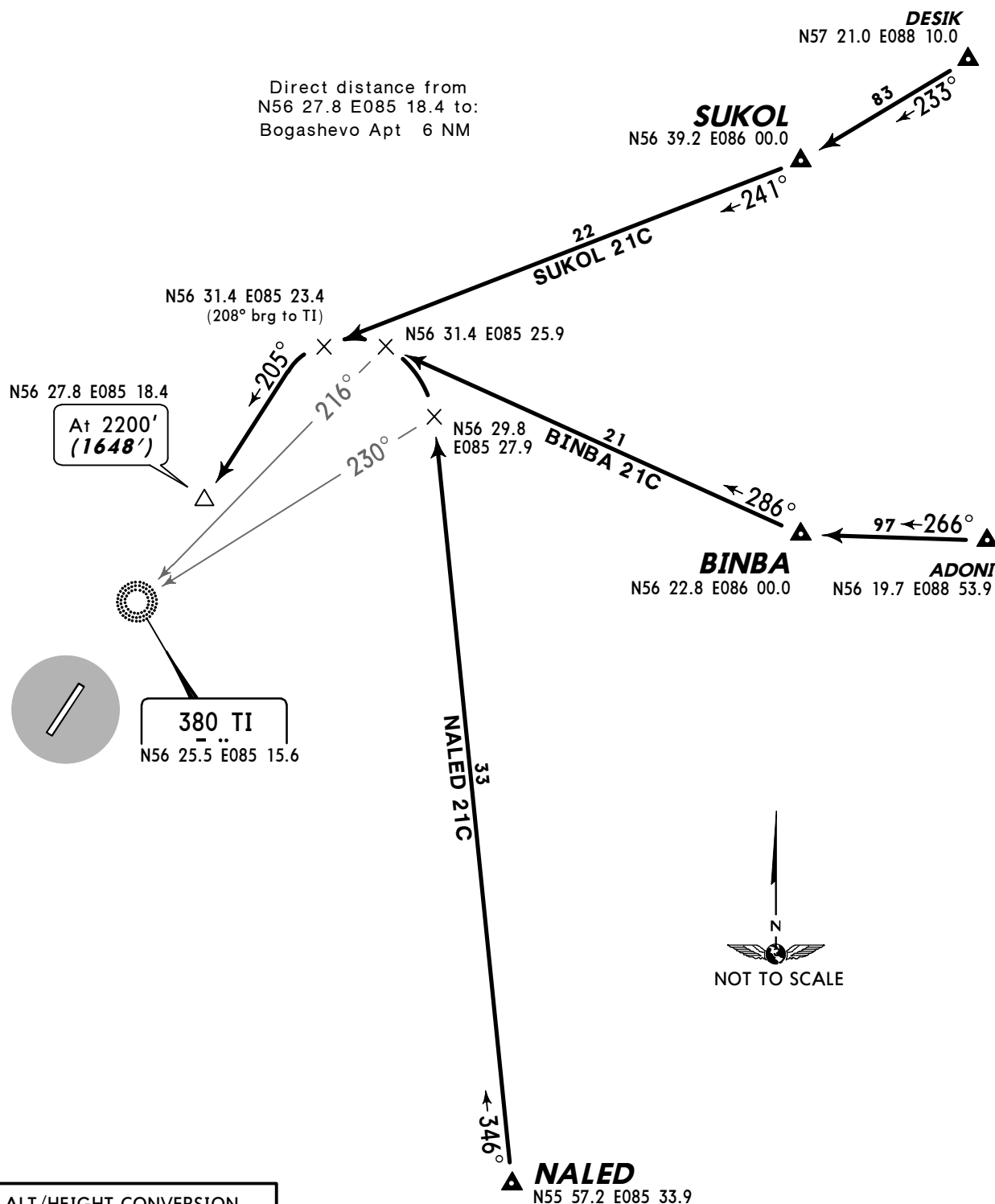


ATIS 127.8	Apt Elev 598'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900' (2348') Altitudes at airway exit points by ATC.
-----------------------	--------------------------	--

**BINBA 21C [BIN21C], NALED 21C [NAL21C]
SUKOL 21C [SUK21C]
RWY 21 ARRIVALS
UNDER RADAR CONTROL**



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)

Apt Elev
598'

QNH on request (QFE)

Trans level: FL40

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

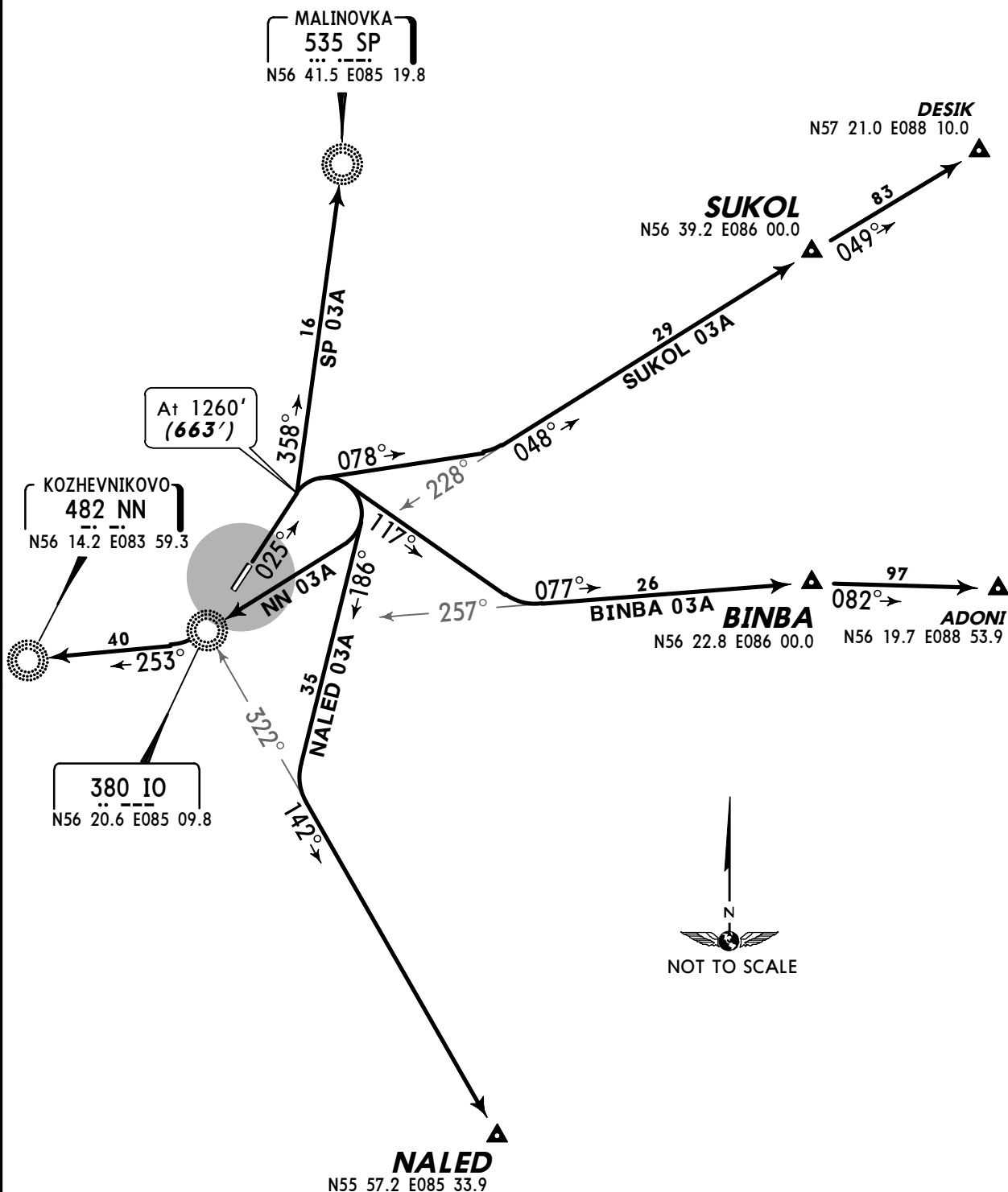
Trans alt: 2900' (2303')

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



ALT/HEIGHT CONVERSION

QNH (QFE)

1260' (663' - 200m)

2900' (2303' - 700m)

Apt Elev
598'

QNH on request (QFE)

Trans level: FL40

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

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

Altitudes at airway entry points by ATC.

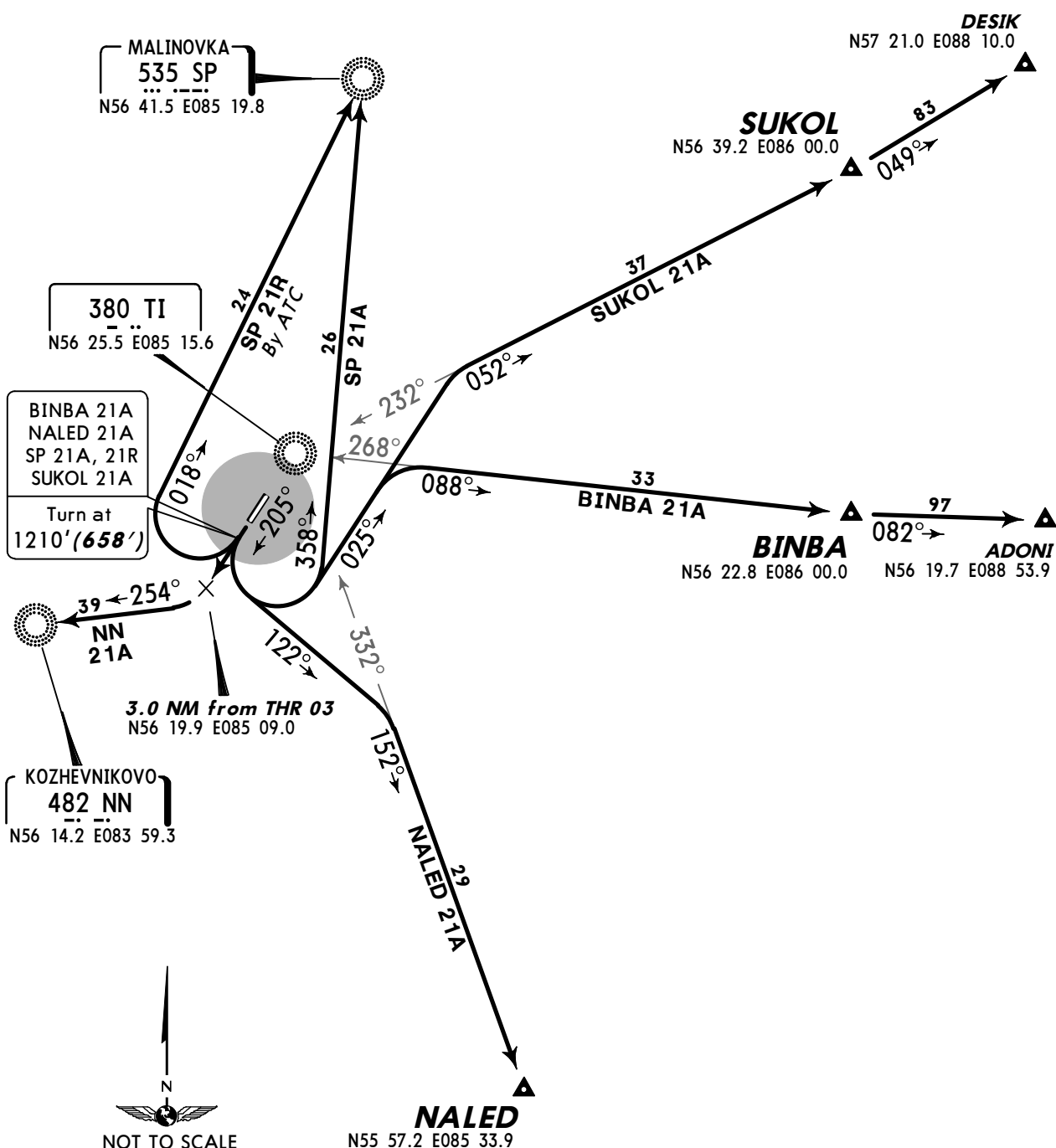
2500'

MSA
TI NDB

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

SP 21R
BY ATC

RWY 21 DEPARTURES



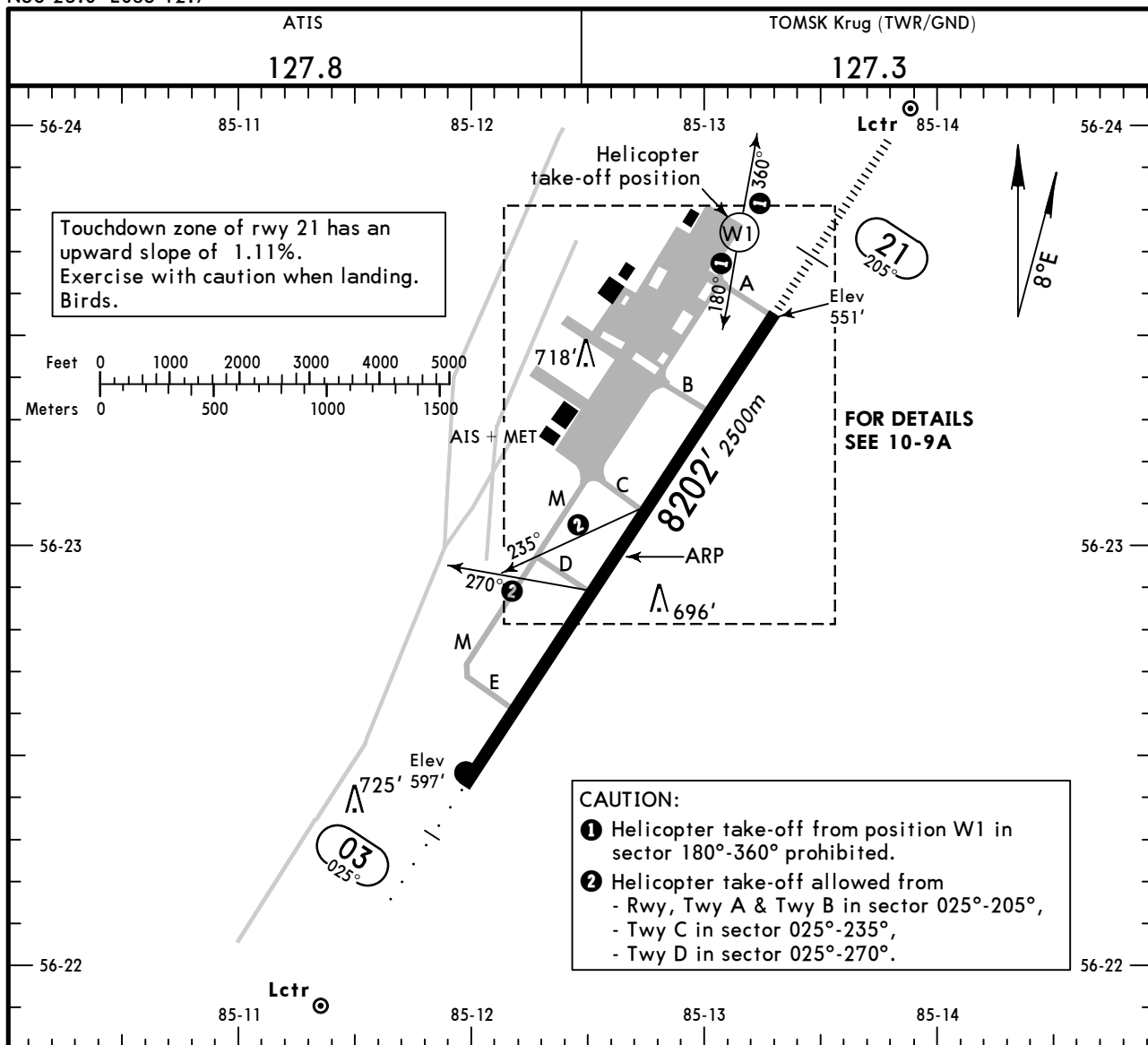
ALT/HEIGHT CONVERSION

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

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

JEPPESEN
13 SEP 13 **10-9** Eff 19 Sep

TOMSK, RUSSIA
BOGASHEVO



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
	Threshold	Glide Slope					
03	RL (60m) ALS	PAPI-L (angle 2.67°)				③	164' 50m
21	RL (60m) HIALS	PAPI-L (angle 2.92°)		7351' 2241m			

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

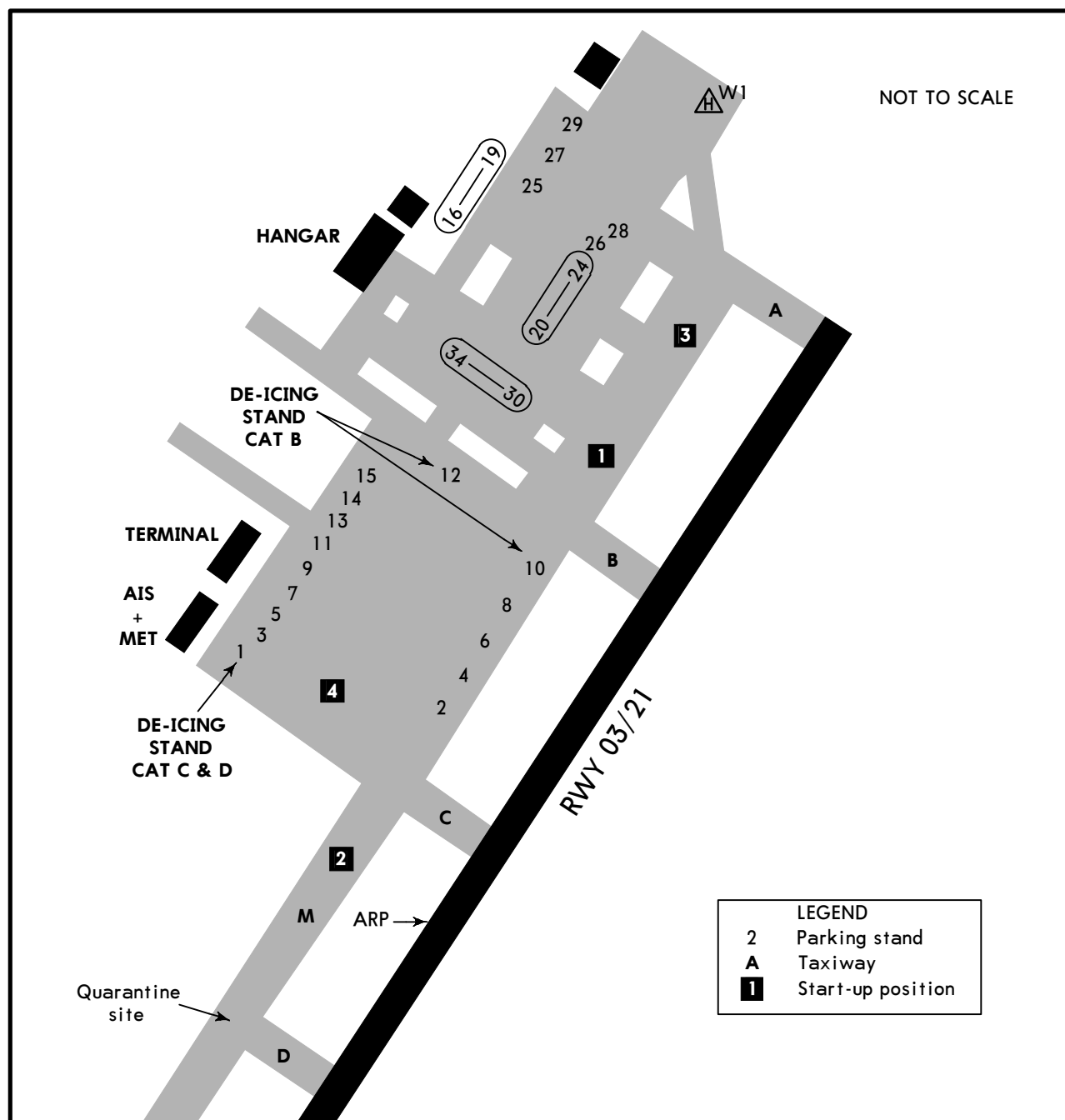
RCLM (DAY only)
or RL

A
B
C
D

250m

300m

400m


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
W1	N56 23.7 E085 13.2

Taxiing into stands 5, 7, 9, 11, 13 thru 15 facing SE by towing only.
 Taxiing out from stands 5, 7, 9, 11, 13, 14 and 15 facing NW is by push-back.
 TU-154 taxiing on Twy A, C, D and M (between TWY C and D) at minimum speed strictly along taxi centerline.
 Taxiing prohibited for TU-154, IL-76 and B767 on Twy B, E and M (between TWY D and E).
 Stands 1 thru 4, 6, 8, 10, 22, 24, 26, 28 and W1 available for helicopters.

STRAIGHT-IN RWY		A	B	C	D
03	RNAV ❶	1020' (423')	1020' (423')	1020' (423')	1020' (423')
		R1500m	R1500m	R1800m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	2 NDB ❶ ❷	980' (383')	980' (383')	980' (383')	980' (383')
		R1500m	R1500m	R1600m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶ ❸	980' (383')	980' (383')	980' (383')	980' (383')
		R1600m	R1600m	R1600m	R1600m
	<i>ALS out</i>	R1800m	R1800m	R1800m	R1800m
	IO NDB ❶ ❷	1020' (423')	1020' (423')	1020' (423')	1020' (423')
		R1500m	R1500m	R1800m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	IO NDB ❶ ❸	1020' (423')	1020' (423')	1020' (423')	1020' (423')
		R1800m	R1800m	R1800m	R1800m
	<i>ALS out</i>	R2000m	R2000m	R2000m	R2000m
	I NDB ❶ ❷	1020' (423')	1020' (423')	1020' (423')	1020' (423')
		R1500m	R1500m	R1800m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	I NDB ❸	1070' (473')	1070' (473')	1070' (473')	1070' (473')
		C2200m	C2200m	C2400m	C2400m
	<i>ALS out</i>	C2400m	C2400m	C2600m	C2600m

❶ Continuous Descent Final Approach.

❷ with FAF.

❸ w/o FAF.

STRAIGHT-IN RWY		A	B	C	D
21	ILS <i>FULL</i> <i>Limited</i> <i>ALS out</i>	751' (200') R550m R750m R1200m	751' (200') R550m R750m R1200m	751' (200') R550m R750m R1200m	751' (200') R550m R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ① <i>ALS out</i>	970' (419') R1200m R1500m	970' (419') R1200m R1500m	970' (419') R1200m R1900m	970' (419') R1200m R1900m
	2 NDB ① ② <i>ALS out</i>	970' (419') R1200m R1500m	970' (419') R1200m R1500m	970' (419') R1200m R1900m	970' (419') R1200m R1900m
	2 NDB ③ <i>ALS out</i>	1360' (809') C3300m C4000m	1360' (809') C3300m C4000m	1360' (809') C3500m C4200m	1360' (809') C3500m C4200m
	TI NDB ① ② <i>ALS out</i>	1010' (459') R1400m R1500m	1010' (459') R1400m R1500m	1020' (469') R1500m C2200m	1020' (469') R1500m C2200m
	TI NDB ① ③ <i>ALS out</i>	1010' (459') R1400m C2100m	1010' (459') R1400m C2100m	1020' (469') R1500m C2200m	1020' (469') R1500m C2200m
	T NDB ① ② <i>ALS out</i>	910' (359') R900m R1500m	910' (359') R900m R1500m	970' (419') R1200m R1900m	970' (419') R1200m R1900m
	T NDB ③ <i>ALS out</i>	1130' (579') C2100m C2800m	1130' (579') C2100m C2800m	1130' (579') C2300m C3000m	1130' (579') C2300m C3000m

① Continuous Descent Final Approach.

② with FAF.

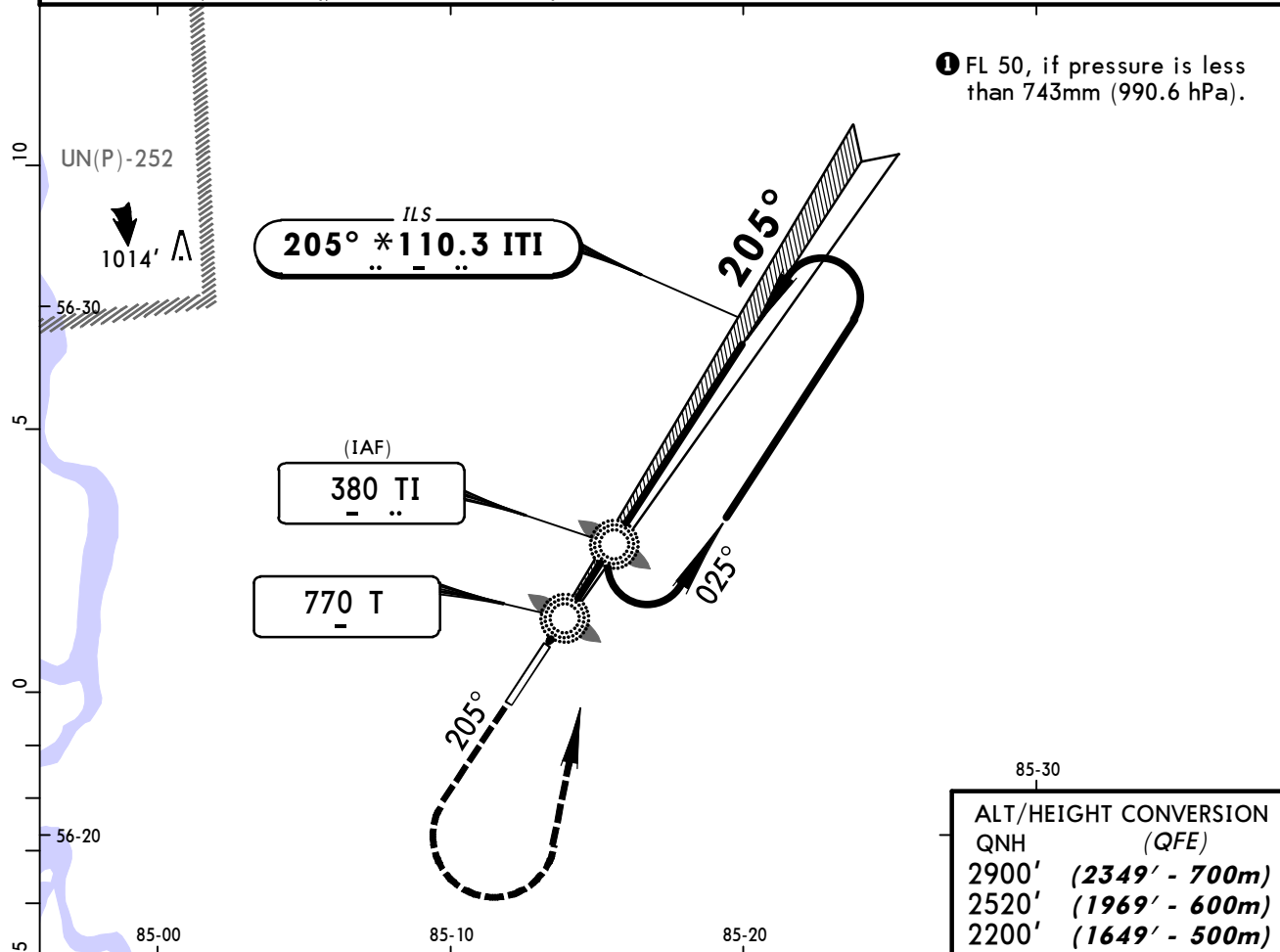
③ w/o FAF.

TAKE-OFF RWY 03, 21

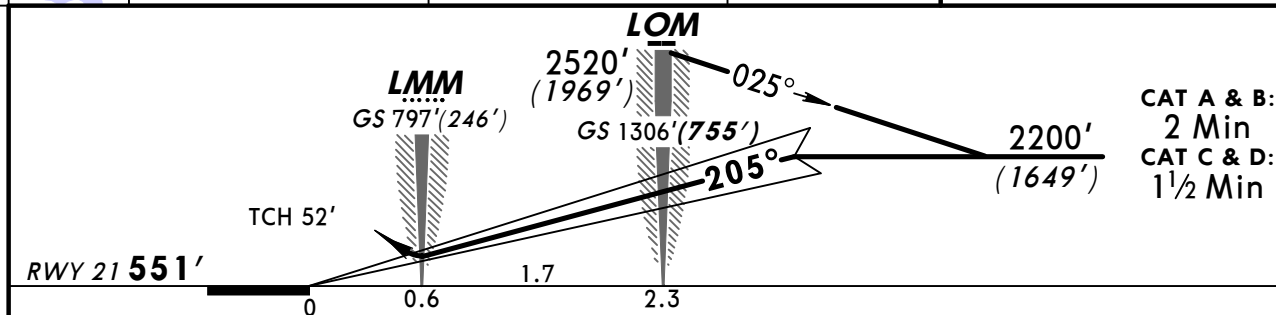
LVP must be in force		RCLM (DAY only) or RL	NIL (DAY only)
A	RCLM (DAY only) or RL		
B	250m	400m	500m
C			
D	300m		

BRIEFING STRIP

ATIS 127.8		TOMSK Krug (TWR) 127.3		Ground 127.3	2500' MSA TI NDB
LOC ITI *110.3	Final Apch Crs 205°	GS LOM 1306'(755')	ILS DA(H) 751'(200')	Apt Elev 598' RWY 551'	
MISSED APCH: Climb to 2520' (1969'), then turn LEFT to TI NDB. After TI NDB follow NDB X Rwy 21 procedure or to holding as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 40 ①	Trans alt: 2900'(2349')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2349' - 700m)
2520'	(1969' - 600m)
2200'	(1649' - 500m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2520' (1969')	TI 380
ILS GS	2.92°	362	465	517	620	723		↑	← LT

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

PANS OPS

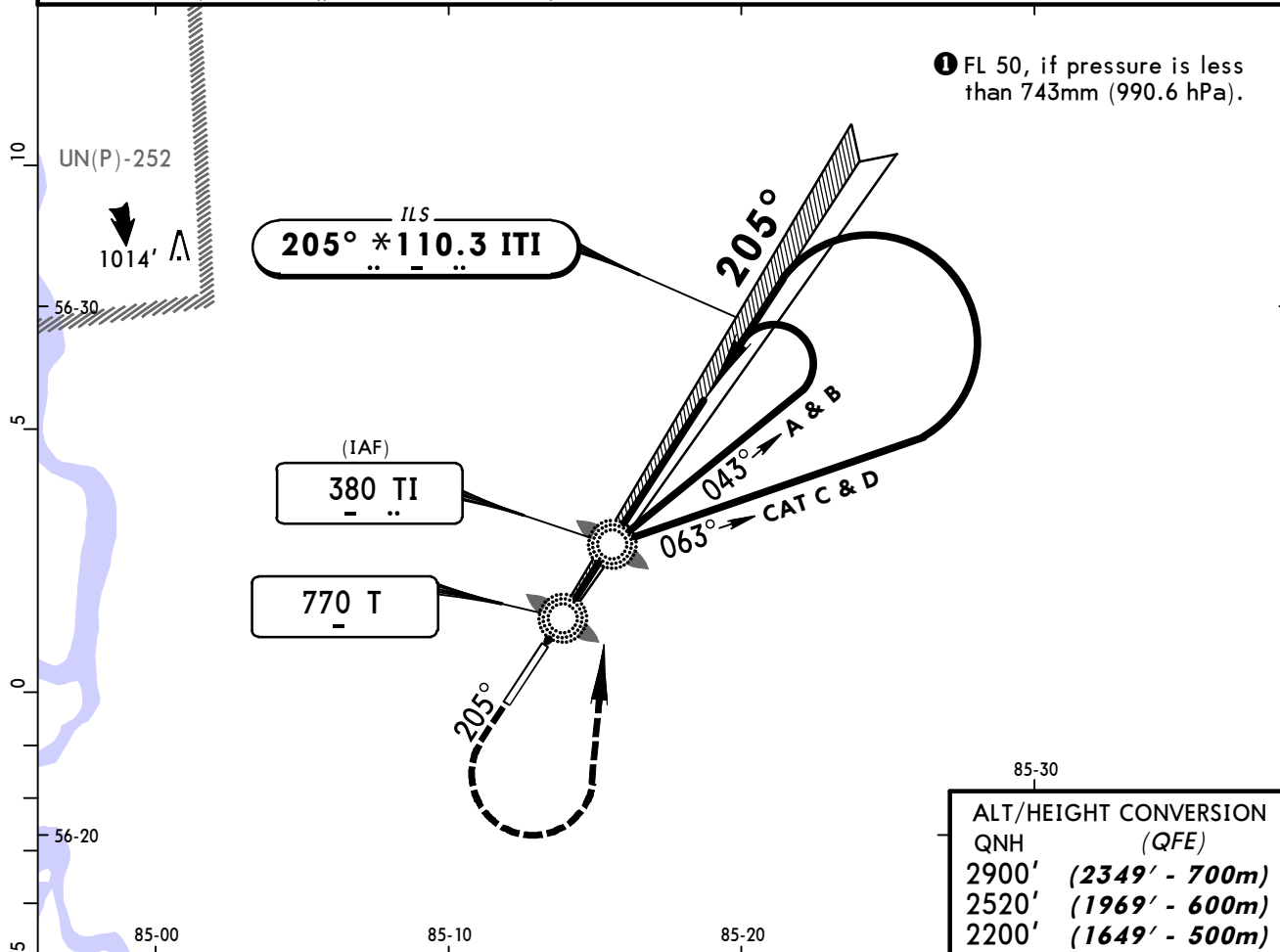
UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13 (11-2) Eff 19 Sep

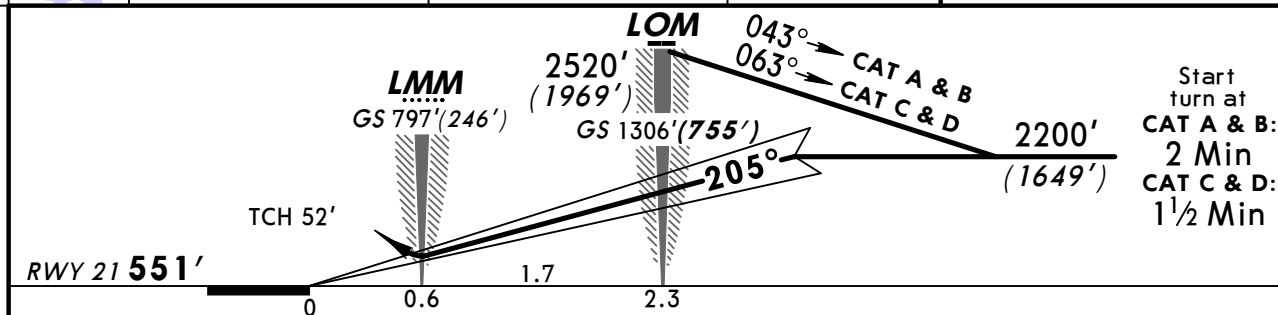
TOMSK, RUSSIA
ILS Y Rwy 21

BRIEFING STRIP TM

ATIS 127.8		TOMSK Krug (TWR) 127.3		Ground 127.3	2500' MSA TI NDB
LOC ITI *110.3	Final Apch Crs 205°	GS LOM 1306'(755')	ILS DA(H) 751'(200')	Apt Elev 598' RWY 551'	
MISSED APCH: Climb to 2520' (1969'), then turn LEFT to TI NDB. After TI NDB follow NDB X Rwy 21 procedure or to holding as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 40 ①	Trans alt: 2900'(2349')	



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2349' - 700m)
2520'	(1969' - 600m)
2200'	(1649' - 500m)

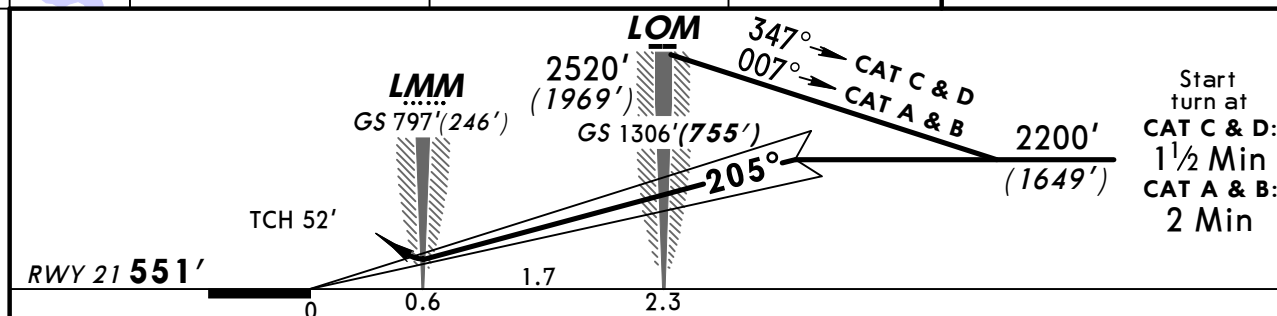
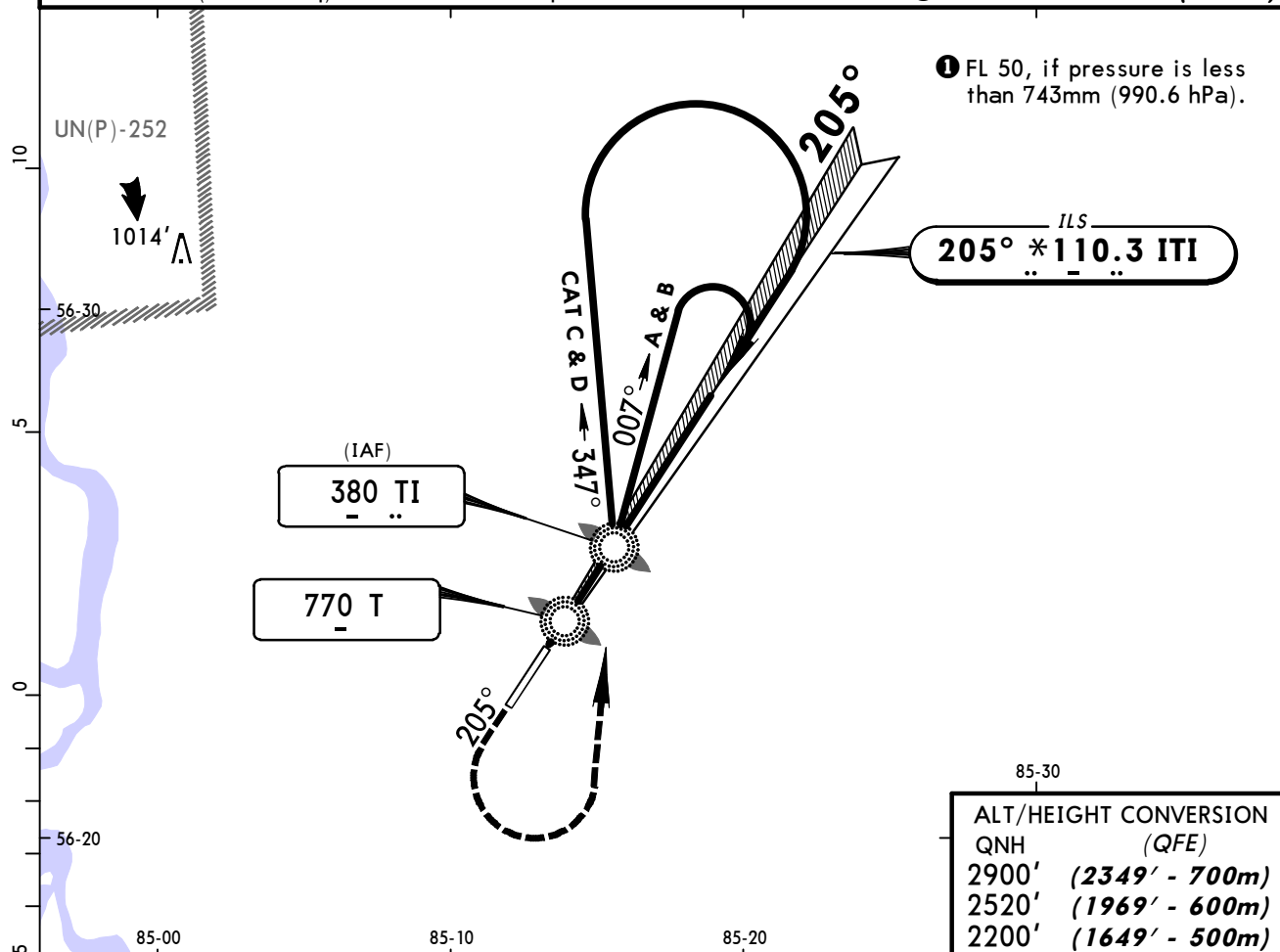


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2520' (1969')	TI 380
ILS GS	2.92°	362	465	517	620	723		↑	LT

ILS		STRAIGHT-IN LANDING RWY 21			
DA(H) 751'(200')		LOC (GS out)			
FULL		ALS out			
A	800m	1200m	NOT AUTHORIZED		
B					
C					
D					

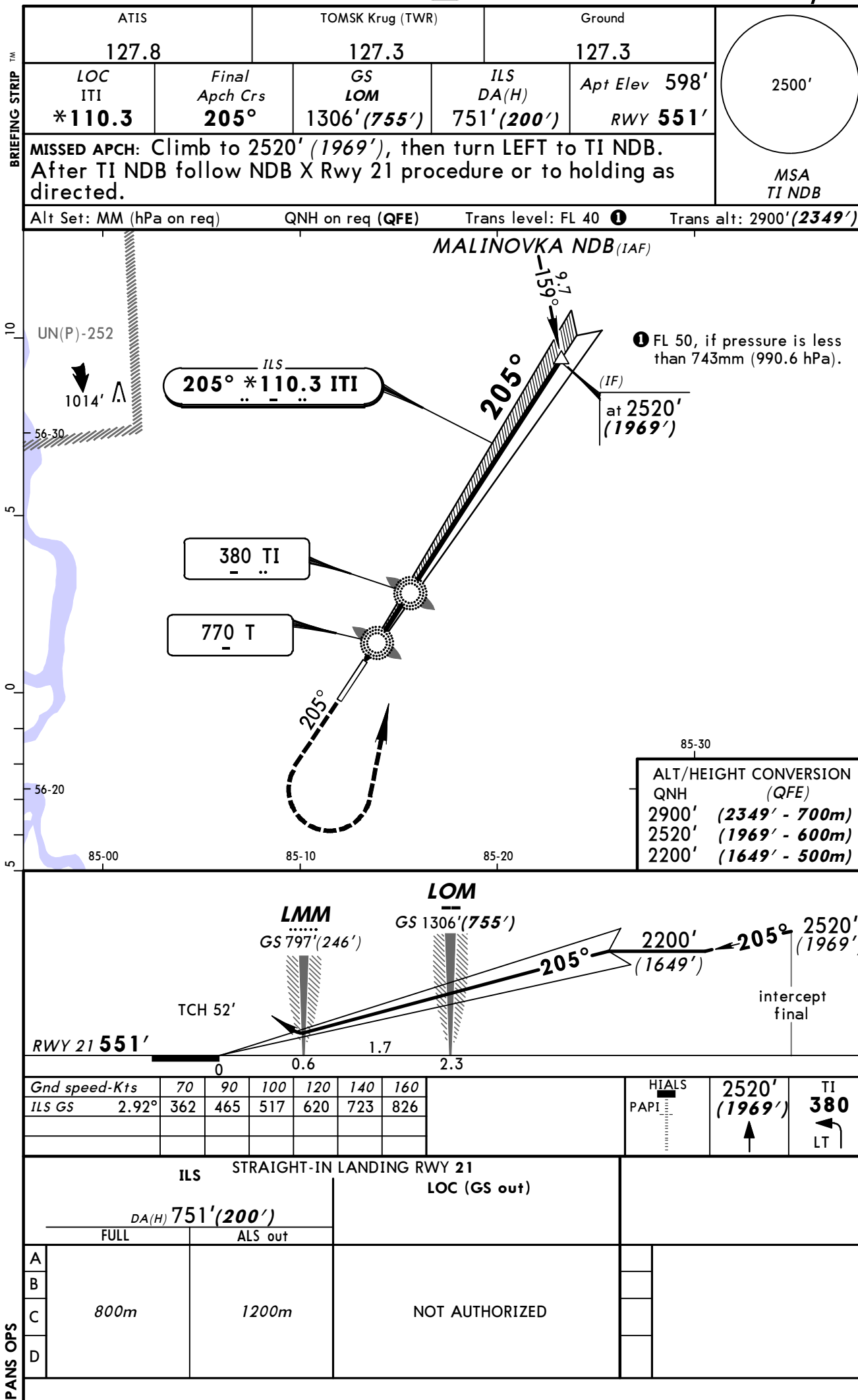
BRIEFING STRIP TM

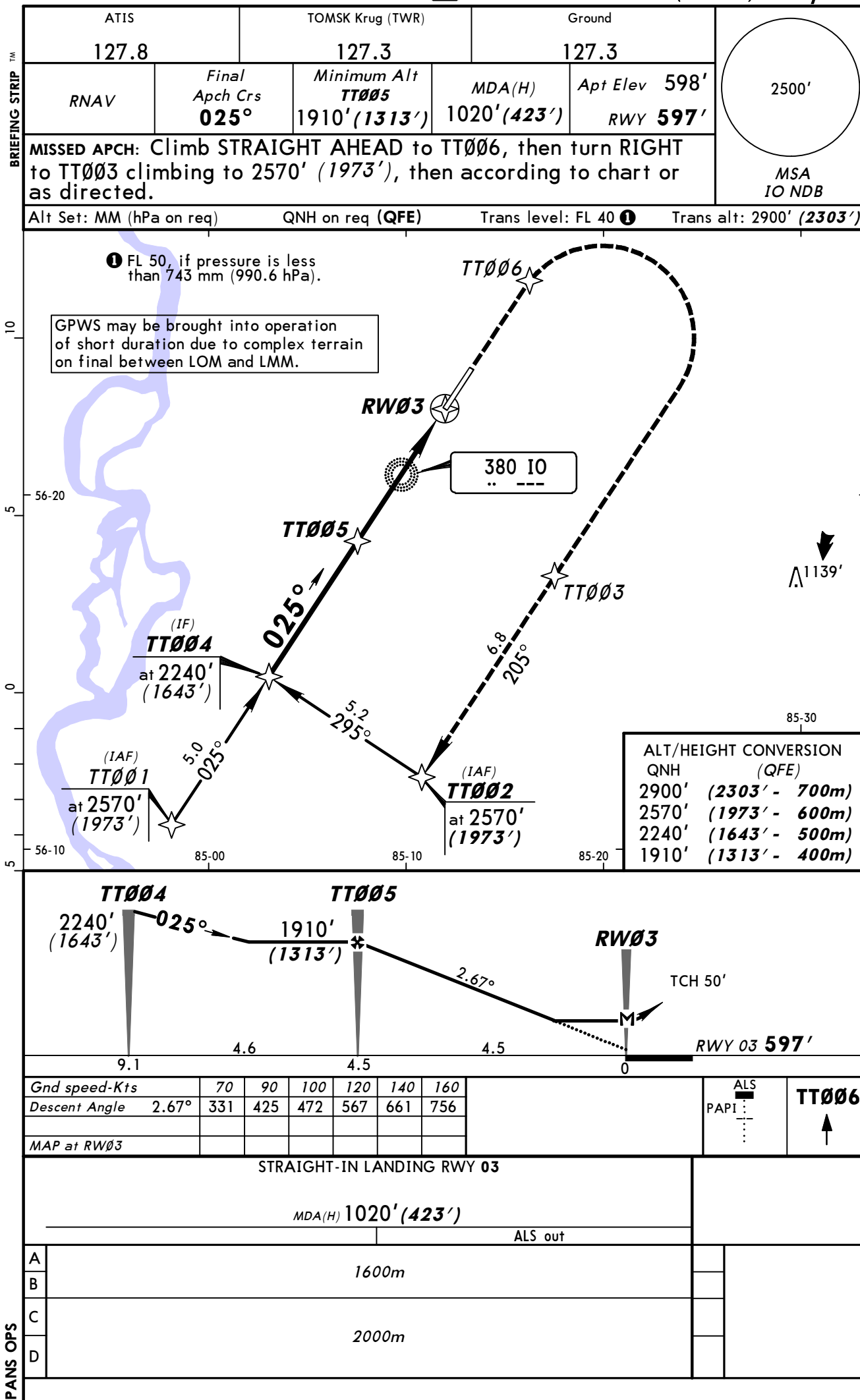
ATIS		TOMSK Krug (TWR)		Ground		2500' MSA TI NDB
127.8		127.3		127.3		
LOC ITI *110.3	Final Apch Crs 205°	GS LOM 1306'(755')	ILS DA(H) 751'(200')	Apt Elev 598' RWY 551'		
MISSED APCH: Climb to 2520' (1969'), then turn LEFT to TI NDB, then according to chart, or to holding as directed.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40 ①		Trans alt: 2900'(2349')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2520' (1969') TI 380 LT
ILS GS	2.92°	362	465	517	620	723	

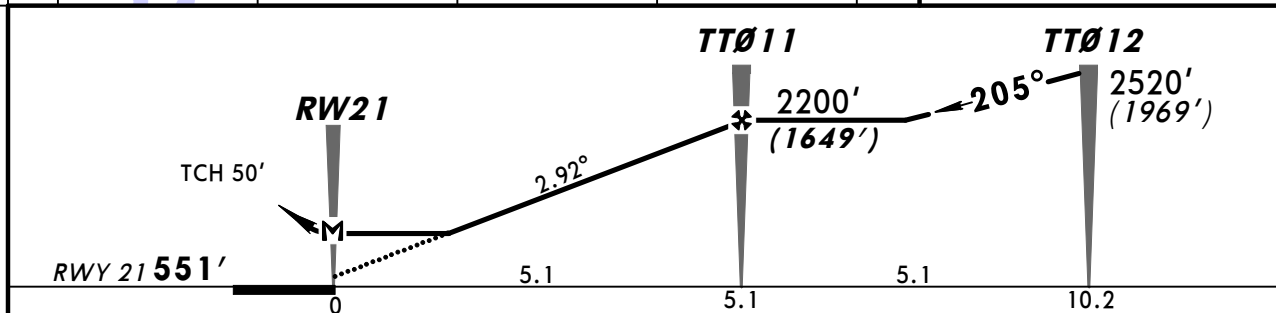
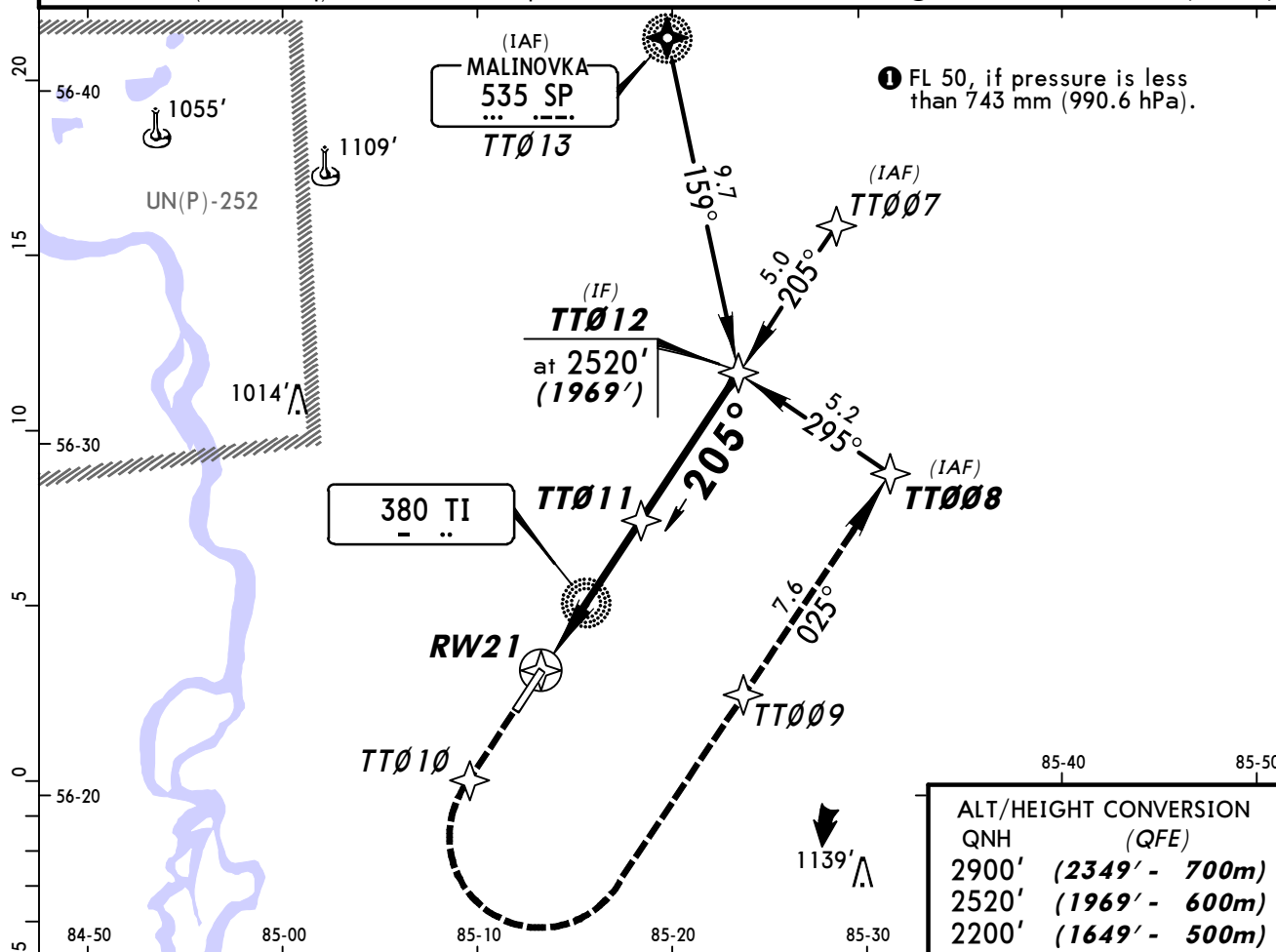
ILS		STRAIGHT-IN LANDING RWY 21			
		LOC (GS out)			
DA(H) 751'(200')					
FULL		ALS out			
A	800m	1200m	NOT AUTHORIZED		
B					
C					
D					





BRIEFING STRIP TM

ATIS 127.8		TOMSK Krug (TWR) 127.3		Ground 127.3		2500' MSA TI NDB
RNAV	Final Apch Crs 205°	Minimum Alt TT011 2200'(1649')	MDA(H) 970'(419')	Apt Elev 598' RWY 551'		
MISSED APCH: Climb STRAIGHT AHEAD to TT010, then turn LEFT to TT009 climbing to 2520' (1969'), 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' (2349')	

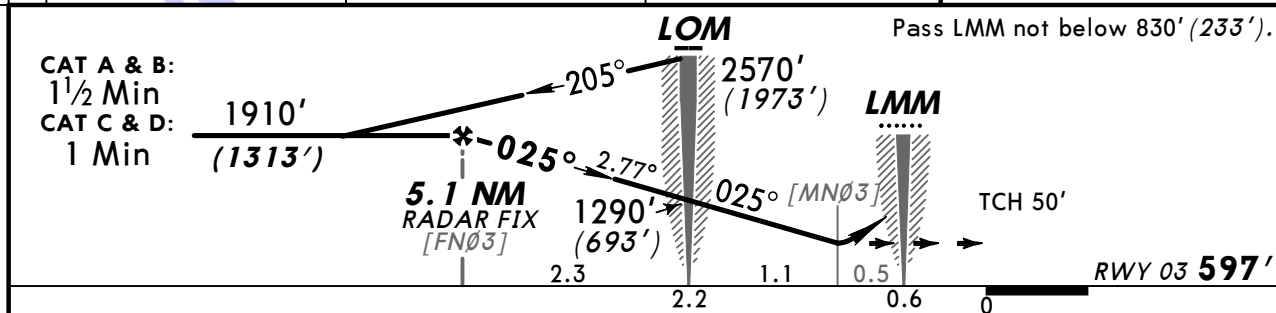
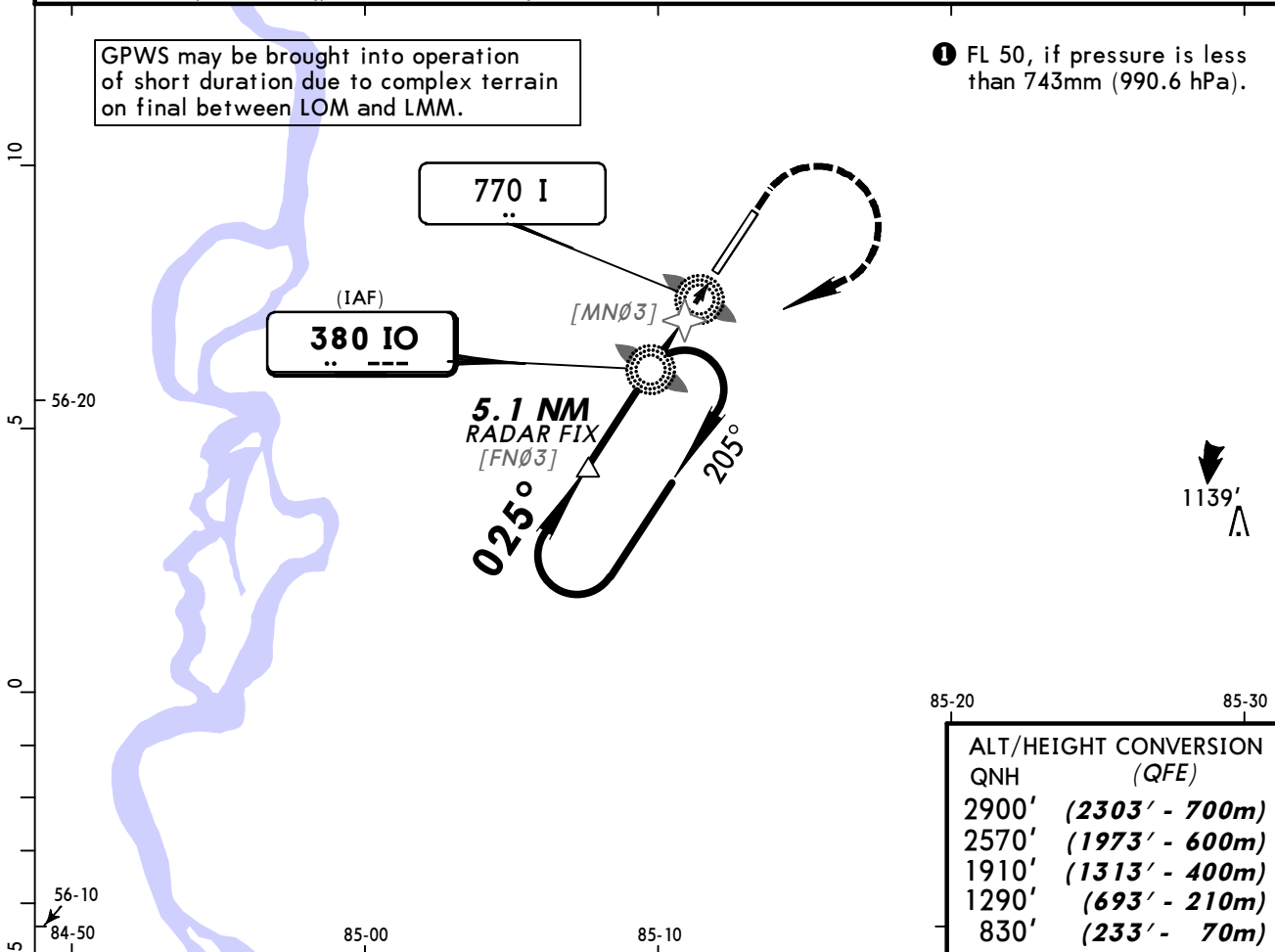


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI TT010
Descent Angle 2.92°	362	465	517	620	723	826	
MAP at RW21							

STRAIGHT-IN LANDING RWY 21				ALS out	
MDA(H) 970' (419')					
A	800m			1600m	
B					
C	1200m			2000m	
D	1600m				

BRIEFING STRIP TM

ATIS 127.8		TOMSK Krug (TWR) 127.3		Ground 127.3		2500' MSA IO NDB
NDB IO 380	Final Apch Crs 025°	Minimum Alt 5.1 NM RADAR FIX 1910' (1313')	MDA(H) Refer to Minimums	Apt Elev 598' RWY 597'		
MISSED APCH: Climb to 2570' (1973'), then turn RIGHT to IO NDB. After IO NDB follow NDB X Rwy 03 procedure or to holding as directed.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40 ①		
Trans alt: 2900' (2303')						

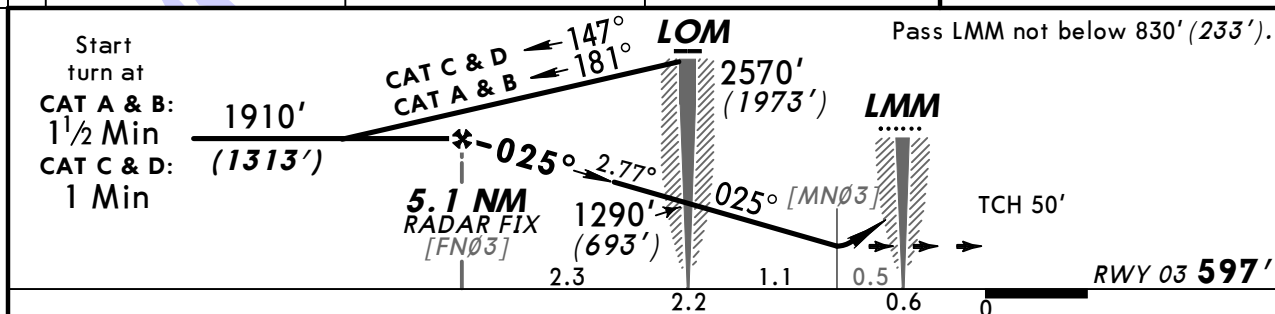
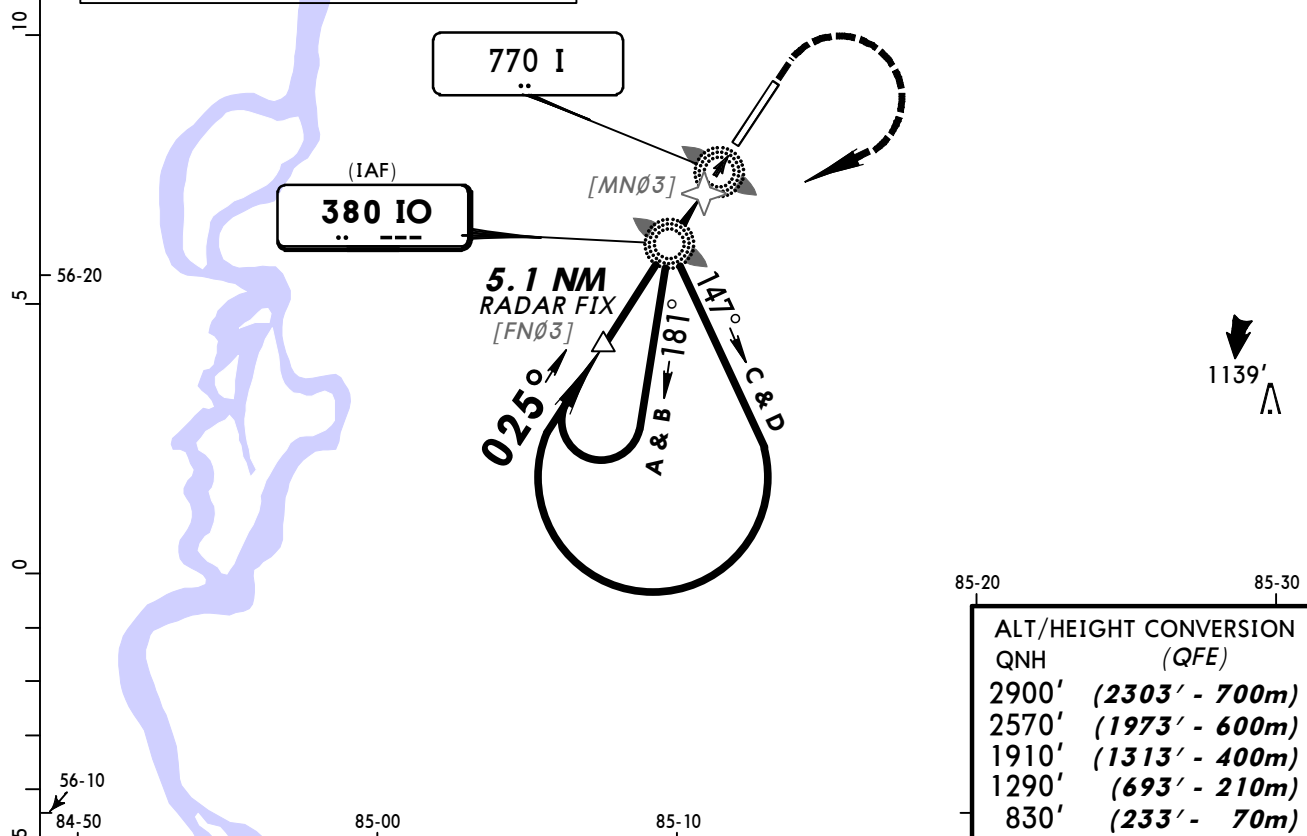


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2570' (1973') IO 380 RT
Descent Angle 2.77°	343	441	490	588	686	784	

STRAIGHT-IN LANDING RWY 03			
2 NDB	IO NDB	with FAF	1 NDB
MDA(H) 980' (383')	MDA(H) 1020' (423')	MDA(H) 1020' (423')	MDA(H) 1070' (473')
ALS out	ALS out	ALS out	ALS out
A			
B			
C	2100m	2300m	2700m
D			

BRIEFING STRIP™

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



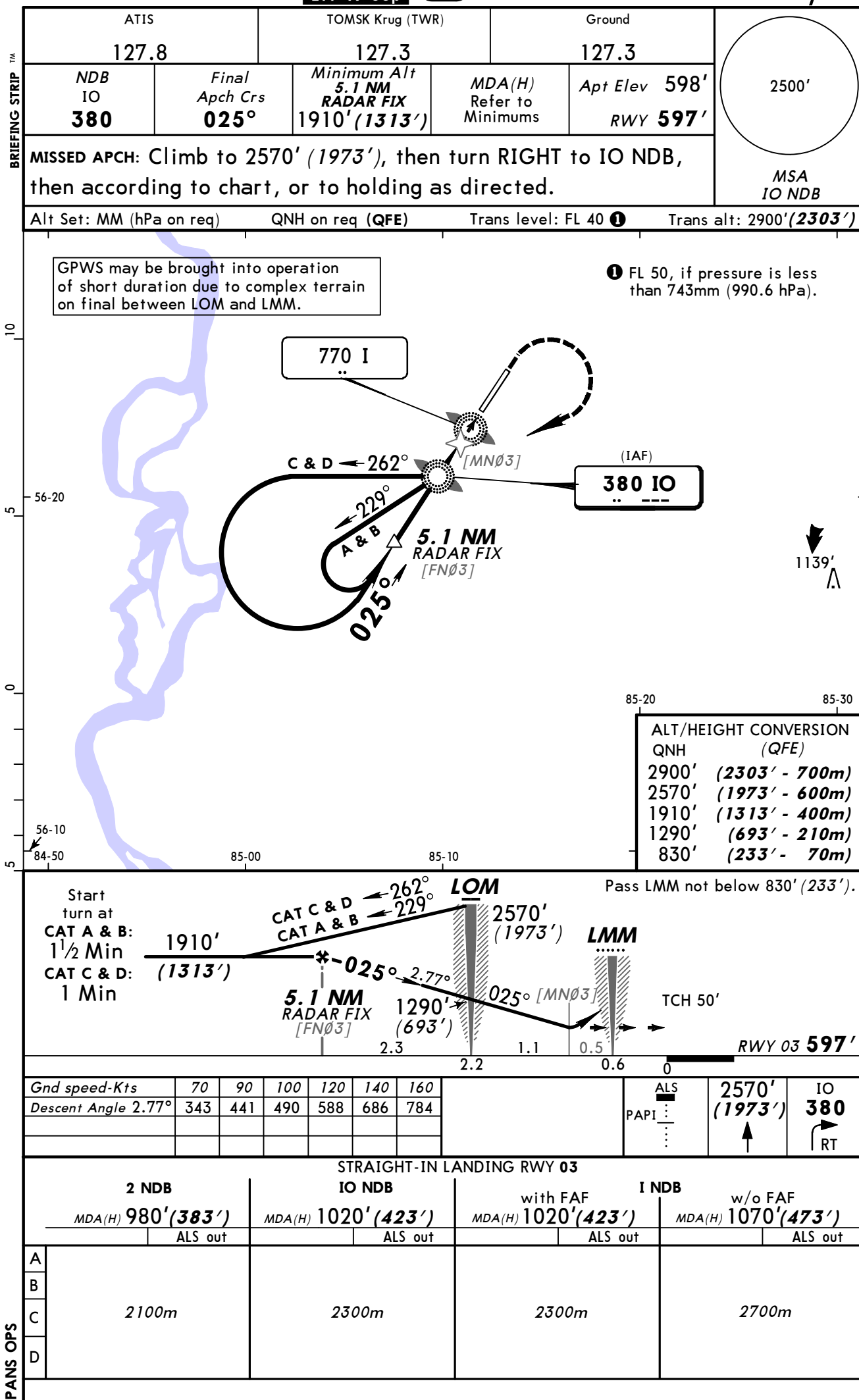
<i>Gnd speed-Kts</i>	70	90	100	120	140	160			
<i>Descent Angle 2.77°</i>	343	441	490	588	686	784			

STRAIGHT-IN LANDING RWY 03								
2 NDB		IO NDB		with FAF		I NDB		
MDA(H) 980' (383')		MDA(H) 1020' (423')		MDA(H) 1020' (423')		MDA(H) 1070' (473')		
ALS out		ALS out		ALS out		ALS out		
A	2100m		2300m		2300m		2700m	
B								
C								
D								

UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13
Eff 19 Sep 16-3

TOMSK, RUSSIA
2 NDB X or NDB X Rwy 03



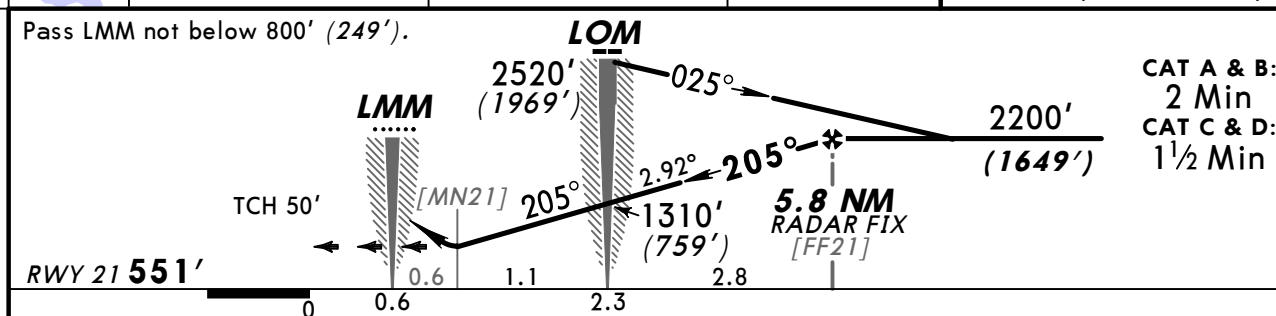
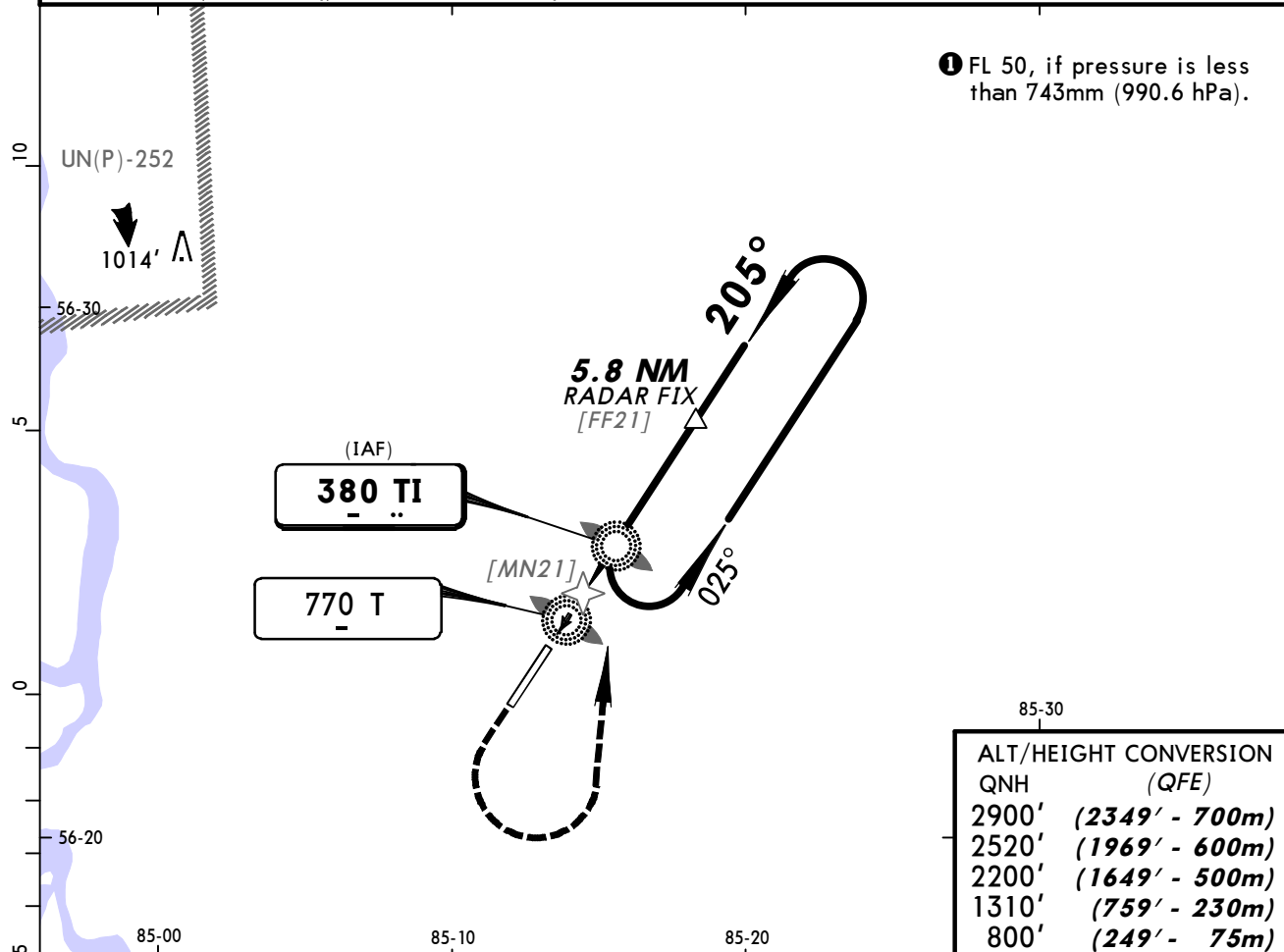
UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13
Eff 19 Sep 16-4

TOMSK, RUSSIA
2 NDB Z or NDB Z Rwy 21

BRIEFING STRIP

ATIS		TOMSK Krug (TWR)		Ground		2500' MSA TI NDB
127.8		127.3		127.3		
NDB TI 380	Final Apch Crs 205°	Minimum Alt 5.8 NM RADAR FIX 2200'(1649')	MDA(H) Refer to Minimums	Apt Elev 598'	RWY 551'	
MISSED APCH: Climb to 2520' (1969'), then turn LEFT to TI NDB. After TI NDB follow NDB X Rwy 21 procedure or to holding as directed.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 40 1		



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent Angle 2.92°	362	465	517	620	723	826	PAPI	2520' (1969')
								TI 380
								LT

STRAIGHT-IN LANDING RWY 21									
with FAF		w/o FAF		TI NDB		T NDB		w/o FAF	
MDA(H) 970' (419')		MDA(H) 1360' (809')		AB: 1010' (459') CD: 1020' (469')		AB: 890' (339') CD: 970' (419')		MDA(H) 1130' (579')	
ALS out		ALS out		ALS out		ALS out		ALS out	
A									
B	1400m		2400m	3200m	1600m	2400m	1200m	1600m	
C		2200m	2800m	3600m	1700m		1400m		2400m
D	1800m		3600m	4000m	2100m		1800m		2800m
									3200m

CHANGES: Communications. Missed apch. Minimums.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

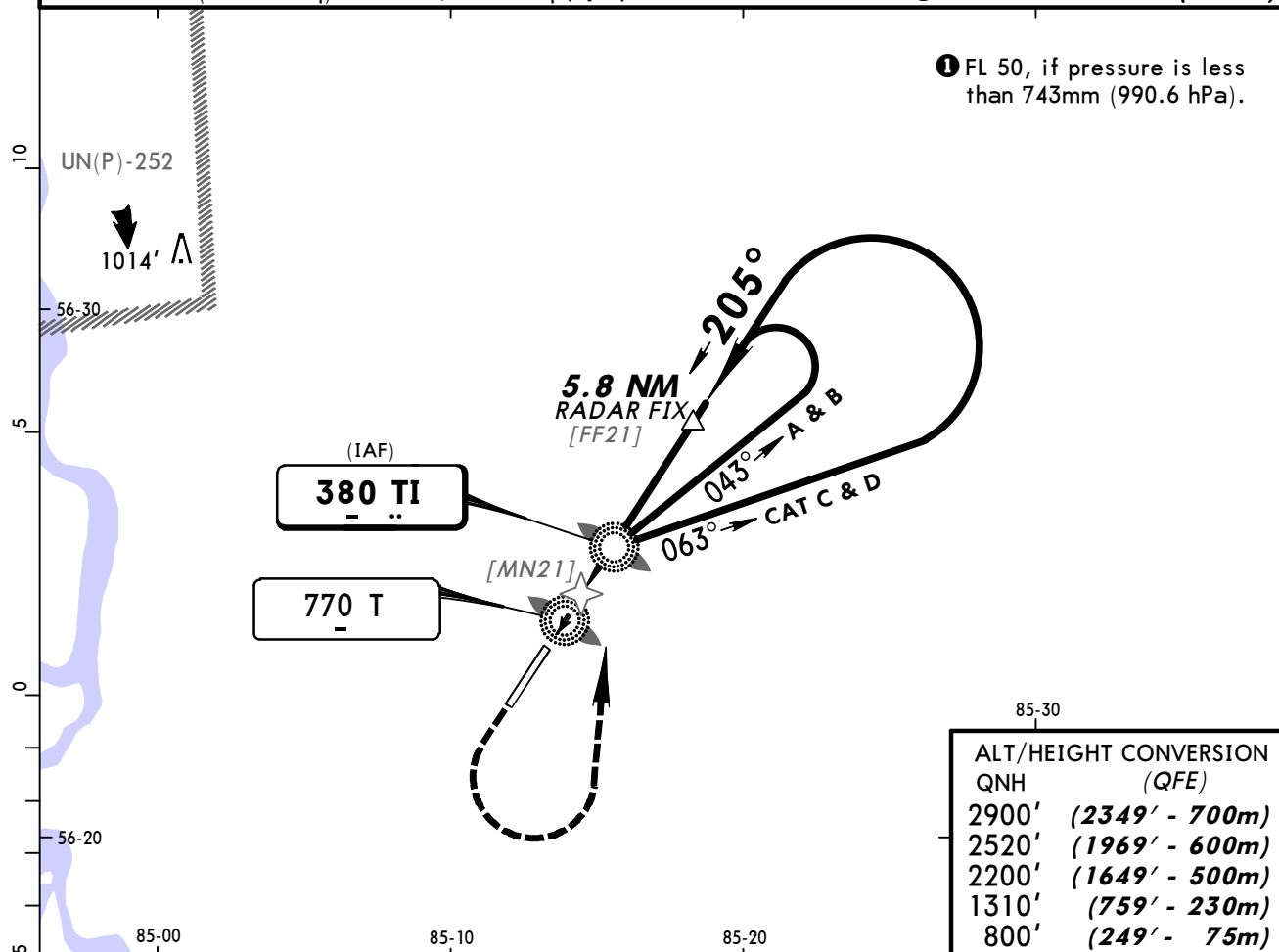
N TOMSK, RUSSIA
2 NDB Y or NDB Y Rwy 21

BRIFFING STRIP™

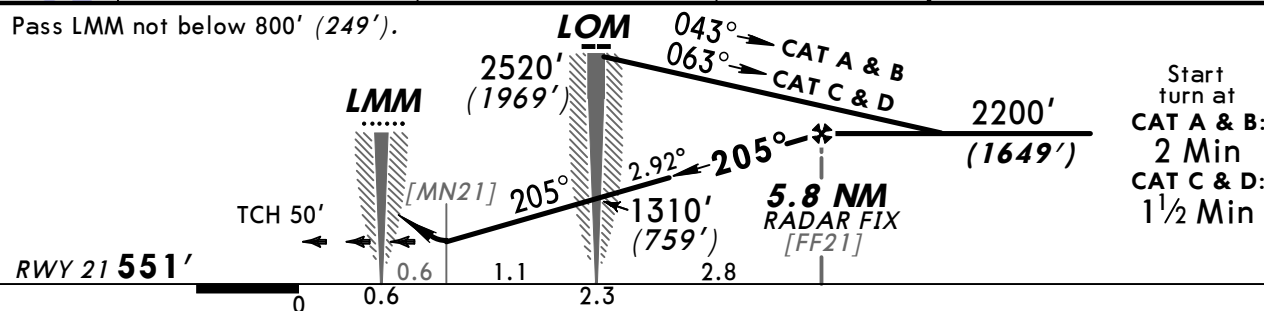
MISSED APCH: Climb to 2520' (1969'), then turn LEFT to TI NDB. After TI NDB follow NDB X Rwy 21 procedure or to holding as directed.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 **1** Trans alt: 2900' (**2349'**)

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



Pass LMM not below 800' (249').



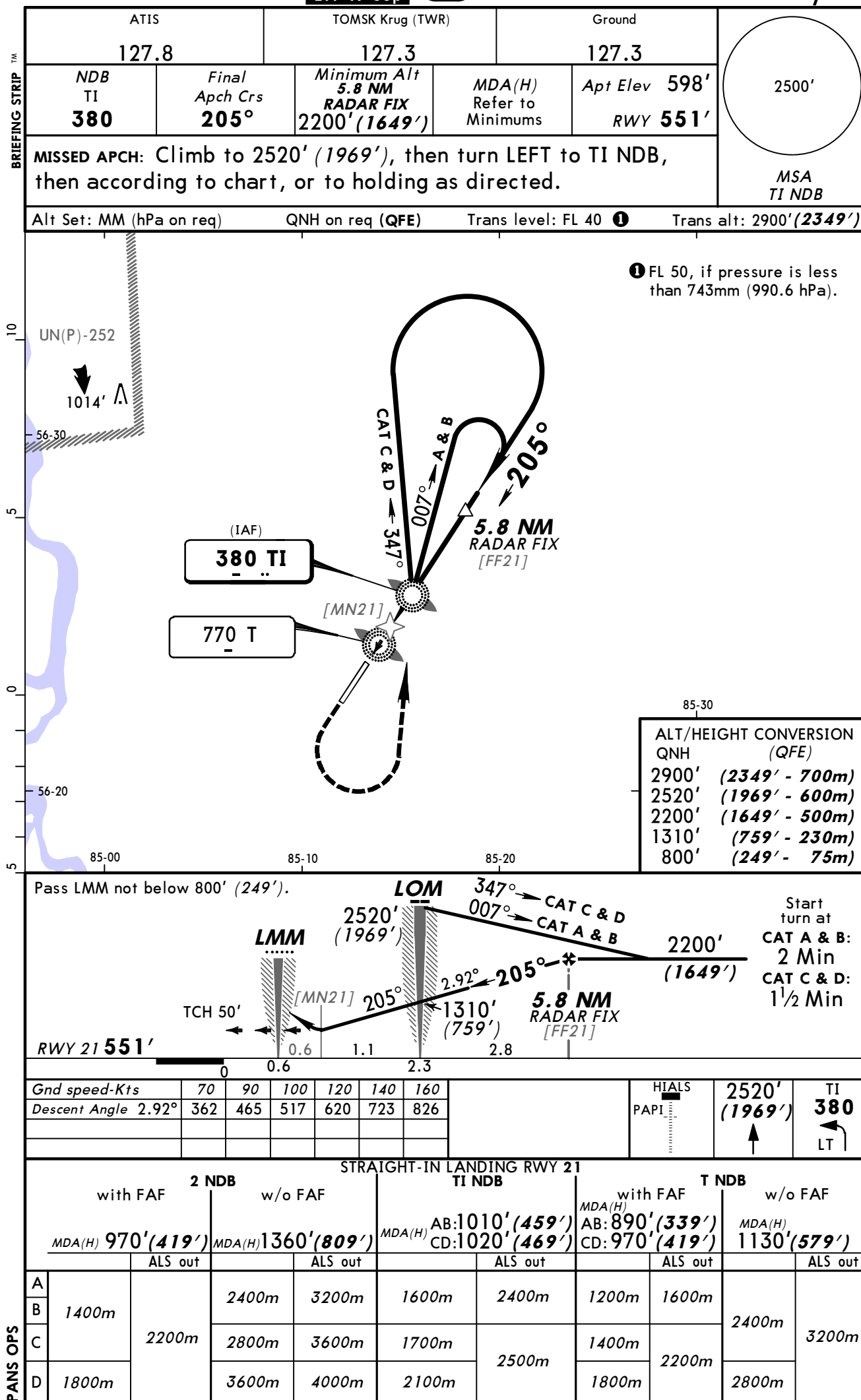
Gnd speed-Kts	70	90	100	120	140	160		2520' (1969')	TI 380
Descent Angle 2.92°	362	465	517	620	723	826			

STRAIGHT-IN LANDING RWY 21													
with FAF		2 NDB		w/o FAF		TI NDB		T NDB		with FAF		w/o FAF	
<i>MDA(H)</i> 970' (419')		<i>MDA(H)</i> 1360' (809')		<i>MDA(H)</i> 1600' (459')		<i>MDA(H)</i> 1020' (469')		<i>MDA(H)</i> 890' (339')		<i>MDA(H)</i> 970' (419')		<i>MDA(H)</i> 1130' (579')	
ALS out		ALS out		ALS out		ALS out		ALS out		ALS out		ALS out	
A	1400m	2200m	2400m	3200m	1600m	2400m	1200m	1600m	2400m	3200m			
B			2800m	3600m	1700m	2500m	1400m	2200m					
C			3600m	4000m	2100m		1800m				2800m		
D	1800m												

PANS OPS

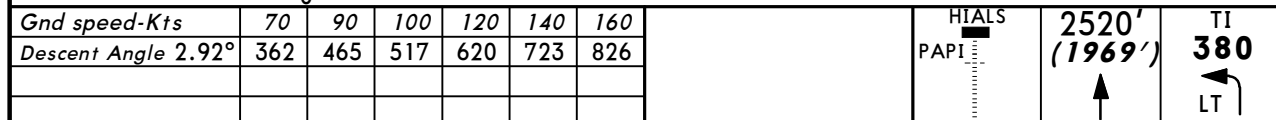
CHANGES: Communications. Missed apch. Minimums.

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.



TOMSK, RUSSIA
NDB W Rwy 21

BRIEFING STRIP TM



PANS OPS

© JEPPESEN, 2012, 2013. ALL RIGHTS RESERVED.

Chart changes since cycle 26-2013

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