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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

General Information

Location: TOMSK RUS
ICAO/IATA: UNTT / TOF
Lat/Long: N56° 22.98', E085° 12.63'
Elevation: 597 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -7:00 = UTC
Magnetic Variation: 8.0° E

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

Sunrise: 2129 Z
Sunset: 1512 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: 127.800
Tomsk Krug Tower: 127.300
Tomsk Ground Ground: 118.800
Tomsk Transit Operations: 131.875

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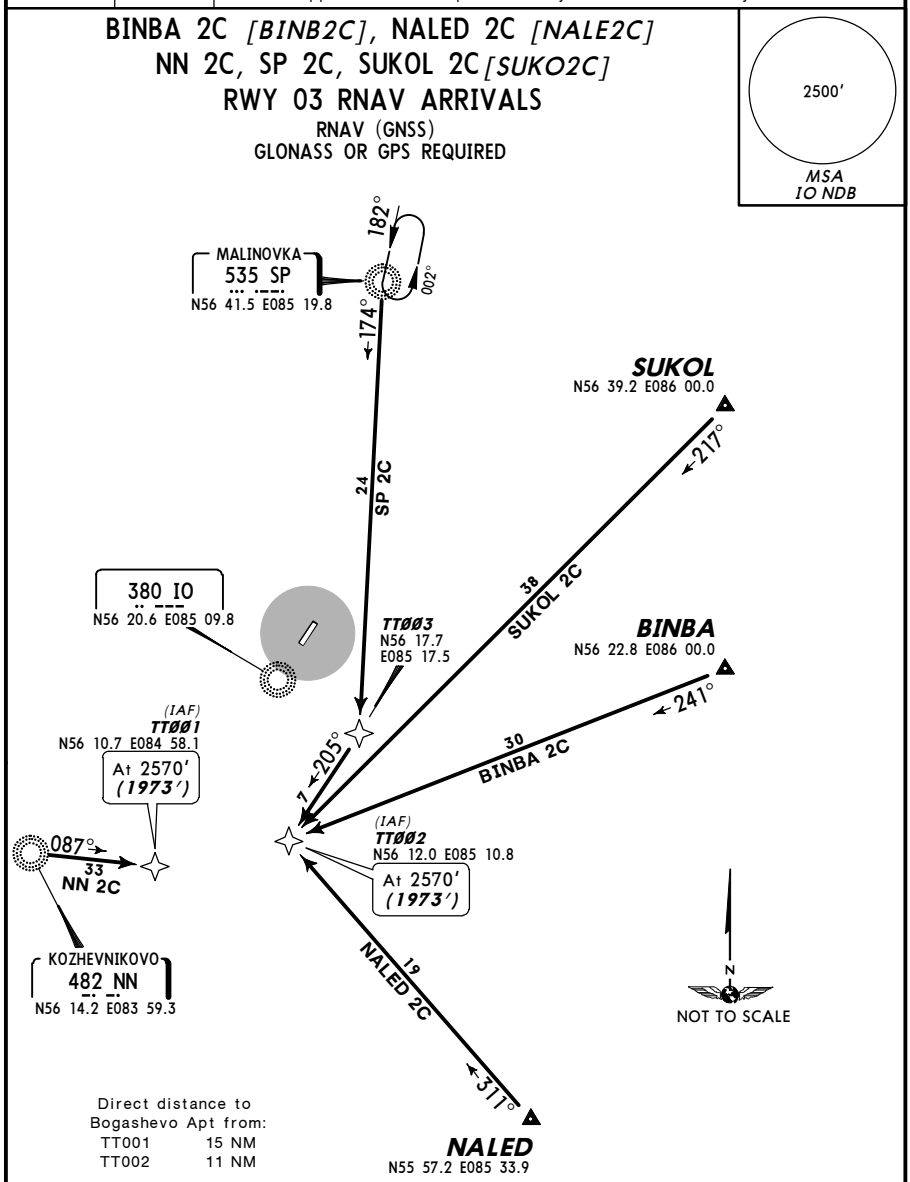
ATIS 127.8	Apt Elev 597′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ ***(2303′)*** 1. Altitudes at airway exit points by ATC. 2. Clearance for GNSS approach shall be requested from TOMSK Krug when passing CRP of entry. 3. GNSS approach shall be performed by authorized crew only.
TOMSK Krug 127.3		

BINBA 2C *[BINB2C]*, NALED 2C *[NALE2C]*
NN 2C, SP 2C, SUKOL 2C *[SUKO2C]*
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)***

CHANGES: RNAV STARs reindexed & revised.

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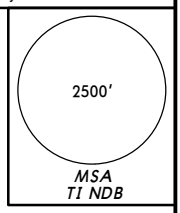
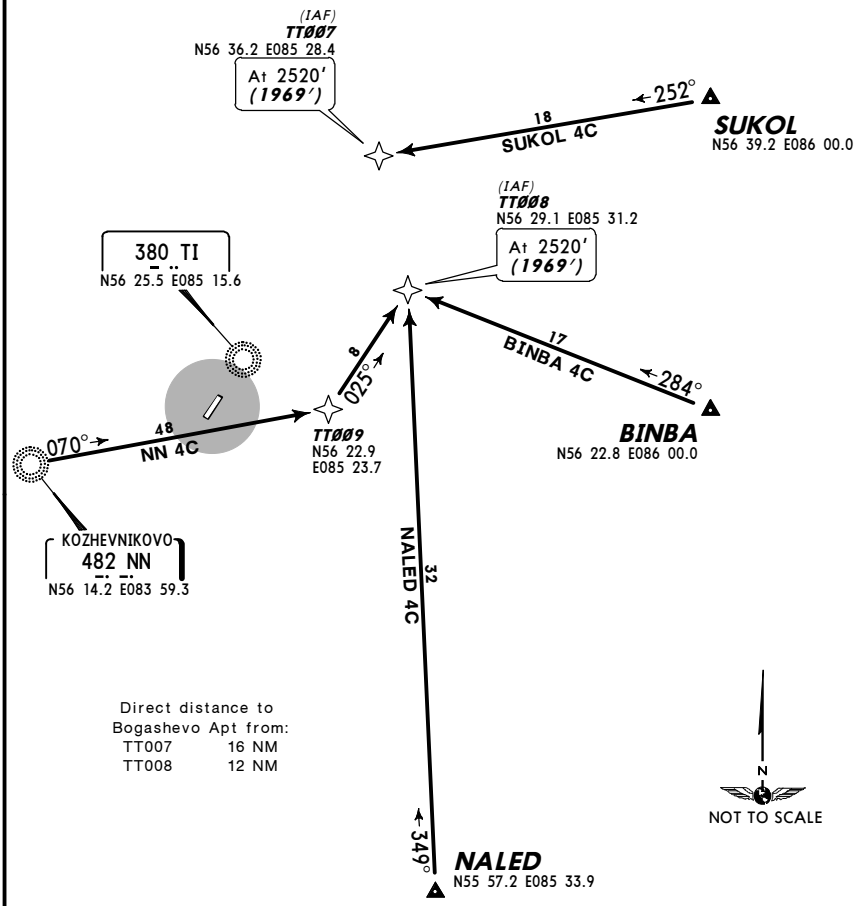
ATIS 127.8	Apt Elev 597′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ ***(2349′)*** 1. Altitudes at airway exit points by ATC. 2. Clearance for GNSS approach shall be requested from TOMSK Krug when passing CRP of entry. 3. GNSS approach shall be performed by authorized crew only.
TOMSK Krug 127.3		

BINBA 4C *[BINB4C]*, NALED 4C *[NALE4C]*
NN 4C, SUKOL 4C *[SUKO4C]*
RWY 21 RNAV ARRIVALS

RNAV (GNSS)
GLONASS OR GPS REQUIRED





Direct distance to Bogashevo Apt from:

TT007	16 NM
TT008	12 NM

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2900′	***(2349′ - 700m)***
2520′	***(1969′ - 600m)***

CHANGES: RNAV STARs reindexed & revised.

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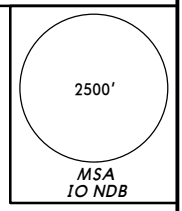
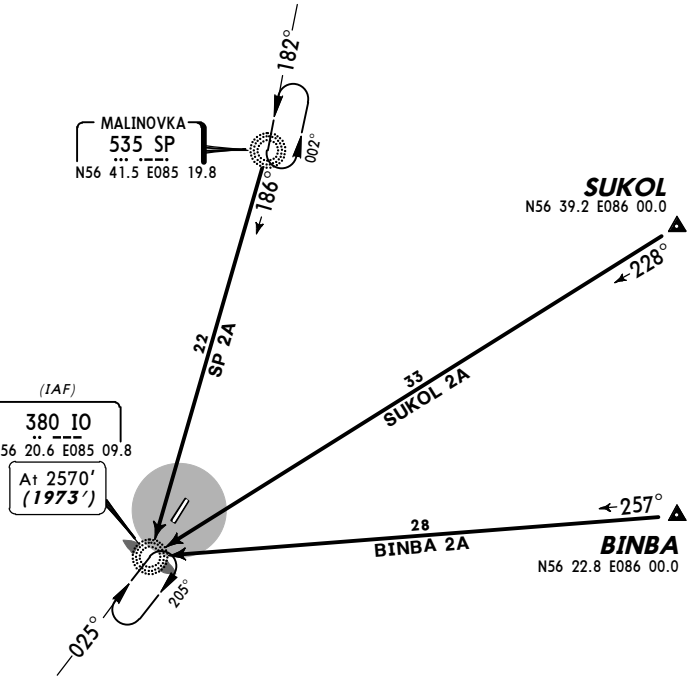
ATIS	Apt Elev	
127.8	597′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ ***(2303′)*** Altitudes at airway exit points by ATC.

BINBA 2A *[BINB2A]*
SP 2A, SUKOL 2A *[SUKO2A]*
RWY 03 ARRIVALS





Direct distance from IO to:
Bogashevo Apt 3 NM

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2900′	***(2303′ - 700m)***
2570′	***(1973′ - 600m)***

STAR	ROUTING
BINBA 2A **SUKOL 2A**	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 base turn point.
SP 2A	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.

CHANGES: STARs reindexed & revised.

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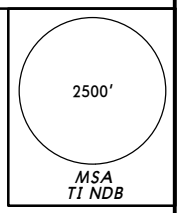
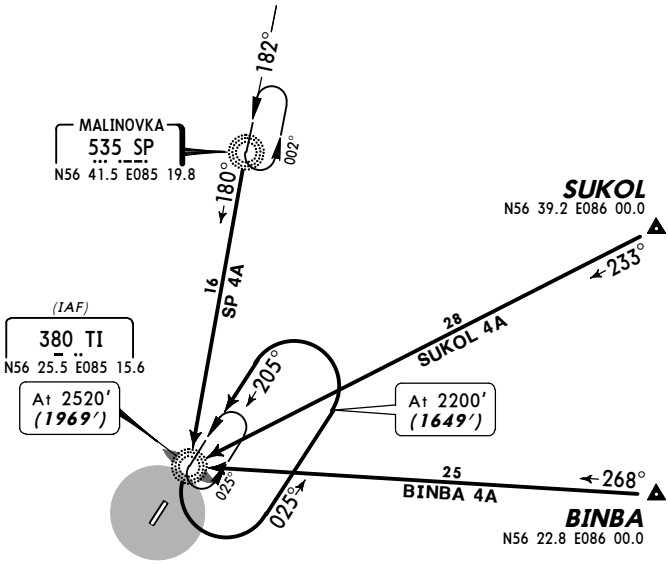
ATIS	Apt Elev	
127.8	597′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ ***(2349′)*** Altitudes at airway exit points by ATC.

BINBA 4A *[BINB4A]*
SP 4A, SUKOL 4A *[SUKO4A]*
RWY 21 ARRIVALS





Direct distance from TI to:
Bogashevo Apt 3 NM

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2900′	***(2349′ - 700m)***
2520′	***(1969′ - 600m)***
2200′	***(1649′ - 500m)***

STAR	ROUTING
BINBA 4A	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 4A	
SP 4A	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.

CHANGES: STARs reindexed & revised.

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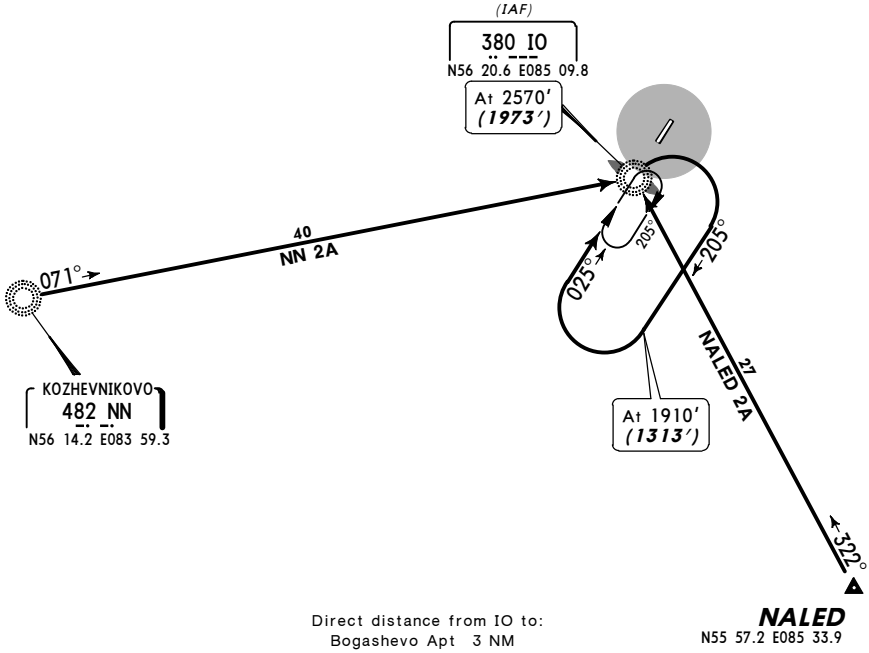
ATIS	Apt Elev	
127.8	597′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ ***(2303′)*** Altitudes at airway exit points by ATC.

NALED 2A *[NALE2A]*, NN 2A
RWY 03 ARRIVALS



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)***

STAR	ROUTING
NALED 2A	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 our approach. When RADAR control is provided, proceed to final turn point.
NN 2A	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.

CHANGES: STARs reindexed & revised.

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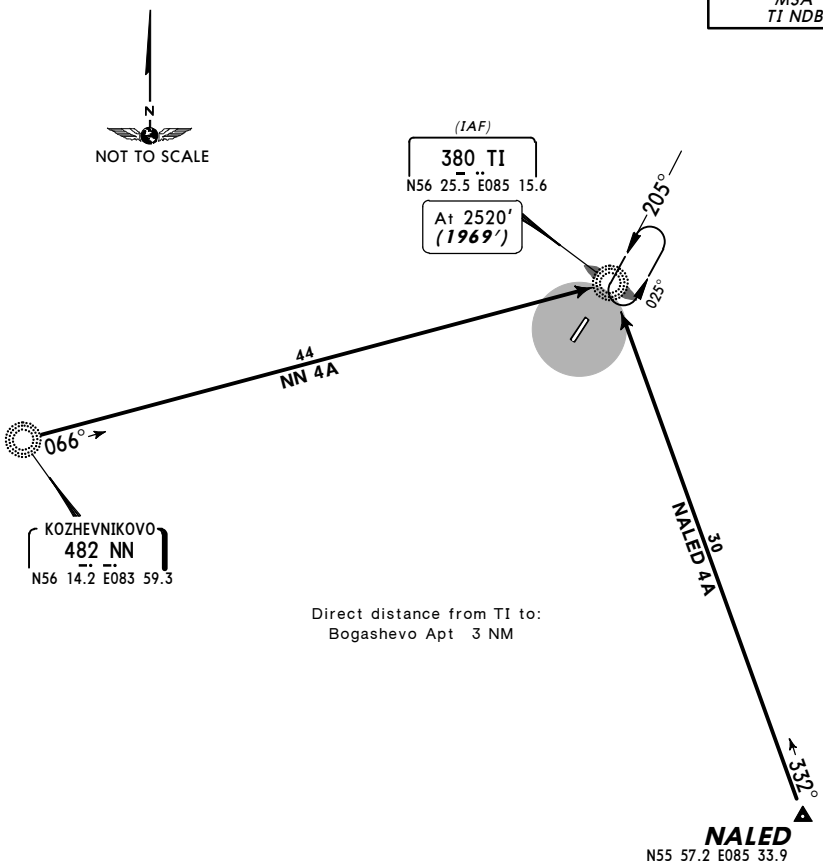
ATIS	Apt Elev	
127.8	597′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ ***(2349′)*** Altitudes at airway exit points by ATC.

NALED 4A *[NALE4A]*, NN 4A
RWY 21 ARRIVALS



Direct distance from TI to:
Bogashevo Apt 3 NM

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2900′	***(2349′ - 700m)***
2530′	***(1969′ - 600m)***

STAR	ROUTING
NALED 4A	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 4A	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.

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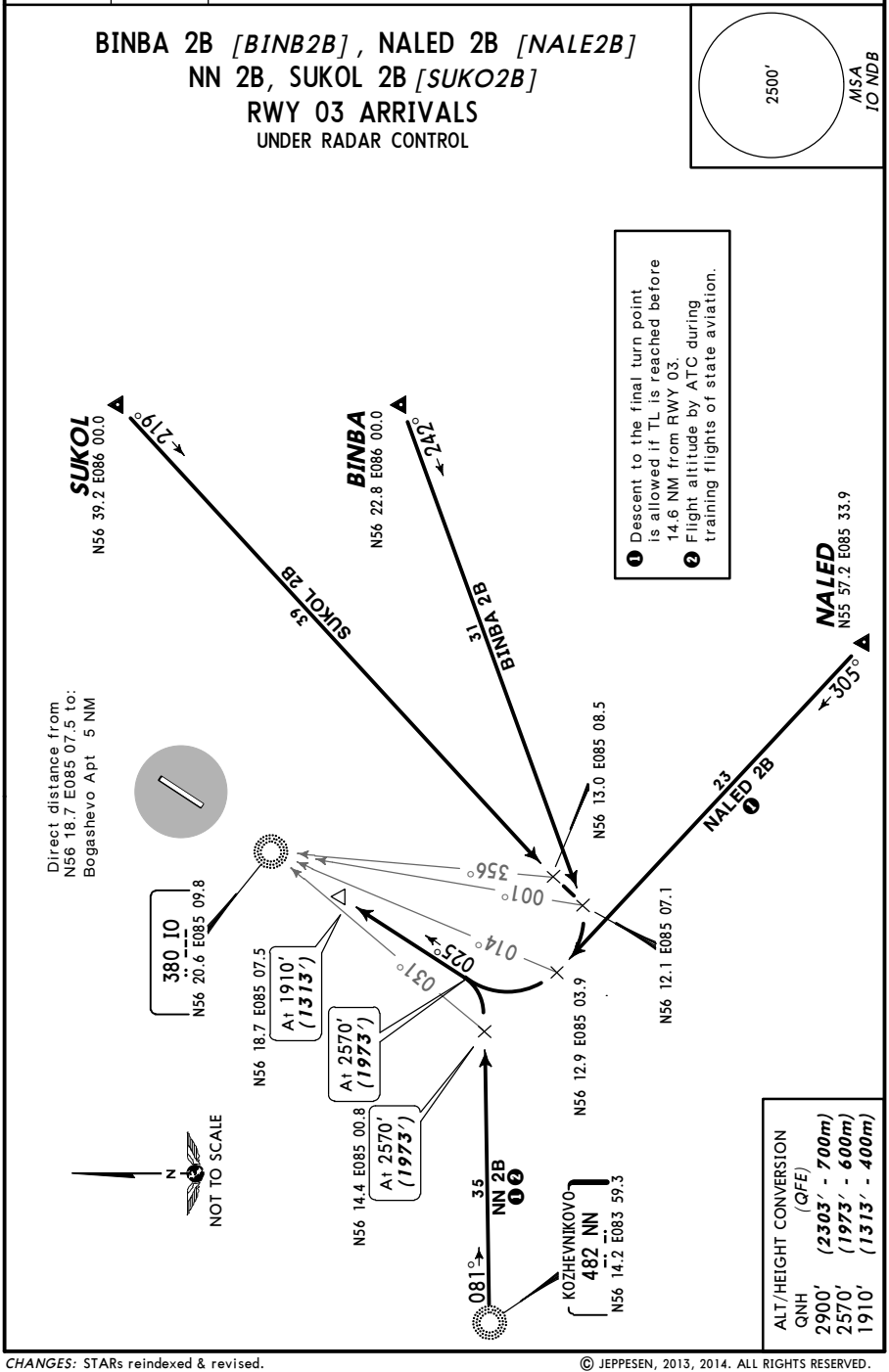
ATIS	Apt Elev	
127.8	597′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ ***(2303′)*** Altitudes at airway exit points by ATC.

BINBA 2B *[BINB2B]*, NALED 2B *[NALE2B]*
NN 2B, SUKOL 2B *[SUKO2B]*
RWY 03 ARRIVALS
UNDER RADAR CONTROL



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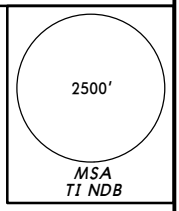
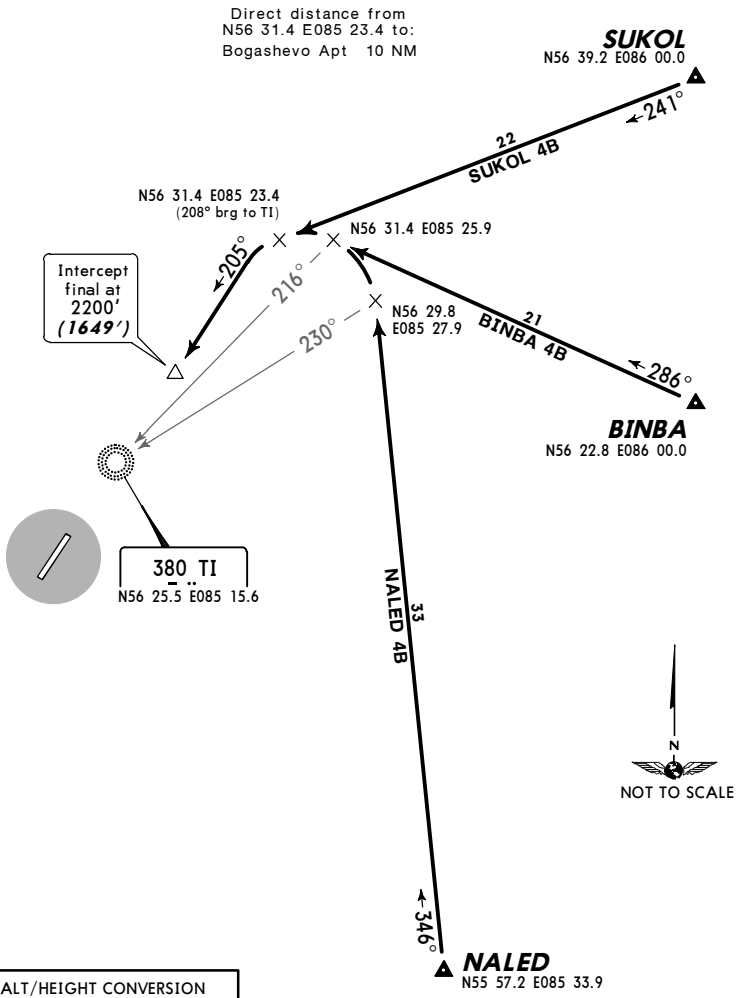
ATIS	Apt Elev	
127.8	597′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ ***(2349′)*** Altitudes at airway exit points by ATC.

BINBA 4B *[BINB4B]*, NALED 4B *[NALE4B]*
SUKOL 4B *[SUKO4B]*
RWY 21 ARRIVALS
UNDER RADAR CONTROL





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2900′	***(2349′ - 700m)***
2200′	***(1649′ - 500m)***

CHANGES: STARs reindexed & revised.

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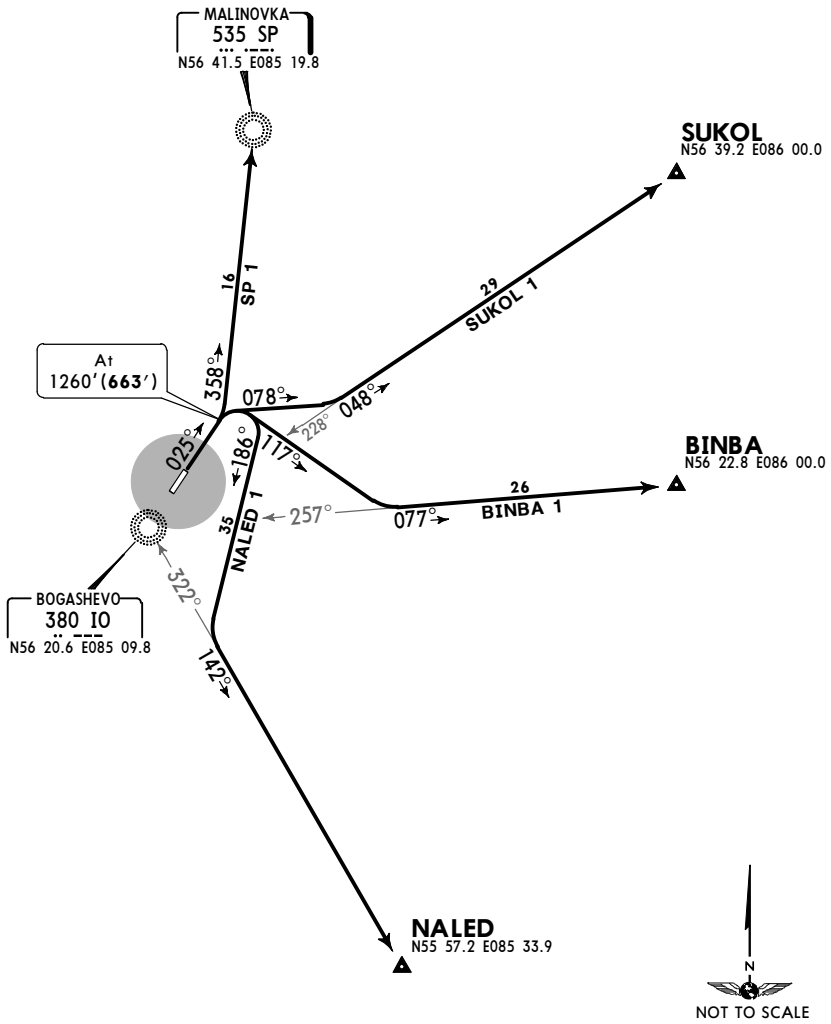
Apt Elev 597′	QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ (**2303′**) Altitudes at airway entry points by ATC.

2500′
MSA
IO NDB

BINBA 1, NALED 1
SP 1, SUKOL 1
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1260′	(663′ -	200m)
2900′	(2303′ -	700m)

CHANGES: SID NN 1 transferred.

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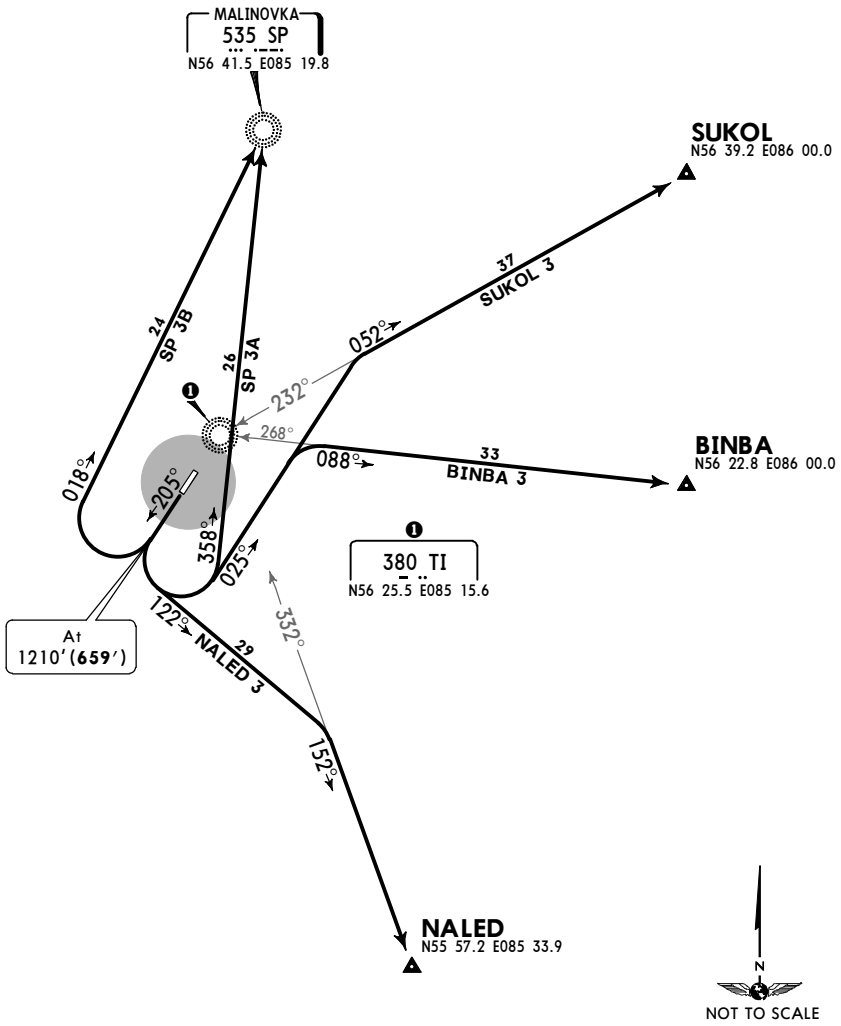
Apt Elev 597′	QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ **(2349′)** Altitudes at airway entry points by ATC.

2500′
MSA
TI NDB

BINBA 3, NALED 3
SP 3A, SUKOL 3
SP 3B
BY ATC

RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1210′	**(659′ - 200m)**
2900′	**(2349′ - 700m)**

CHANGES: SID NN 3 transferred.

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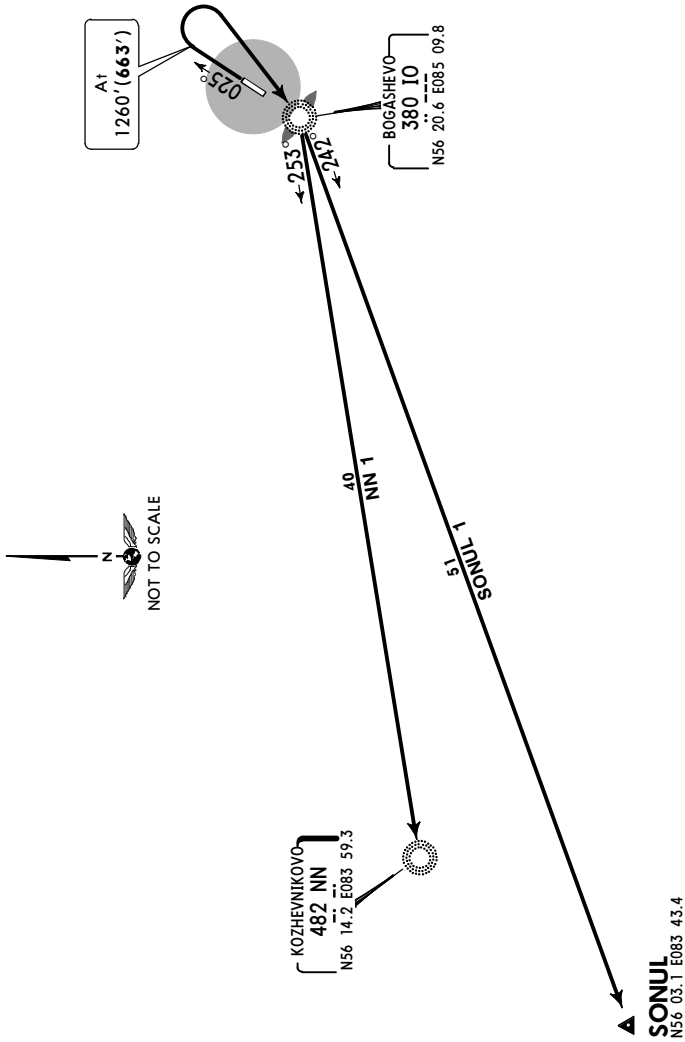
Apt Elev 597′	QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ **(2303′)** Altitudes at airway entry points by ATC.

NN 1
SONUL 1
RWY 03 DEPARTURES



ALT/HEIGHT CONVERSION
(QFE)

QNH	
1260′	**(663′ - 200m)**
2900′	**(2303′ - 700m)**

CHANGES: New chart (SID NN 1 transferred; SID SONUL 1 established).

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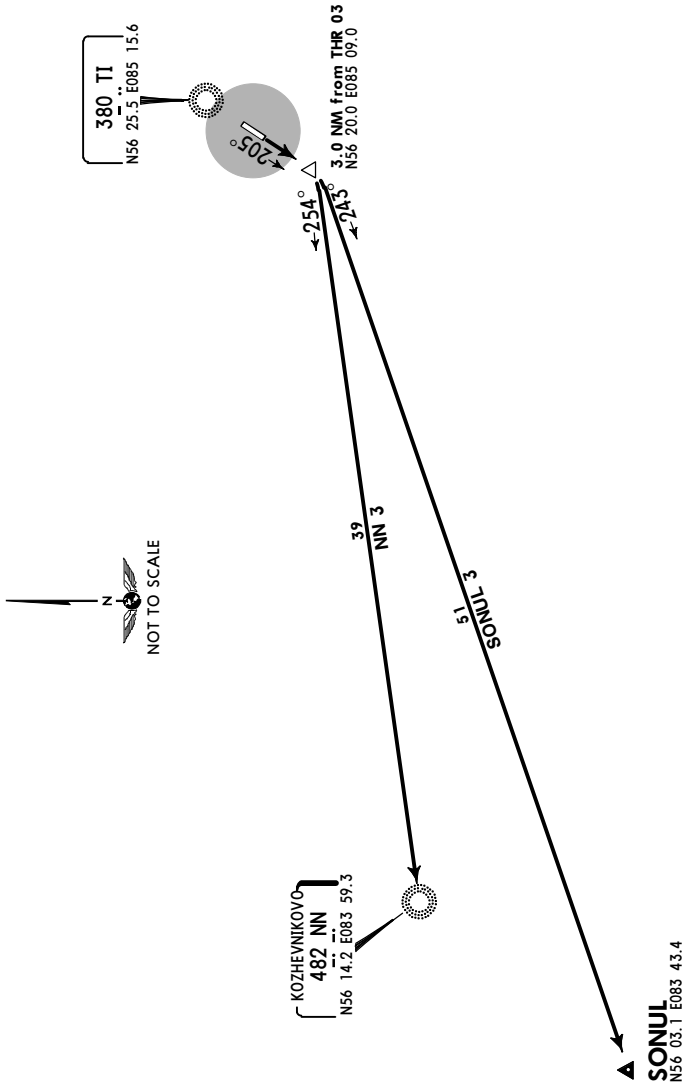
Apt Elev 597′	QNH on request **(QFE)** Trans level: FL40 FL50 if the pressure is less than 743 mm (990.6 hPa) Trans alt: 2900′ **(2349′)** Altitudes at airway entry points by ATC.

NN 3
SONUL 3
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
2900′ **(2349′ - 700m)**

CHANGES: New chart (SID NN 3 transferred; SID SONUL 3 established).

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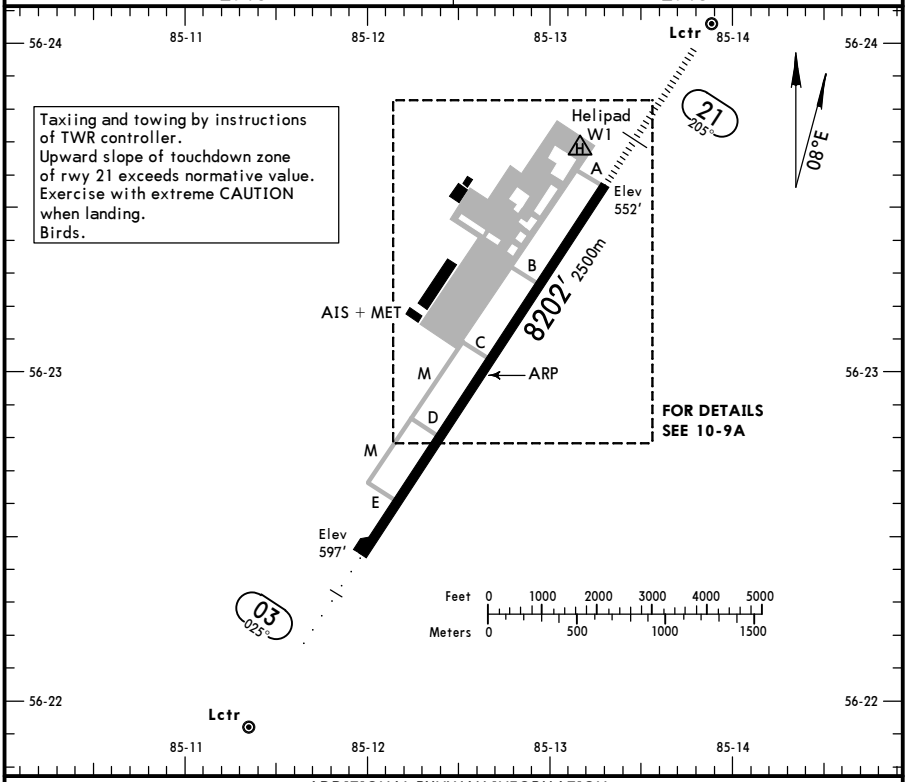
UNTT/TOF

Apt Elev **597′**
N56 23.0 E085 12.7

JEPPESEN
12 FEB 16 (10-9)

TOMSK, RUSSIA
BOGASHEVO

ATIS	*TOMSK Krug (TWR/GND)
127.8	127.3



ADDITIONAL RUNWAY INFORMATION

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

❸ TAKE-OFF RUN AVAILABLE

RWY 03:

From rwy head	8202′(2500m)
twy E int	6591′(2009m)
twy D int	4951′(1509m)
twy C int	2982′ (909m)

RWY 21:

From rwy head	8202′(2500m)
twy B int	6591′(2009m)
twy C int	4951′(1509m)
twy D int	2982′ (909m)

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: TORA.

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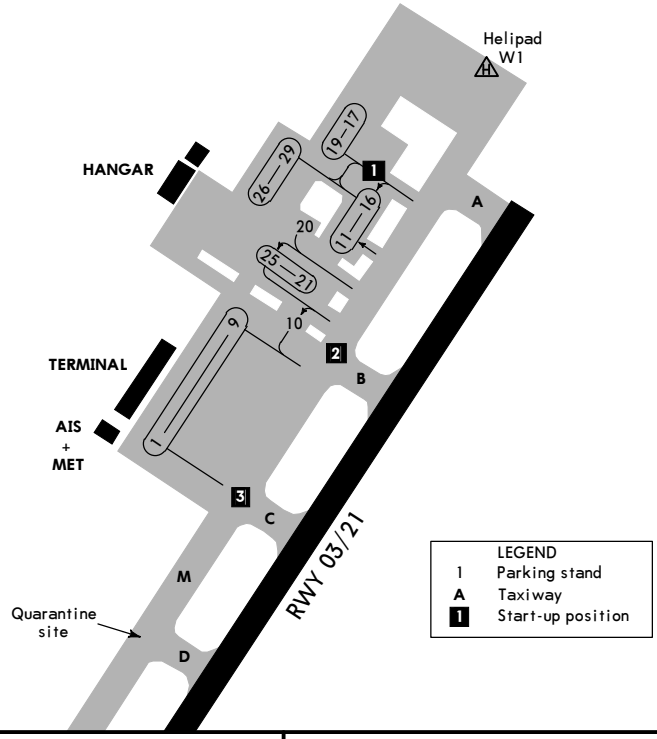
NOT TO SCALE



INS COORDINATES	
STAND No.	COORDINATES
1, 2	N56 23.2 E085 12.6
3	N56 23.3 E085 12.6
4 thru 6	N56 23.3 E085 12.7
7 thru 9	N56 23.4 E085 12.8
10	N56 23.4 E085 12.9

Stands 1 thru 9 and 12 thru 19 available for helicopters.
Exit stand 1 by towing in case of acft parking in northwest direction.
Exit stands 2 thru 4 by towing in case of acft parking in northwest and southeast direction.

LOW VISIBILITY PROCEDURES (LVP)

Procedures shall be applied when RVR is 800m or less.
The flight crew will be informed when LVP are in progress by ATIS or ATS unit by phrase: "LVP in progress, check your minimums".

The following is prohibited during LVP:
- take-off not from the runway beginning.
- take-off without stop at line-up position.

Arrival

Rwy 03/21 shall be considered vacant when acft occupies Twy M by the report of the flight crew and that indicates vacation of ILS critical area.
Acft shall be escorted by Follow-me car.
The flight crew shall report to ATS unit controller about acft arrival to a stand using the following phraseology: " Acft call sign + on stand..."

Departure

Acft taxiing to the runway holding position for take-off from rwy 03/21 shall be carried out along Twy M with holding position before Twys A, B, C, D and E after Follow-me car or towing shall be carried out to the start-up point.
During taxiing along the apron and taxiway the flight crew shall observe increased circumspection to be sure that taxiing is carried out in the conditions of complete safety.

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
03	RNAV ❶	**1020**′(423′)	**1020**′(423′)	**1020**′(423′)	**1020**′(423′)
		R1500m	**R1500m**	**R1800m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ❶	**980**′(383′)	**980**′(383′)	**980**′(383′)	**980**′(383′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	IO NDB ❶	**1020**′(423′)	**1020**′(423′)	**1020**′(423′)	**1020**′(423′)
		R1500m	**R1500m**	**R1800m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	I Lctr ❶❷	**1020**′(423′)	**1020**′(423′)	**1020**′(423′)	**1020**′(423′)
		R1500m	**R1500m**	**R1800m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	I Lctr ❸	**1070**′(473′)	**1070**′(473′)	**1070**′(473′)	**1070**′(473′)
		C2200m	**C2200m**	**C2400m**	**C2400m**
	ALS out	C2400m	C2400m	C2600m	C2600m
21	ILS	**751**′(200′)	**751**′(200′)	**751**′(200′)	**751**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**970**′(419′)	**970**′(419′)	**970**′(419′)	**970**′(419′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❶	**970**′(419′)	**970**′(419′)	**970**′(419′)	**970**′(419′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	TI NDB ❶	**970**′(419′)	**970**′(419′)	**970**′(419′)	**970**′(419′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	T Lctr ❶❷	**970**′(419′)	**970**′(419′)	**970**′(419′)	**970**′(419′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	T Lctr ❸	**990**′(439′)	**990**′(439′)	**1140**′(589′)	**1140**′(589′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	ALS out	C2200m	C2200m	C3100m	C3100m

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

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		

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UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13 (11-1) Eff 19 Sep

TOMSK, RUSSIA
ILS Z Rwy 21

BRIEFING STRIP TM

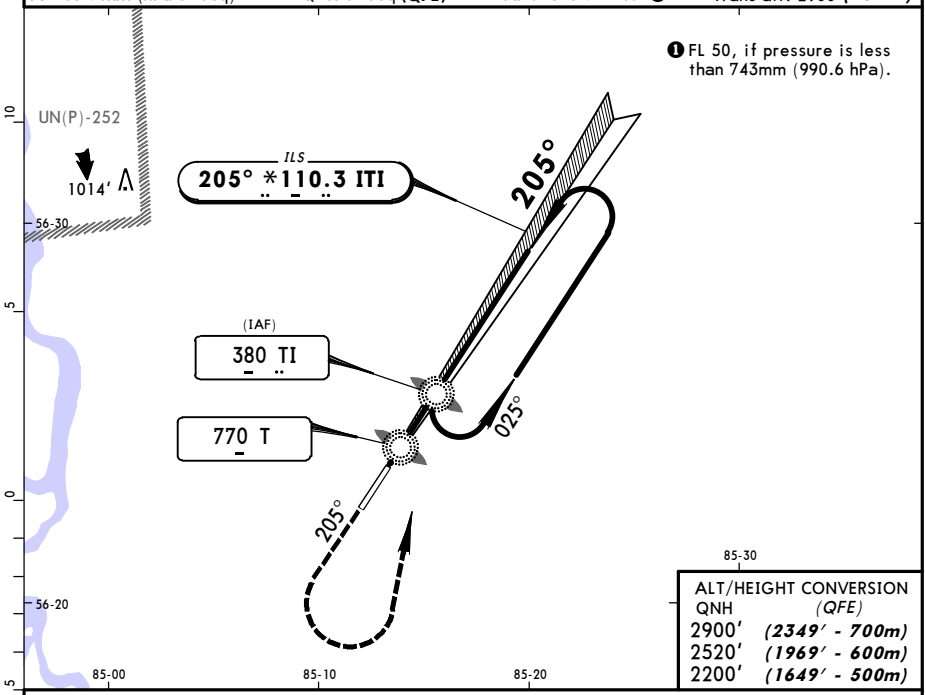
ATIS	TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

LOC ITI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 598′
*110.3	205°	1306′(755′)	751′(200′)	RWY 551′

2500′
MSA
TI NDB

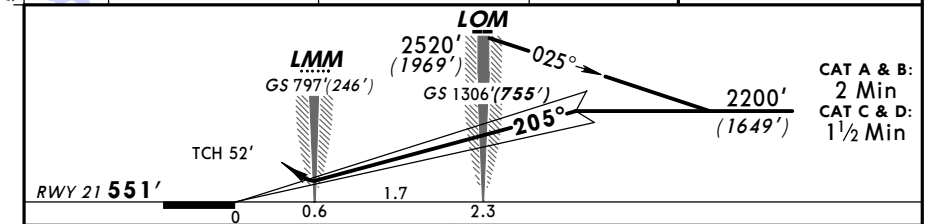
MISSED APCH: Climb to 2520′(1969′), then turn LEFT to TI NDB. After TI NDB follow NDB X Rwy 21 procedure or to holding as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2900′(2349′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2349′ - 700m)
2520′	(1969′ - 600m)
2200′	(1649′ - 500m)



CAT A & B: 2 Min
CAT C & D: 1½ Min

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

HIALS
PAPI
2520′ (1969′)
TI 380
LT

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 751′(200′) FULL	ILS DA(H) 751′(200′) ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Communications. Rwy elev. Missed apch. Minimums.

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UNTT/TOF
BOGASHEVO

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

TOMSK, RUSSIA
ILS Y Rwy 21

BRIEFING STRIP TM

ATIS	TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

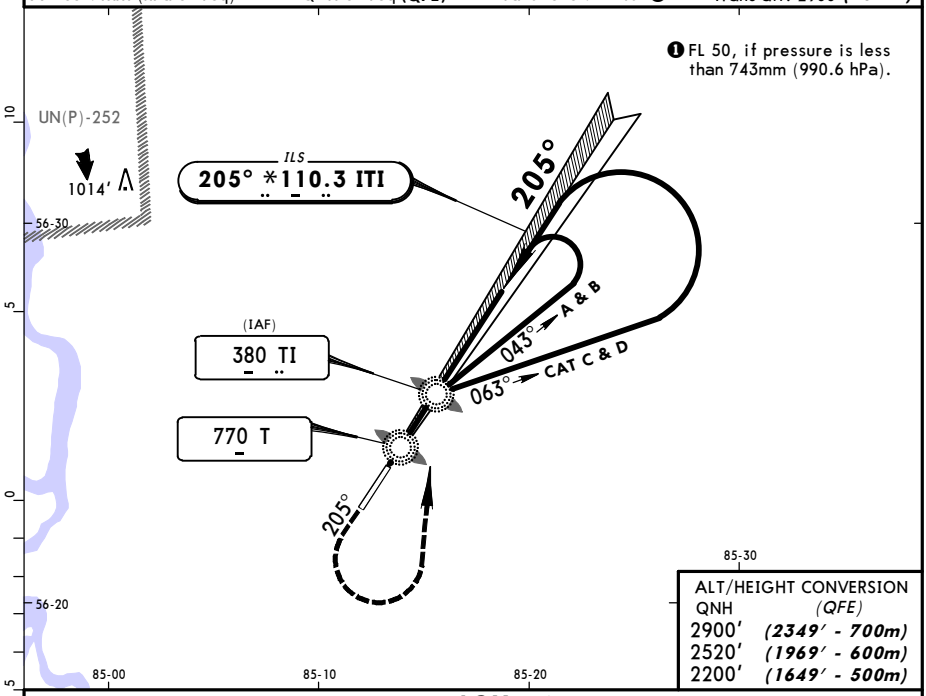
LOC ITI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 598′
*110.3	205°	1306′(755′)	751′(200′)	RWY 551′

2500′
MSA
TI NDB

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.

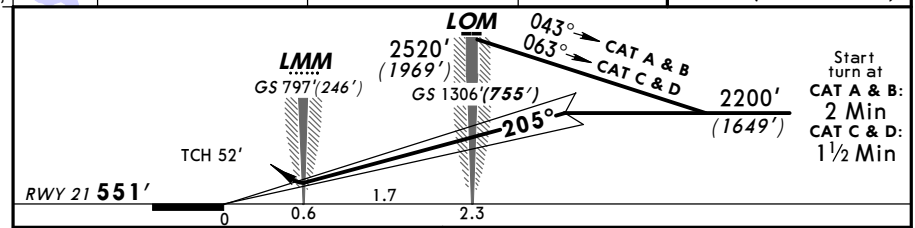
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2900′(2349′)

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2349′ - 700m)
2520′	(1969′ - 600m)
2200′	(1649′ - 500m)



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

HIALS
PAPI
2520′ (1969′)
TI 380
LT

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 751′(200′) FULL	ILS DA(H) 751′(200′) ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Communications. Rwy elev. Missed apch. Minimums.

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UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13 (11-3) Eff 19 Sep

TOMSK, RUSSIA
ILS X Rwy 21

BRIEFING STRIP TM

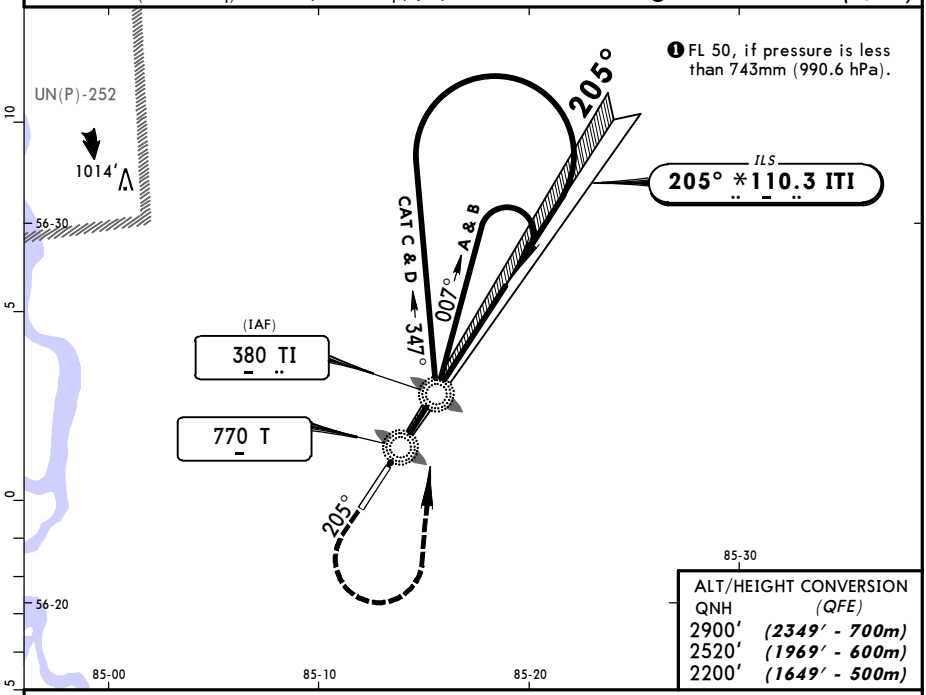
ATIS	TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

LOC ITI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 598′
*110.3	205°	1306′(755′)	751′(200′)	RWY 551′

2500′
MSA
TI NDB

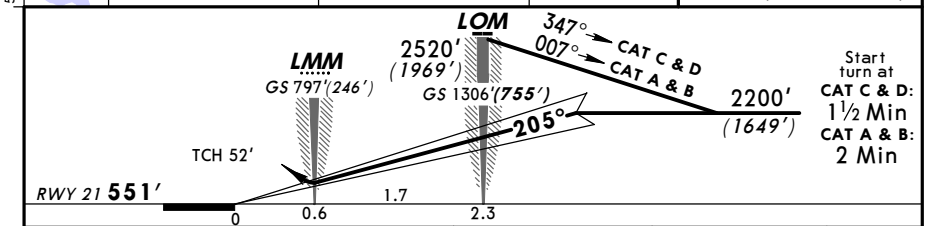
MISSED APCH: Climb to 2520′ (1969′), then turn LEFT to TI NDB, then according to chart, or to holding as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ 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
ILS GS 2.92°	362	465	517	620	723	826

HIALS
PAPI
2520′ (1969′)
TI 380
LT

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 751′(200′) FULL	ILS DA(H) 751′(200′) ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Communications. Rwy elev. Missed apch. Minimums.

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UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13 (11-4) Eff 19 Sep

TOMSK, RUSSIA
ILS W Rwy 21

BRIEFING STRIP TM

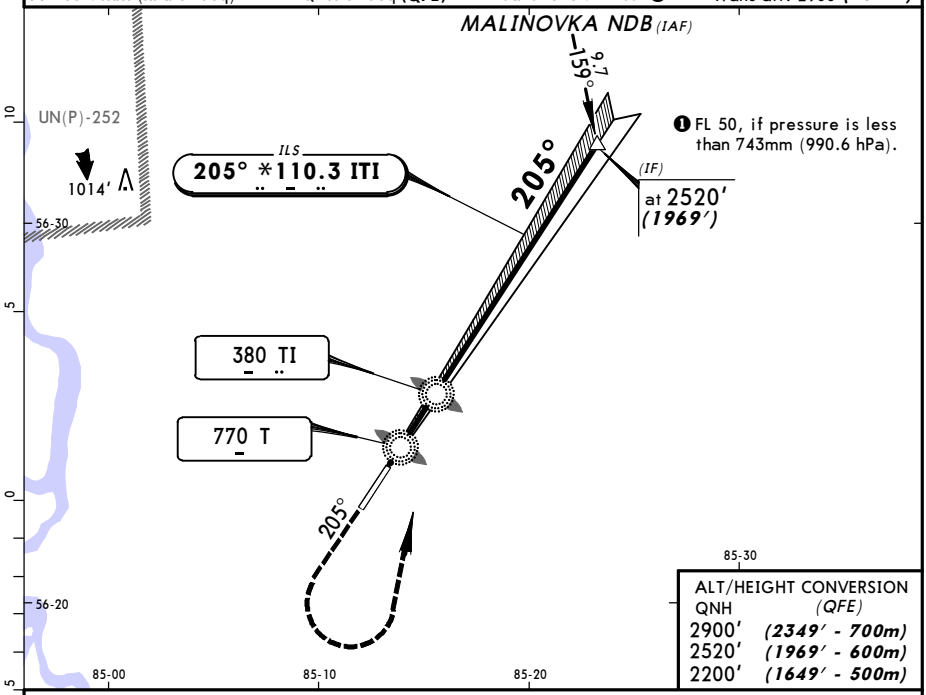
ATIS	TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

LOC ITI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 598′
*110.3	205°	1306′(755′)	751′(200′)	RWY 551′

2500′ MSA TI NDB

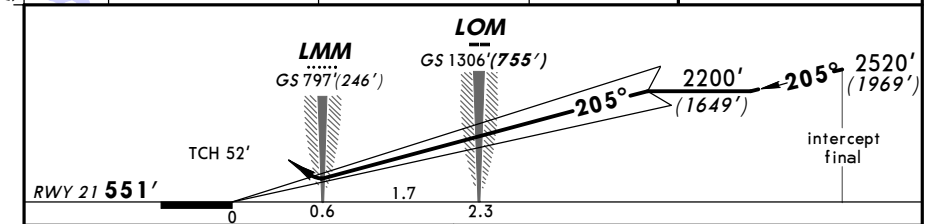
MISSED APCH: Climb to 2520′(1969′), then turn LEFT to TI NDB. After TI NDB follow NDB X Rwy 21 procedure or to holding as directed.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ 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
ILS GS 2.92°	362	465	517	620	723	826

HIALS PAPI 2520′ (1969′) TI 380 LT

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 751′(200′) FULL	ILS DA(H) 751′(200′) ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Communications. Rwy elev. Missed apch. Minimums.

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UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13 (12-1) Eff 19 Sep

TOMSK, RUSSIA
RNAV (GNSS) Rwy 03

BRIEFING STRIP TM

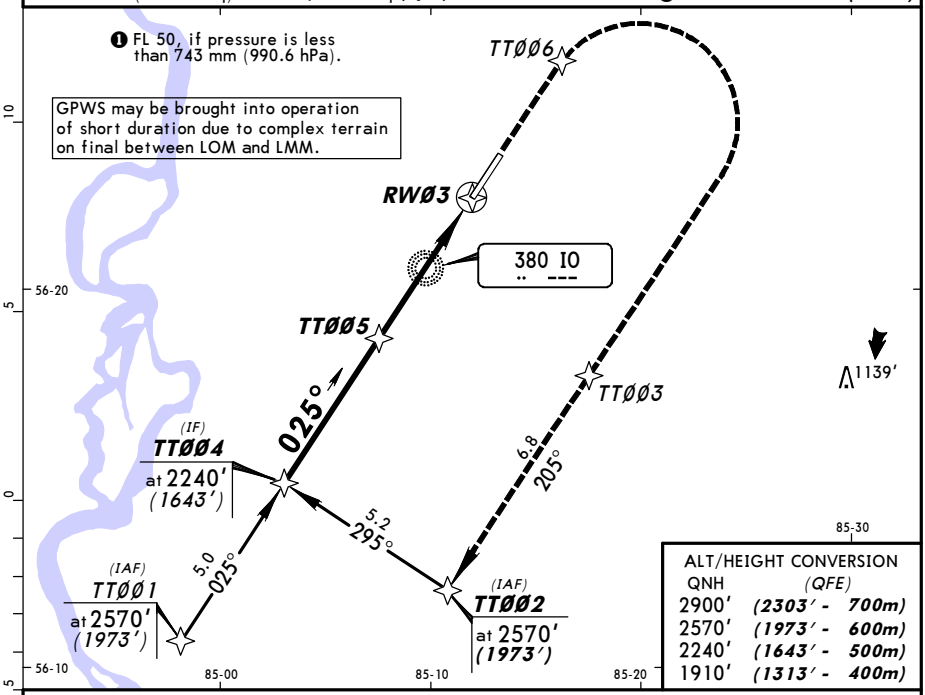
ATIS	TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 598′
	025°	TTØØ5 1910′ (1313′)	1020′ (423′)	RWY 597′

2500′
MSA
IO NDB

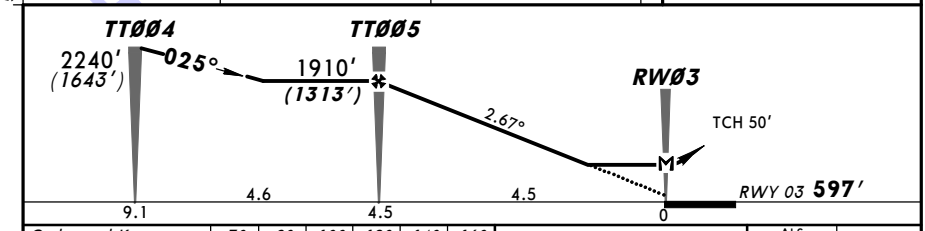
MISSED APCH: Climb STRAIGHT AHEAD to TTØØ6, then turn RIGHT to TTØØ3 climbing to 2570′ (1973′), then according to chart or as directed.

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



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

TTØØ6

STRAIGHT-IN LANDING RWY 03

MDA(H) 1020′ (423′)

ALS out

PANS OPS

A	1600m
B	
C	2000m
D	

CHANGES: Communications. Notes.

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UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13 (12-2) Eff 19 Sep

TOMSK, RUSSIA
RNAV (GNSS) Rwy 21

BRIEFING STRIP TM

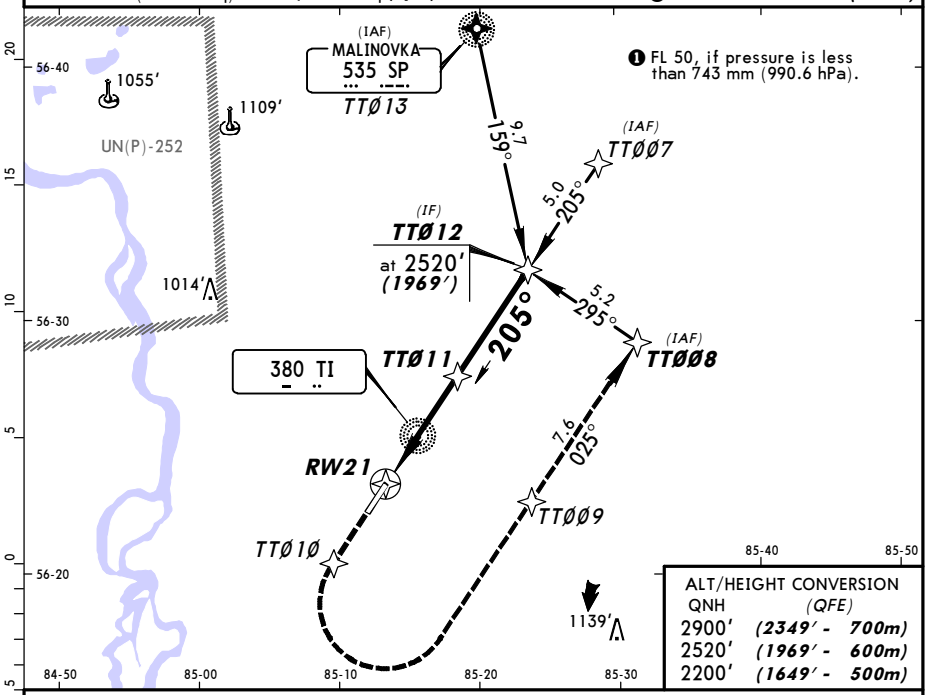
ATIS	TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

RNAV	Final Apch Crs	Minimum Alt TTØ11	MDA(H)	Apt Elev 598′
	205°	2200′ (1649′)	970′ (419′)	RWY 551′

2500′
MSA
TI NDB

MISSED APCH: Climb STRAIGHT AHEAD to TTØ1Ø, then turn LEFT to TTØØ9 climbing to 2520′ (1969′), then according to chart or as directed.

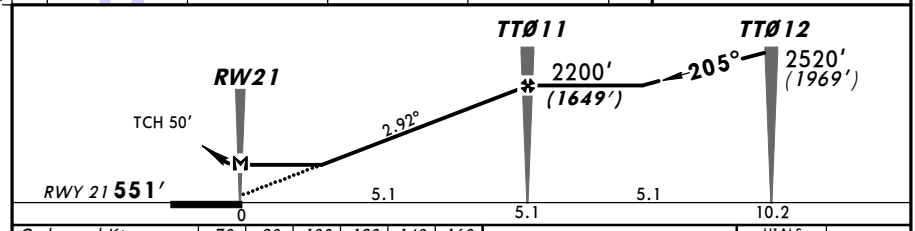
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2900′ (2349′)



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

ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2349′ - 700m)
2520′	(1969′ - 600m)
2200′	(1649′ - 500m)



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

HIALS
PAPI
TTØ1Ø

STRAIGHT-IN LANDING RWY 21

MDA(H) 970′ (419′)

PANS OPS

		ALS out
A	800m	1600m
B		
C	1200m	2000m
D	1600m	

CHANGES: Communications. Rwy elev. Minimums.

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UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13
Eff 19 Sep
(16-1)

TOMSK, RUSSIA
2 NDB Z or NDB Z Rwy 03

BRIEFING STRIP TM

ATIS	TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

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

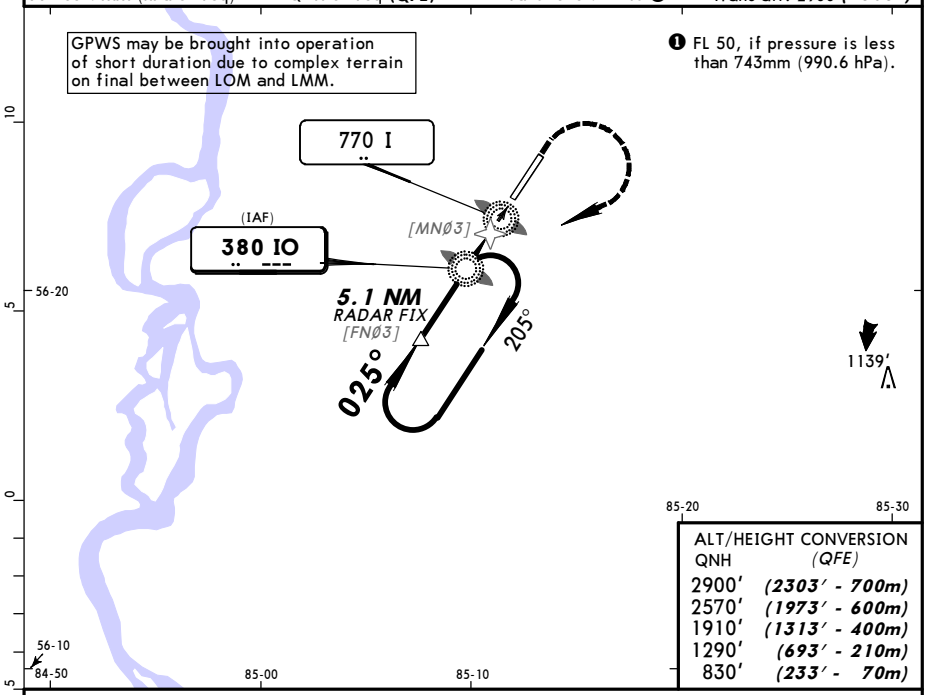
2500′
MSA IO NDB

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 ❶ Trans alt: 2900′(2303′)

GPWS may be brought into operation of short duration due to complex terrain on final between LOM and LMM.

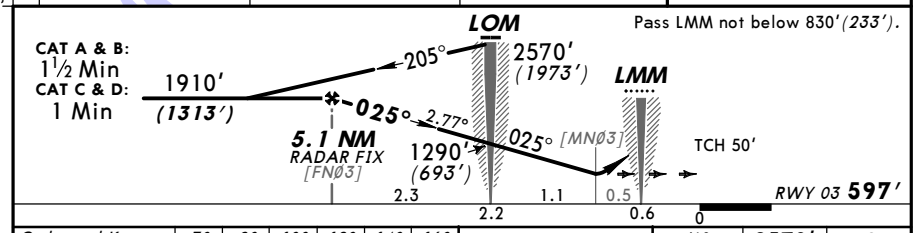
❶ FL 50, if pressure is less than 743mm (990.6 hPa).



ALT/HEIGHT CONVERSION

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

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

2570′
(1973′)

IO
380
RT

STRAIGHT-IN LANDING RWY 03

	2 NDB	IO NDB	I NDB with FAF	I NDB w/o FAF
MDA(H)	980′(383′)	1020′(423′)	1020′(423′)	1070′(473′)
	ALS out	ALS out	ALS out	ALS out
PANS OPS A	2100m	2300m	2300m	2700m
PANS OPS B				
PANS OPS C				
PANS OPS D				

CHANGES: Communications. Missed apch. Minimums.

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UNTT/TOF
BOGASHEVO

JEPPESEN
13 SEP 13
Eff 19 Sep
(16-2)

TOMSK, RUSSIA
2 NDB Y or NDB Y Rwy 03

BRIEFING STRIP TM

ATIS	TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

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

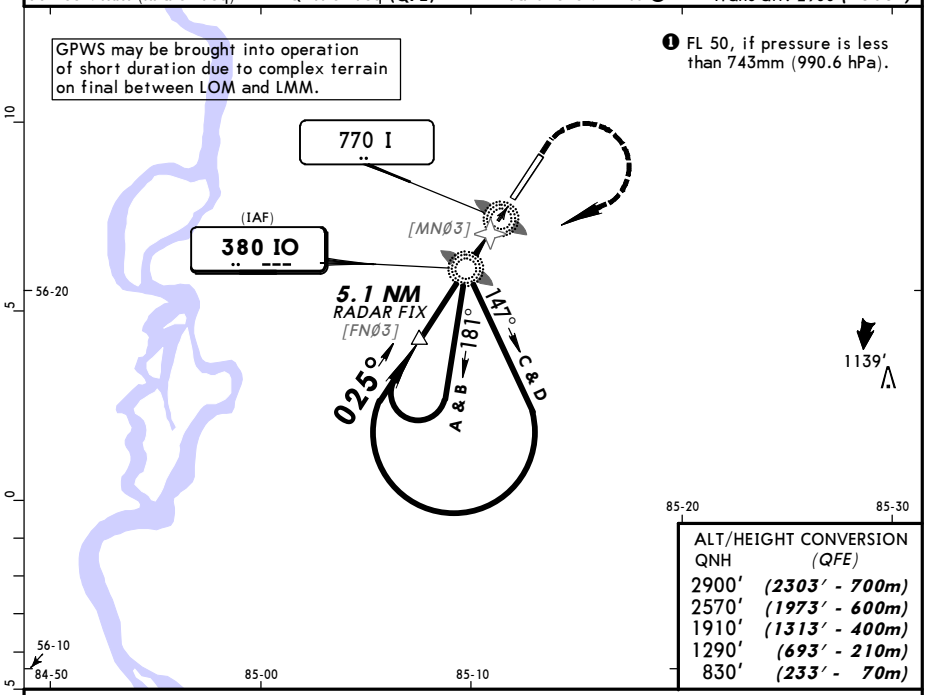
2500′ MSA IO NDB

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 ❶ Trans alt: 2900′(2303′)

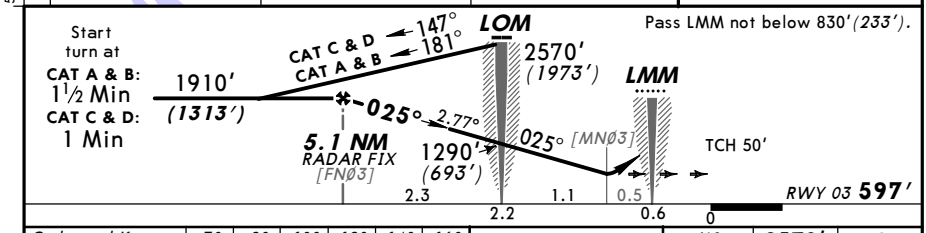
GPWS may be brought into operation of short duration due to complex terrain on final between LOM and LMM.

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



ALT/HEIGHT CONVERSION

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



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

2570′ (1973′)

IO 380 RT

STRAIGHT-IN LANDING RWY 03

	2 NDB	IO NDB	I NDB with FAF	I NDB w/o FAF
	MDA(H) 980′(383′) ALS out	MDA(H) 1020′(423′) ALS out	MDA(H) 1020′(423′) ALS out	MDA(H) 1070′(473′) ALS out
PANS OPS A	2100m	2300m	2300m	2700m
PANS OPS B				
PANS OPS C				
PANS OPS D				

CHANGES: Communications. Missed apch. Minimums.

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UNTT/TOF
BOGASHEVO

JEPPESEN
1 APR 16 (16-3)

TOMSK, RUSSIA
2 NDB X or NDB X Rwy 03

BRIEFING STRIP TM

ATIS	*TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

NDB IO	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 597′
380	**025°**	**5.1 NM RADAR FIX** 1910′(1313′)	Refer to Minimums	Rwy 597′

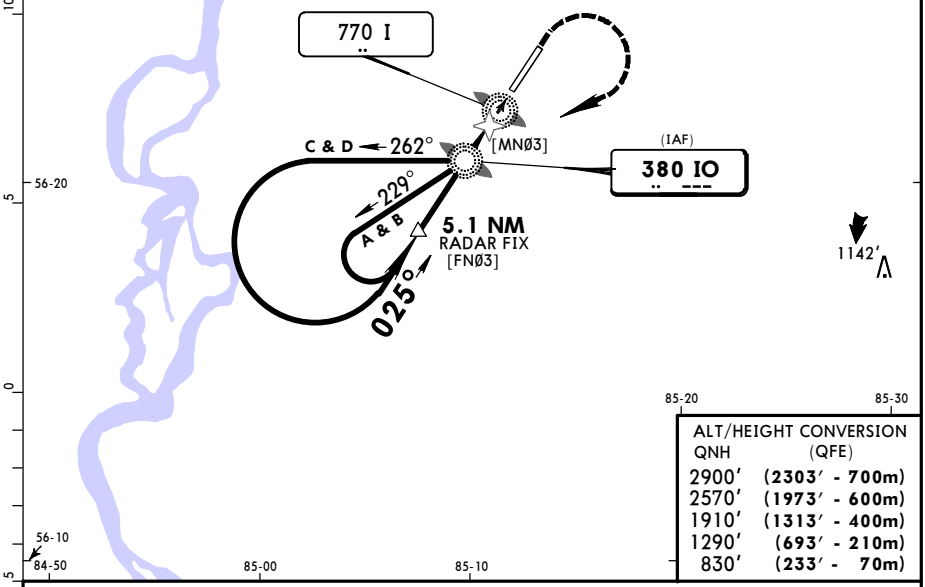
2500′
MSA IO NDB

MISSED APCH: Climb to 2570′(1973′), then turn RIGHT to IO NDB, then according to chart, or to holding as directed.

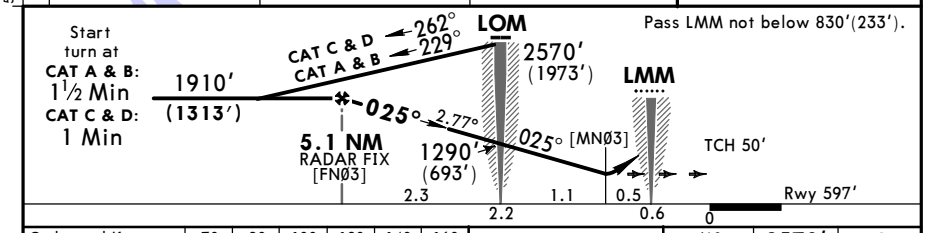
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2900′(**2303′**)

GPWS may be brought into operation of short duration due to complex terrain on final between LOM and LMM.

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



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



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

2570′ (1973′)

IO 380 RT

STRAIGHT-IN LANDING RWY **03**

	2 NDB	IO NDB	I Lctr with FAF	I Lctr w/o FAF
	MDA(H) 980′(383′) ALS out	MDA(H) 1020′(423′) ALS out	MDA(H) 1020′(423′) ALS out	MDA(H) 1070′(473′) ALS out
PANS OPS A, B, C, D	2100m	2300m	2300m	2700m

CHANGES: Communications. Apt elev.

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UNTT/TOF
BOGASHEVO

JEPPESEN
1 APR 16 (16-4)

TOMSK, RUSSIA
2 NDB Z or NDB Z Rwy 21

BRIEFING STRIP TM

ATIS	*TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

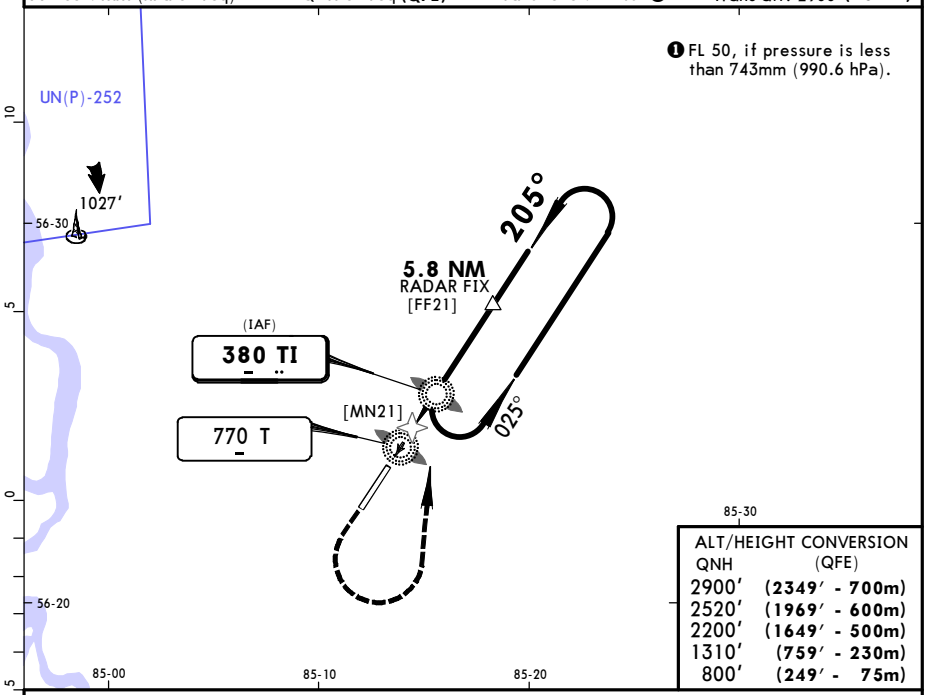
NDB TI	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 597′
380	**205°**	**5.8 NM RADAR FIX** 2200′(**1649′**)	Refer to Minimums	Rwy 551′

2500′
MSA
TI NDB

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 ❶ Trans alt: 2900′(**2349′**)

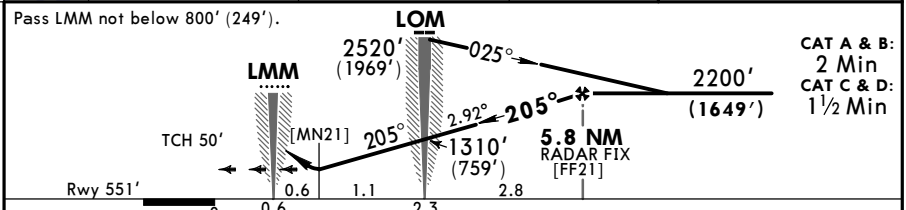
❶ FL 50, if pressure is less than 743mm (990.6 hPa).



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(**2349′ - 700m**)
2520′	(**1969′ - 600m**)
2200′	(**1649′ - 500m**)
1310′	(**759′ - 230m**)
800′	(**249′ - 75m**)

Pass LMM not below 800′ (249′).



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

HIALS
PAPI
2520′ (1969′)
TI 380
LT

STRAIGHT-IN LANDING RWY 21

	2 NDB or TI NDB		with FAF		T Lctr w/o FAF	
	MDA(H) 970′(**419′**)		MDA(H) 970′(**419′**)		AB: 990′(**439′**) MDA(H) CD: 1140′(**589′**)	
		ALS out		ALS out		ALS out
A						
B	1400m	2200m	1400m	2200m	1500m	2300m
C					3200m	
D	1800m		1800m			

PANS OPS

CHANGES: Communications. Apt elev. Minimums.

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UNTT/TOF
BOGASHEVO

JEPPESEN
1 APR 16 (16-5)

TOMSK, RUSSIA
2 NDB Y or NDB Y Rwy 21

BRIEFING STRIP TM

ATIS	*TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

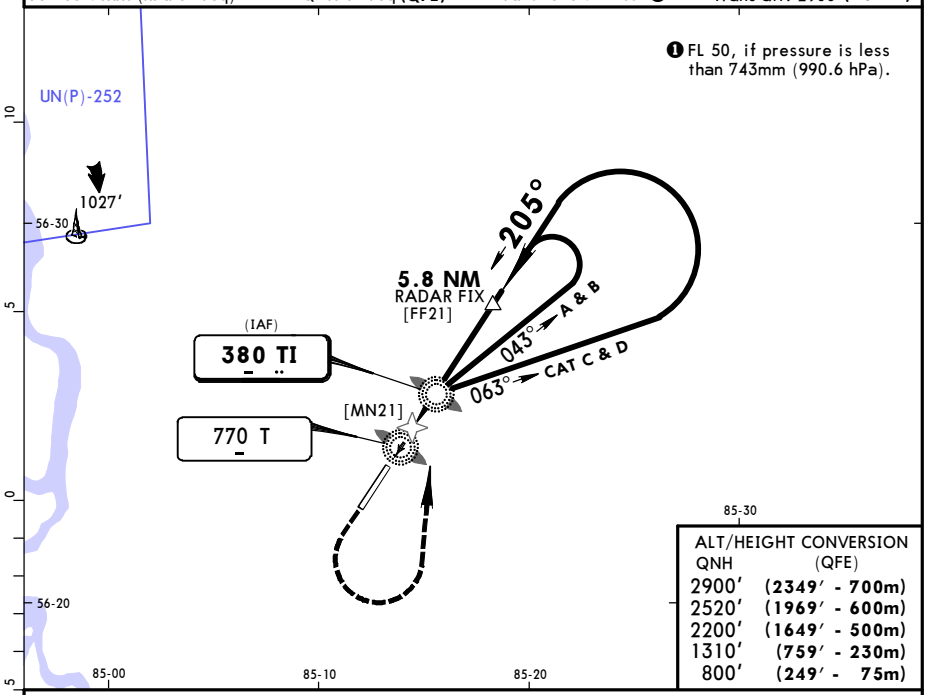
NDB TI	Final Apch Crs	Minimum Alt 5.8 NM RADAR FIX	MDA(H) Refer to Minimums	Apt Elev 597′ Rwy 551′
380	205°	2200′(1649′)		

2500′ MSA TI NDB

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.

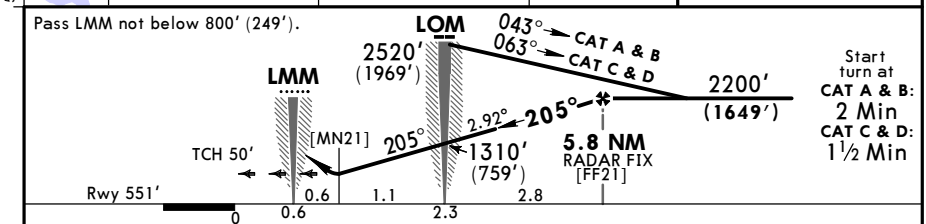
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt: 2900′(2349′)

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



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(2349′ - 700m)
2520′	(1969′ - 600m)
2200′	(1649′ - 500m)
1310′	(759′ - 230m)
800′	(249′ - 75m)



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

HIALS PAPI 2520′ (1969′) TI 380 LT

STRAIGHT-IN LANDING RWY 21

	2 NDB or TI NDB		with FAF T Lctr		w/o FAF	
	MDA(H) 970′(419′)		MDA(H) 970′(419′)		AB: 990′(439′) MDA(H) CD: 1140′(589′)	
		ALS out		ALS out		ALS out
A						
B	1400m	2200m	1400m	2200m	1500m	2300m
C					3200m	
D	1800m		1800m			

PANS OPS

CHANGES: Communications. Apt elev. Minimums.

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UNTT/TOF
BOGASHEVO

JEPPESEN
1 APR 16 (16-6)

TOMSK, RUSSIA
2 NDB X or NDB X Rwy 21

BRIEFING STRIP TM

ATIS	*TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

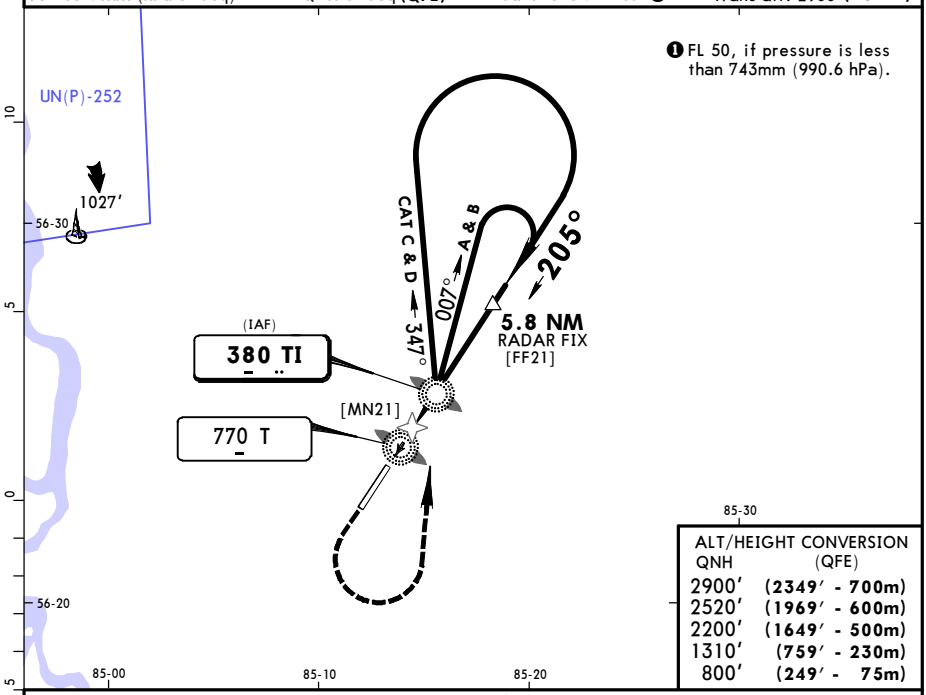
NDB TI	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 597′
380	**205°**	**5.8 NM RADAR FIX** 2200′(**1649′**)	Refer to Minimums	Rwy 551′

2500′
MSA
TI NDB

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 ❶ Trans alt: 2900′(**2349′**)

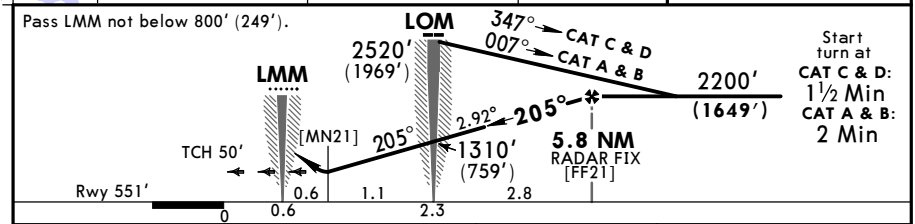
❶ FL 50, if pressure is less than 743mm (990.6 hPa).



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(**2349′ - 700m**)
2520′	(**1969′ - 600m**)
2200′	(**1649′ - 500m**)
1310′	(**759′ - 230m**)
800′	(**249′ - 75m**)

Pass LMM not below 800′ (249′).



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

HIALS
PAPI

2520′
(1969′)

TI
380
LT

STRAIGHT-IN LANDING RWY **21**

	2 NDB or TI NDB		with FAF		w/o FAF	
	MDA(H) 970′(**419′**)		MDA(H) 970′(**419′**)		AB: 990′(**439′**) MDA(H) CD: 1140′(**589′**)	
		ALS out		ALS out		ALS out
A	1400m	2200m	1400m	2200m	1500m	2300m
B						
C					3200m	
D	1800m		1800m			

PANS OPS

CHANGES: Communications. Apt elev. Minimums.

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UNTT/TOF BOGASHEVO

JEPPESEN

1 APR 16 (16-7)

TOMSK, RUSSIA
2 NDB W or NDB W Rwy 21

BRIEFING STRIP TM

ATIS	*TOMSK Krug (TWR)	Ground
127.8	127.3	127.3

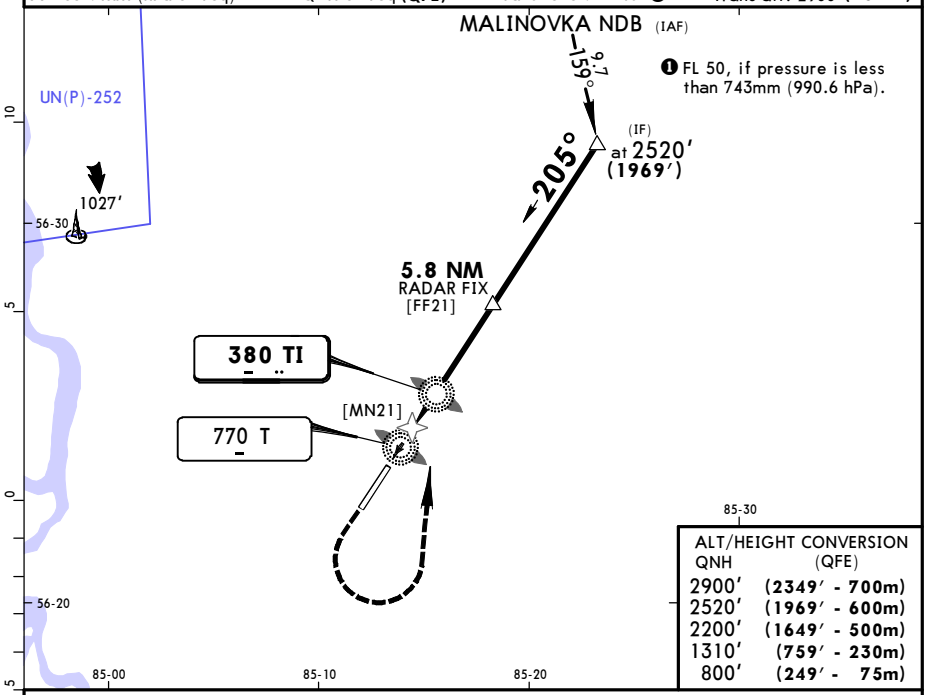
NDB TI	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 597′
380	**205°**	**5.8 NM RADAR FIX** 2200′(**1649′**)	Refer to Minimums	Rwy 551′

2500′

MSA TI NDB

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.

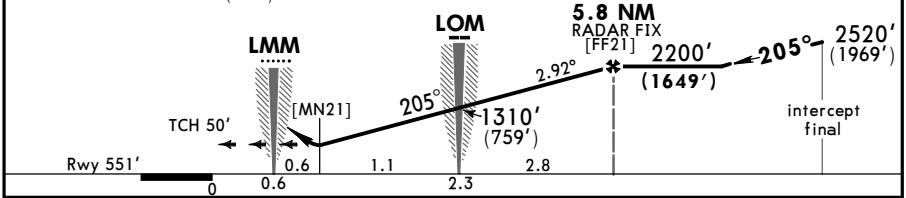
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2900′(**2349′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2900′	(**2349′ - 700m**)
2520′	(**1969′ - 600m**)
2200′	(**1649′ - 500m**)
1310′	(**759′ - 230m**)
800′	(**249′ - 75m**)

Pass LMM not below 800′ (249′).



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

HIALS PAPI 2520′ (1969′) TI 380 LT

STRAIGHT-IN LANDING RWY 21

	2 NDB or TI NDB		with FAF T Lctr		w/o FAF	
	MDA(H) 970′(**419′**)		MDA(H) 970′(**419′**)		AB: 990′(**439′**) MDA(H) CD: 1140′(**589′**)	
		ALS out		ALS out		ALS out
A	1400m	2200m	1400m	2200m	1500m	2300m
B						
C					3200m	
D	1800m		1800m			

PANS OPS

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JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TOMSK, (BOGASHEVO - UNTT)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UNTT