

List of pages in this Trip Kit

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Airport Information For UNTT

Terminal Charts For UNTT

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: TOMSK RUS
ICAO/IATA: UNTT / TOF
Lat/Long: N56° 23.0', E085° 12.6'
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: 2215 Z
Sunset: 1416 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: 579 ft
Lighting: Edge, ALS

Communication Information

ATIS: 127.800
Tomsk Tower: 129.000 Secondary
Tomsk Tower: 127.300
Tomsk Ground Ramp/Taxi: 118.800
Tomsk Transit Operations: 131.875

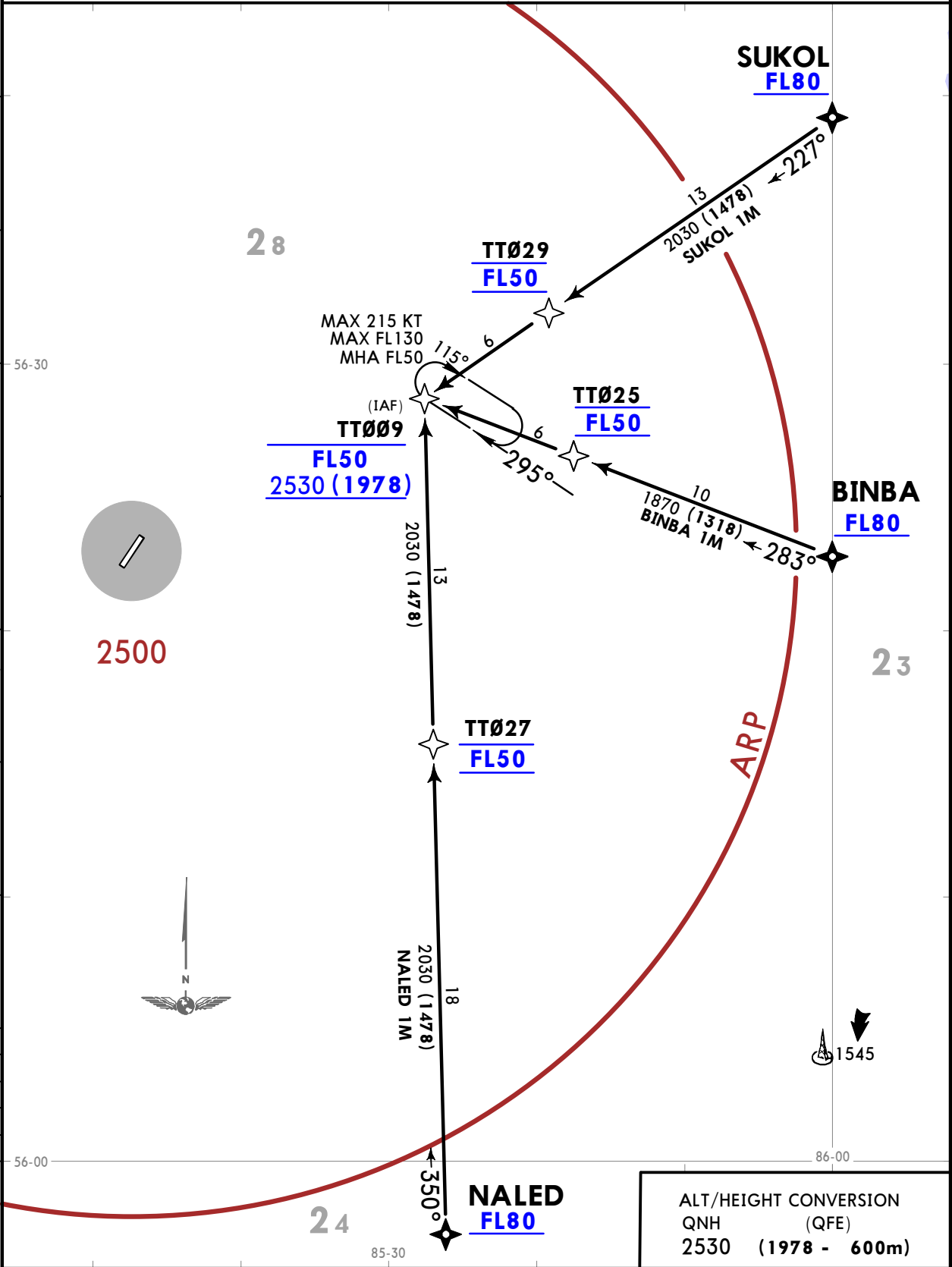
UNTT/TOF
BOGASHEVO

JEPPESEN
20 APR 18 10-2 Eff 26 Apr

TOMSK, RUSSIA
RNAV STAR

ATIS 127.8	Apt Elev 597	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 743mm (990.6 hPa) 1. RNAV 1 2. GNSS
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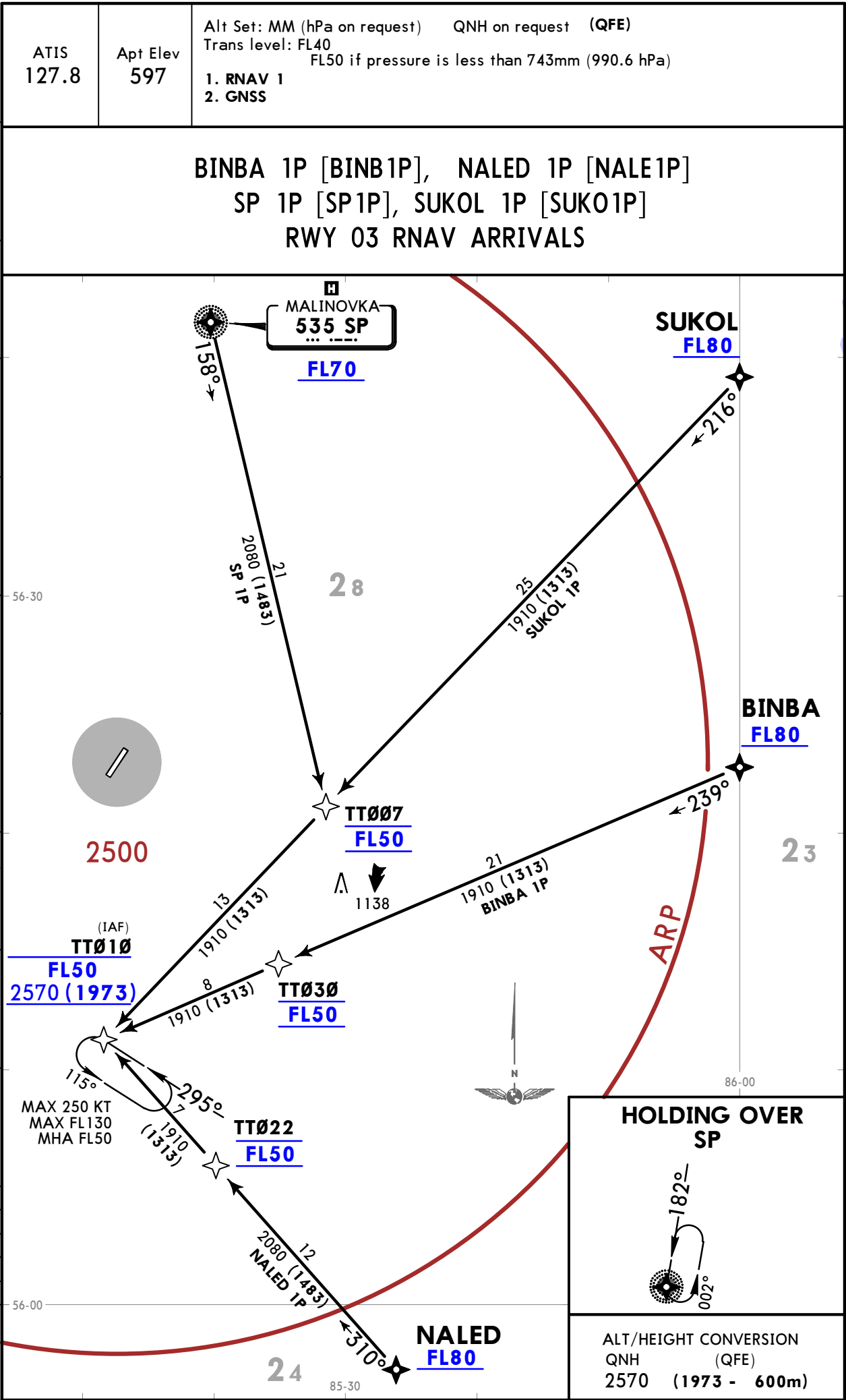
BINBA 1M [BINB1M], NALED 1M [NALE1M]
SUKOL 1M [SUKO1M]
RWY 21 RNAV ARRIVALS



UNTT/TOF
BOGASHEVO

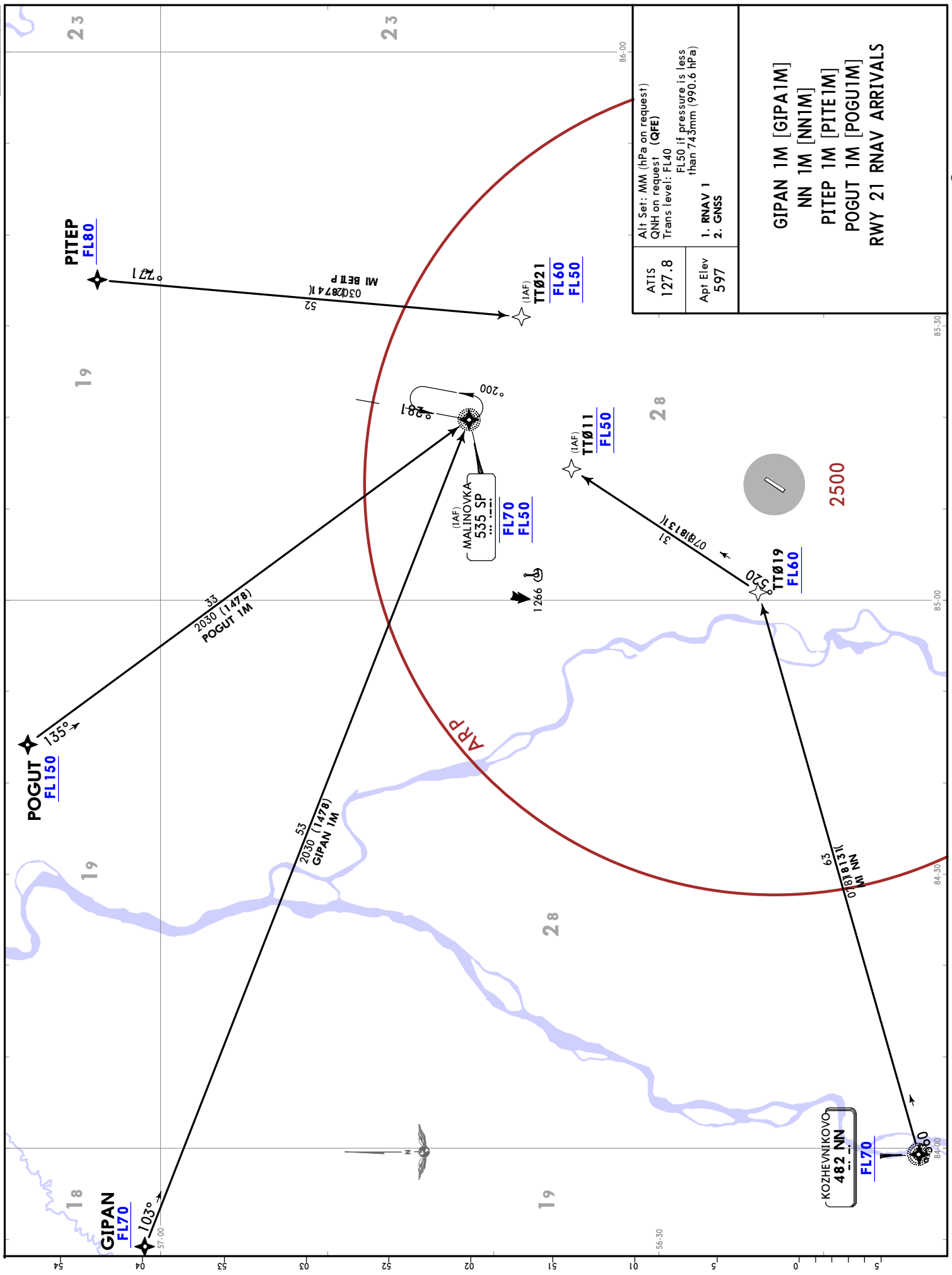
JEPPESSEN
20 APR 18 (10-2A) Eff 26 Apr

TOMSK, RUSSIA
RNAV STAR



CHANGES: RNAV STARs revised; new format.

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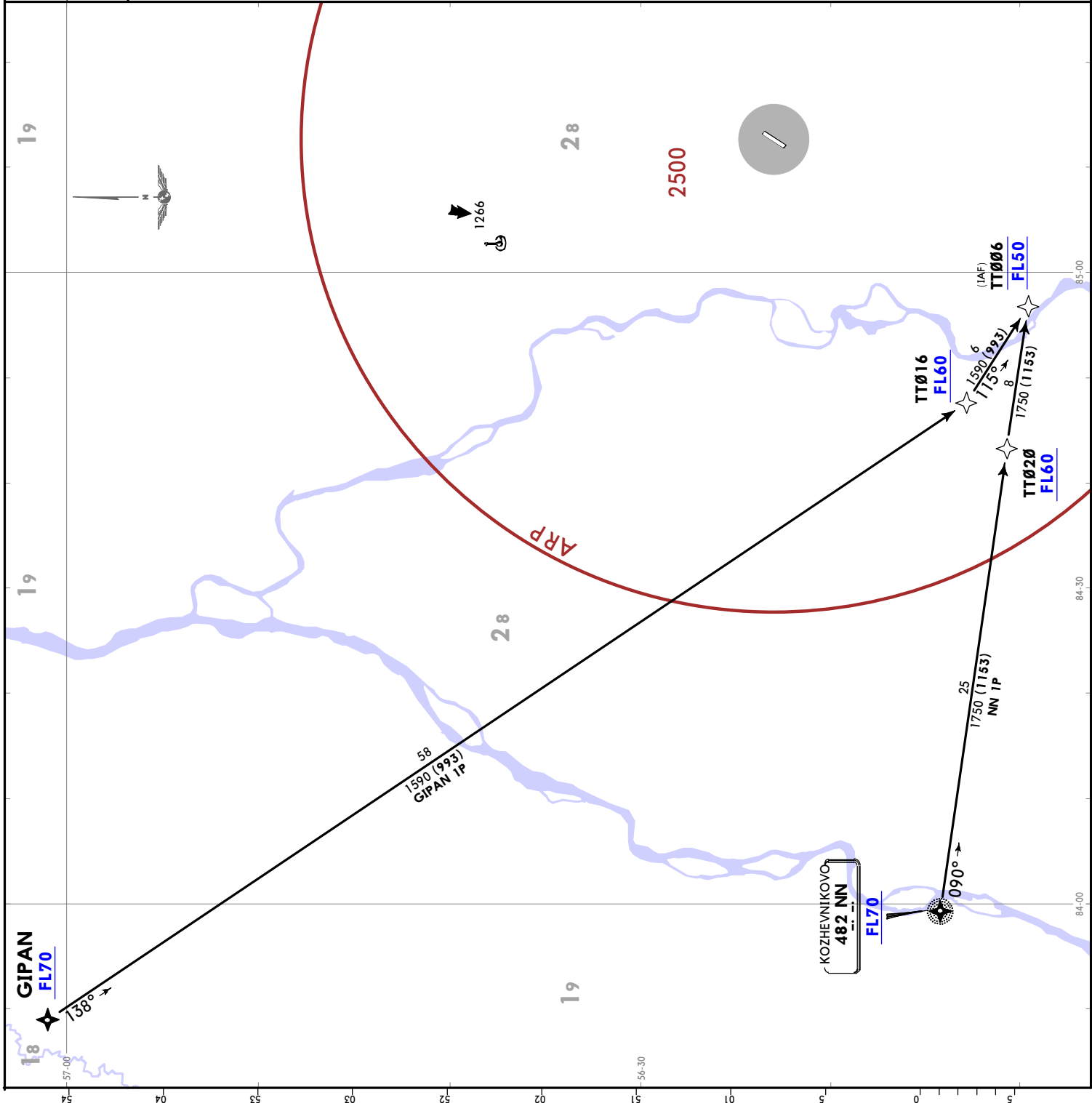


JEPPESONTOMSK, RUSSIA
20 APR 18 (10-2C) Eff 26 Apr **RNAV STAR**

UNTT/TOF
BOGASHEVO

ATIS 127.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 743mm (990.6 hPa)
Apt Elev 597	1. RNAV 1 2. GNSS

GIPAN 1P [GIPA 1P]
NN 1P [NN1P]
RWY 03 RNAV ARRIVALS



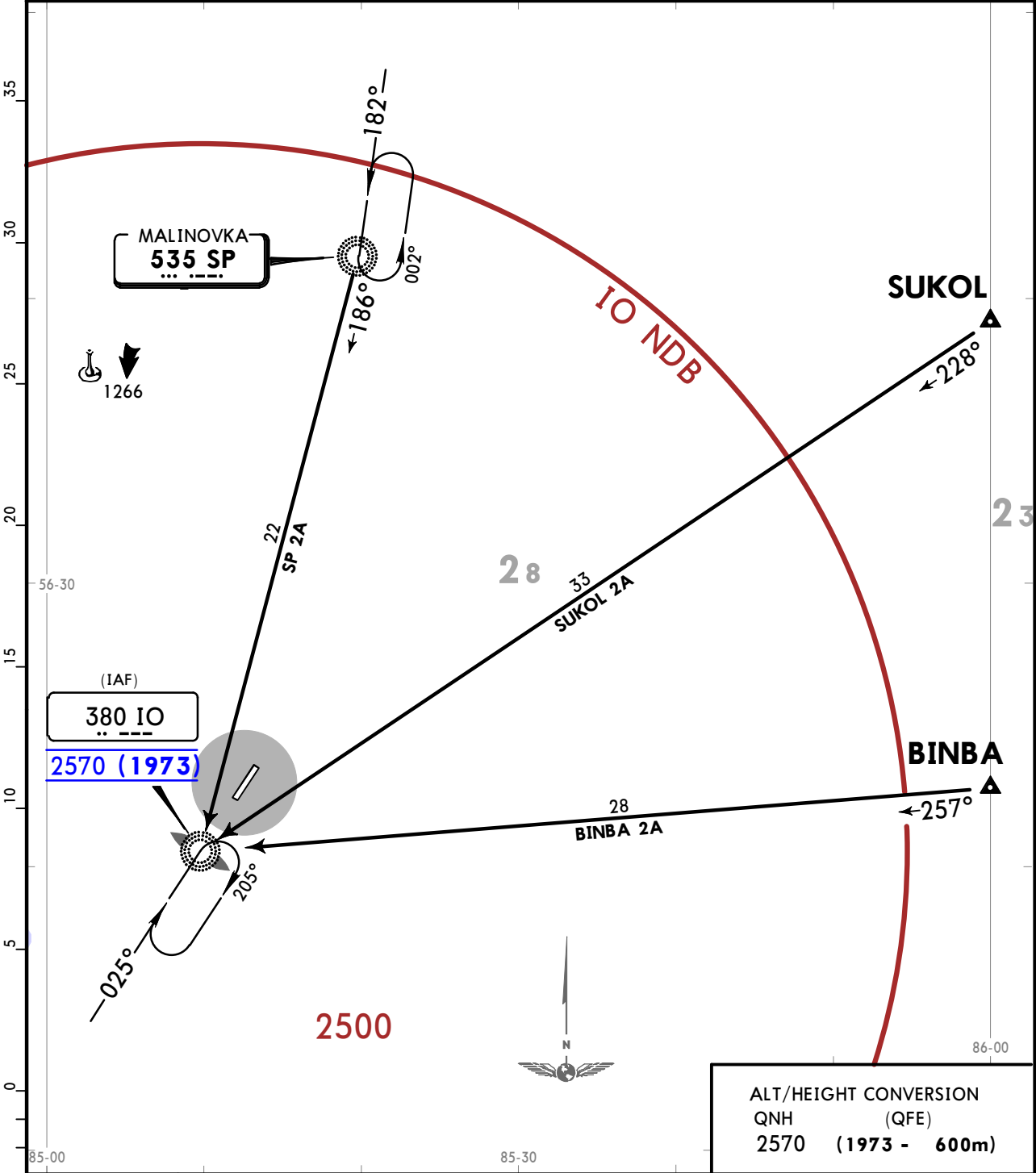
UNTT/TOF
BOGASHEVO

JEPPESSEN
20 APR 18 10-2D Eff 26 Apr

TOMSK, RUSSIA
STAR

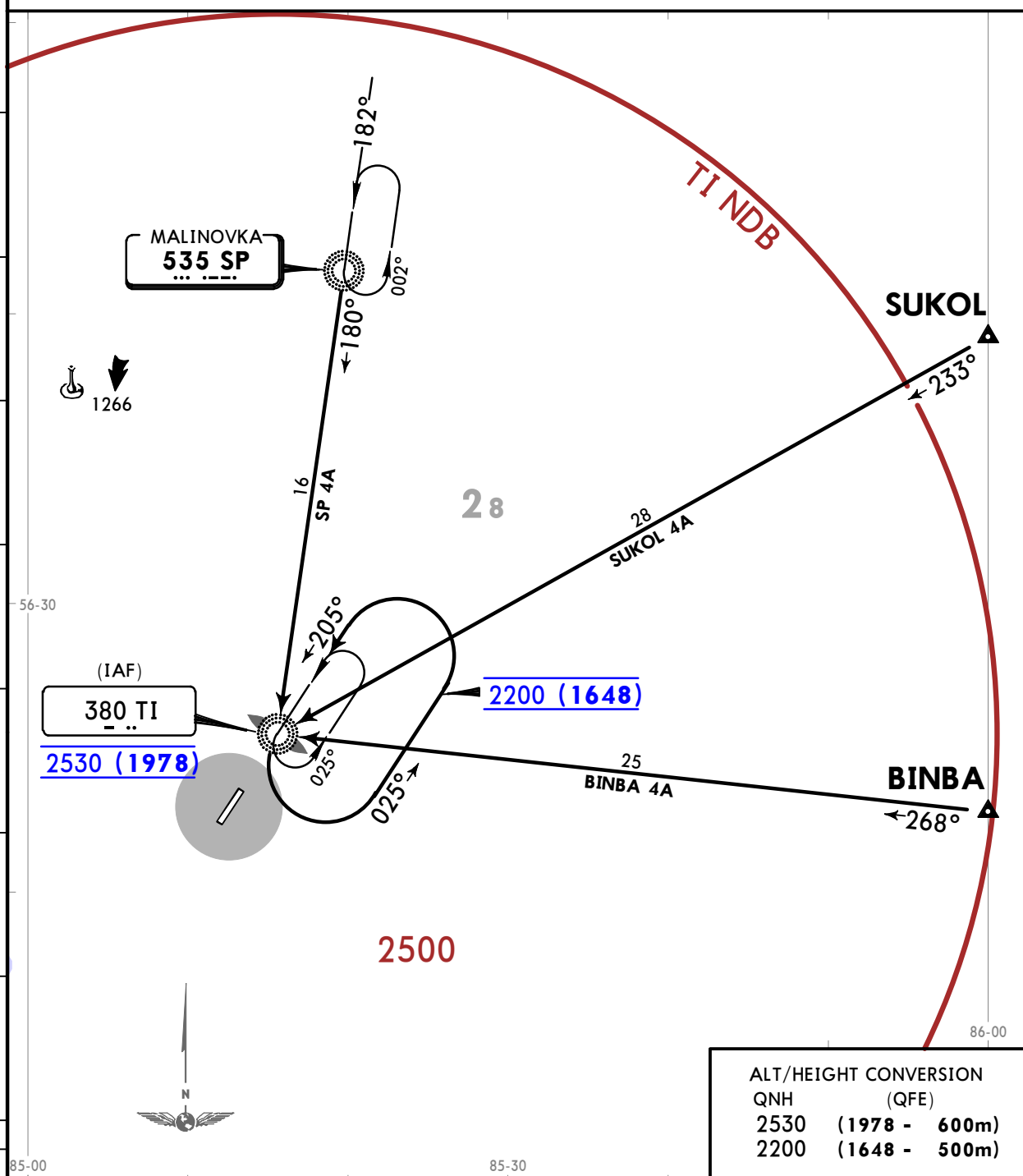
ATIS 127.8	Apt Elev 597	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 743mm (990.6 hPa) FL at airway exit points by ATC.
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BINBA 2A [BINB2A], SP 2A [SP2A]
SUKOL 2A [SUKO2A]
RWY 03 ARRIVALS

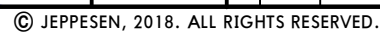


STAR	ROUTING
BINBA 2A SUKOL 2A	To IO, then carry out approach procedure X. CAT A, B: 229° track for 1.5 MIN, CAT C, D: 262° track for 1 MIN; turn LEFT, carry out approach. When RADAR control is provided, proceed to base turn point.
SP 2A	To IO, then carry out approach procedure Y. CAT A, B: 181° track for 1.5 MIN, CAT C, D: 147° track for 1.5 MIN; turn RIGHT, carry out approach.

Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL40
 FL50 if pressure is less than 743mm (990.6 hPa)
FL at airway exit points by ATC.

[illegible]

STAR	ROUTING
BINBA 4A SUKOL 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.
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.



Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
 FL50 if pressure is less than 743mm (990.6 hPa)
FL at airway exit points by ATC.

—

1

LO NDB

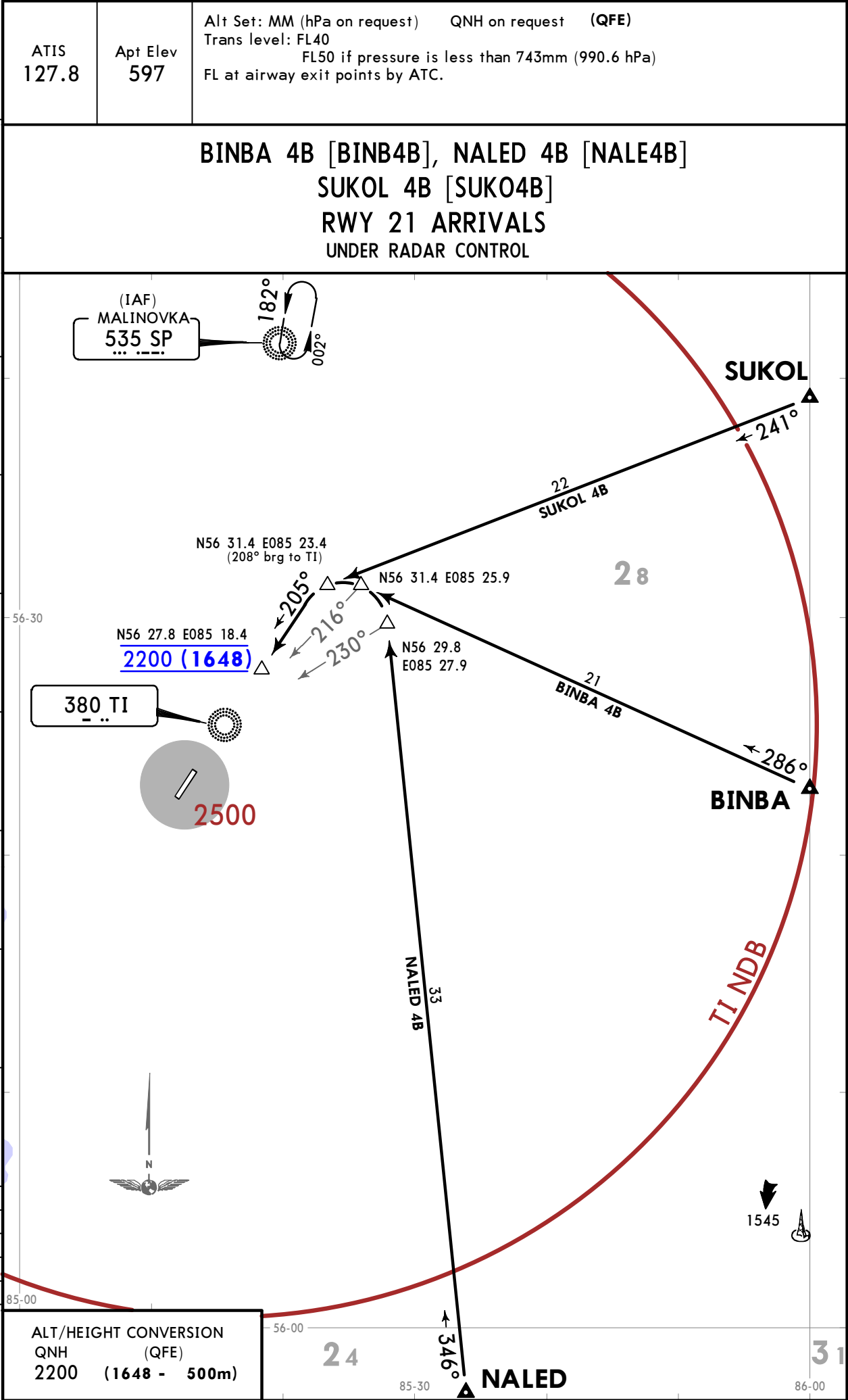
ALT/HEIGHT CONVERSION
QNH (QFE)
2570 (1973 - 600m)
1910 (1313 - 400m)

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JEPPESSEN
20 APR 18 10-2J Eff 26 Apr

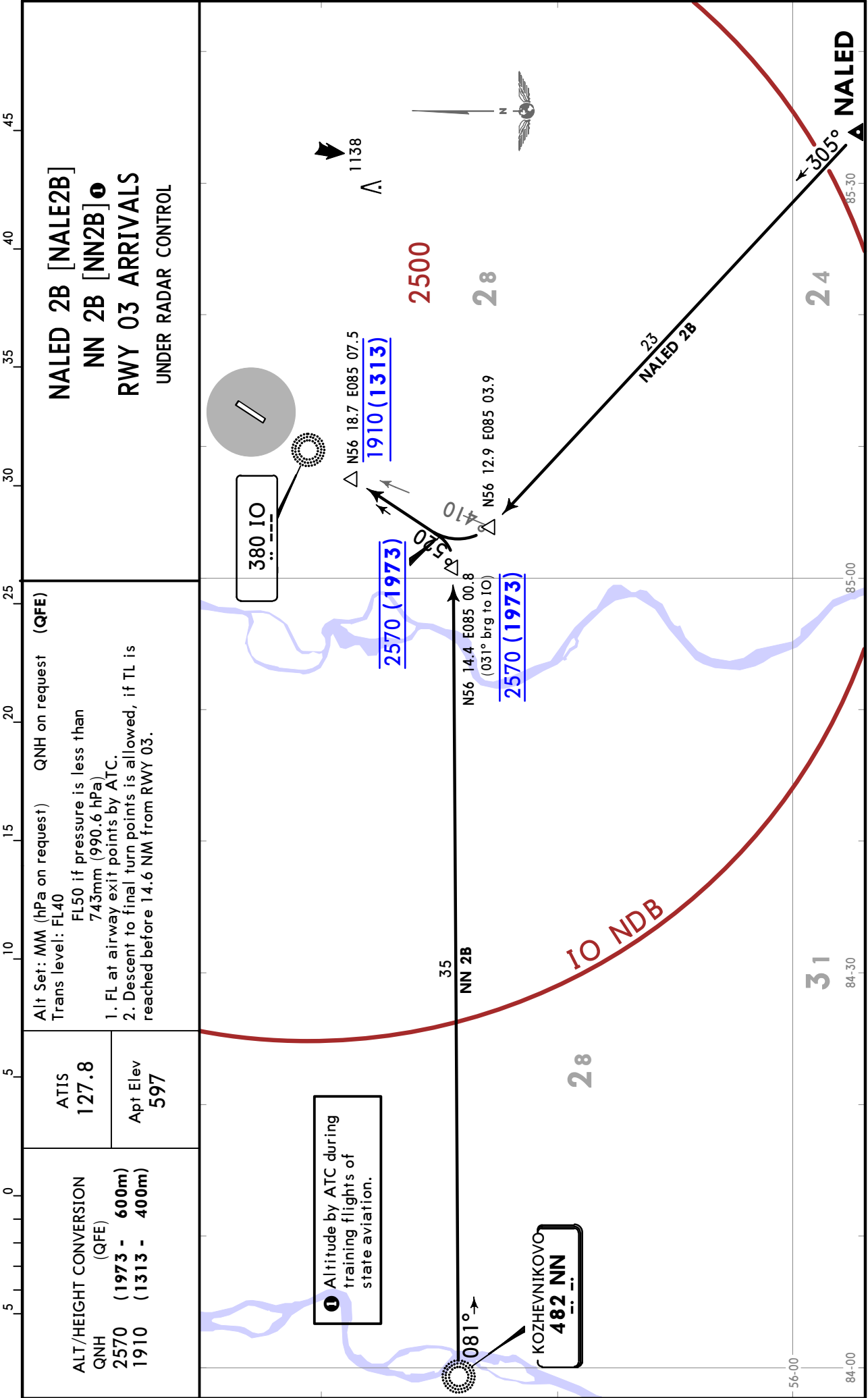
TOMSK, RUSSIA
STAR



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JEPPESSEN
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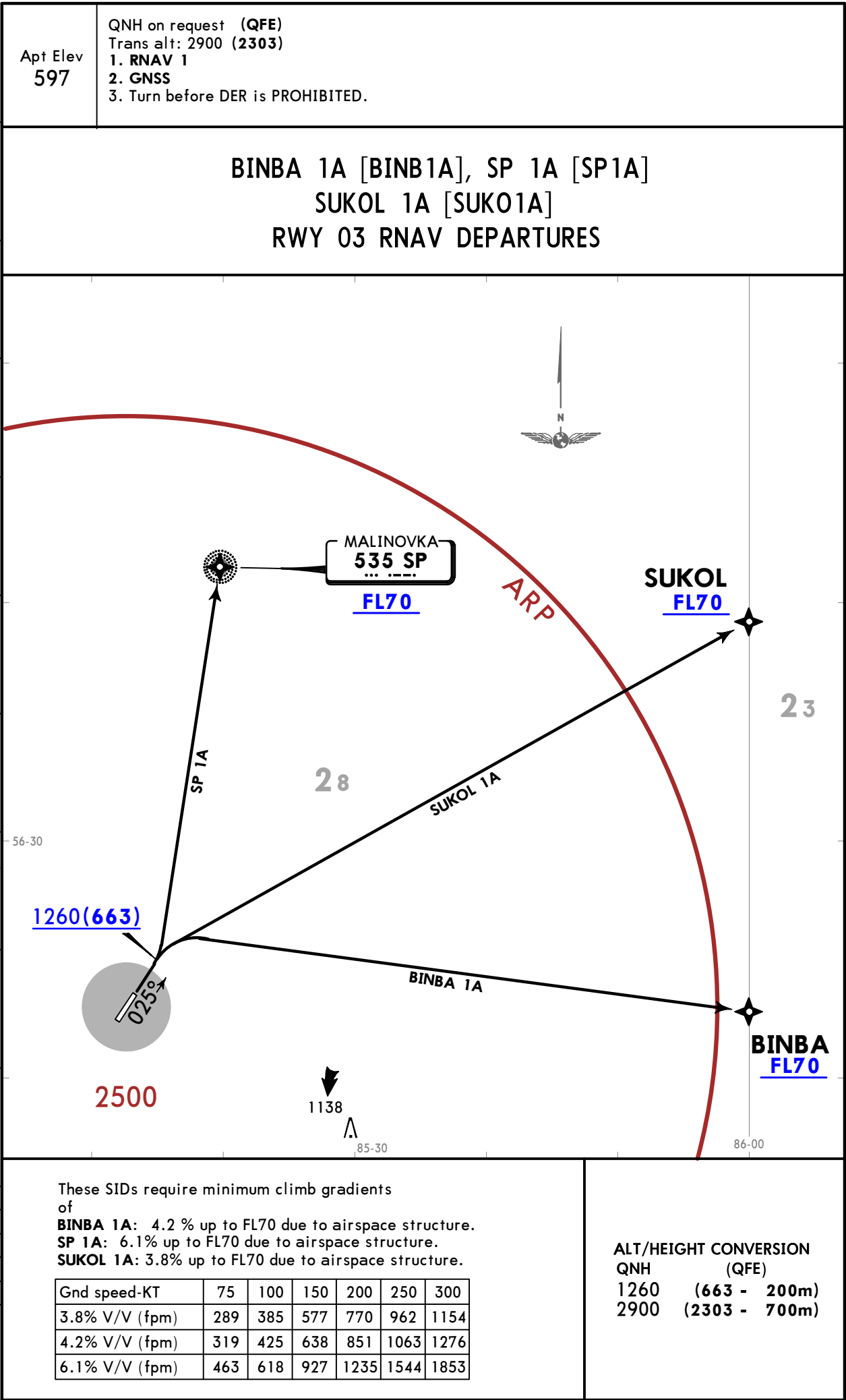
TOMSK, RUSSIA
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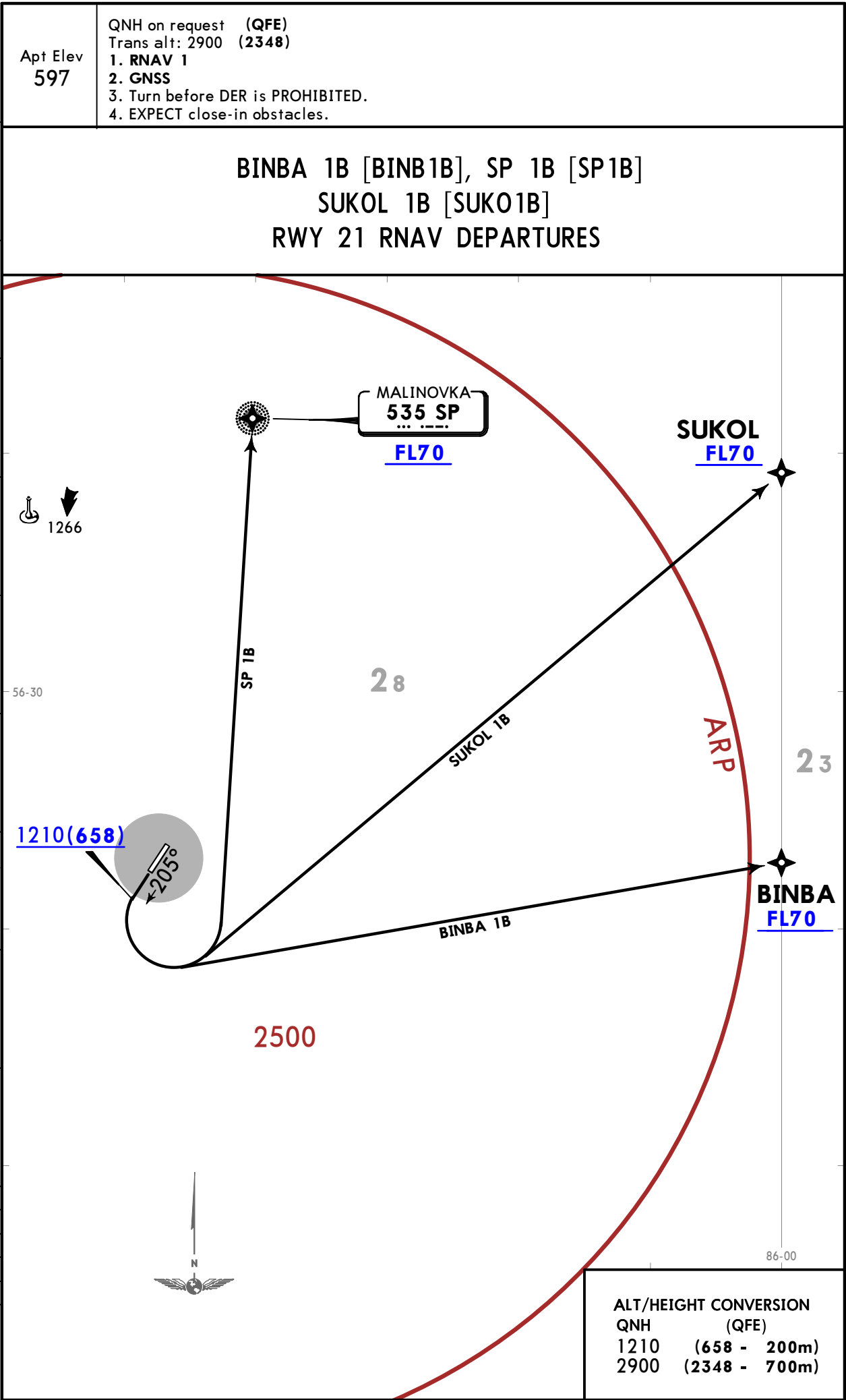
TOMSK, RUSSIA
RNAV SID



UNTT/TOF
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JEPPESEN
20 APR 18 (10-3A) Eff 26 Apr

TOMSK, RUSSIA
RNAV SID

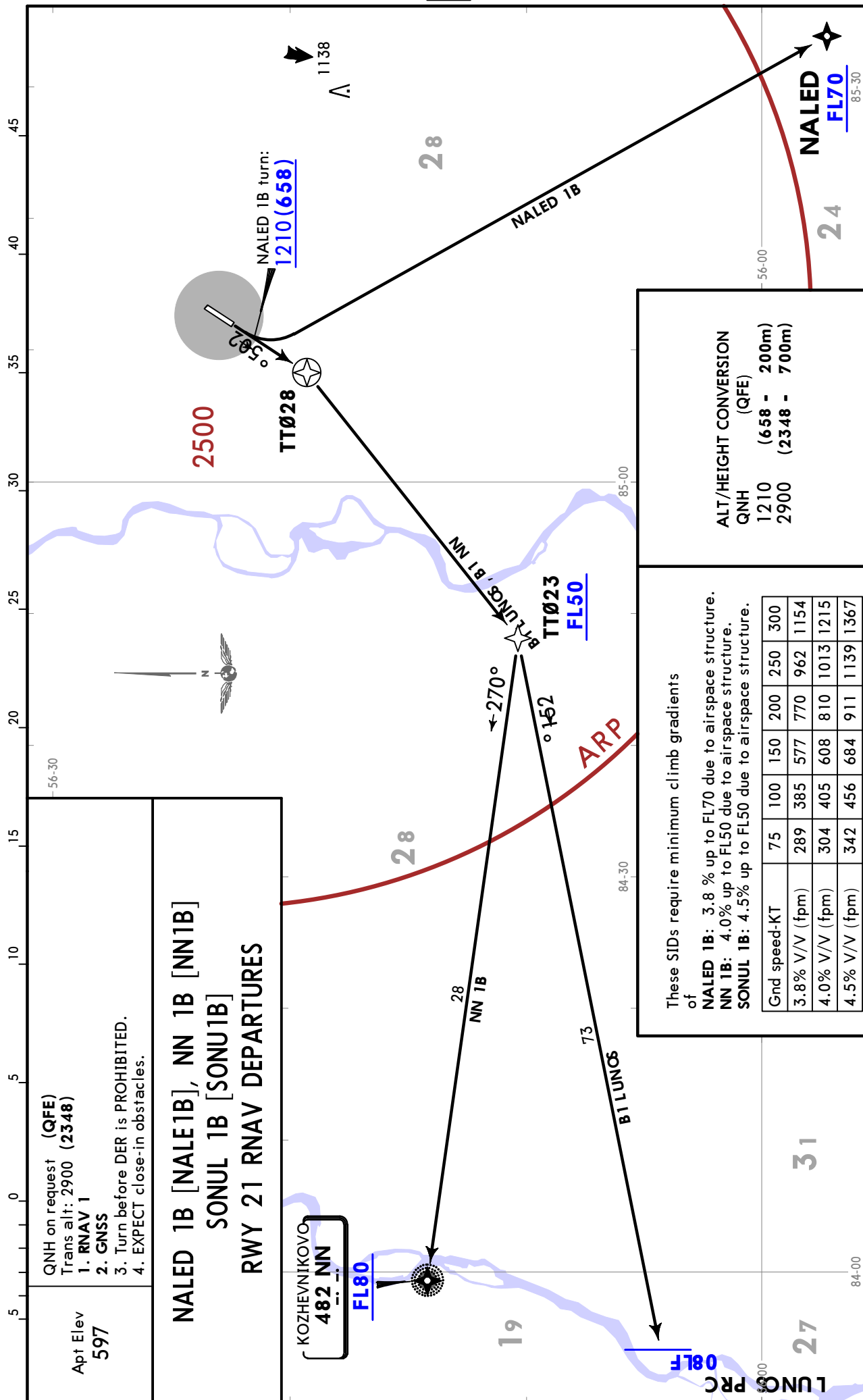




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JEPPESSEN
20 APR 18 10-3C Eff 26 Apr

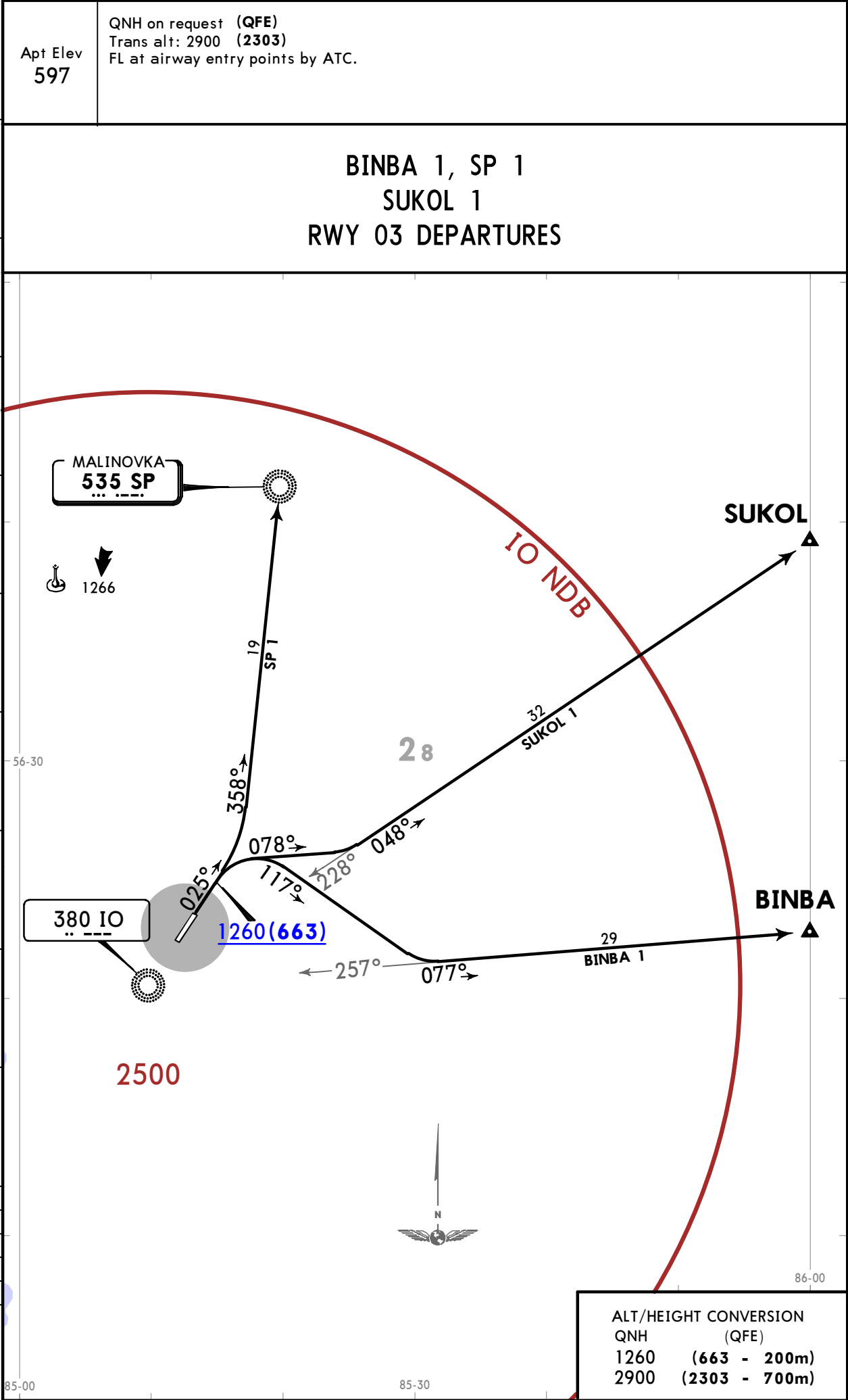
TOMSK, RUSSIA
RNAV SID



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JEPPESSEN
20 APR 18 (10-3D) Eff 26 Apr

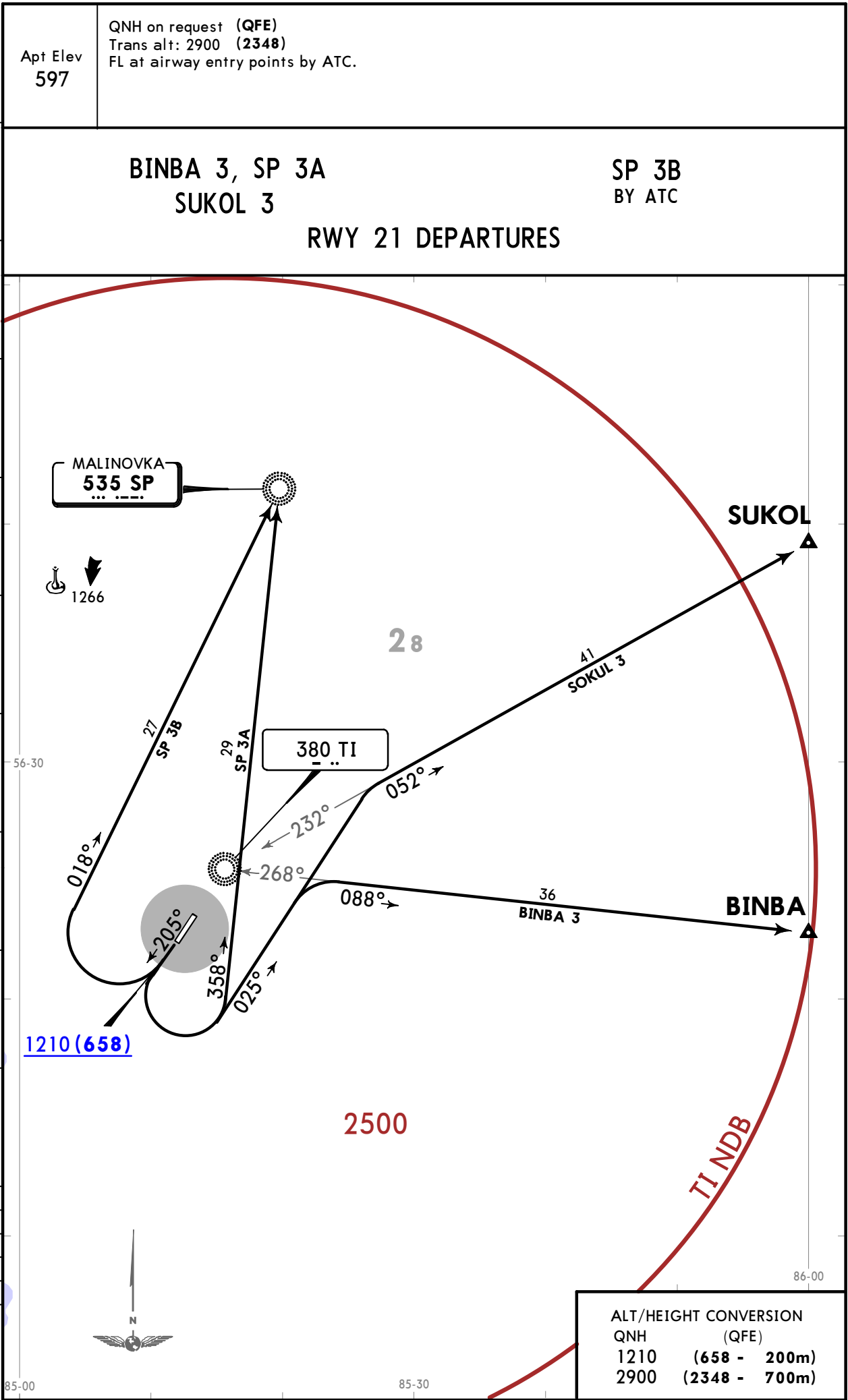
TOMSK, RUSSIA
SID



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JEPPESSEN
20 APR 18 10-3E Eff 26 Apr

TOMSK, RUSSIA
SID



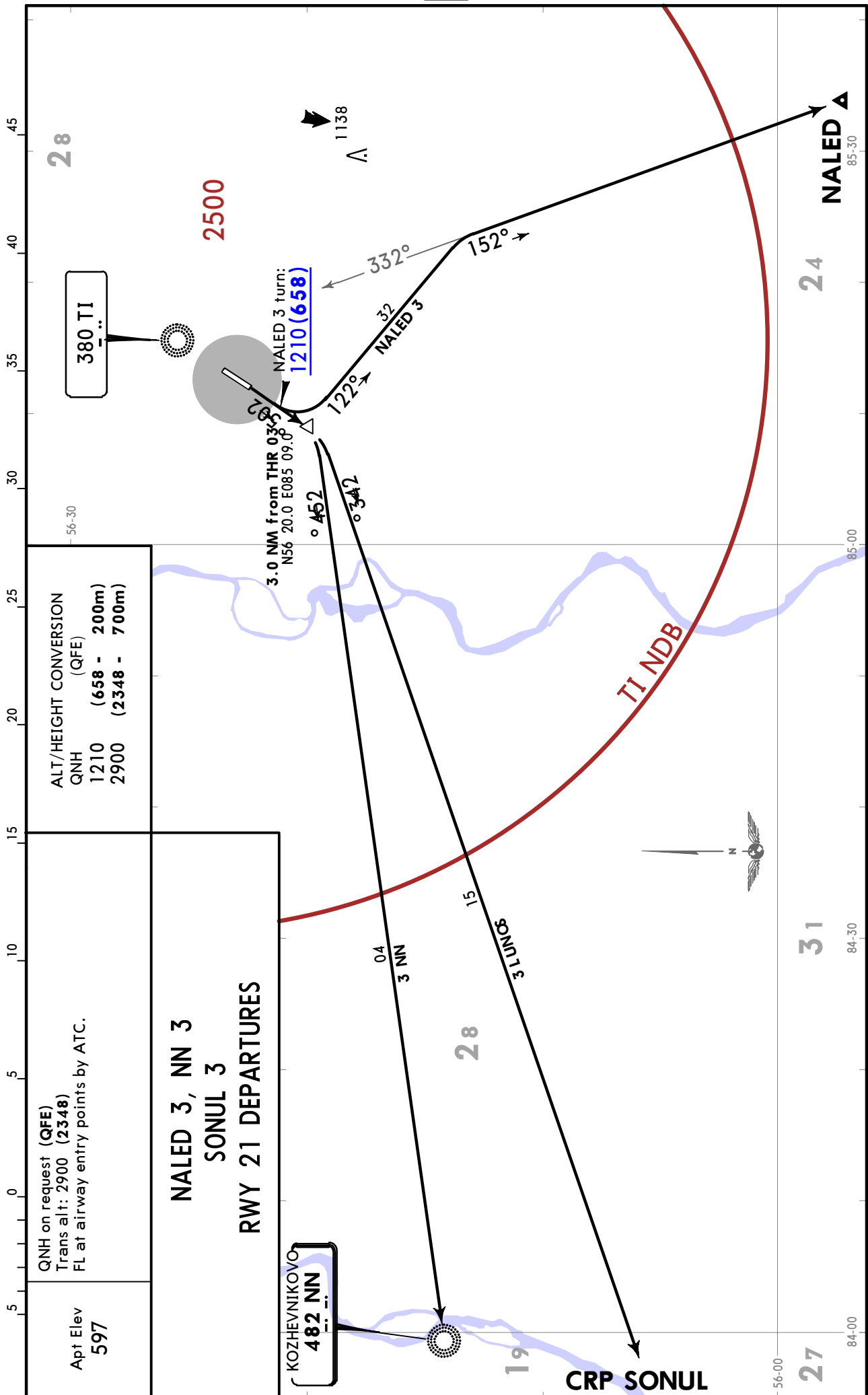


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JEPPESEN
20 APR 18 **10-3G** Eff 26 Apr

TOMSK, RUSSIA

SID



CHANGES: New chart (SIDs transferred).

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UNTT/TOF

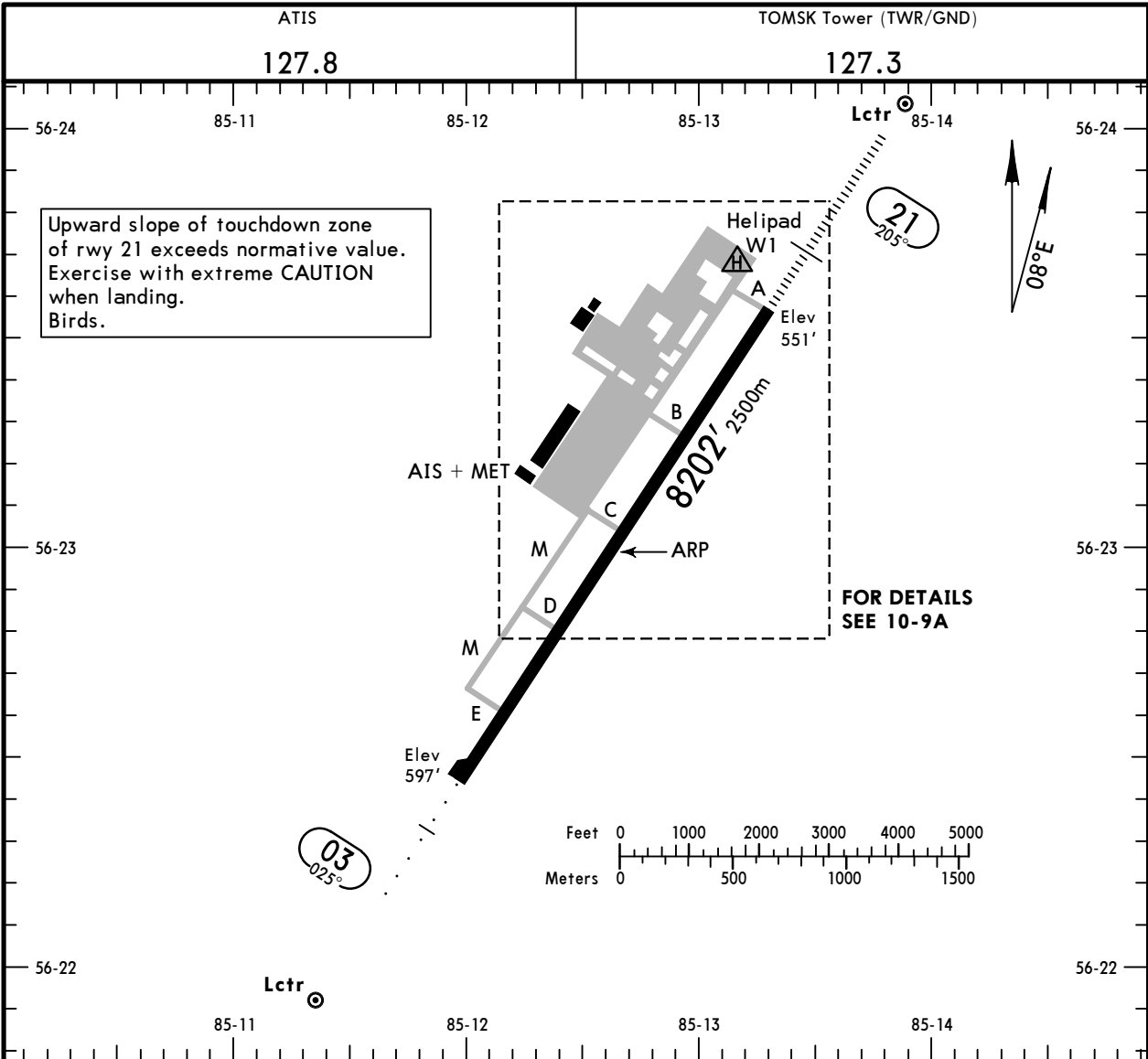
Apt Elev **597'**
N56 23.0 E085 12.7

JEPPESSEN

16 MAR 18 **(10-9)** Eff 29 Mar

TOMSK, RUSSIA

BOGASHEVO



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	TAKE-OFF
				Threshold	Glide Slope
03	RL (60m)	ALS	PAPI-L (angle 2.67°)		
21	RL (60m)	HIALS	PAPI-L (angle 2.92°)		7411' 2259m
					③
					164' 50m

③ 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:

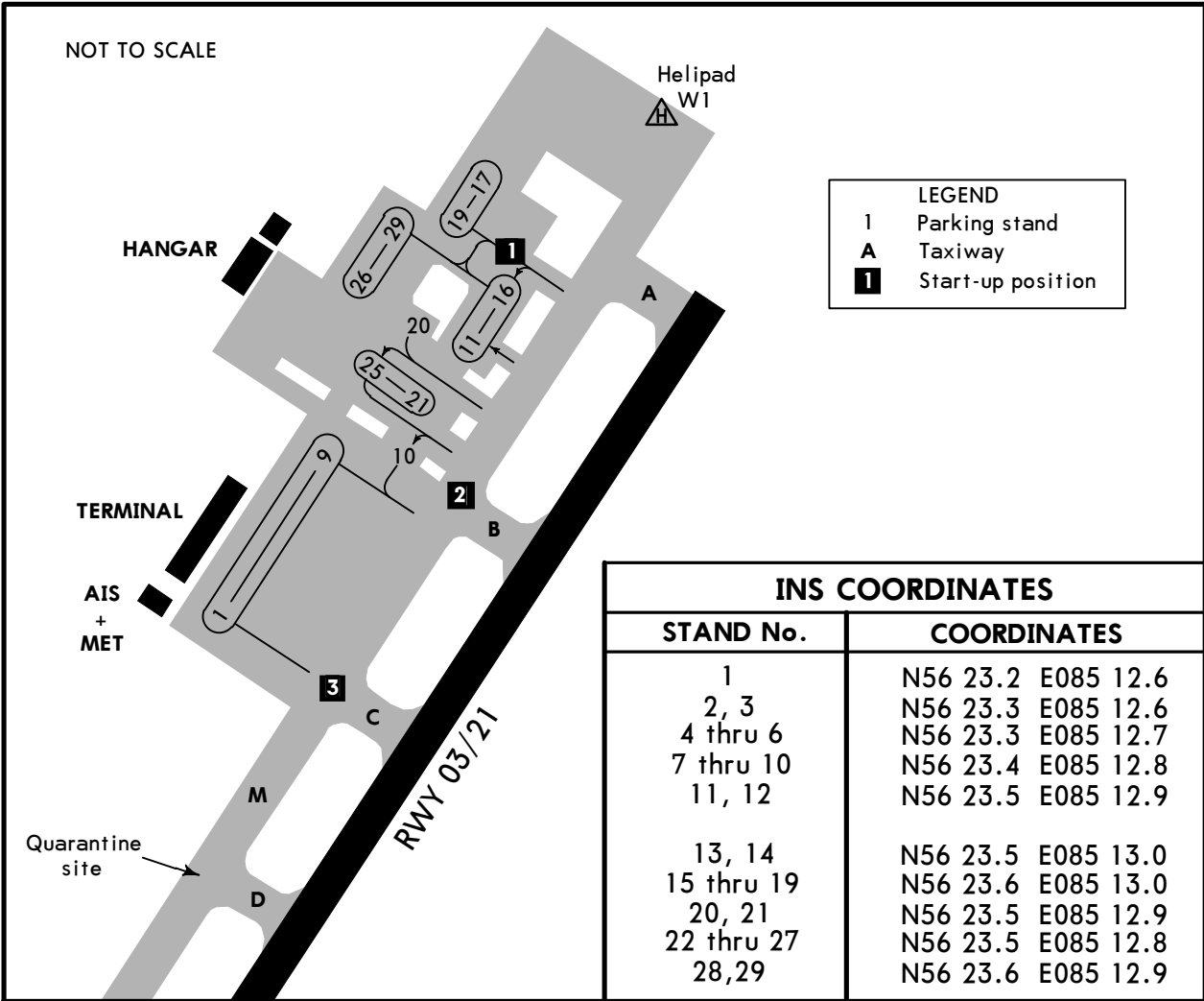
From rwy head	8202' (2500m)
twy B int	6591' (2009m)
twy C int	4951' (1509m)
twy D int	2982' (909m)

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
	LVP must be in force
	RCLM (DAY only) or RL
A	
B	250m
C	
D	300m

UNTT/TOF

JEPESEN
16 MAR 18 10-9A Eff 29 Mar

TOMSK, RUSSIA
BOGASHEVO



Stands 2, 4 thru 9 and 12 thru 16 available for helicopters.
Taxiing and towing by instructions of TWR controller.

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.

UNTT/TOF



13 APR 18

10-9S

Eff 26 Apr

Standard

TOMSK, RUSSIA
BOGASHEVO

STRAIGHT-IN RWY	A	B	C	D
03 GLS	798' (201')	807' (210')	824' (227')	834' (237')
FULL	R1000m	R1000m	R1000m	R1000m
ALS out	R1200m	R1200m	R1200m	R1200m
① RNAV (GNSS)	1020' (423')	1020' (423')	1020' (423')	1020' (423')
LNAV	R1500m	R1500m	R1800m	R1800m
ALS out	R1500m	R1500m	R2000m	R2000m
① 2 NDB	980' (383')	980' (383')	980' (383')	980' (383')
	R1500m	R1500m	R1600m	R1600m
ALS out	R1500m	R1500m	R1800m	R1800m
① IO NDB	1020' (423')	1020' (423')	1020' (423')	1020' (423')
	R1500m	R1500m	R1800m	R1800m
ALS out	R1500m	R1500m	R2000m	R2000m
① I Lctr	1020' (423')	1020' (423')	1020' (423')	1020' (423')
with FAF	R1500m	R1500m	R1800m	R1800m
ALS out	R1500m	R1500m	R2000m	R2000m
I Lctr	1070' (473')	1070' (473')	1070' (473')	1070' (473')
w/o FAF	R2200m	R2200m	R2400m	R2400m
ALS out	R2400m	R2400m	R2600m	R2600m

① Continuous Descent Final Approach.

UNT/TOF


JEPPESSEN
13 APR 18 **(10-9S1)** **Eff 26 Apr**

Standard
TOMSK, RUSSIA
BOGASHEVO

STRAIGHT-IN RWY		A	B	C	D
21	ILS	752' (200')	752' (200')	752' (200')	752' (200')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GLS	766' (214')	776' (224')	785' (233')	795' (243')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1300m
	② RNAV (GNSS)	970' (418')	970' (418')	970' (418')	970' (418')
	LNAV	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	② 2 NDB	970' (418')	970' (418')	970' (418')	970' (418')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	② TI NDB	970' (418')	970' (418')	970' (418')	970' (418')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	② T Lctr	970' (418')	970' (418')	970' (418')	970' (418')
	with FAF	R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	T Lctr	990' (438')	990' (438')	1140' (588')	1140' (588')
	w/o FAF	R1500m	R1500m	R2400m	R2400m
	ALS out	R2200m	R2200m	R3100m	R3100m

- ①** W/o HUD/AP/FD: RVR 750m.
② Continuous Descent Final Approach.

CIRCLE-TO-LAND ③	100 KT	135 KT	180 KT	205 KT
	1090' (493')	1100' (503')	1250' (653')	1300' (703')
	V1500m	V1600m	V2400m	V3600m

③ After GLS & RNAV (GNSS) Rwy 03/21 only.

TAKE-OFF			
A B C D	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
	RVR 300m	400m	500m

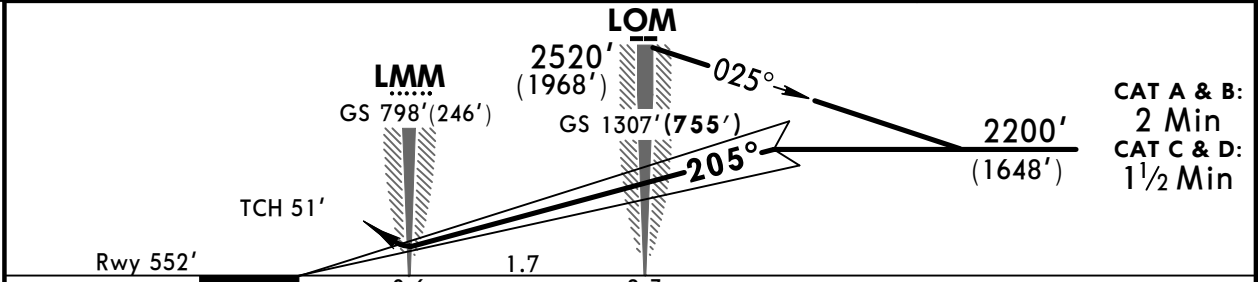
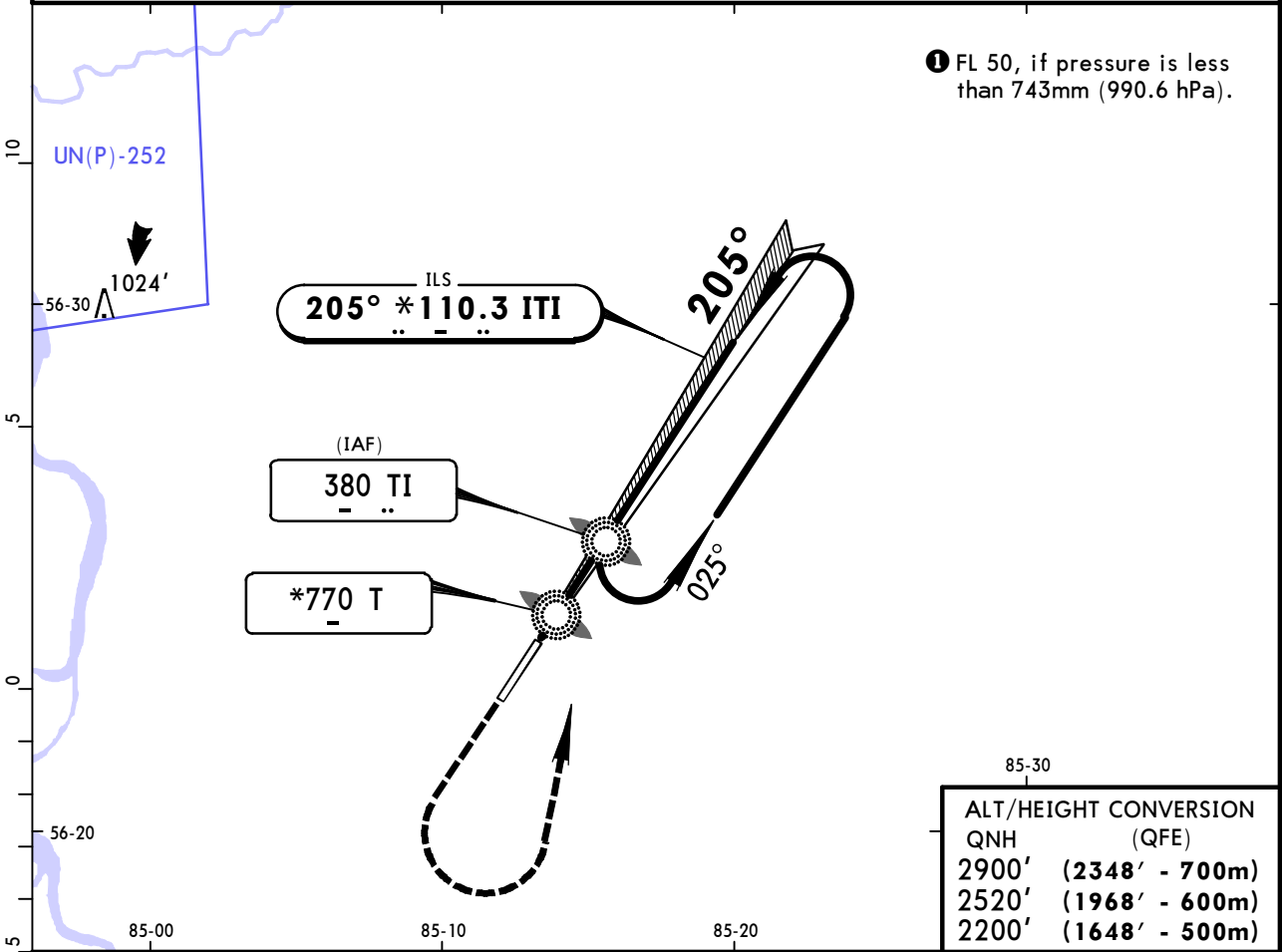
UNTT/TOF
BOGASHEVO

JEPPESEN
13 APR 18 (11-1) Eff 26 Apr

TOMSK, RUSSIA
ILS Z Rwy 21

ATIS 127.8		TOMSK Tower 127.3		Ground 127.3		2500' MSA TI NDB
LOC ITI *110.3	Final Apch Crs 205°	GS LOM 1307'(755')	ILS DA(H) 752'(200')	Apt Elev 597' Rwy 552'		
MISSED APCH: Climb to 2520'(1968'), 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' (2348')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2520' (1968')	TI 380
GS	2.92°	362	465	517	620	723		↑	LT

ILS STRAIGHT-IN LANDING RWY 21			LOC (GS out)		
DA(H) 752' (200')					
FULL	ALS out				
A	800m	1200m	NOT AUTHORIZED		
B					
C					
D					

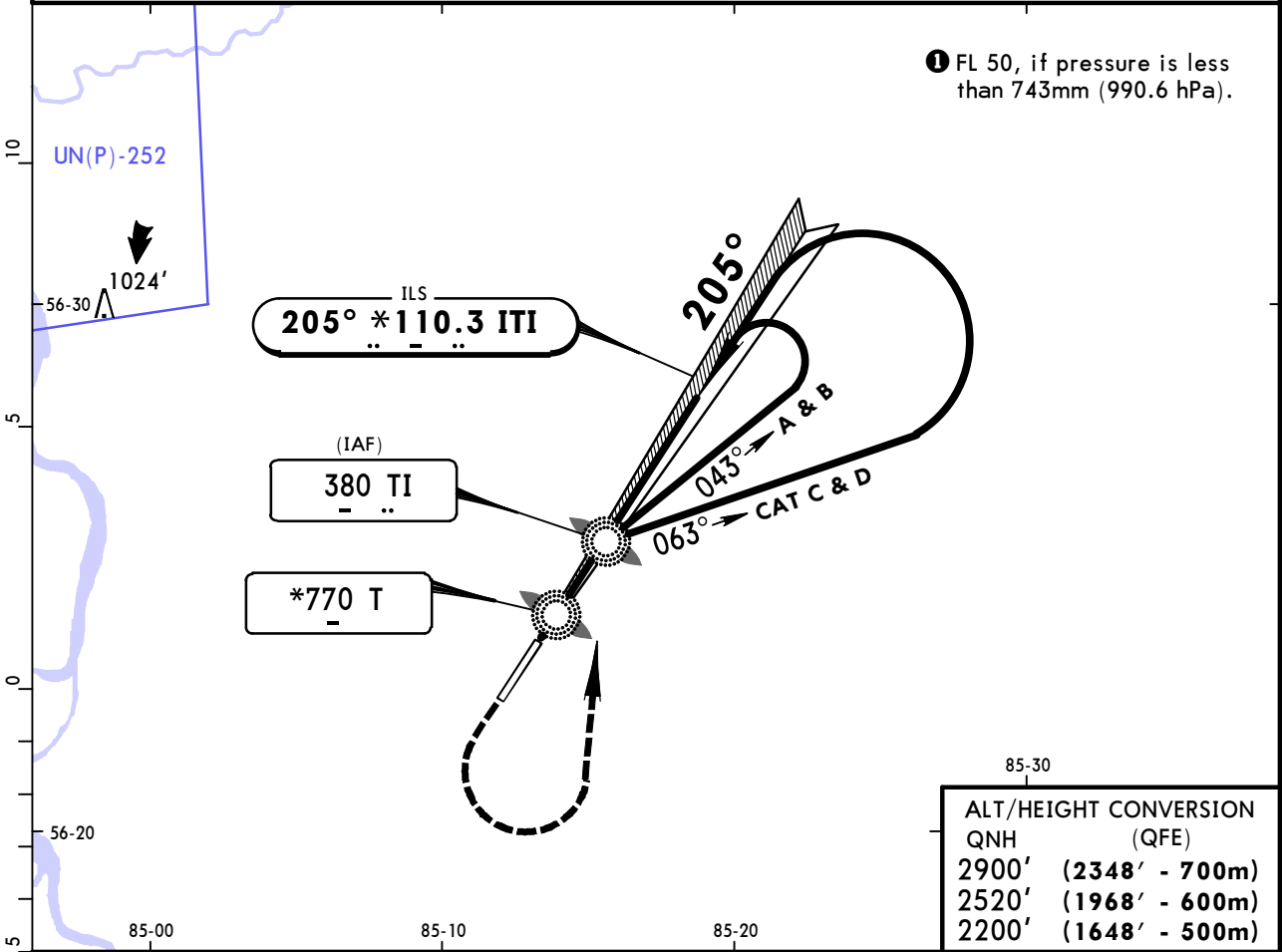
UNTT/TOF
BOGASHEVO

JEPPESEN
13 APR 18 (11-2) Eff 26 Apr

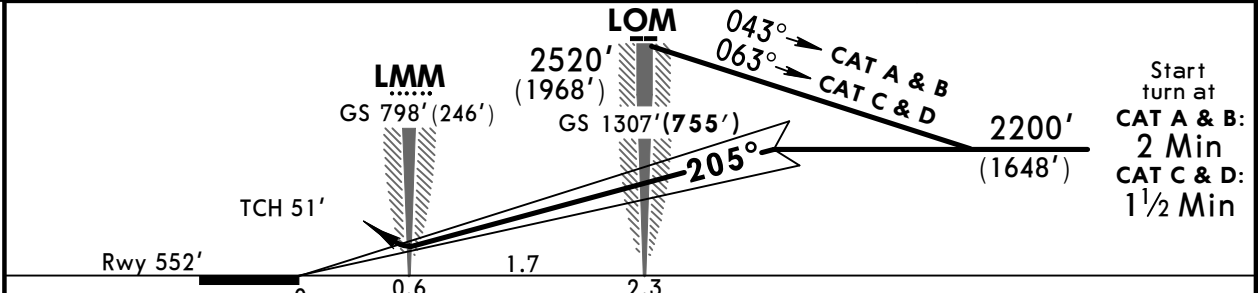
TOMSK, RUSSIA
ILS Y Rwy 21

ATIS 127.8		TOMSK Tower 127.3		Ground 127.3		2500' MSA TI NDB
LOC ITI *110.3	Final Apch Crs 205°	GS LOM 1307'(755')	ILS DA(H) 752'(200')	Apt Elev 597' Rwy 552'		
MISSED APCH: Climb to 2520'(1968'), 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'(2348')



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2900'	(2348' - 700m)
2520'	(1968' - 600m)
2200'	(1648' - 500m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2520' (1968')	TI 380
GS	2.92°	362	465	517	620	723		↑	LT

ILS STRAIGHT-IN LANDING RWY 21			LOC (GS out)			
DA(H) 752'(200')						
FULL	ALS out					
A	800m	1200m	NOT AUTHORIZED			
B						
C						
D						

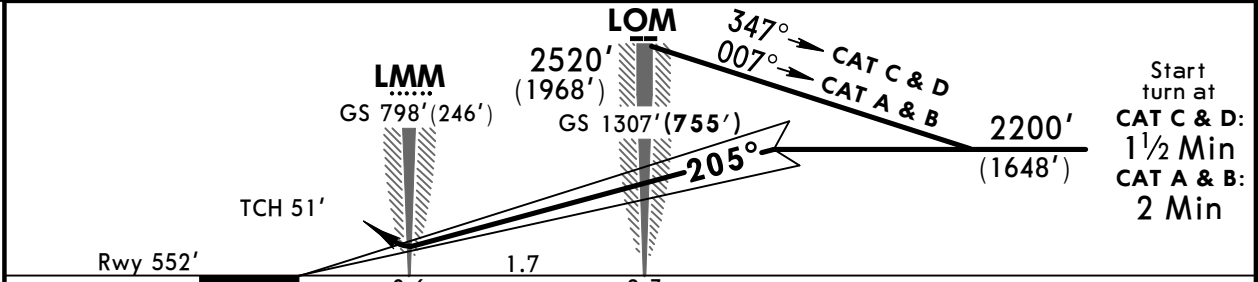
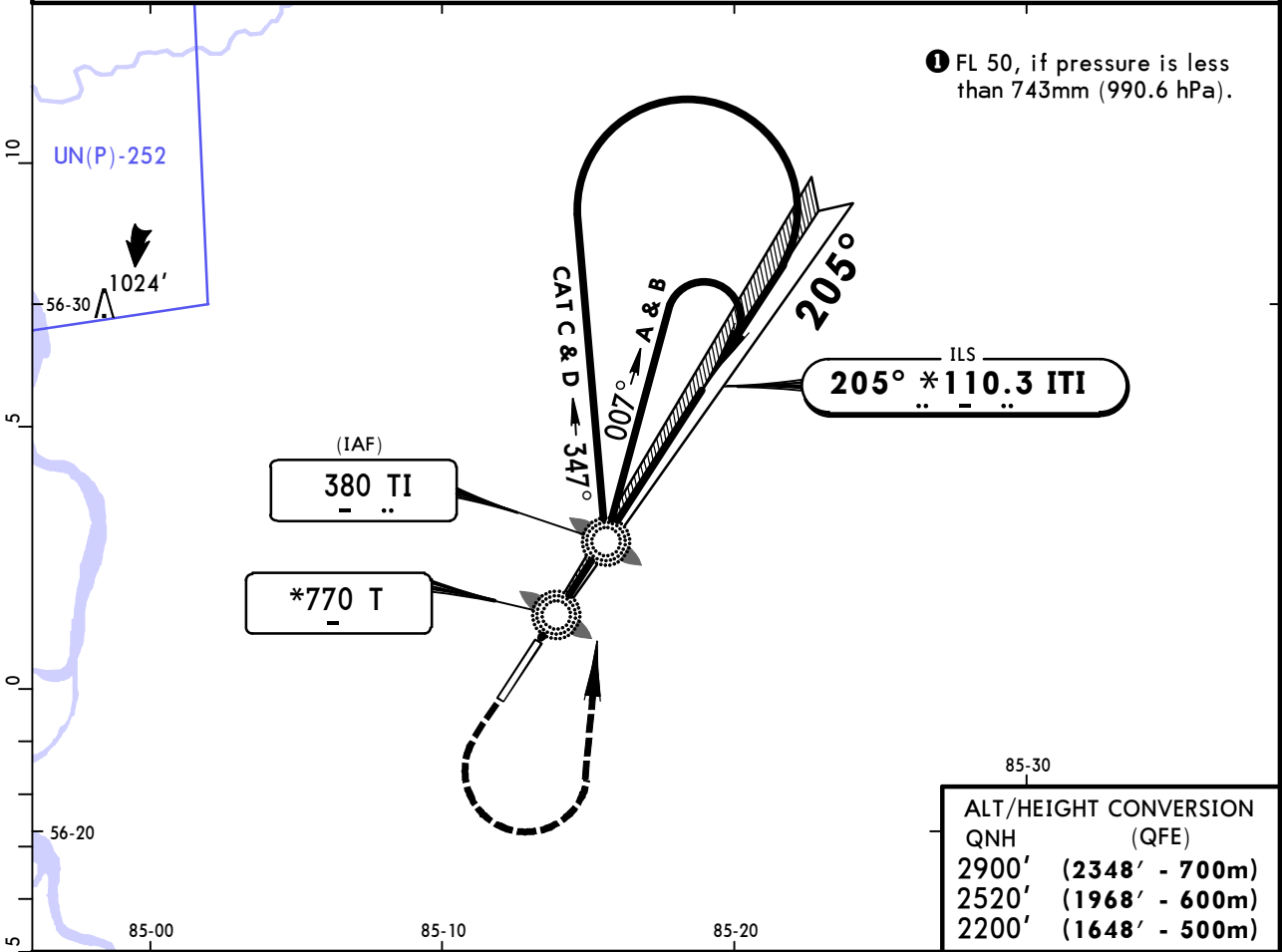
UNTT/TOF
BOGASHEVO

JEPPESEN
13 APR 18 (11-3) Eff 26 Apr

TOMSK, RUSSIA
ILS X Rwy 21

ATIS 127.8		TOMSK Tower 127.3		Ground 127.3		2500' MSA TI NDB
LOC ITI *110.3	Final Apch Crs 205°	GS LOM 1307'(755')	ILS DA(H) 752'(200')	Apt Elev 597' Rwy 552'		
MISSED APCH: Climb to 2520'(1968') , 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' (2348')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2520' (1968')	TI 380
GS	2.92°	362	465	517	620	723		↑	LT

ILS STRAIGHT-IN LANDING RWY 21			LOC (GS out)			
DA(H) 752' (200')						
FULL	ALS out					
A	800m	1200m	NOT AUTHORIZED			
B						
C						
D						

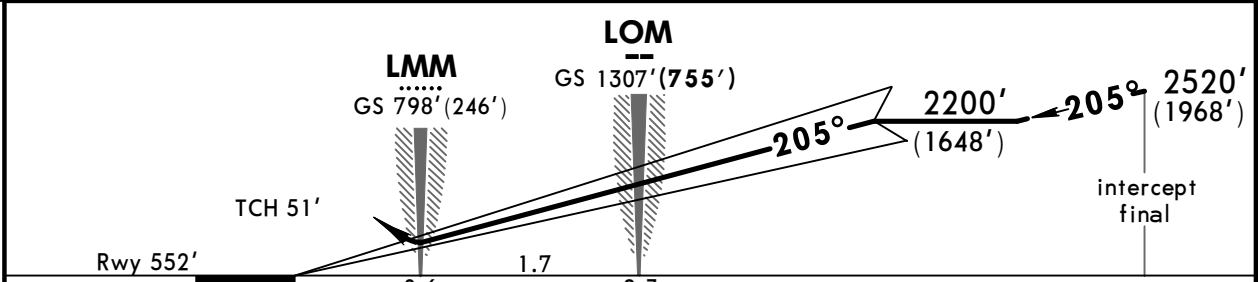
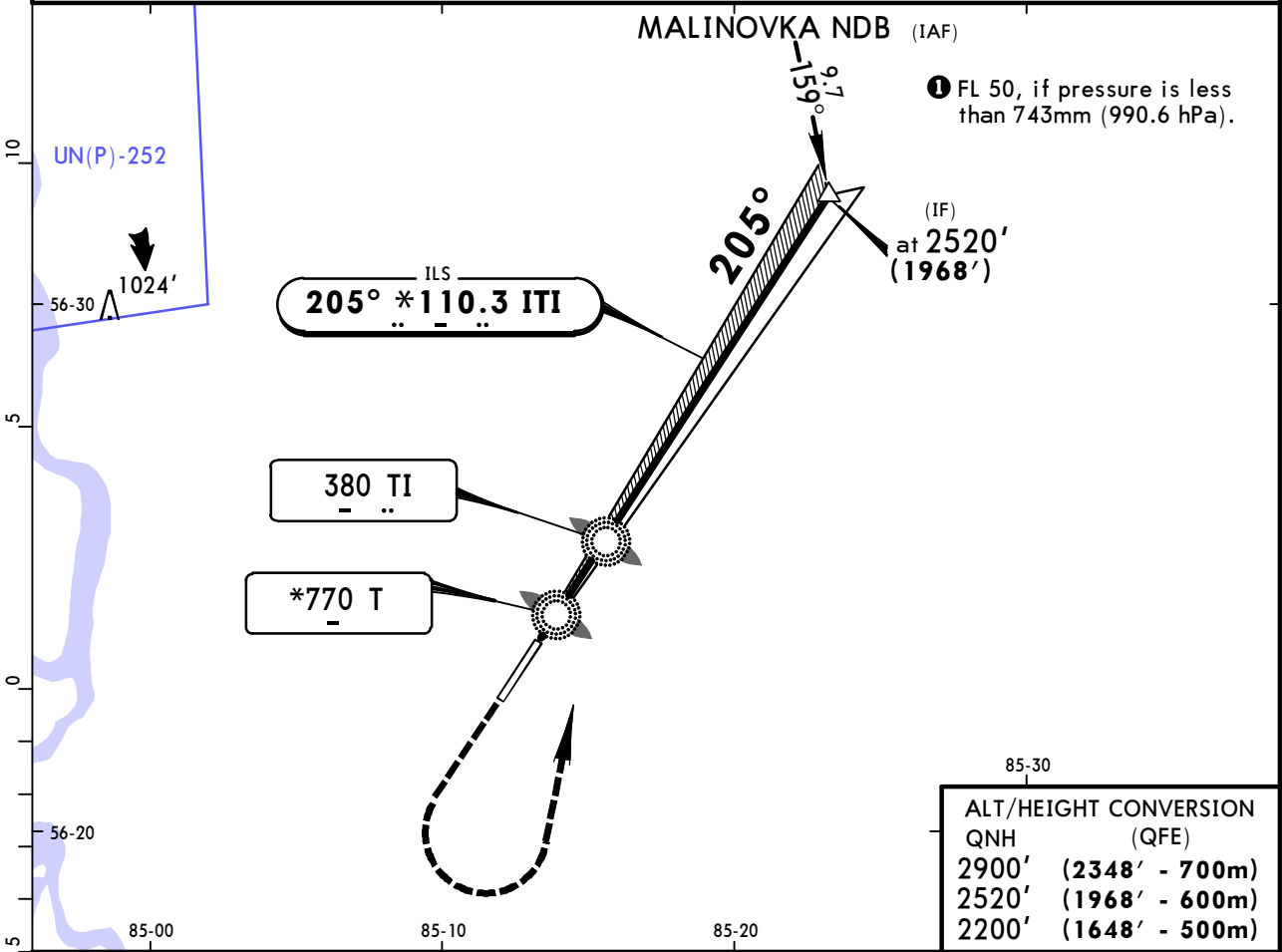
UNTT/TOF
BOGASHEVO

JEPPESSEN
13 APR 18 **(11-4)** **Eff 26 Apr**

TOMSK, RUSSIA
ILS W Rwy 21

ATIS 127.8		TOMSK Tower 127.3		Ground 127.3		2500' MSA TI NDB
LOC ITI *110.3	Final Apch Crs 205°	GS LOM 1307'(755')	ILS DA(H) 752'(200')	Apt Elev 597' Rwy 552'		
MISSED APCH: Climb to 2520'(1968'), 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' (2348')



Gnd speed-Kts	70	90	100	120	140	160	ILS PAPI	2520' (1968')	TI 380 LT
GS	2.92°	362	465	517	620	723			

ILS STRAIGHT-IN LANDING RWY 21			LOC (GS out)			
DA(H) 752'(200')						
FULL		ALS out	NOT AUTHORIZED			
A	800m	1200m				
B						
C						
D						

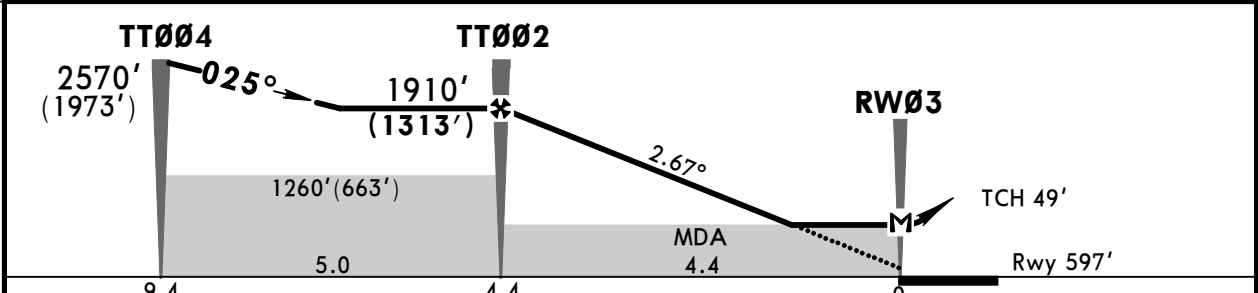
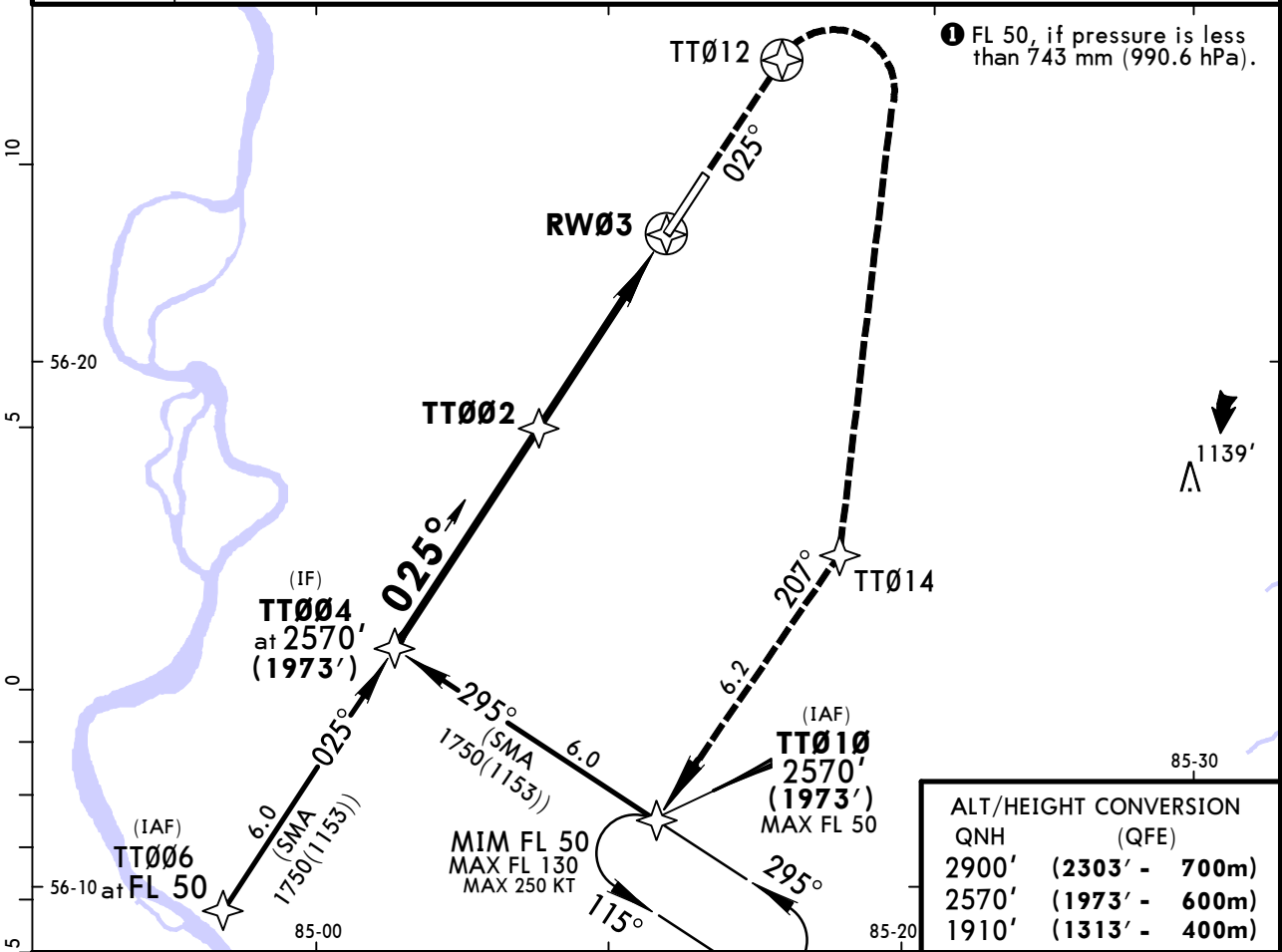
UNTT/TOF
BOGASHEVO

JEPPESSEN
13 APR 18
Eff 26 Apr (12-1)

TOMSK, RUSSIA
RNAV (GNSS) Rwy 03

ATIS 127.8		TOMSK Tower 127.3		Ground 127.3		2500 MSA ARP
RNAV	Final Apch Crs 025°	Procedure Alt TT002 1910'(1313')	LNAV MDA(H) 1020'(423')	Apt Elev 597' Rwy 597'		
MISSED APCH: Climb on 025° to TT012, then turn RIGHT to TT014, then proceed to TT010 climbing to 2570'(1973') or above, then according to chart, or hold.						

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



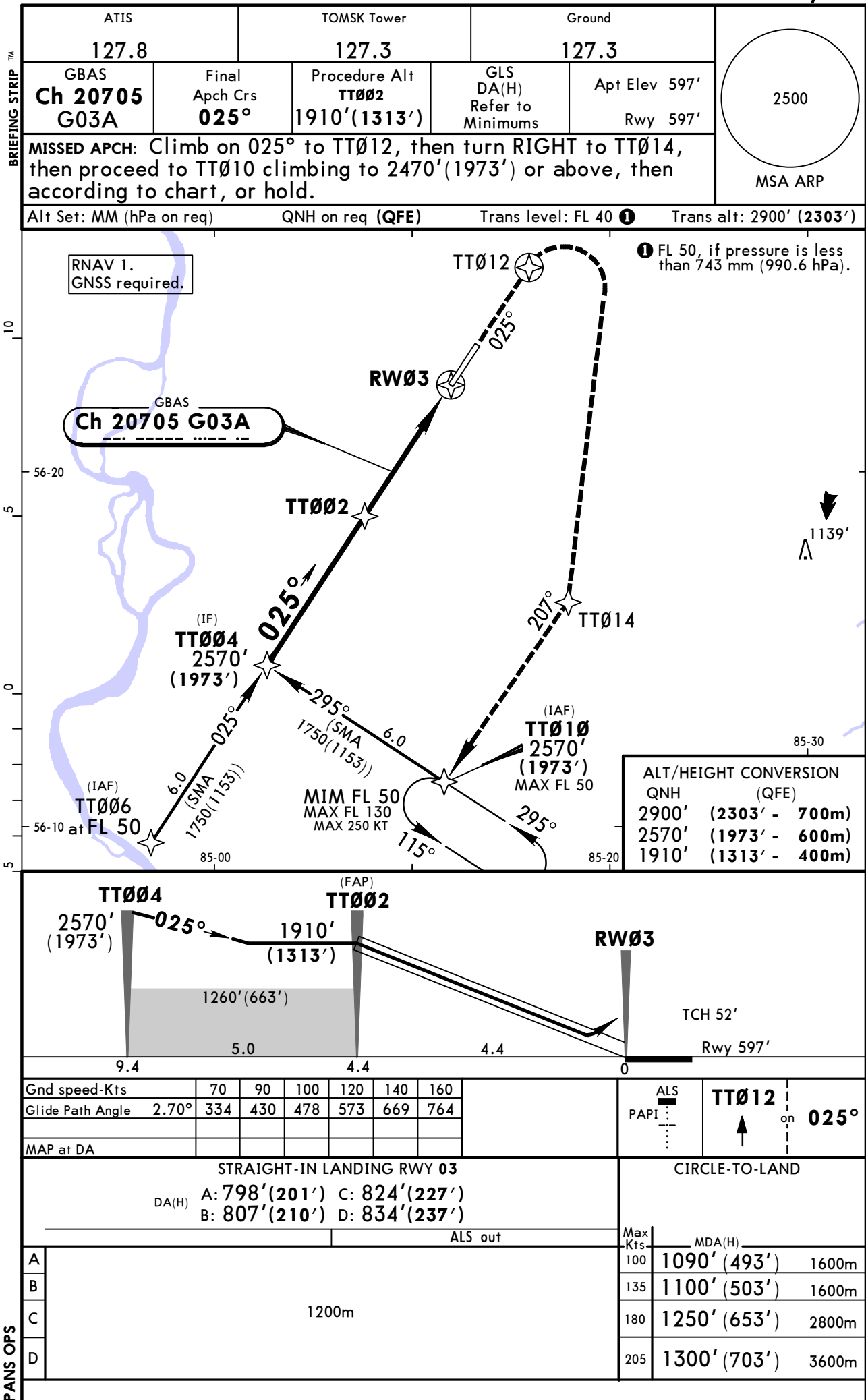
MAP at RW03							ALS PAPI TT012 on 025°
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STRAIGHT-IN LANDING RWY 03				CIRCLE-TO-LAND			
LNAV							
MDA(H) 1020'(423')							
ALS out				Max Kts	MDA(H)		
A	1600m			100	1090'(493')	1600m	
B				135	1100'(503')	1600m	
C				180	1250'(653')	2800m	
D	2000m			205	1300'(703')	3600m	

UNTT/TOF
BOGASHEVO

JEPPESSEN
13 APR 18 (12-40) Eff 26 Apr

TOMSK, RUSSIA
GLS Rwy 03

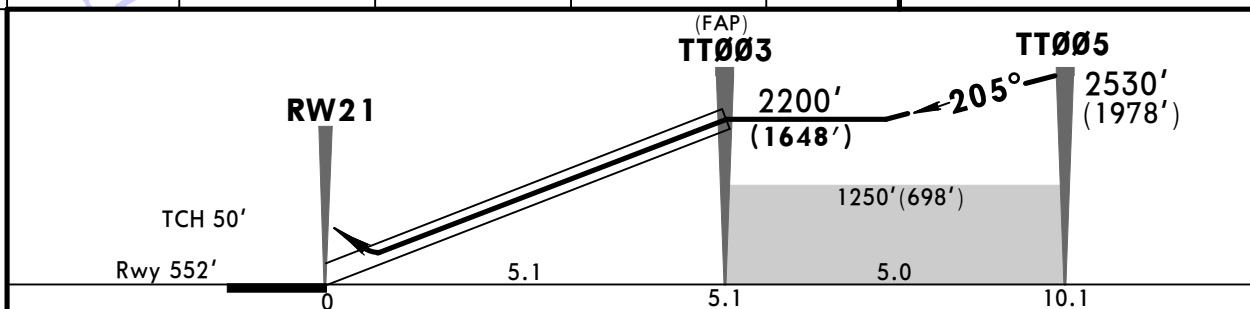
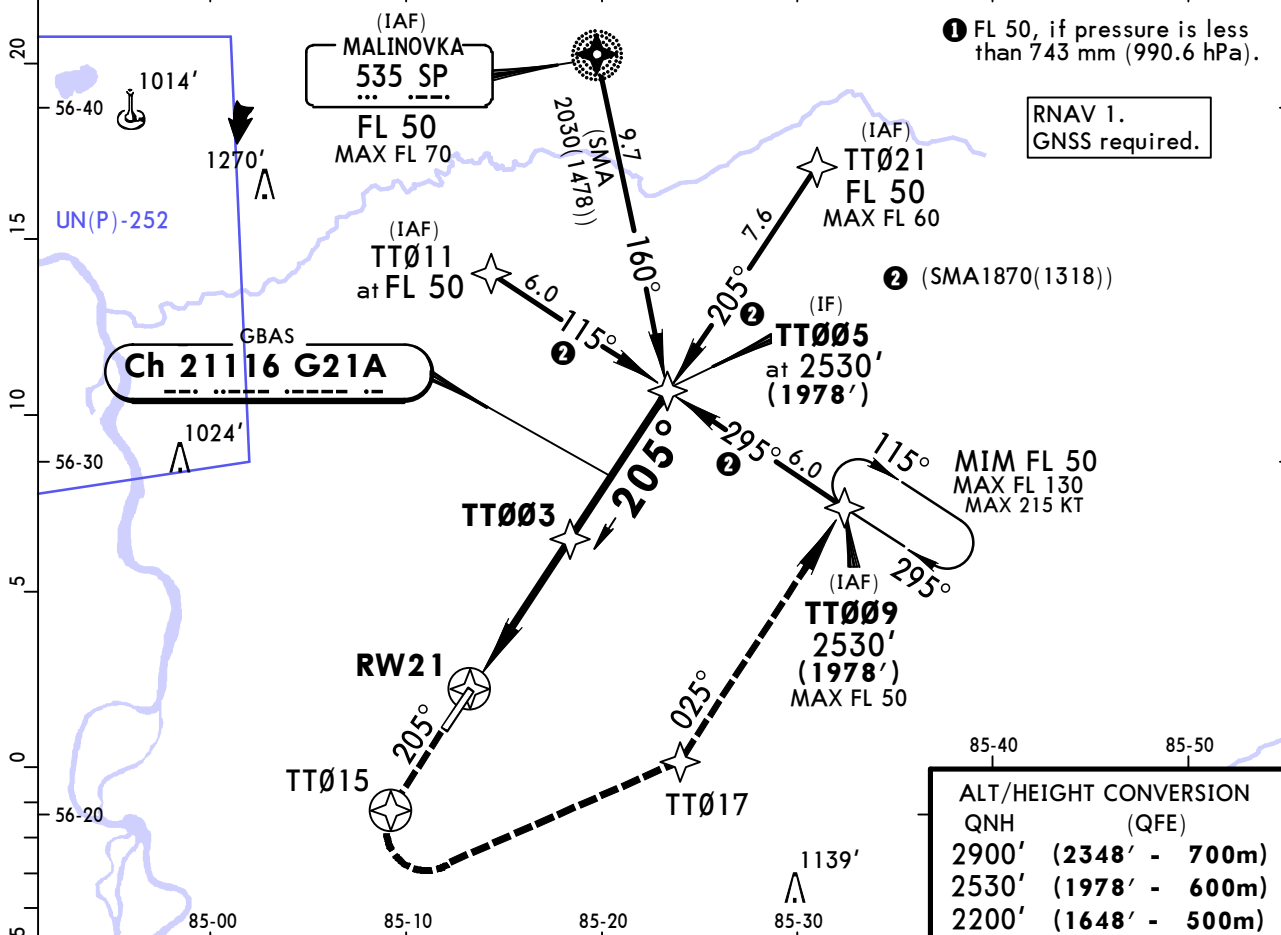


UNTT/TOF
BOGASHEVO
JEPPESSEN
 13 APR 18 **12-41** **Eff 26 Apr**
TOMSK, RUSSIA
GLS Rwy 21

BRIEFING STRIP™

ATIS		TOMSK Tower		Ground		2500 MSA ARP
127.8		127.3		127.3		
GBAS Ch 21116 G21A	Final Apch Crs 205°	Procedure Alt TT003 2200'(1648')	GLS DA(H) Refer to Minimums	Apt Elev 597'	Rwy 552'	
MISSED APCH: Climb on 205° to TT015, then turn LEFT to TT017, then proceed on 025° to TT009 climbing to 2530'(1978') or above, then according to chart, or hold.						

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



Gnd speed-Kts	70	90	100	120	140	160	HTALS PAPI TT015 on 205°
Glide Path Angle 2.92°	362	465	517	620	723	826	
MAP at DA							

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
DA(H) A: 766'(214') C: 785'(233') B: 776'(224') D: 795'(243')							
ALS out				Max Kts	MDA(H)		
				100	1090' (493')	1600m	
				135	1100' (503')	1600m	
				180	1250' (653')	2800m	
				205	1300' (703')	3600m	

CHANGES: New procedure.

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JEPPESEN
13 APR 18
Eff 26 Apr 16-1

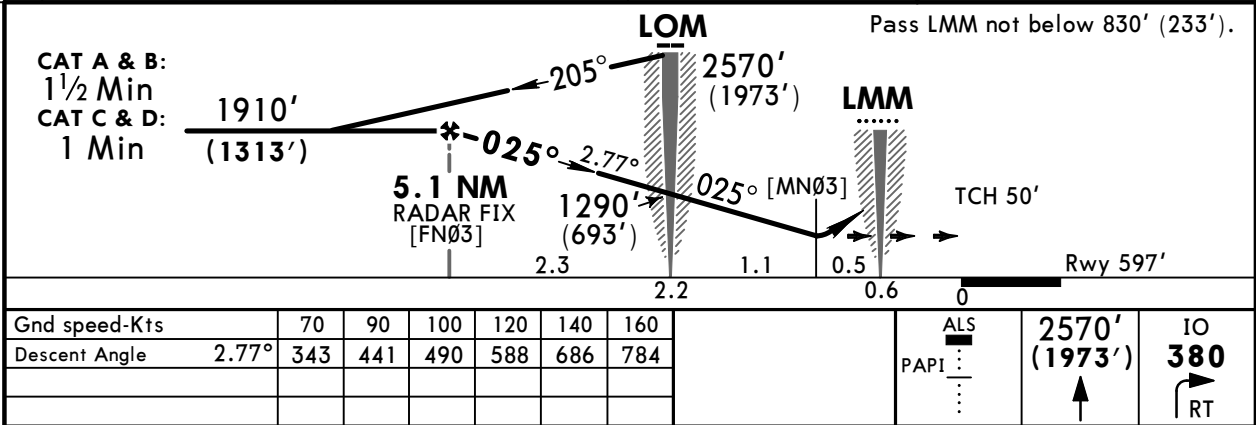
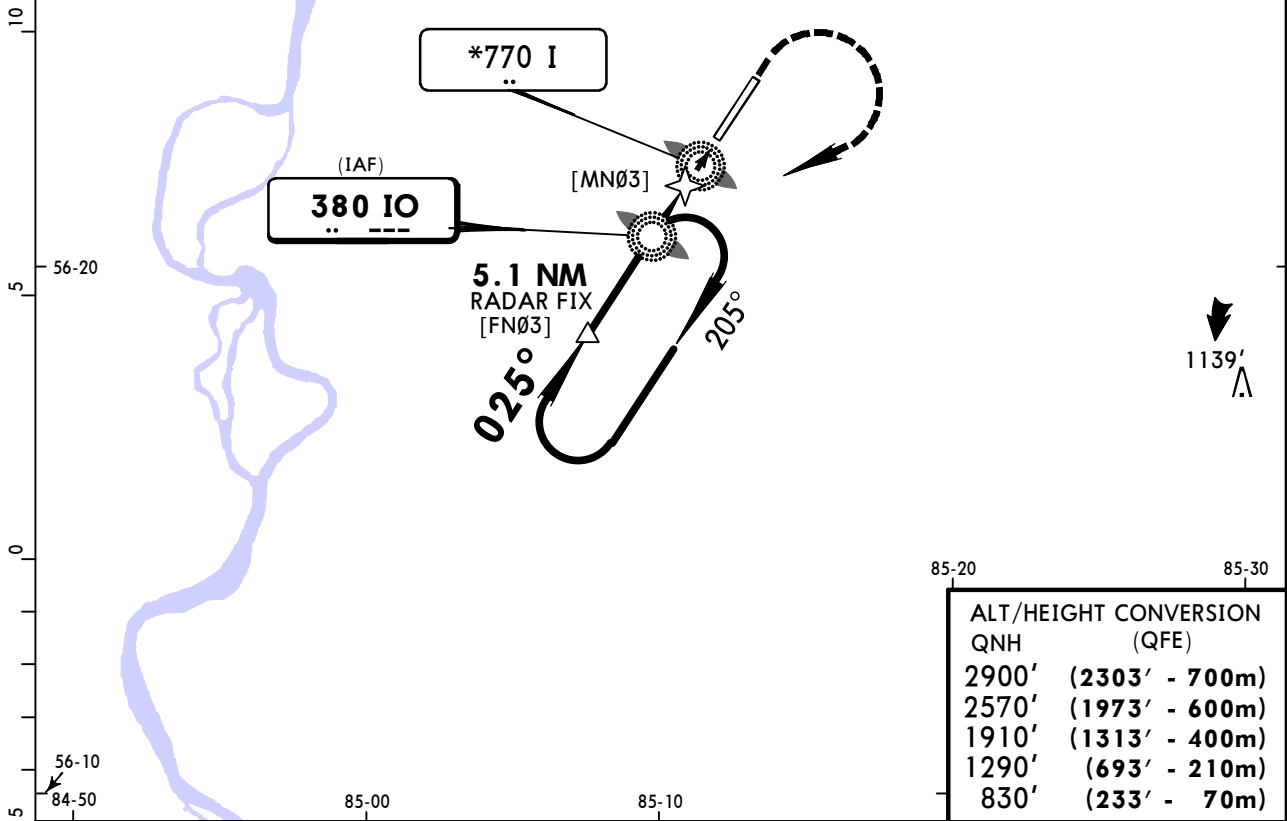
TOMSK, RUSSIA
2 NDB Z or NDB Z Rwy 03

ATIS 127.8		TOMSK Tower 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 597' 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')

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

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



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

CHANGES: Communications. Apt elev.

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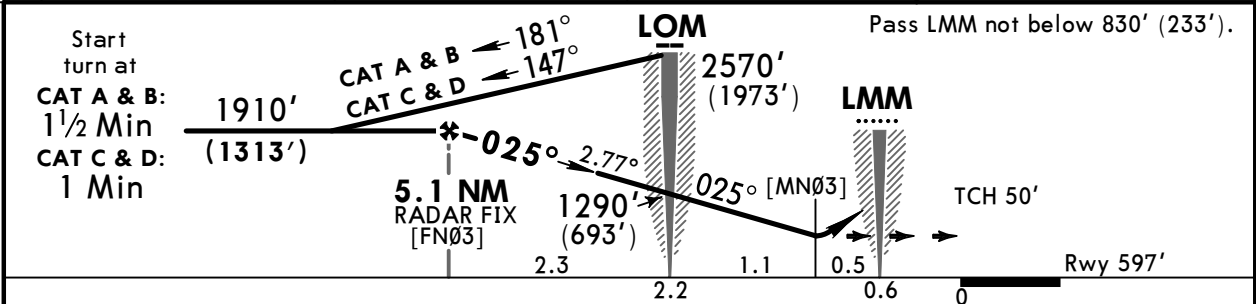
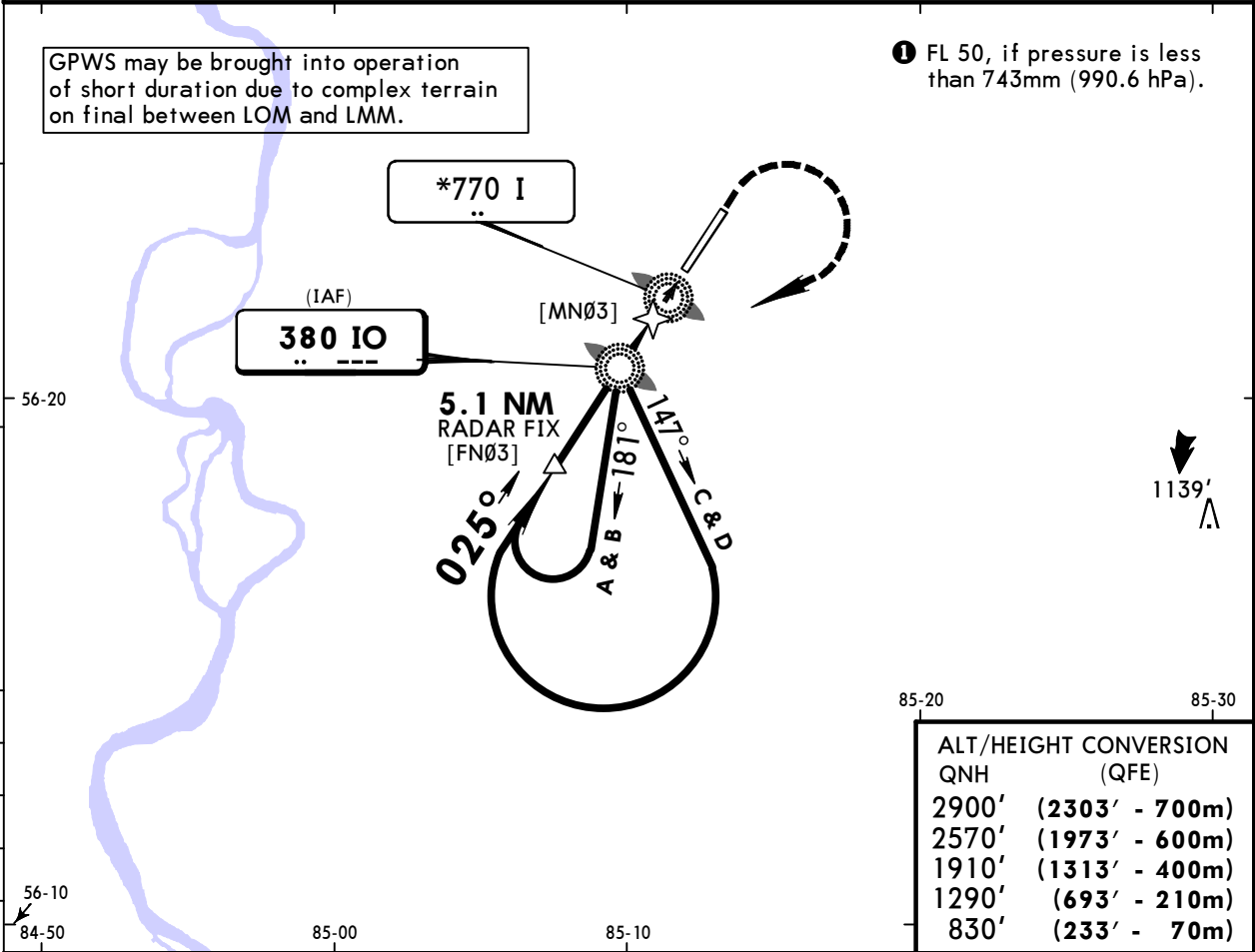
UNTT/TOF
BOGASHEVO

JEPPESEN
13 APR 18
Eff 26 Apr (16-2)

TOMSK, RUSSIA
2 NDB Y or NDB Y Rwy 03

ATIS		TOMSK Tower		Ground		2500' MSA IO NDB
127.8		127.3		127.3		
NDB IO 380	Final Apch Crs 025°	Minimum Alt 5.1 NM RADAR FIX 1910'(1313')	MDA(H) Refer to Minimums	Apt Elev 597' 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	I NDB w/o FAF
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			

UNTT/TOF
BOGASHEVO

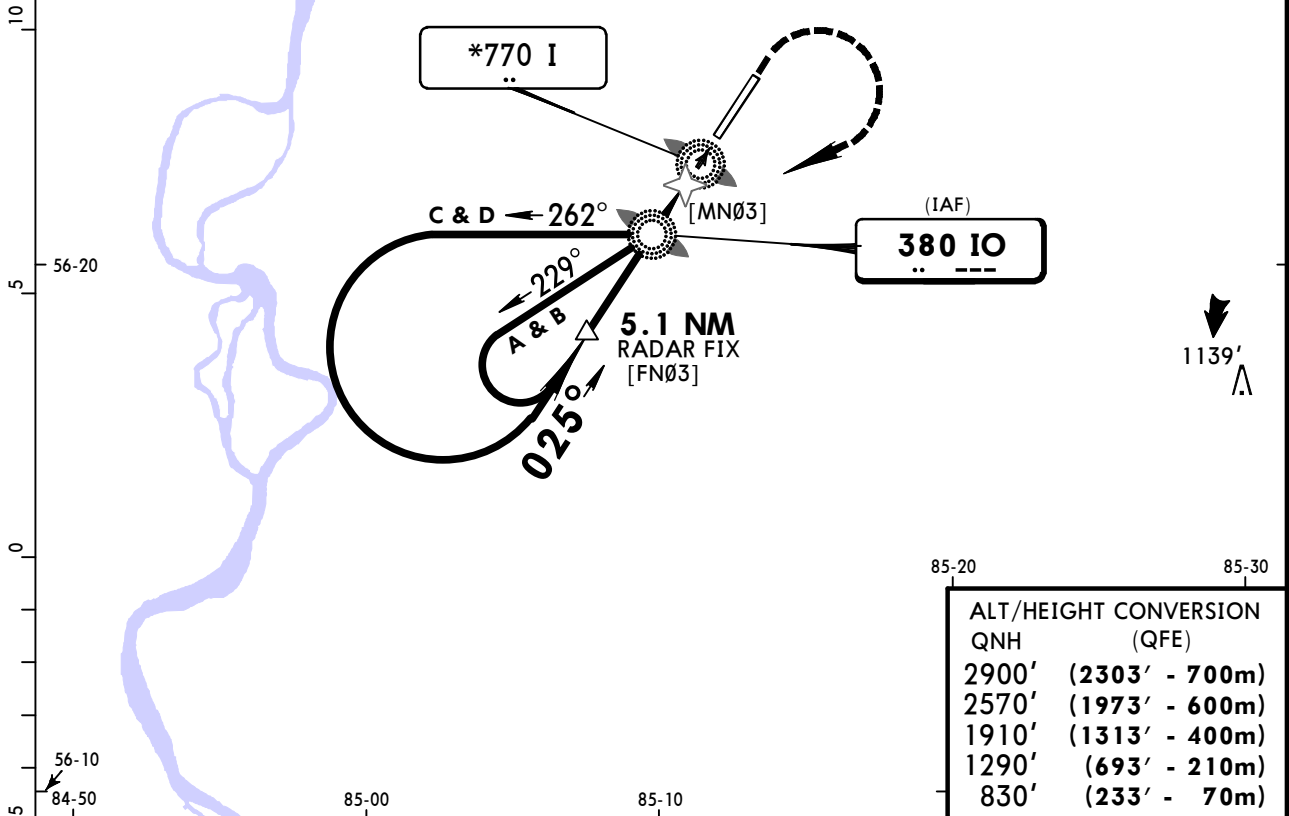
JEPPESSEN
13 APR 18
Eff 26 Apr 16-3

TOMSK, RUSSIA
2 NDB X or NDB X Rwy 03

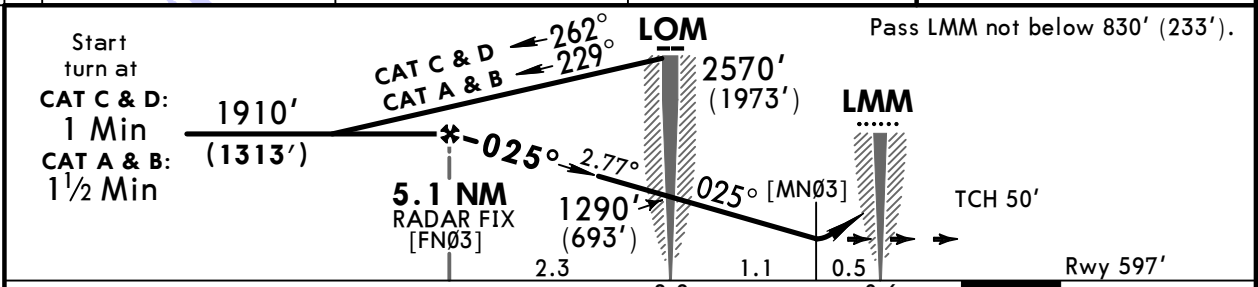
ATIS 127.8		TOMSK Tower 127.3		Ground 127.3		2500' MSA IO NDB
NDB IO 380	Final Apch Crs 025°	Minimum Alt 5.1 NM RADAR FIX 1910'(1313')	MDA(H) Refer to Minimums	Apt Elev 597'	Rwy 597'	
MISSED APCH: Climb to 2570'(1973'), then turn RIGHT to IO NDB, then according to chart, or to holding as directed.		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

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

① 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)



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	I Lctr w/o FAF
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			

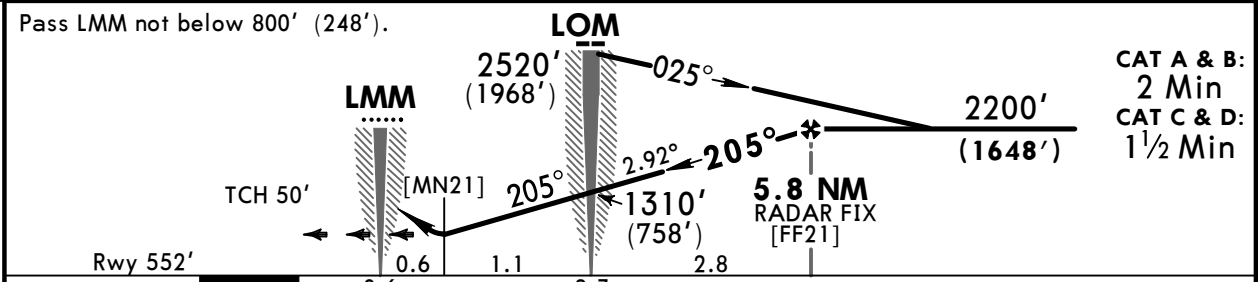
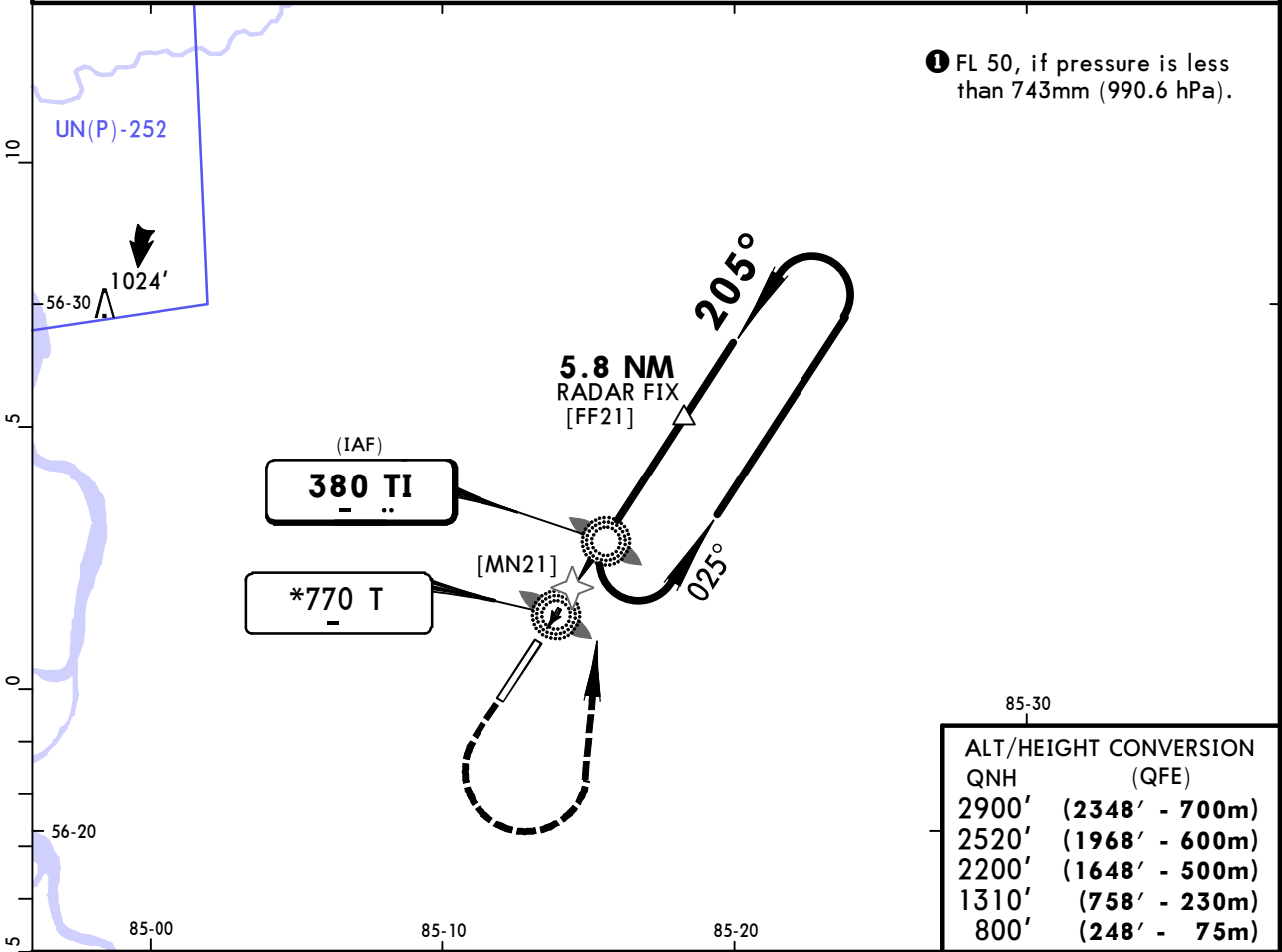
UNTT/TOF
BOGASHEVO

JEPPESEN
13 APR 18
Eff 26 Apr 16-4

TOMSK, RUSSIA
2 NDB Z or NDB Z Rwy 21

ATIS		TOMSK Tower		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'(1648')	MDA(H) Refer to Minimums	Apt Elev 597'	Rwy 552'	
MISSED APCH: Climb to 2520'(1968'), 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'(2348')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2520' (1968')	TI 380 LT
Descent Angle 2.92°	362	465	517	620	723	826			

STRAIGHT-IN LANDING RWY 21					
2 NDB or TI NDB		with FAF		w/o FAF	
MDA(H) 970'(418')		MDA(H) 970'(418')		AB: 990'(438') MDA(H) CD: 1140'(588')	
ALS out		ALS out		ALS out	
A					
B	1400m	2200m	1400m	2200m	1500m 2300m
C					
D	1800m	1800m		3200m	

UNTT/TOF
BOGASHEVO

JEPPESSEN
13 APR 18
Eff 26 Apr (16-5)

TOMSK, RUSSIA
2 NDB Y or NDB Y Rwy 21

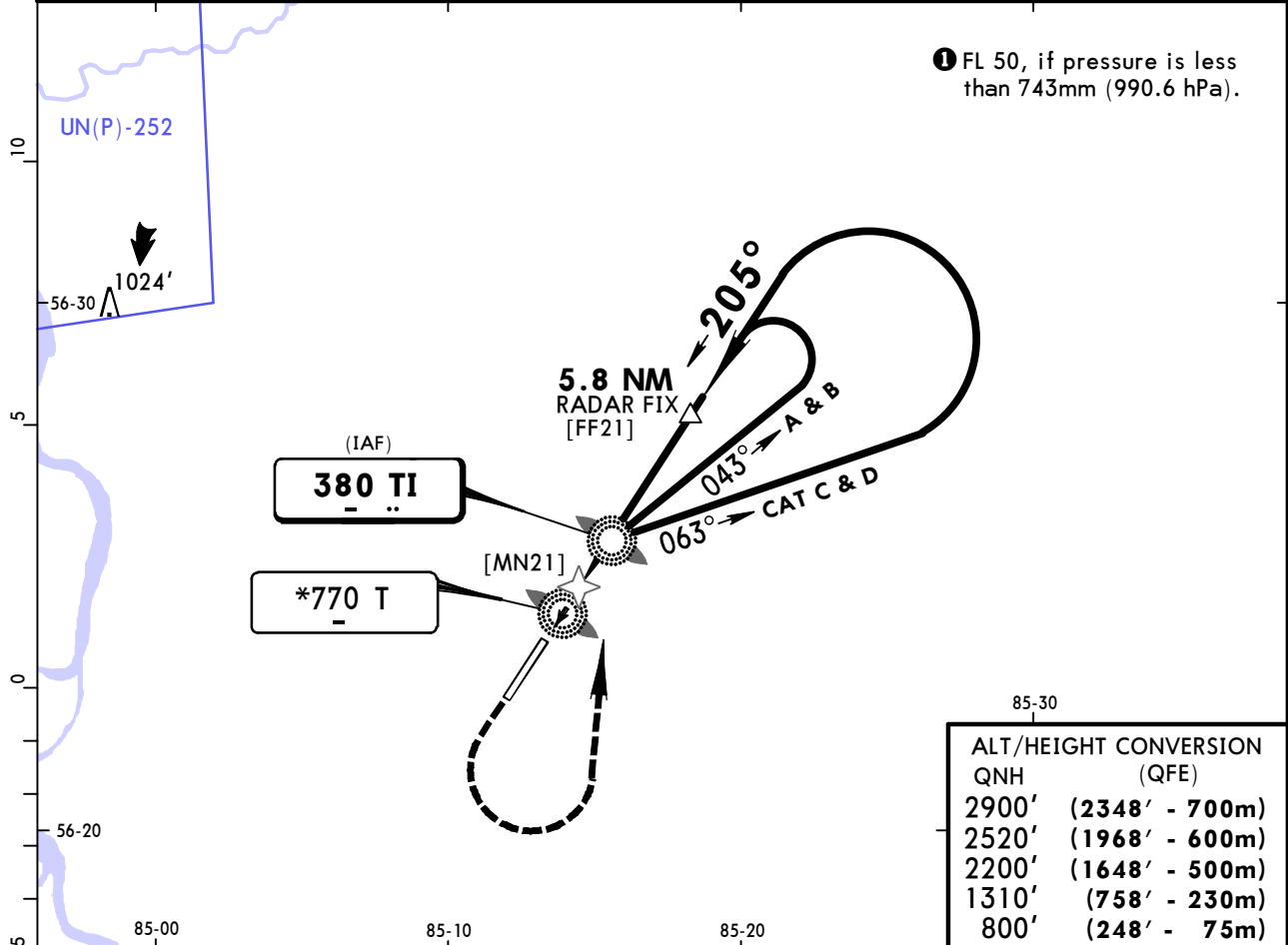
BRIEFING STRIP

ATIS		TOMSK Tower		Ground	
127.8		127.3		127.3	
NDB TI 380	Final Apch Crs 205°	Minimum Alt 5.8 NM RADAR FIX 2200'(1648')	MDA(H) Refer to Minimums	Apt Elev 597'	Rwy 552'
MISSED APCH: Climb to 2520'(1968'), then turn LEFT to TI NDB. After TI NDB follow NDB X Rwy 21 procedure or to holding as directed.					

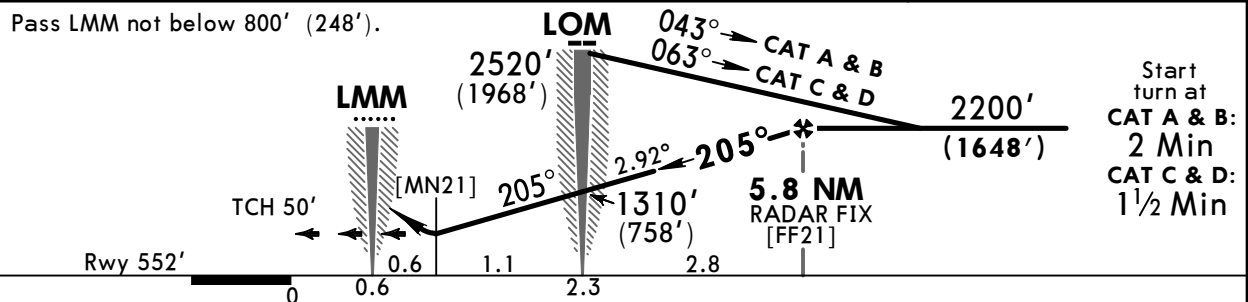
2500'

MSA
TI NDB

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



Pass LMM not below 800' (248').



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2520' (1968')	TI 380 LT
Descent Angle	2.92°	362	465	517	620	723			

STRAIGHT-IN LANDING RWY 21							
2 NDB or TI NDB		with FAF		T Lctr		w/o FAF	
MDA(H) 970'(418')		MDA(H) 970'(418')		MDA(H) 970'(418')		AB: 990'(438') CD: 1140'(588')	
ALS out		ALS out		ALS out		ALS out	
A							
B	1400m	2200m	1400m	2200m	1500m	2300m	
C					3200m		
D	1800m		1800m				

CHANGES: Communications. Apt & rwy elev. Minimums.

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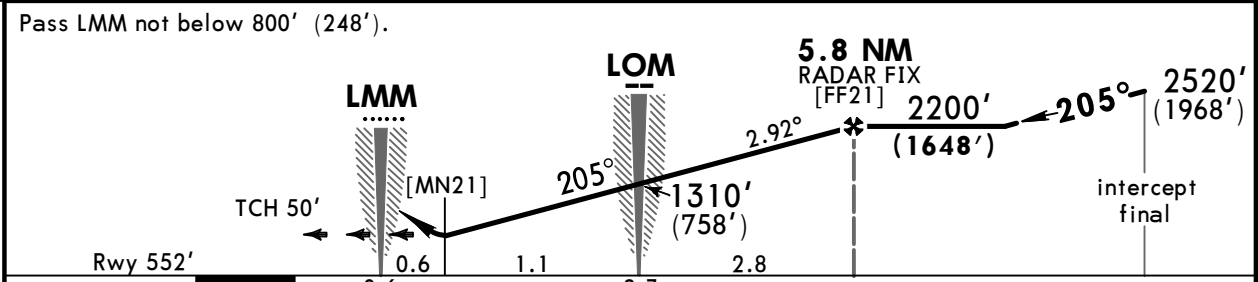
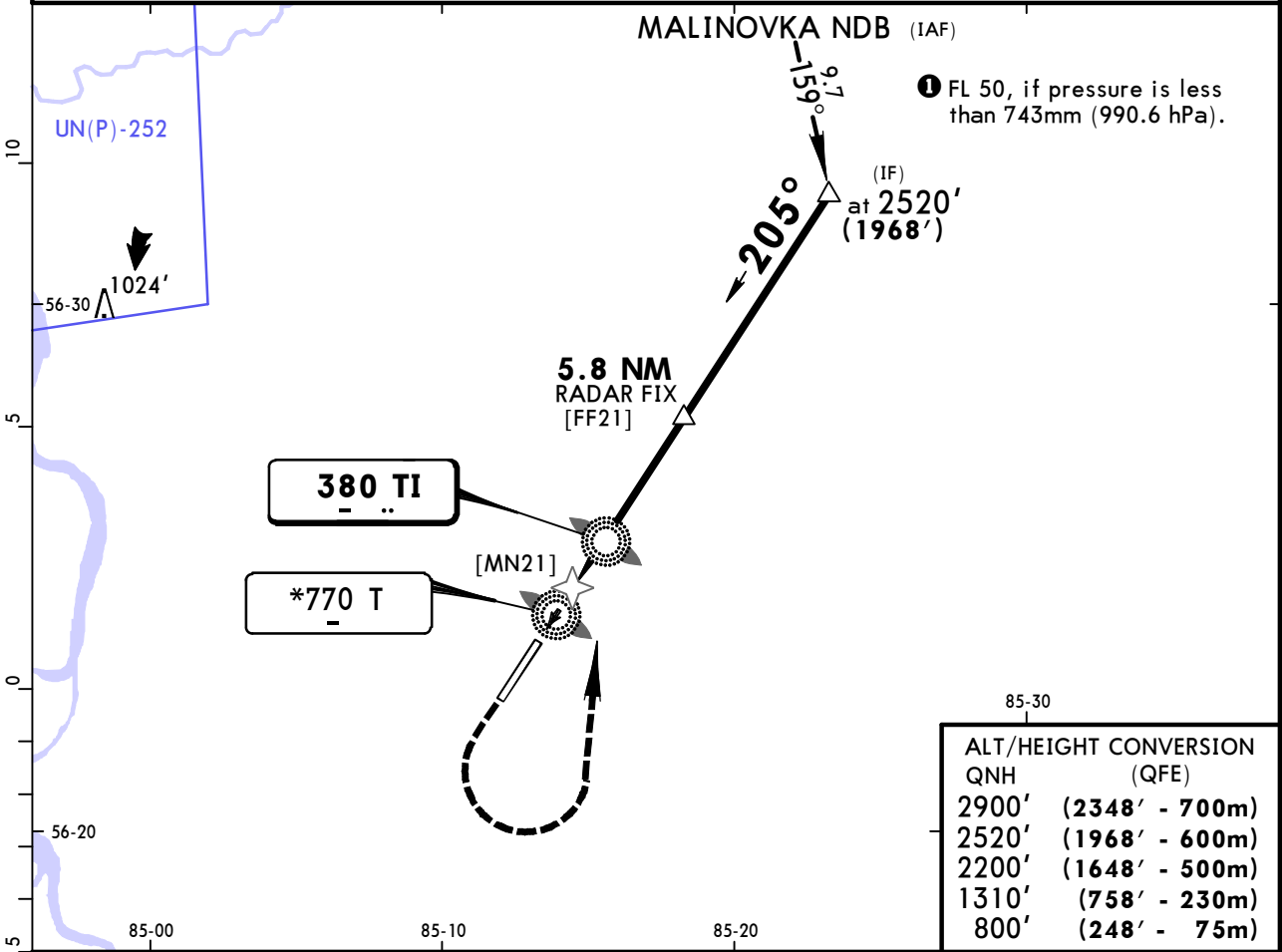
UNTT/TOF
BOGASHEVO

JEPPESEN
13 APR 18
Eff 26 Apr

16-7 2 NDB W or NDB W Rwy 21
TOMSK, RUSSIA

ATIS 127.8		TOMSK Tower 127.3		Ground 127.3		2500' MSA TI NDB
NDB TI 380	Final Apch Crs 205°	Minimum Alt 5.8 NM RADAR FIX 2200'(1648')	MDA(H) Refer to Minimums	Apt Elev 597'	Rwy 552'	
MISSED APCH: Climb to 2520'(1968'), 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'(2348')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2520' (1968')	TI 380
Descent Angle 2.92°	362	465	517	620	723	826		↑	LT

STRAIGHT-IN LANDING RWY 21							
2 NDB or TI NDB		with FAF		w/o FAF			
MDA(H) 970'(418')		MDA(H) 970'(418')		AB: 990'(438') MDA(H) CD: 1140'(588')			
ALS out		ALS out		ALS out			
A							
B	1400m	2200m	1400m	2200m	1500m	2300m	
C					3200m		
D	1800m		1800m				

Chart changes since cycle 08-2019

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