

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UNTT

Terminal Charts For UNTT

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: TOMSK RUS
ICAO/IATA: UNTT / TOF
Lat/Long: N56° 22.85', E085° 12.47'
Elevation: 600 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: 2226 Z
Sunset: 1406 Z

Runway Information

Runway: 03
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 600 ft

Runway: 21
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 579 ft

Communication Information

ATIS: 127.800
Tomsk Tower: 124.000 Secondary
Tomsk Tower: 129.000 Secondary
Tomsk Tower: 127.300
Tomsk Apron Ramp/Taxi: 118.800
Tomsk Transit Operations: 131.875

UNTT/TOF
BOGASHEVO

JEPPESEN

5 DEC 25

10-1P

TOMSK, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 127.8

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are applied when RVR is less than 550m.

The responsibility for RWY incursion and non-adherence to the assigned taxi routes on the maneuvering area is placed on the flight crew.

LVP provide for the following rules:

- Flight crew shall read back all instructions of TWR controller concerning holding on RWY 03/21, at RWY holding positions on TWY B, C, D and E.
- Take-off not from RWY beginning is prohibited.
- Take-off without stop at the line-up position after entering RWY is prohibited.

1.3. TAXI PROCEDURES

Taxiing into/out of stands 12 thru 14 and 26 thru 29 shall be carried out by towing.

Taxiing and towing shall be carried out by the instructions of TWR controller.

Taxiing and towing shall be carried out along centerlines of TWYs, stands and apron.

Towing shall be carried out with ACFT navigation lights and flashing beacon switched on.

Taxiing at night and in the day-time under visibility less than 2000m shall be carried out with navigation lights and taxi lights switched on.

1.4. PARKING INFORMATION

Stands 1 thru 9, 12 thru 19 and TWYs B and D available for helicopters.

Intersection of TWY M and D available for parking of ACFT with dangerous goods.

1.5. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. GNSS APPROACH PROCEDURE

When executing GLS, RNP approach, flight crew must report alternative approach procedure to the TWR controller.

If unable to execute GNSS approach, flight crew shall inform TWR controller about the decision to continue executing approach using an alternative approach procedure or execute missed approach.

UNTT/TOF
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5 DEC 25

10-1P1

TOMSK, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

De-icing operations are performed on start-up points and on stands.

3.2. START-UP PROCEDURES

Engines start-up shall be carried out on stands and if ACFT is unable to taxi out from stand independently or there are obstacles, the ACFT shall be towed to start-up points 1 thru 4 by the permission of ATS unit controller.

Engine start-up on TWY M is permitted on segment from start-up point 2 to start-up point 4.

Before occupying RWY or TWY, flight crew and (or) specialist in charge of towing must ascertain safety of the maneuver, regardless of the instruction obtained from the ATS unit.

3.3. RWY PROCEDURES

3.3.1. GENERAL

If take-off cannot be executed without a delay on the RWY, flight crew shall inform ATS unit about the time required to prepare for take-off before occupying the RWY. Take-off without stop at the line-up position must be carried out not later than in 1 minute after obtaining the clearance.

Category A, B ACFT are permitted to carry out take-off not from the RWY beginning (from TWY B, C, D, E) provided that the declared distances of the RWY strip from the start of take-off run conform to the ones required for ACFT actual take-off mass and take-off instructions.

TOMSK, RUSSIA

RADAR MINIMUM ALTITUDES

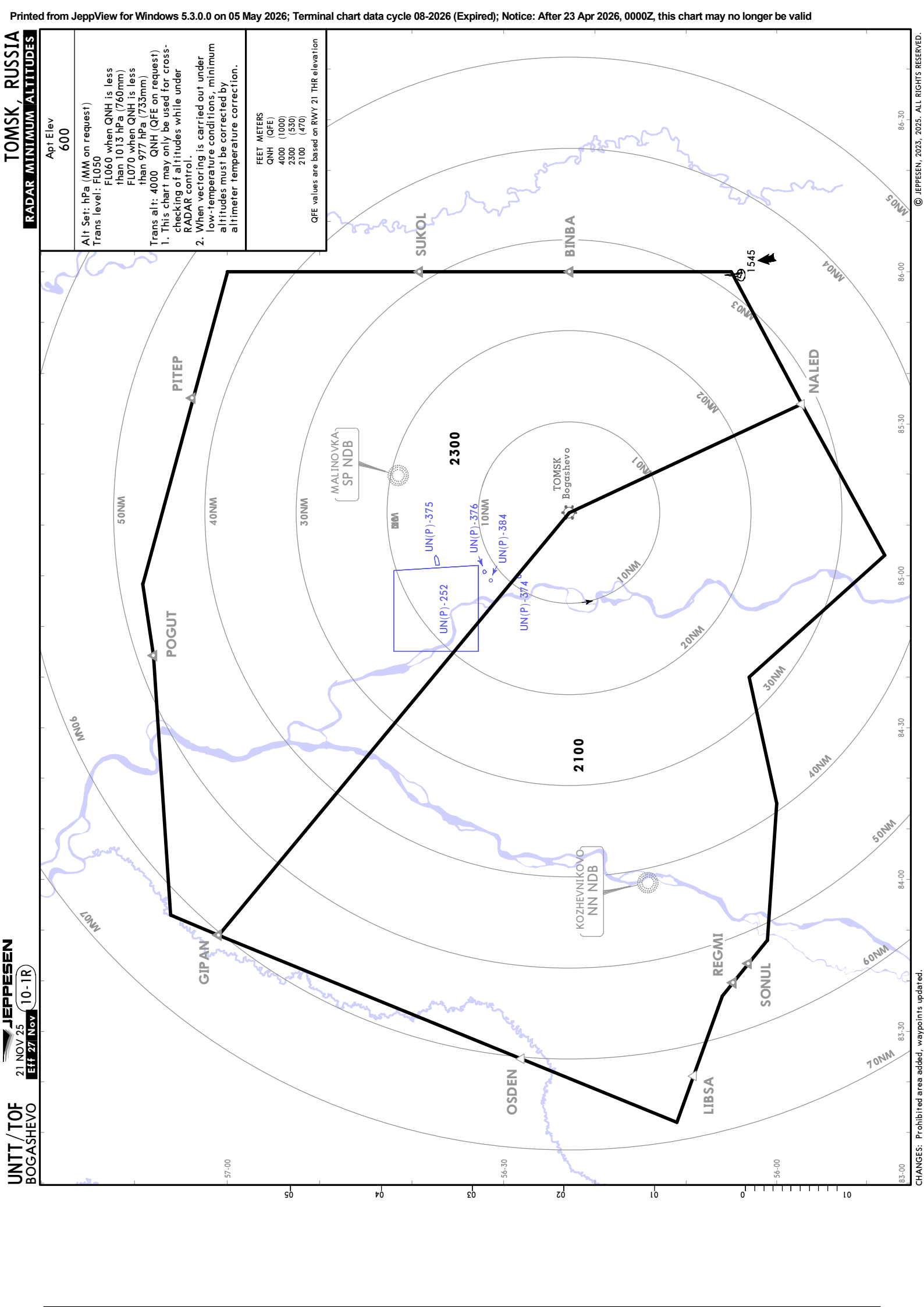
Apt Elev
600

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 when QNH is less than 10.13 hPa (760mm)
FL070 when QNH is less than 977 hPa (733mm)

Trans alt: 4000 QNH (QFE on request)
1. This chart may only be used for cross-checking of altitudes while under RADAR control.
2. When vectoring is carried out under low-temperature conditions, minimum altitudes must be corrected by a timer temperature correction.

QFE values are based on RWY 21 THR elevation

FEET METERS	
QNH (QFE)	
4000 (1000)	
2300 (530)	
2100 (470)	



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JEPPESEN
14 JUL 23 10-2

TOMSK, RUSSIA
RNAV STAR

ATIS
127.8

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)

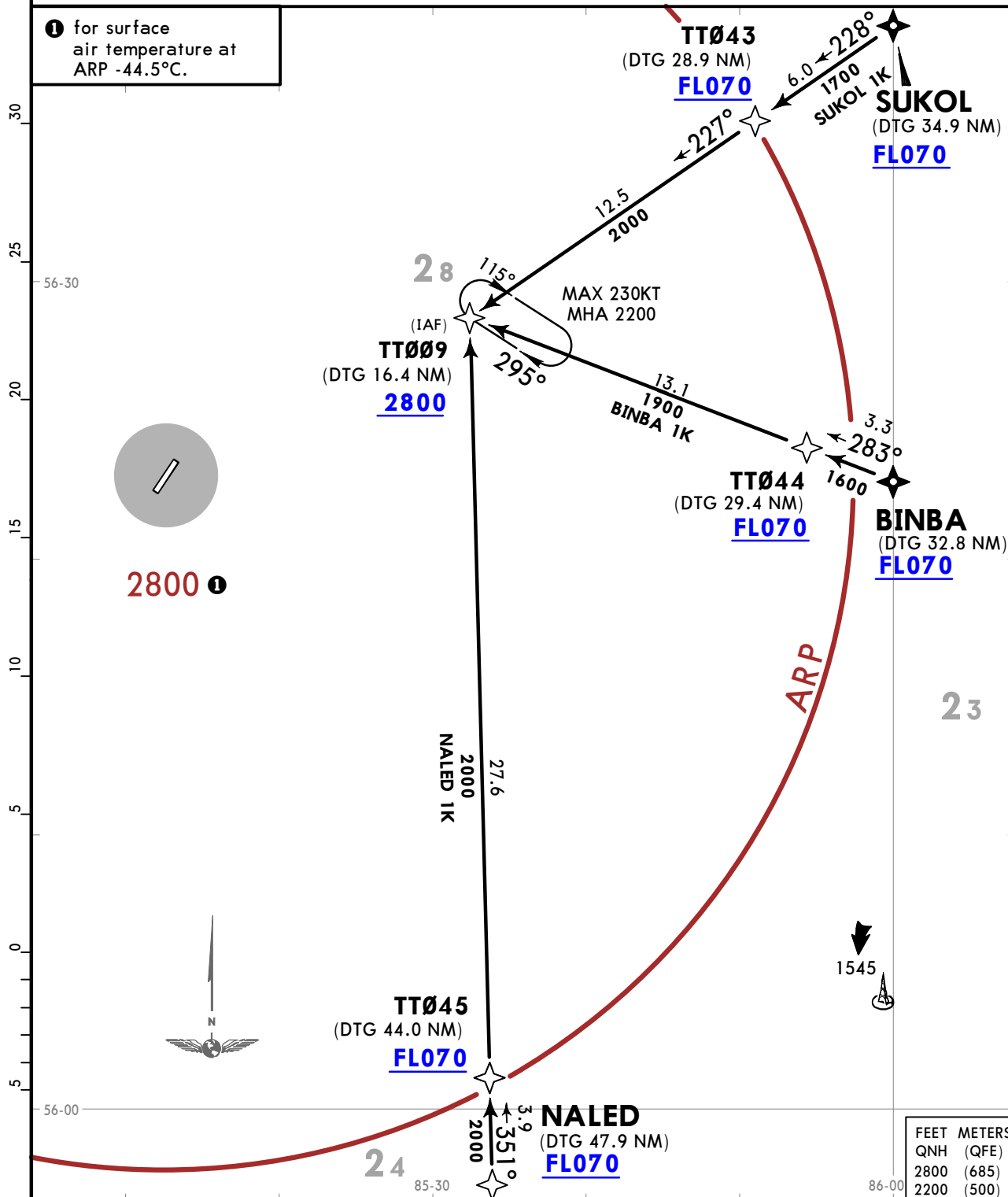
RNAV 1 GNSS required

Apt Elev
600

1. Continuous descent operation (CDO) is applied depending on air traffic conditions and if there is no conflicting traffic.
2. Continuous descent operation (CDO) can be cancelled by ATS in case of necessity to provide separation.
3. EXPECT radar vectoring or "direct to" procedure.
4. If unable to MAINTAIN assigned RNAV STAR report to ATS and request STAR based on NDB or vectoring.
5. Distance to go (DTG) is calculated up to RWY THR 21.

BINBA 1K [BINB1K], NALED 1K [NALE1K], SUKOL 1K [SUKO1K]
RNAV ARRIVALS
(RWY 21)

① for surface air temperature at ARP -44.5°C.



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JEPPESEN
14 JUL 23 (10-2A)

TOMSK, RUSSIA
RNAV STAR

ATIS
127.8

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)

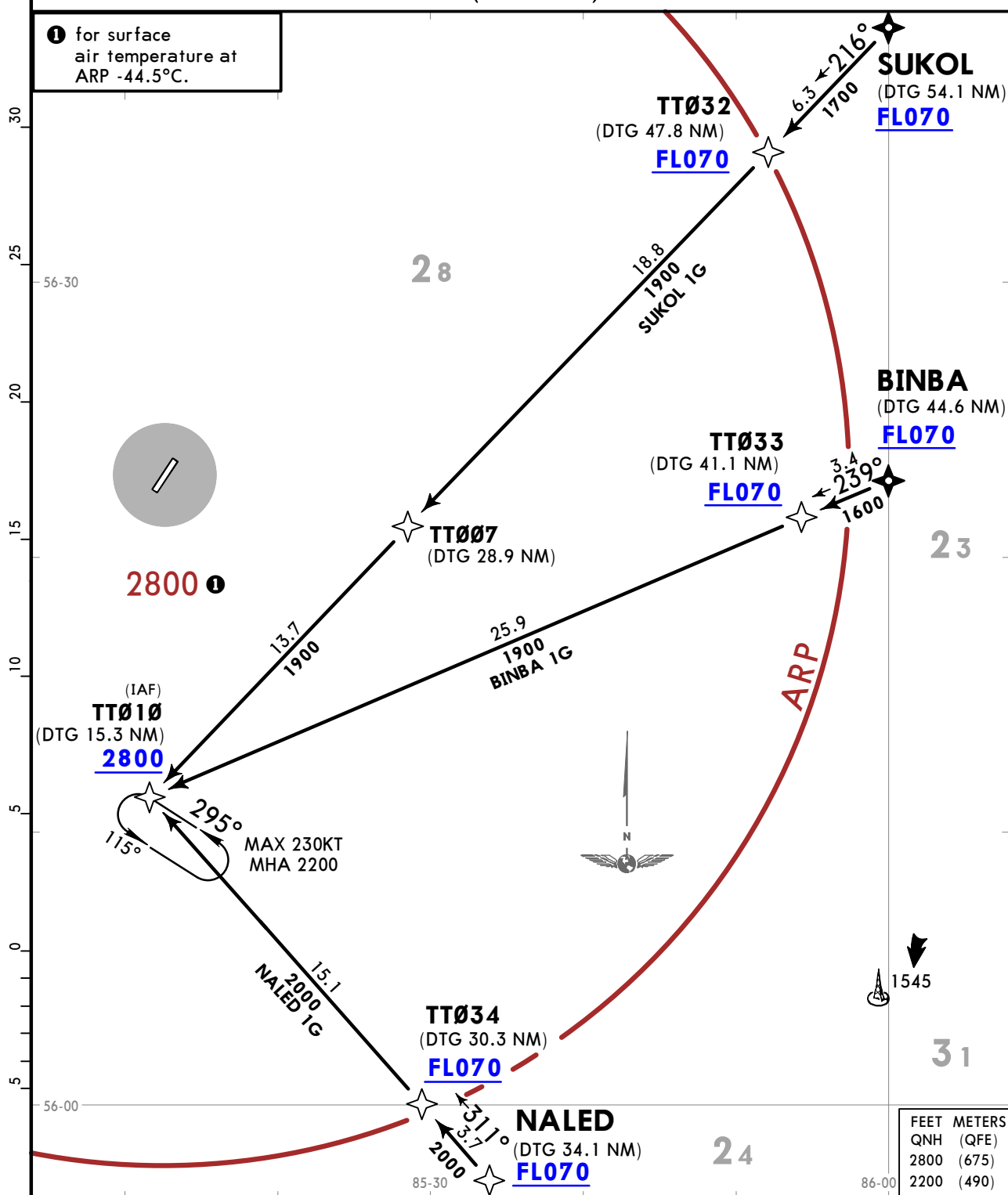
RNAV 1 GNSS required

Apt Elev
600

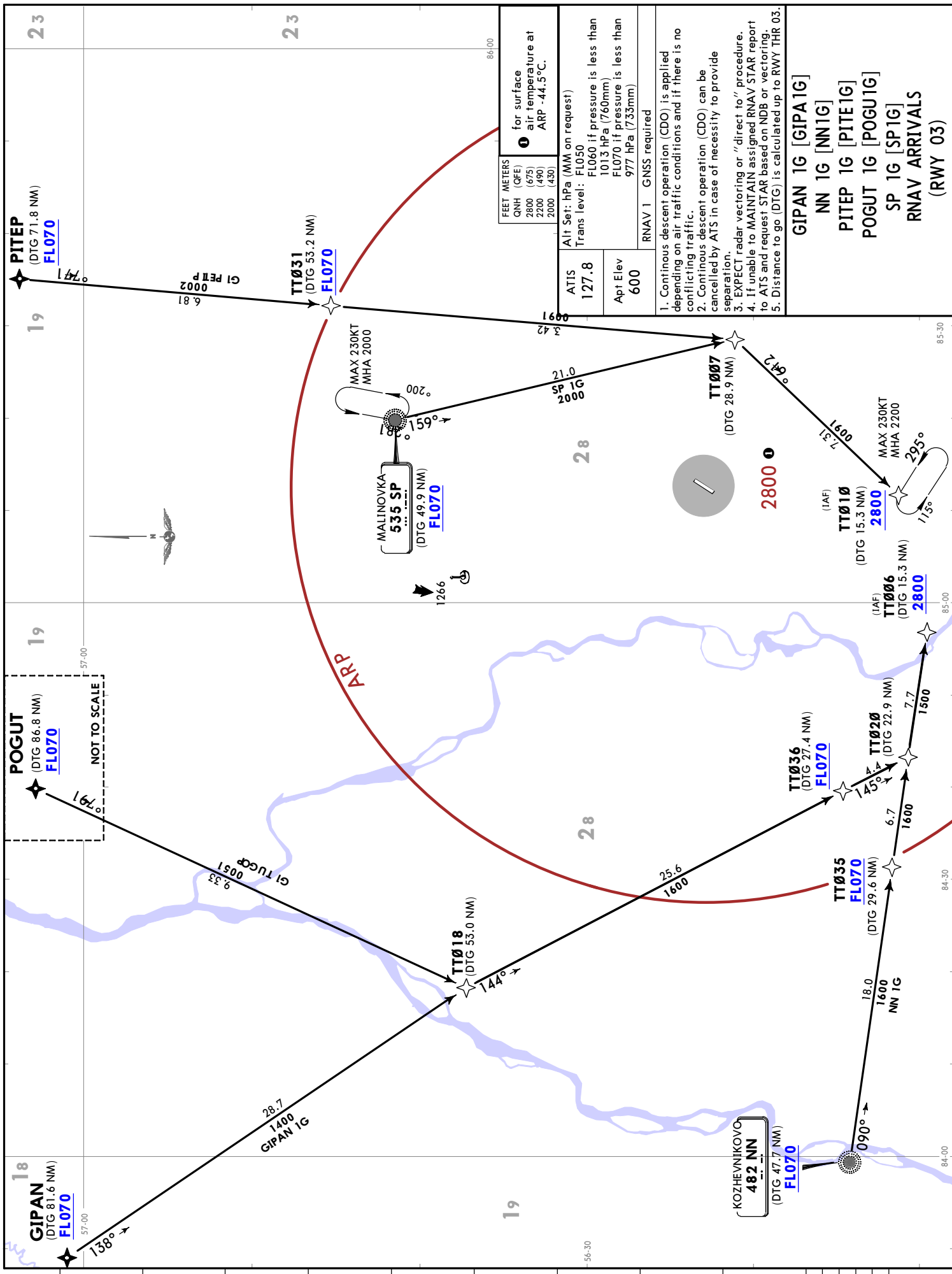
1. Continuous descent operation (CDO) is applied depending on air traffic conditions and if there is no conflicting traffic.
2. Continuous descent operation (CDO) can be cancelled by ATS in case of necessity to provide separation.
3. EXPECT radar vectoring or "direct to" procedure.
4. If unable to MAINTAIN assigned RNAV STAR report to ATS and request STAR based on NDB or vectoring.
5. Distance to go (DTG) is calculated up to RWY THR 03.

BINBA 1G [BINB1G], NALED 1G [NALE1G], SUKOL 1G [SUKO1G]
RNAV ARRIVALS
(RWY 03)

① for surface
air temperature at
ARP -44.5°C.



26 JUL 24
JEPPEINTOMSK, RUSSIA
UNTT/TOF
BOGASHEVO
RNAV STAR
10-2C
Eff 8 Aug



UNTT/TOF BOGASHEVO

JEPPESEN
26 JUL 24 **(10-2D)** **Eff 8 Aug**

TOMSK, RUSSIA
STAR

ATIS
127.8

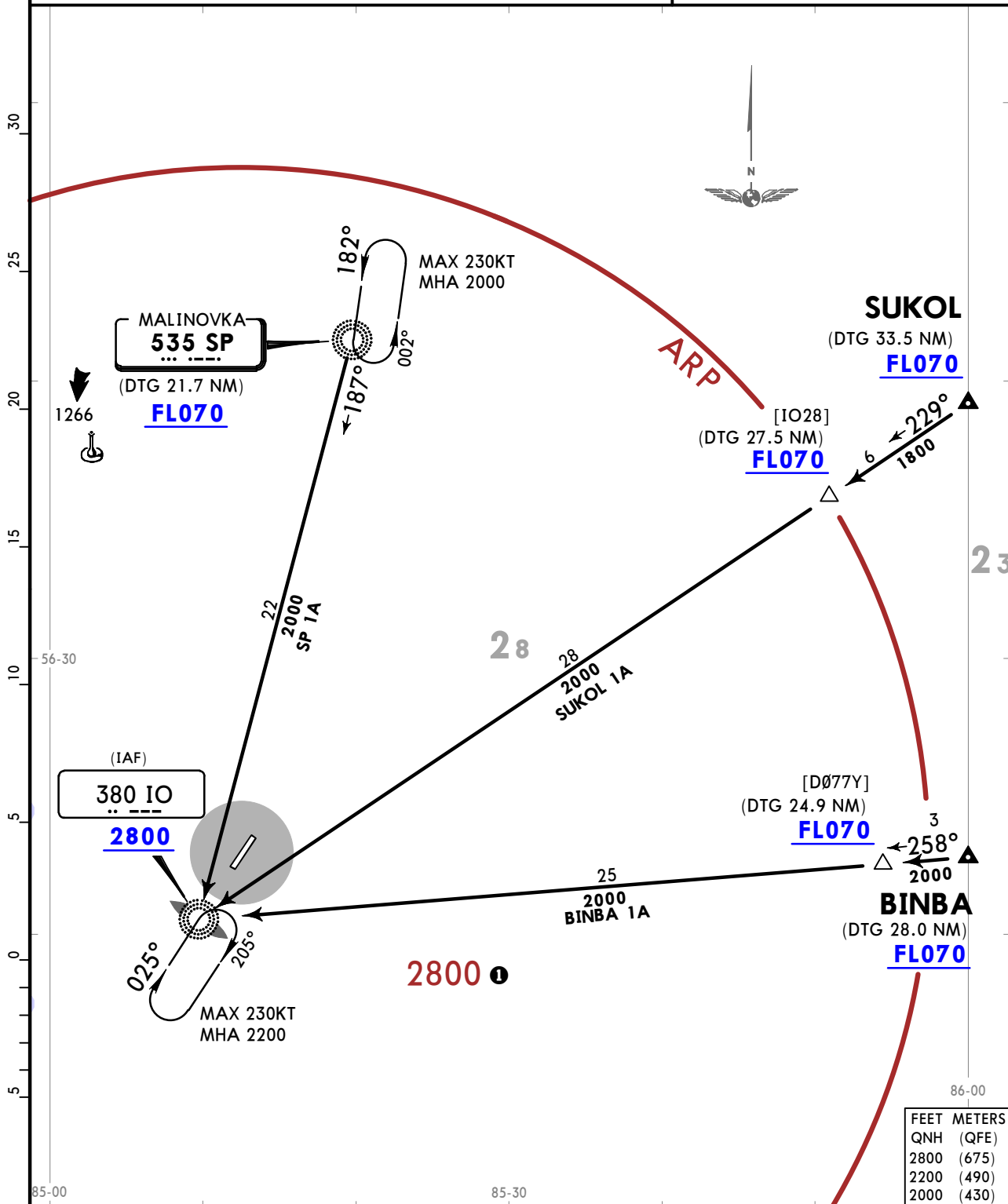
Apt Elev
600

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)

1. Continuous descent operation (CDO) is applied depending on air traffic conditions and if there is no conflicting traffic.
2. Continuous descent operation (CDO) can be cancelled by ATS in case of necessity to provide separation.
3. Distance to go (DTG) is calculated up to IAF.

**BINBA 1A [BINB1A], SP 1A [SP1A]
SUKOL 1A [SUKO1A]
ARRIVALS
(RWY 03)
UNDER RADAR CONTROL**

1 for surface air temperature at ARP -44.5°C.



UNTT/TOF BOGASHEVO



26 JUL 24

10-2E

Eff 8 Aug

TOMSK, RUSSIA

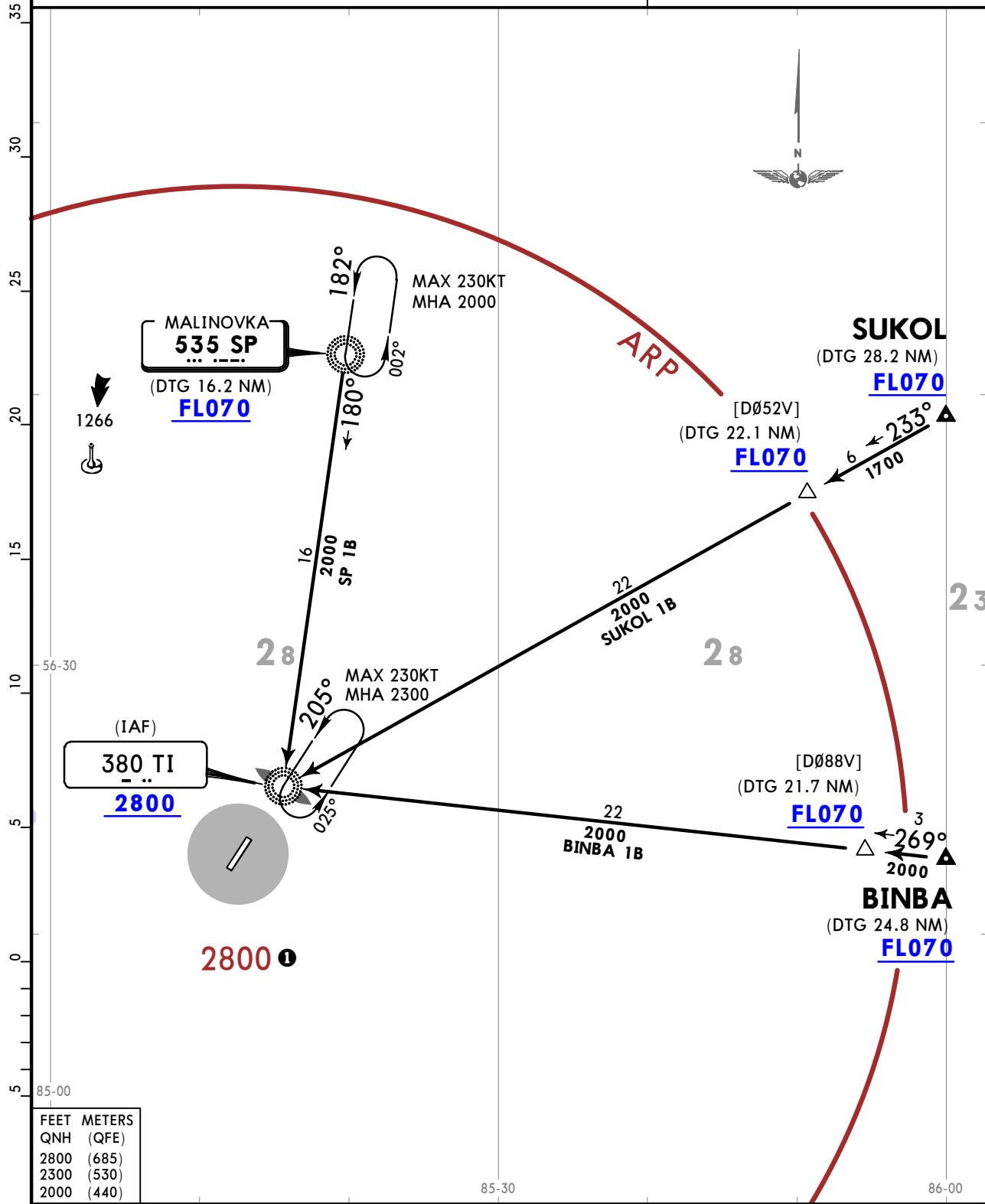
STAR

ATIS 127.8	Apt Elev 600	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm)
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1. Continuous descent operation (CDO) is applied depending on air traffic conditions and if there is no conflicting traffic.
2. Continuous descent operation (CDO) can be cancelled by ATS in case of necessity to provide separation.
3. Distance to go (DTG) is calculated up to IAF.

**BINBA 1B [BINB1B], SP 1B [SP1B]
SUKOL 1B [SUKO1B]
ARRIVALS
(RWY 21)
UNDER RADAR CONTROL**

1 Computed for surface air temperature at ARP -44.5°C.



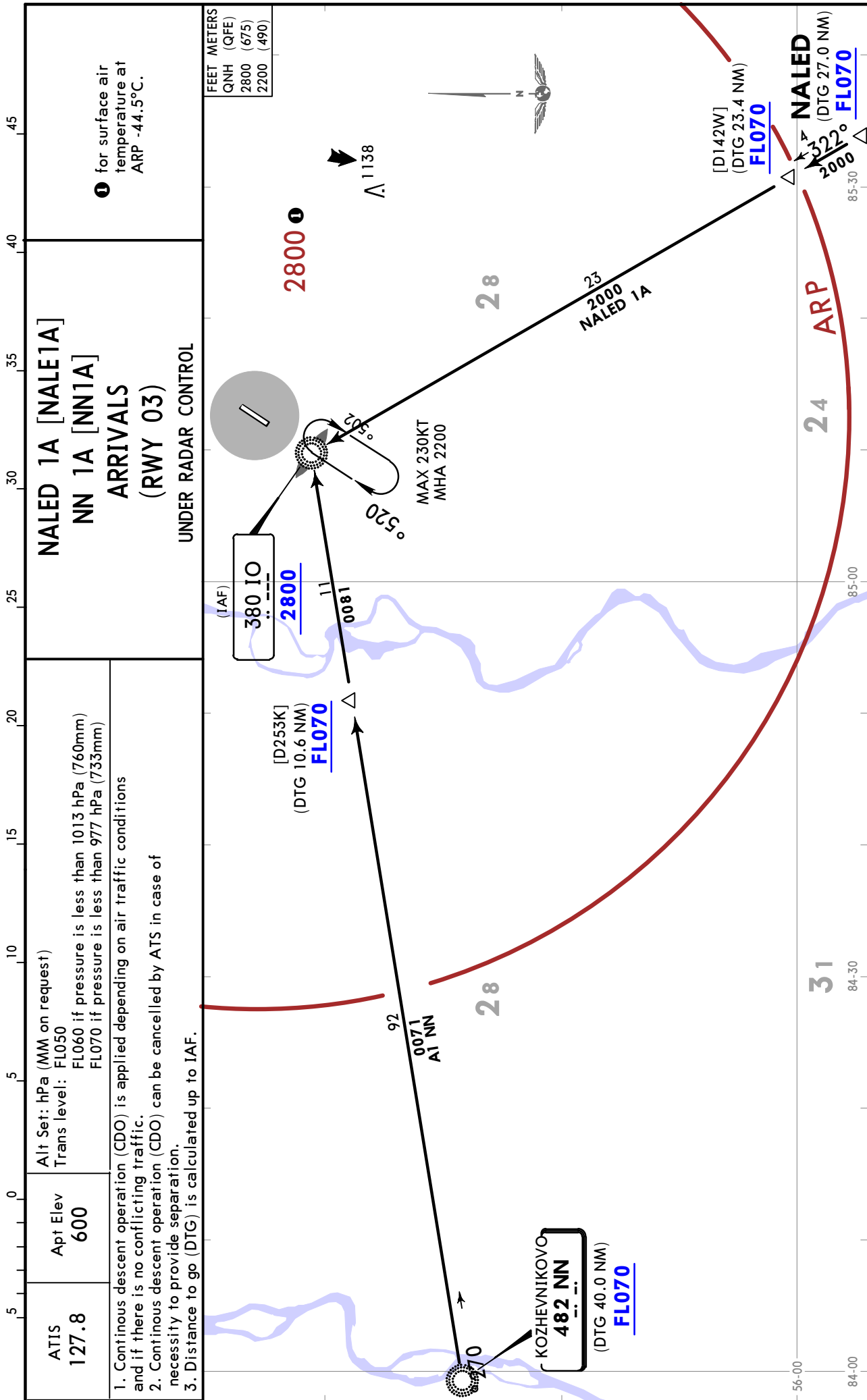
FEET	METERS
2800	(685)
2300	(530)
2000	(440)

CHANGES: SP MHA.

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14 JUL 23 **10-2F**

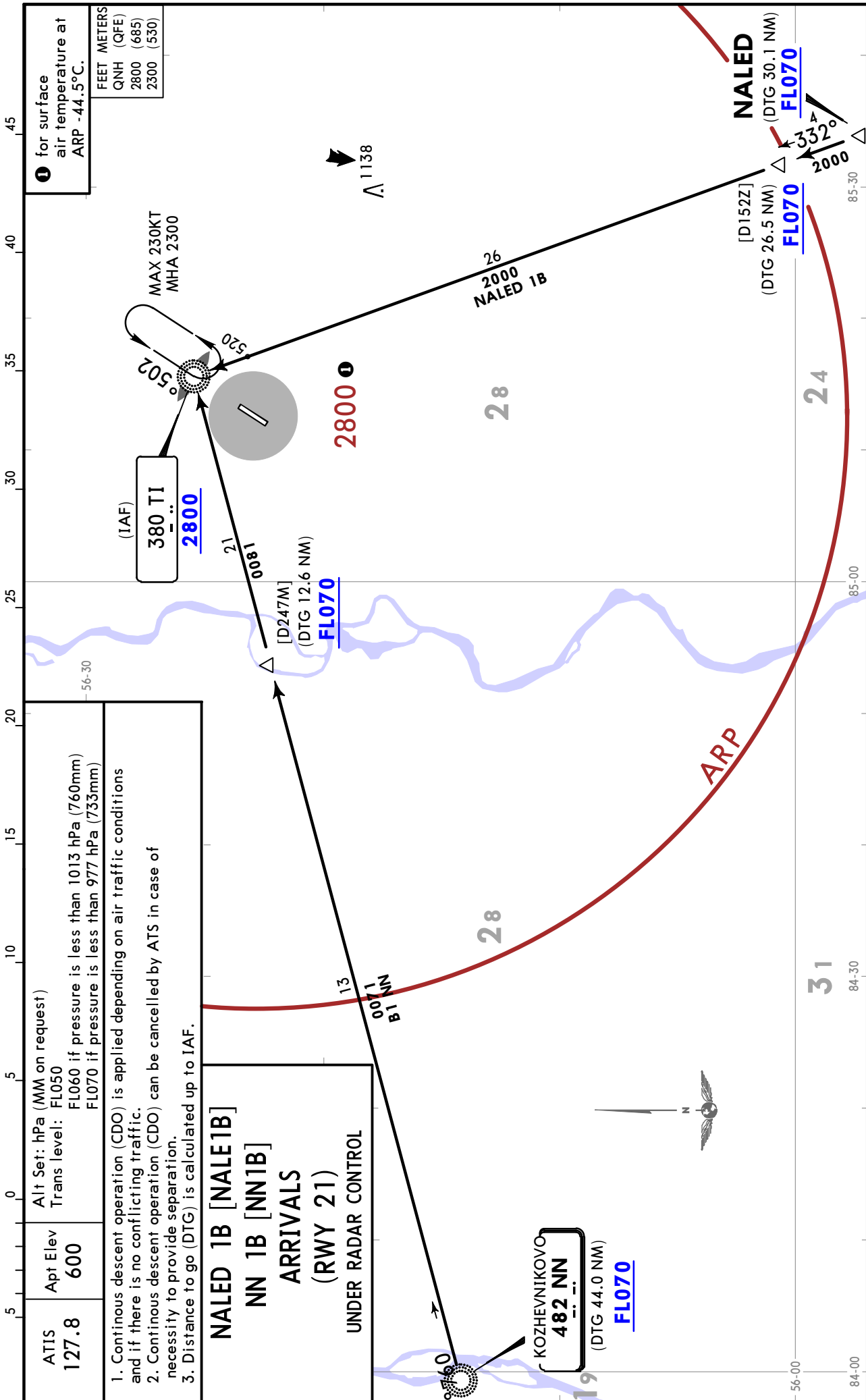
TOMSK, RUSSIA
STAR



UNTT/TOF BOGASHEVO

14 JUL 23 **10-2G**

TOMSK, RUSSIA
STAR



CHANGES: STARs completely revised.

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14 JUL 23 **10-3**

TOMSK, RUSSIA
RNAV SID

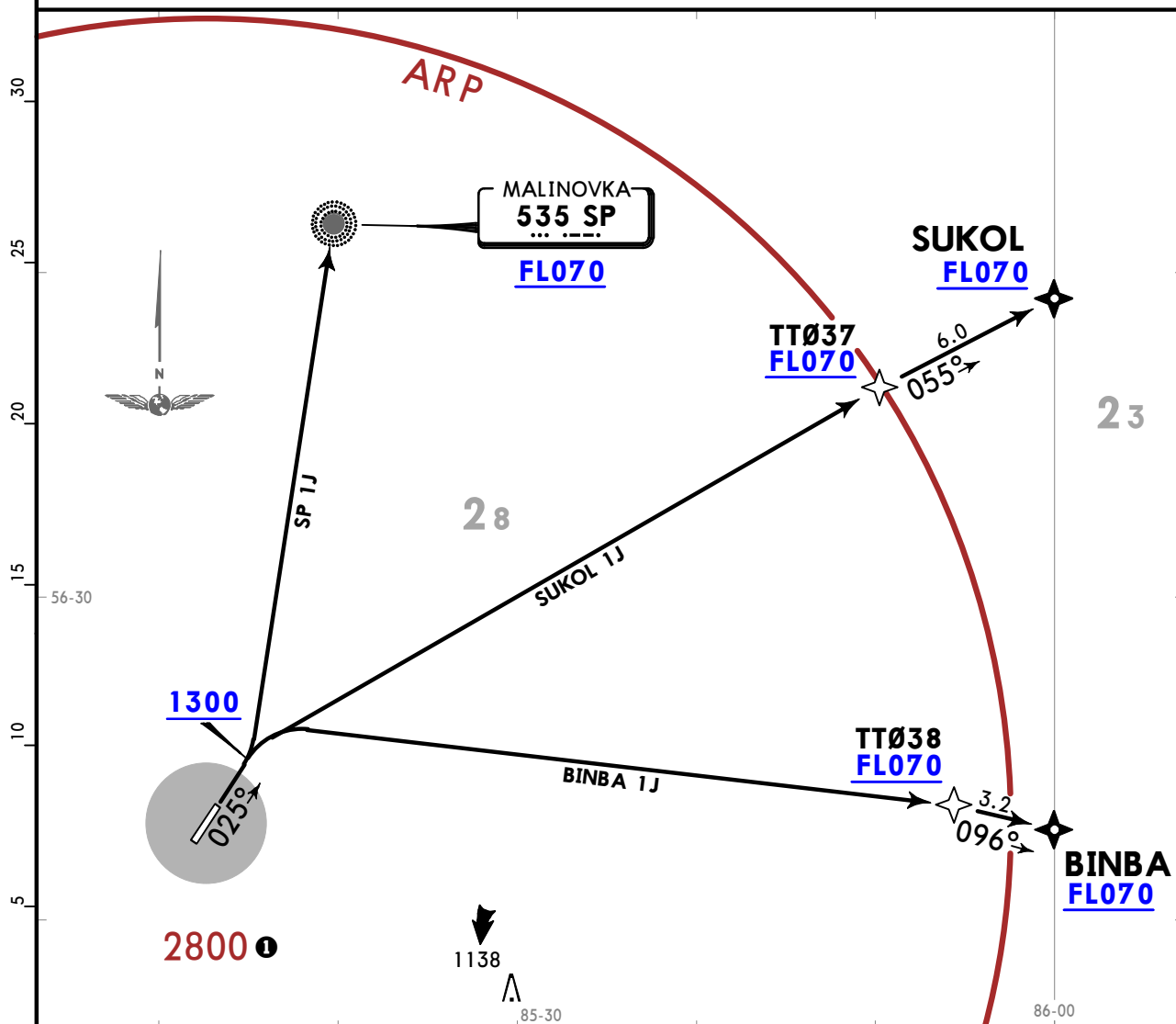
Apt Elev
600

QNH (QFE on request)
Trans alt: 4000

RNAV 1 GNSS required

1. Turn before DER is PROHIBITED.
2. Continuous climb operation (CCO) is applied in case of low air traffic intensity.
3. Rate of climb can be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity.
4. If unable to MAINTAIN assigned RNAV SID report to ATS and request SID based on NDB or vectoring.
5. ATS may apply 'Direct to' procedure parallel with RADAR vectoring for ACFT, proceeding along RNAV SID.
6. Take-off and initial climb to FL/altitude shall be executed via SID or RADAR vectoring by ATC. If RADAR control is unavailable, report take-off execution.

BINBA 1J [BINB1J], SP 1J [SP1J] SUKOL 1J [SUKO1J] RNAV DEPARTURES (RWY 03)



These SIDs require minimum climb gradients of
 BINBA 1J: 4.2% up to FL070 due to airspace structure.
 SP 1J: 5.8% up to FL070 due to airspace structure.
 SUKOL 1J: 4.3% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.8% V/V (fpm)	441	587	881	1175	1468	1762

① for surface air temperature at ARP -44.5°C

FEET METERS
 QNH (QFE)
 1300 (215)
 4000 (1000)

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14 JUL 23 (10-3A)

TOMSK, RUSSIA
RNAV SID

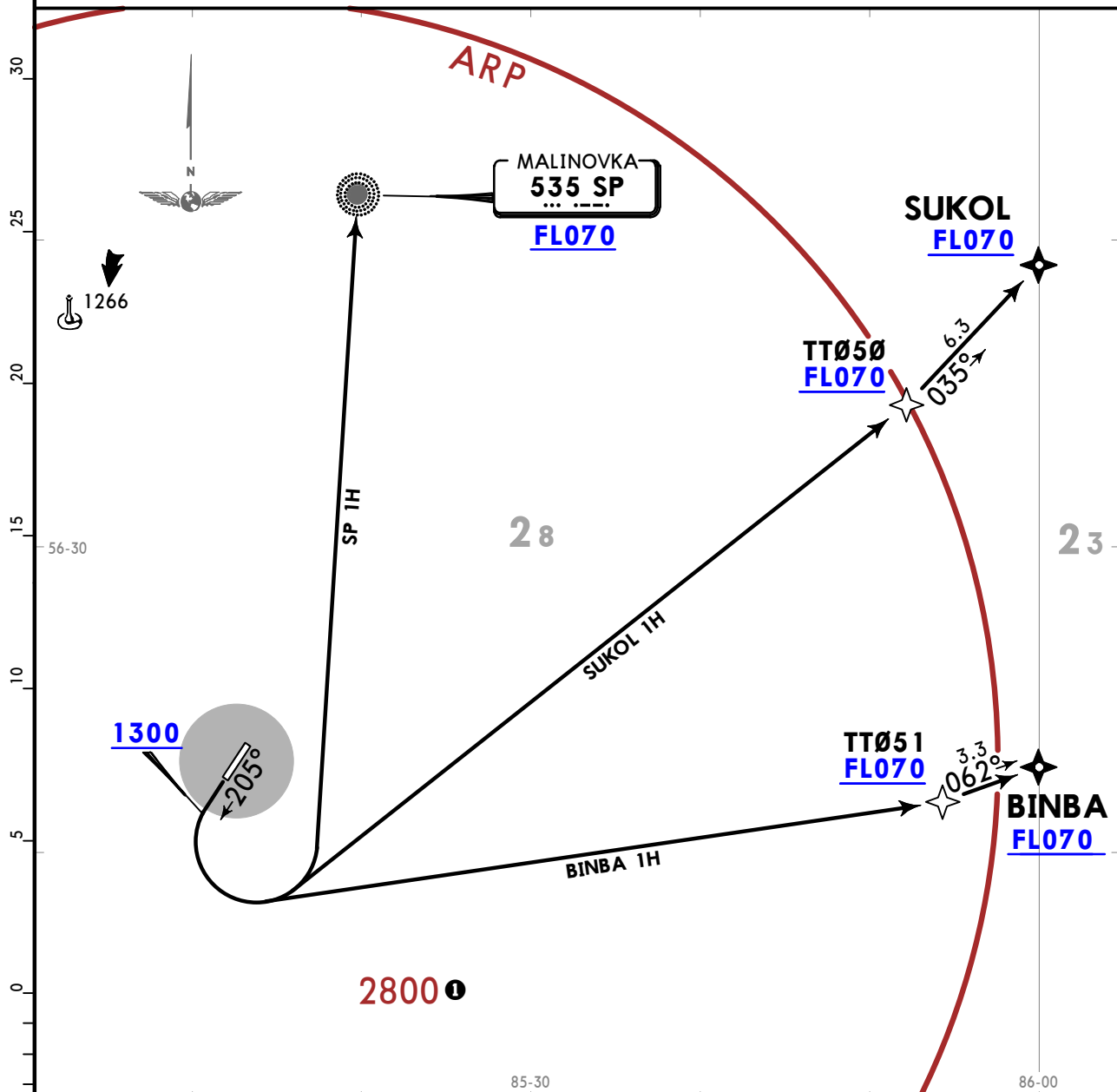
QNH (QFE on request)
Trans alt: 4000

RNAV 1 GNSS required

Apt Elev 600

1. Turn before DER is PROHIBITED.
2. Continuous climb operation (CCO) is applied in case of low air traffic intensity.
3. Rate of climb can be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity.
4. If unable to MAINTAIN assigned RNAV SID report to ATS and request SID based on NDB or vectoring.
5. ATS may apply 'Direct to' procedure parallel with RADAR vectoring for ACFT, proceeding along RNAV SID.
6. Take-off and initial climb to FL/altitude shall be executed via SID or RADAR vectoring by ATC. If RADAR control is unavailable, report take-off execution.

BINBA 1H [BINB1H], SP 1H [SP1H]
SUKOL 1H [SUKO1H]
RNAV DEPARTURES
(RWY 21)



Close-in obstacles
MAX elevation 655 (27) located to the RIGHT along take-off direction at 0.2 NM - 0.3 NM from RWY 03.
MAX elevation 654 (26) located to the LEFT along take-off direction at 0.2 NM - 0.3 NM from RWY 03.

❶ for surface air temperature at ARP -44.5°C

FEET	METERS
QNH (QFE)	
1300	(225)
4000	(1000)

UNTT/TOF BOGASHEVO

14 JUL 23 (10-3B)

JEPPESEN TOMSK, RUSSIA

RNAV SID

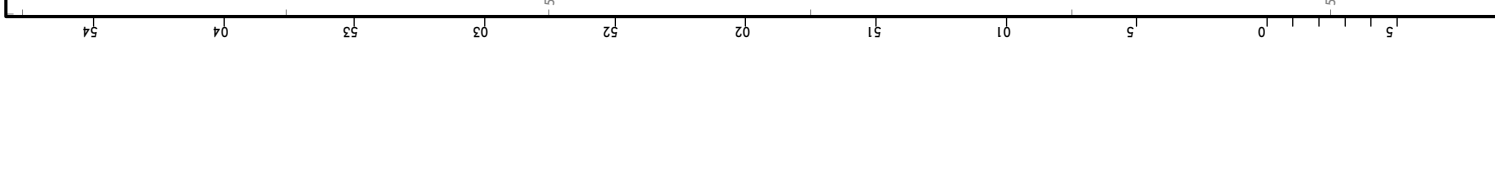
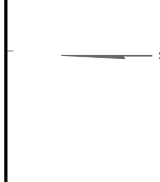
Apt Elev
600

FEET METERS
QNH (QFE)
1300 (215)
4000 (1000)

for surface air temperature at ARP -44.5°C

1. Turn before DER is PROHIBITED.
2. Continuous climb operation (CCO) is applied in case of low air traffic intensity.
3. Rate of climb can be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity.
4. If unable to MAINTAIN assigned RNAV SID report to ATS and request SID based on NDB or vectoring.
5. ATS may apply 'Direct to' procedure parallel with RADAR vectoring for ACFT, proceeding along RNAV SID.
6. Take-off and initial climb to FL/altitude shall be executed via SID or RADAR vectoring by ATC. If RADAR control is unavailable, report take-off execution.

NALED 1J [NALE1J]
NN 1J [NNT1J]
SONUL 1J [SONU1J]
RNAV DEPARTURES
(RWY 03)



JEPPESEN TOMSK, RUSSIA
 14 JUL 23 (10-3C)
RNAV SID

UNTT/TOF
BOGASHEVO

1 for surface air temperature at ARP -44.5°C

FEET METERS
 QNH (QFE)
 1300 (225)
 4000 (1000)

These SIDs require minimum climb gradients of

NALED 1H: 4.0% up to FL070 due to airspace structure.
 NN 1H: 3.8% up to FL070 due to airspace structure.
 SONUL 1H: 4.2% up to FL070 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.2% V/V (fpm)	319	425	638	851	1063	1276

Close-in obstacles
 MAX elevation 655 (27) located to the RIGHT along take-off direction at 0.2 NM - 0.3 NM from RWY 03.
 MAX elevation 654 (26) located to the LEFT along take-off direction at 0.2 NM - 0.3 NM from RWY 03.

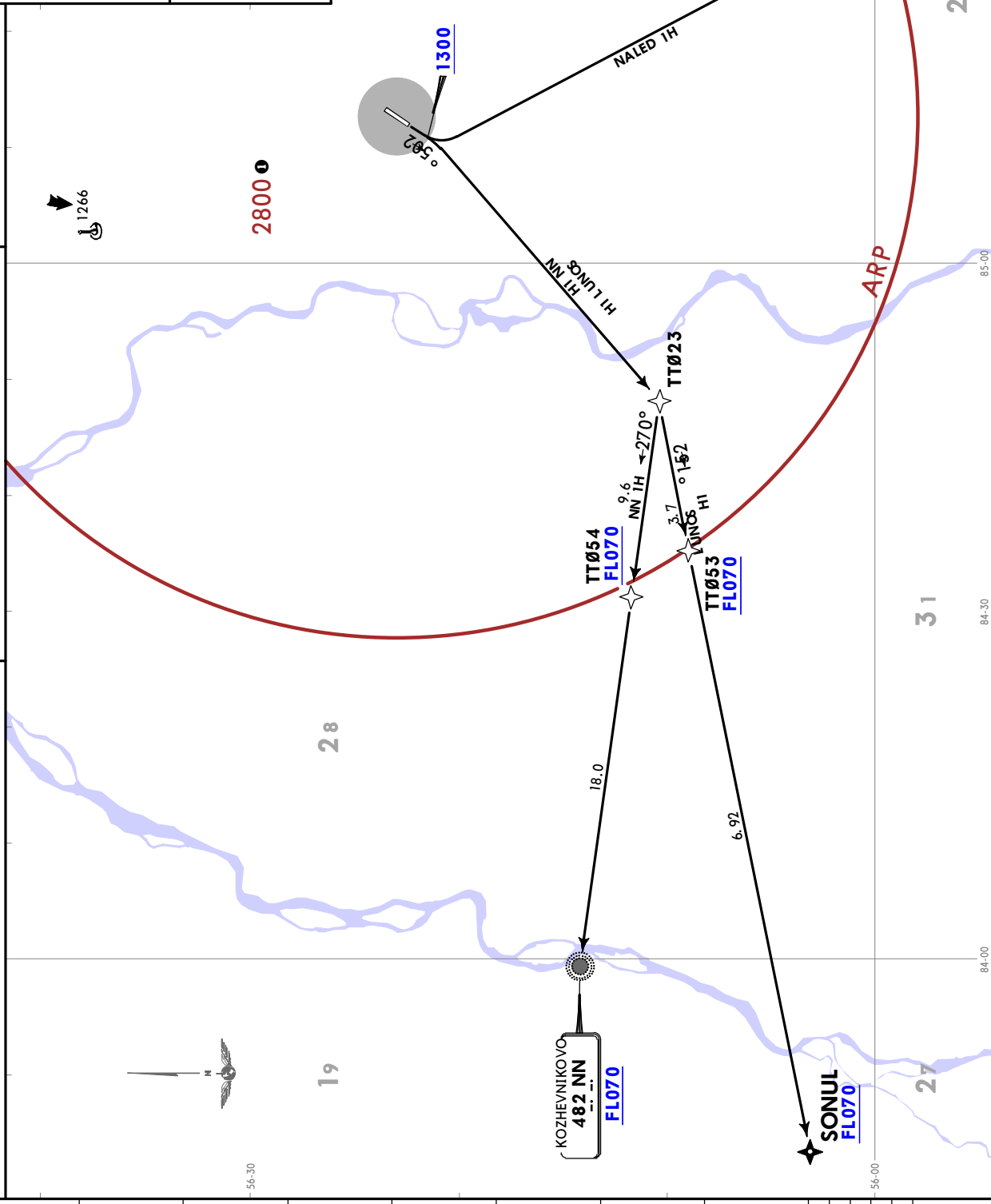
Apt Elev
 600

QNH (QFE on request)
 Trans alt: 4000

RNAV 1 GNSS required

1. Turn before DER is PROHIBITED.
2. Continuous climb operation (CCO) is applied in case of low air traffic intensity.
3. Rate of climb can be assigned to provide Continuous climb operation (CCO) in case of high air traffic intensity.
4. If unable to MAINTAIN assigned RNAV SID report to ATS and request SID based on NDB or vectoring.
5. ATS may apply 'Direct to' procedure parallel with RADAR vectoring for ACFT, proceeding along RNAV SID.
6. Take-off and initial climb to FL/altitude shall be executed via SID or RADAR vectoring by ATC. If RADAR control is unavailable, report take-off execution.

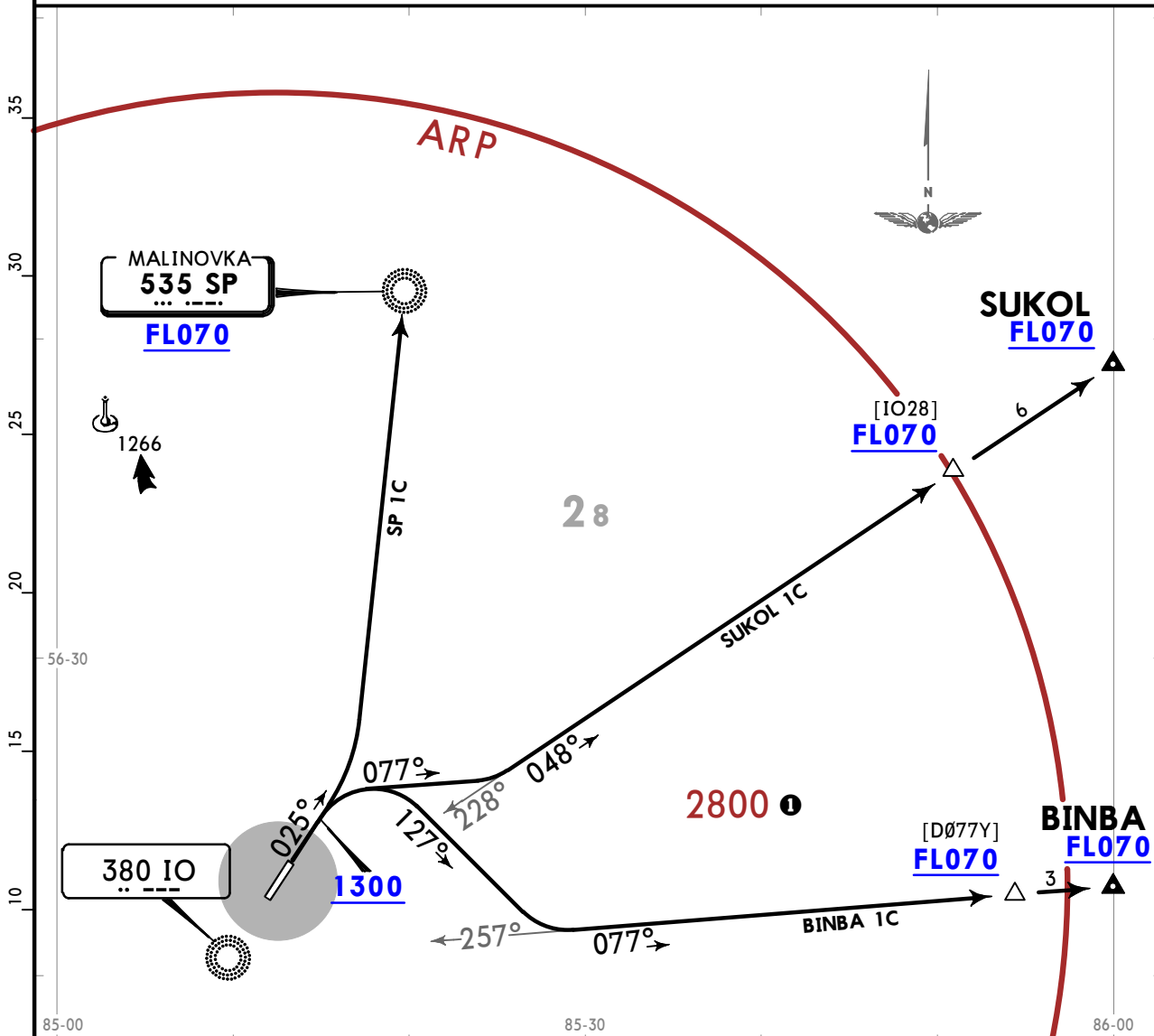
NALED 1H [NALE1H]
NN 1H [NN1H]
SONUL 1H [SONU1H]
RNAV DEPARTURES
(RWY 21)



UNTT/TOF
BOGASHEVO

Apt Elev **600**
QNH (QFE on request)
Trans alt: 4000
1. Turn before DER is PROHIBITED.
2. Take-off and initial climb to FL/altitude shall be executed via SID or RADAR vectoring by ATC. If RADAR control is unavailable, report take-off execution.

**BINBA 1C [BINB1C], SP 1C [SP1C]
SUKOL 1C [SUKO1C]
DEPARTURES (RWY 03)
UNDER RADAR CONTROL**



These SIDs require minimum climb gradients of
BINBA 1C: 3.8% up to FL070 due to airspace structure.
SP 1C: 5.7% up to FL070 due to airspace structure.
SUKOL 1C: 4.2% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.7% V/V (fpm)	433	577	866	1154	1443	1732

1 for surface air temperature at ARP -44.5°C

FEET METERS
QNH (QFE)
1300 (215)
4000 (1000)

SID	ROUTING
BINBA 1C	Climb on 025° track to 1300 or above, 127° track, intercept 077° bearing from IO to [DØ77Y], then to BINBA.
SP 1C	Climb on 025° track to 1300 or above, direct to SP.
SUKOL 1C	Climb on 025° track to 1300 or above, 077° track, intercept 048° bearing from IO to [IO28], then to SUKOL.

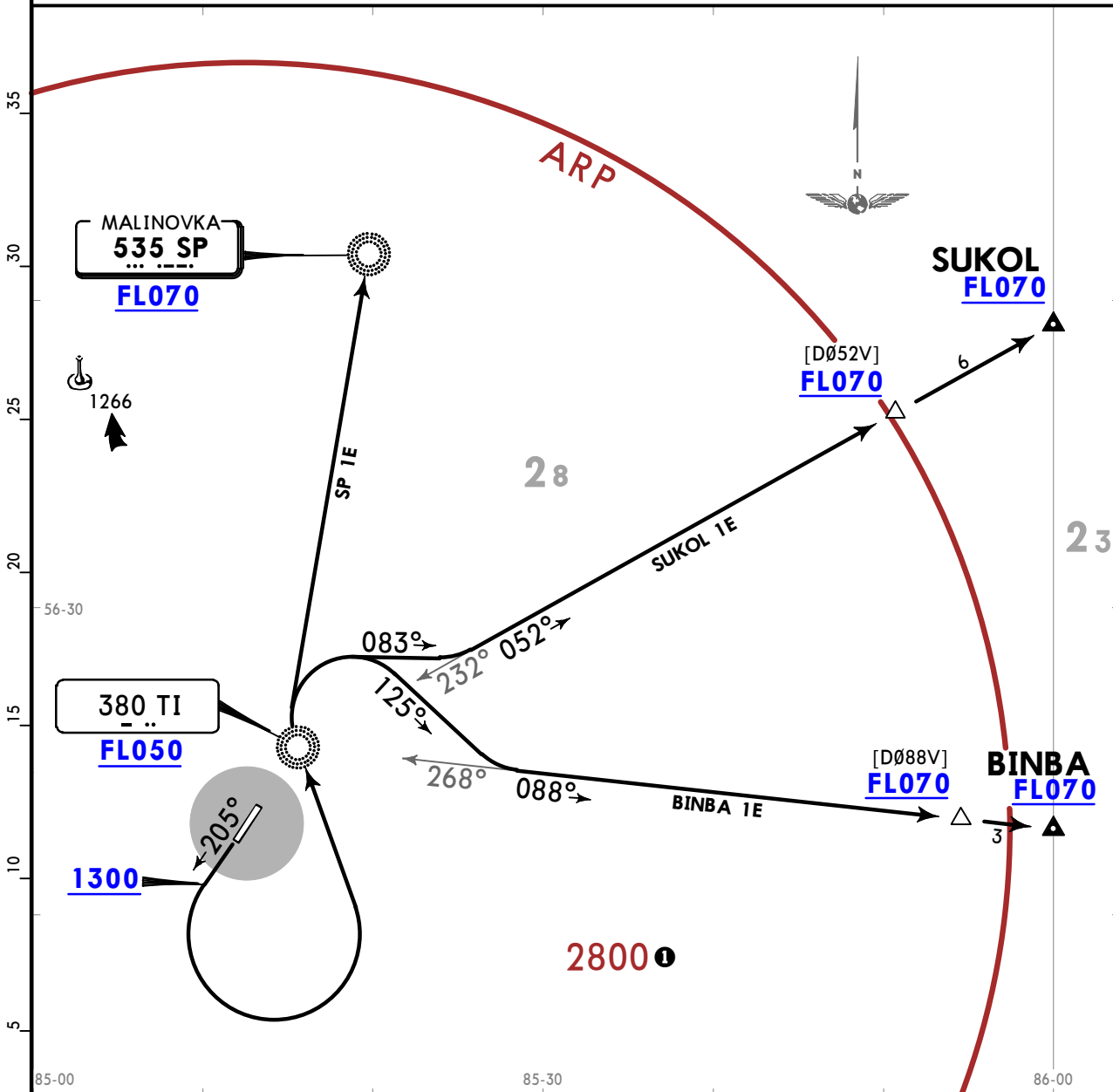
UNTT/TOF BOGASHEVO

JEPESEN
26 JUL 24 (10-3E) Eff 8 Aug

TOMSK, RUSSIA
SID

Apt Elev 600
 QNH (QFE on request)
 Trans alt: 4000
 1. Turn before DER is PROHIBITED.
 2. Take-off and initial climb to FL/altitude shall be executed via SID or RADAR vectoring by ATC. If RADAR control is unavailable, report take-off execution.

BINBA 1E [BINB1E], SP 1E [SP1E] SUKOL 1E [SUKO1E] DEPARTURES (RWY 21) UNDER RADAR CONTROL



Close-in obstacles

MAX elevation 655 (27) located to the RIGHT along take-off direction at 0.2 NM - 0.3 NM from RWY 03.
 MAX elevation 654 (26) located to the LEFT along take-off direction at 0.2 NM - 0.3 NM from RWY 03.

① for surface air temperature at ARP -44.5°C

FEET METERS
 QNH (QFE)
 1300 (225)
 4000 (1000)

SID	ROUTING
BINBA 1E	Climb on 205° track to 1300 or above, turn LEFT to TI, 125° track, intercept 088° bearing from TI to [D088V], then to BINBA.
SP 1E	Climb on 205° track to 1300 or above, turn LEFT to TI, direct to SP.
SUKOL 1E	Climb on 205° track to 1300 or above, turn LEFT to TI, 083° track, intercept 052° bearing from TI to [D052V], then to SUKOL.

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JEJPESEN TOMSK, RUSSIA
SID
14 JUL 23 (10-3F)

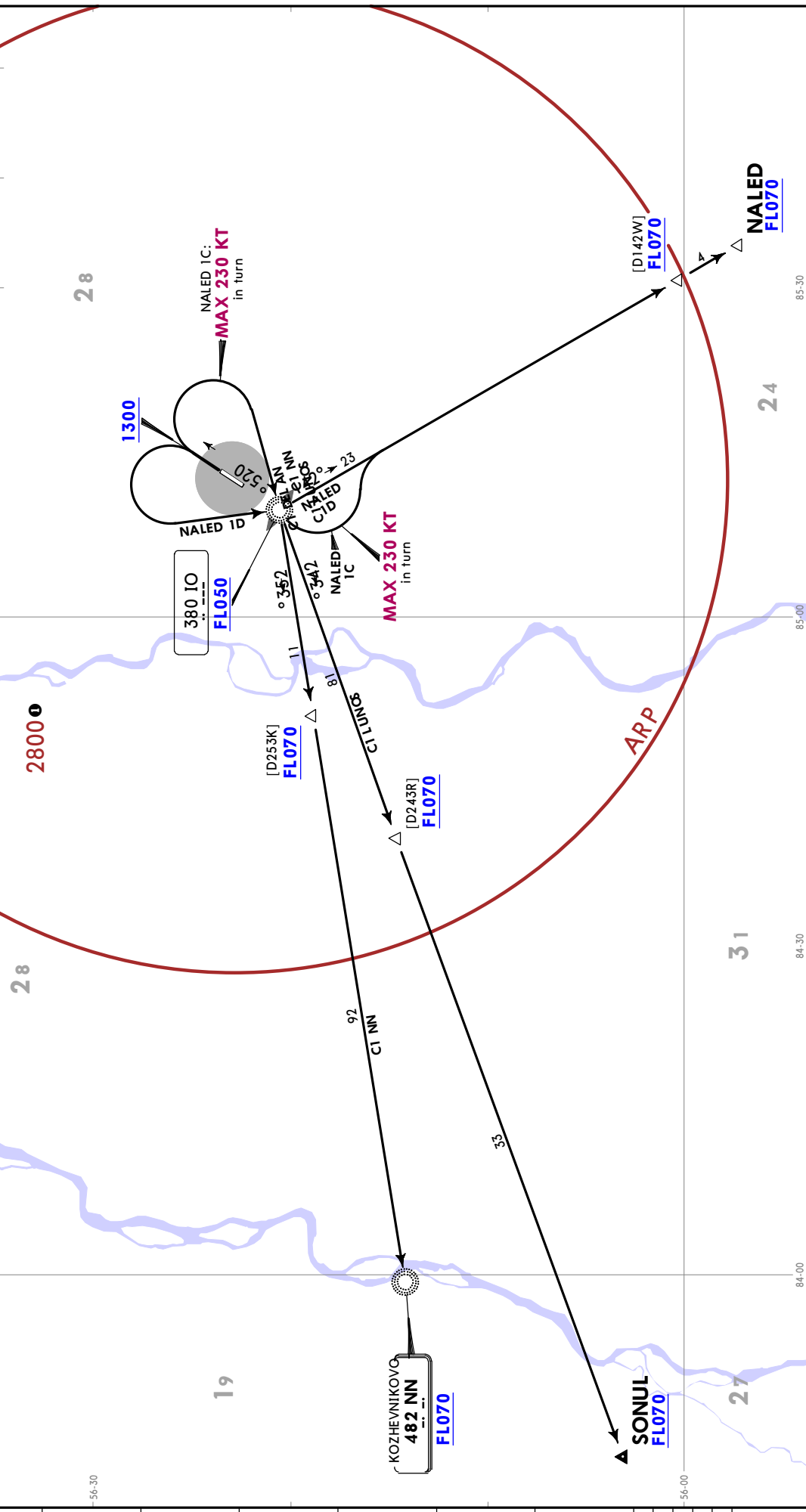
SID	ROUTING	FEET METERS	for surface air temperature at ARP -44.5°C
NALED 1C	Climb on 025° track to 1300 or above, turn RIGHT to IO, turn LEFT, intercept 142° bearing from IO to [D142W], then to NALED.	QNH (QFE) 1300 (215) 4000 (1000)	
NALED 1D	Climb on 025° track to 1300 or above, turn LEFT to IO, 142° bearing to [D142W], then to NALED.		
NN 1C	Climb on 025° track to 1300 or above, turn RIGHT to IO, 253° bearing to [D253K], then to NN.		
SONUL 1C	Climb on 025° track to 1300 or above, turn RIGHT to IO, 243° bearing to [D243R], then to SONUL.		

Apt Elev
600

QNH (QFE on request)
Trans alt: 4000

1. Turn before DER is PROHIBITED.
2. Take-off and initial climb to FL/altitude shall be executed via SID or RADAR vectoring by ATC. If RADAR control is unavailable, report take-off execution.

NALED 1C [NALE1C]
NALED 1D [NALE1D]
NN 1C [NN1C]
SONUL 1C [SONU1C]
DEPARTURES (RWY 03)
UNDER RADAR CONTROL



UNTT/TOF
BOGASHEVO

JEJPESEN TOMSK, RUSSIA
SID

14 JUL 23 (10-3G)

Apt Elev
600

QNH (QFE on request)
Trans alt: 4000

1. Turn before DER is PROHIBITED.
2. Take-off and initial climb to FL/altitude shall be executed via SID or RADAR vectoring by ATC. If RADAR control is unavailable, report take-off execution.

NALED 1E [NALE1E]
NN 1E [NN1E]
SONUL 1E [SONU1E]
DEPARTURES (RWY 21)
UNDER RADAR CONTROL

Grnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063

FEET METERS	QNH (QFE)
1300 (225)	4000 (1000)

① for surface air temperature at ARP -44.5°C

1266

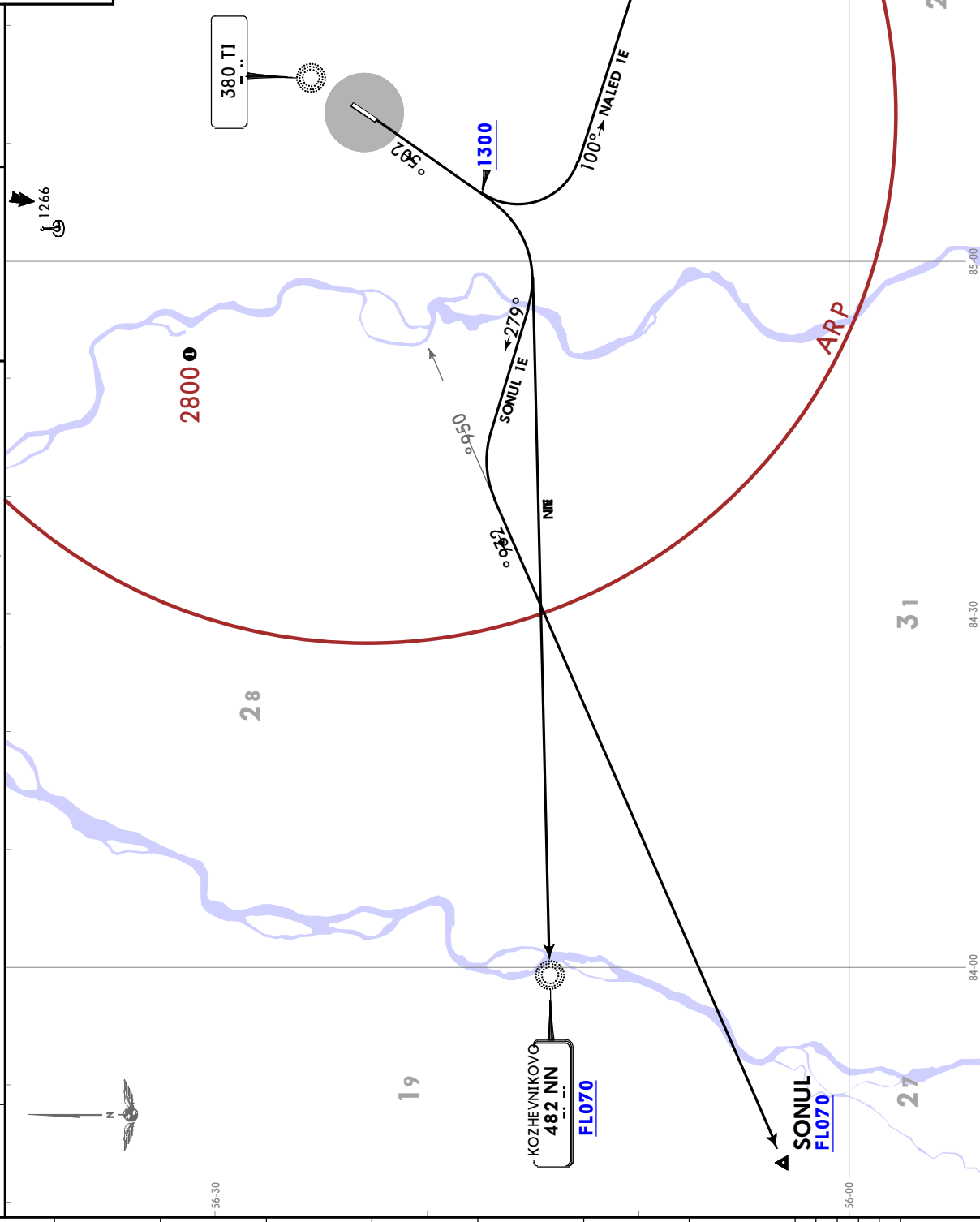
Close-in obstacles
MAX elevation 655 (27) located to the RIGHT along take-off direction at 0.2 NM - 0.3 NM from RWY 03.
MAX elevation 654 (26) located to the LEFT along take-off direction at 0.2 NM - 0.3 NM from RWY 03.

ROUTING
This SID requires a minimum climb gradient of 3.5% up to FL070 due to airspace structure.

NALED 1E
Climb on 205° track to 1300 or above, turn LEFT, 100° track, intercept 152° bearing from TI to [D152Z], then to NALED.

NN 1E
Climb on 205° track to 1300 or above, turn RIGHT direct to NN.

SONUL 1E
Climb on 205° track to 1300 or above, turn RIGHT, 279° track, intercept 239° bearing from TI to SONUL.



NOISE ABATEMENT

LT minus 7 HOURS = UTC (Z)

GENERAL

Noise abatement procedures shall be executed by all ACFT but not at the expense of flight safety reduction or in case of one of the ACFTs engines failure during take-off.

Flight crews shall execute noise abatement procedures, prescribed by the Aeroplane Flight Manual and/or ICAO Doc 8168.

ARRIVALS

High descent speeds should be avoided (if possible) immediately before the final approach segment.

When executing approach on both headings apply noise abatement procedures while flying over Aksenovo, Yagodnoye, Arkashevo settlements:

- all engines operate in similar mode;
- flaps are set into minimum safe position;
- if possible, reverse thrust during landings on both headings shall not be applied especially at night.

Change of flight configuration and speed connected with noise abatement procedures, shall be executed in accordance with the Aeroplane Flight Manual. Flying below the ILS glide path is prohibited during approach.

No noise abatement procedures should envisage exceeding of indicated rate of descent.

Noise abatement procedures during approach shall not be executed in the following cases:

- RWY is not clean and dry;
- ceiling is less than 150m/500' AAL or horizontal visibility is less than 1.9km;
- crosswind component including gusts exceeds 7m/s;
- tailwind component including gusts exceeds 2m/s;
- wind shear or adverse meteorological conditions (e.g. thunderstorms) that might affect approach are forecasted or reported.

DEPARTURES

NADP 1 is applied.

Climb with a speed no less than $V_2 + 10KT$ to 240m/800' AAL or above.

Reduce and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the Aeroplane Flight Manual. Maintain a climb speed of $V_2 + 10 - 20 KT$ with flaps and slats in take-off configuration.

At 900m/3000' maintain a positive rate of climb, accelerate and retract flaps and slats .

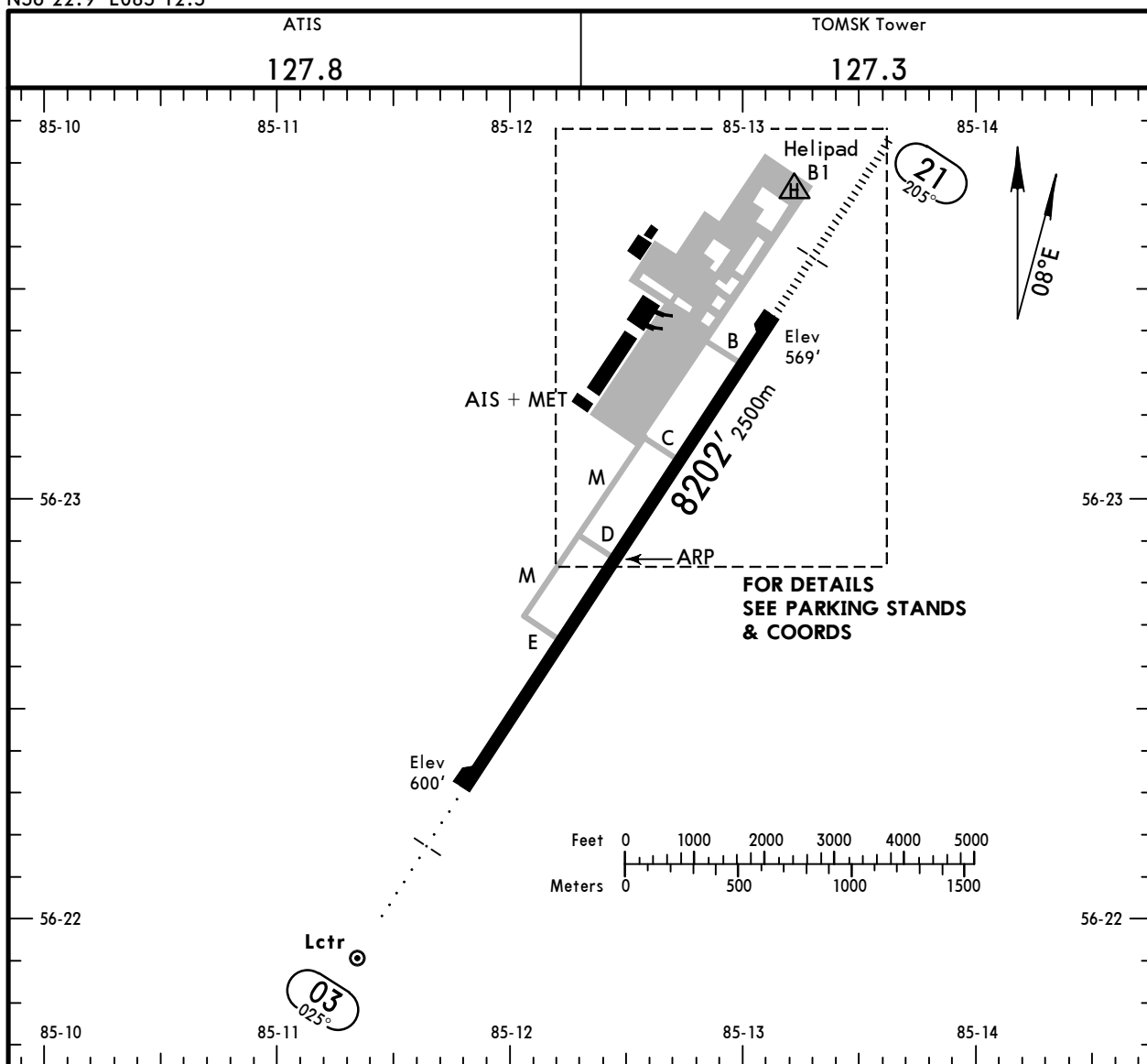
Category A, B ACFT are permitted to carry out take-off not from the RWY beginning (from TWY B, C, D, E) provided that the declared distances of the RWY strip from the start of take-off run conform to the ones required for actual take-off mass and take-off instructions.

Noise abatement procedures shall not be executed during take-off in cases of wind shear, moderate turbulence, icing.

UNTT/TOF
 Apt Elev **600'**
 N56 22.9 E085 12.5

JEPPesen
 5 DEC 25 **(10-9)**

TOMSK, RUSSIA
BOGASHEVO



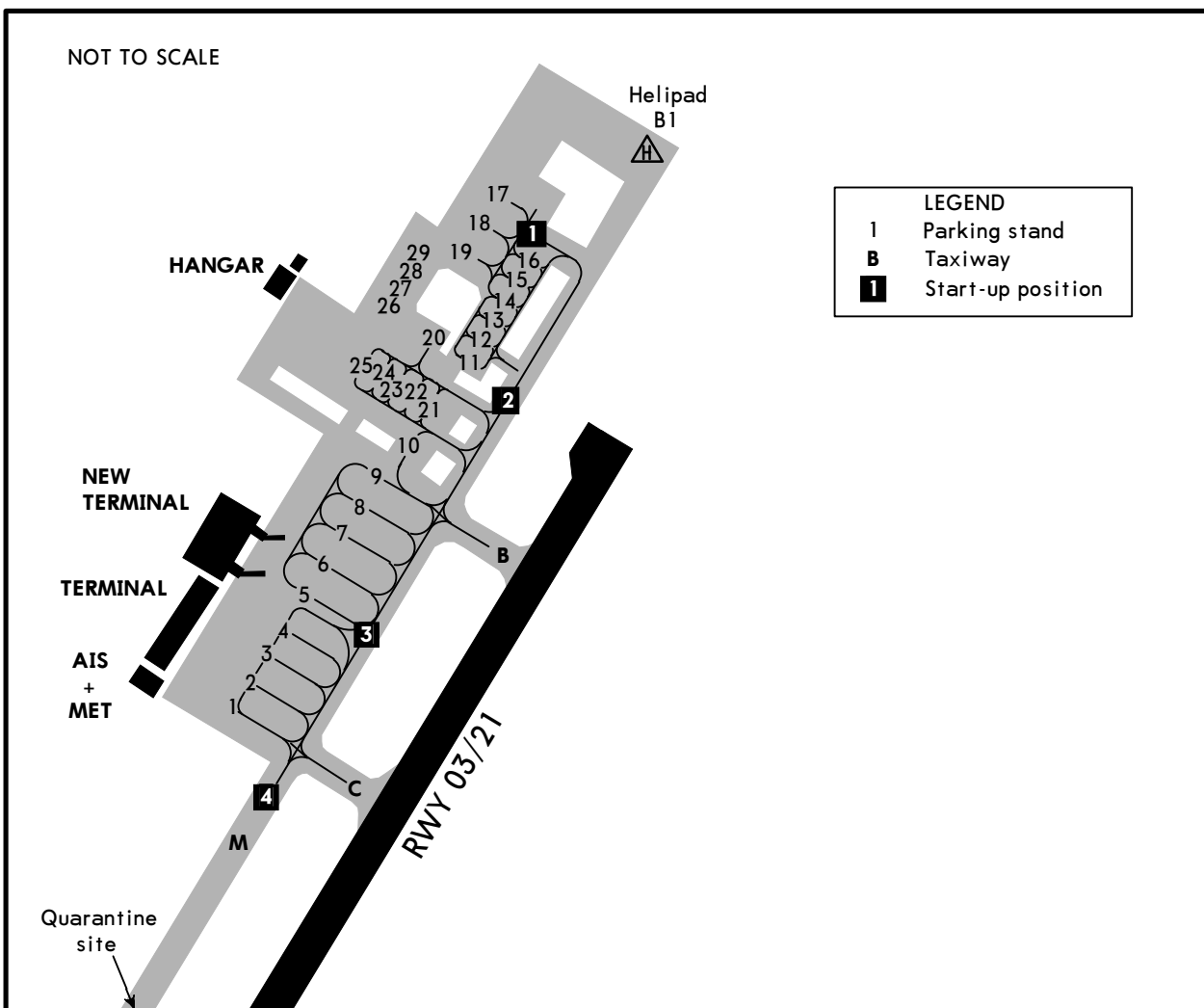
RWY	ADDITIONAL RUNWAY INFORMATION		USABLE LENGTHS		TAKE-OFF	WIDTH
	HIRL (60m)	ALS PAPI-L (angle 2.7°)	Threshold	Glide Slope		
03	HIRL (60m)	① ALS PAPI-L (angle 2.7°)			③	148'
21	HIRL (60m)	② HIALS PAPI-L (angle 2.9°)		7231' 2204m		45m

① length 670m
 ② length 900m
 ③ TAKE-OFF RUN AVAILABLE

<u>RWY 03:</u>		<u>RWY 21:</u>	
From rwy head	8202' (2500m)	From rwy head	8202' (2500m)
twy E int	5607' (1709m)	twy B int	7575' (2309m)
twy D int	3967' (1209m)	twy C int	5935' (1809m)
twy C int	1998' (609m)	twy D int	3967' (1209m)

Std TAKE-OFF			
① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

① For NIGHT operations, at least RL and RENL are required.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N56 23.2 E085 12.6	13, 14	N56 23.5 E085 13.0
2, 3	N56 23.3 E085 12.6	15 thru 19	N56 23.6 E085 13.0
4 thru 6	N56 23.3 E085 12.7	20, 21	N56 23.5 E085 12.9
7 thru 10	N56 23.4 E085 12.8	22 thru 27	N56 23.5 E085 12.8
11, 12	N56 23.5 E085 12.9	28, 29	N56 23.6 E085 12.9

UNTT/TOF

STRAIGHT-IN RWY		A	B	C	D
03	GLS	800' (200')	800' (200')	800' (200')	809' (209')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	890' (290')	900' (300')	910' (310')	920' (320')
	ALS out	R1200m R1400m	R1200m R1400m	R1200m R1400m	R1200m R1400m
① RNP LNAV		1010' (410')	1010' (410')	1010' (410')	1010' (410')
	ALS out	R1500m R1500m	R1500m R1500m	R1700m R1900m	R1700m R1900m
① NDB Z		1020' (420')	1020' (420')	1020' (420')	1020' (420')
	ALS out	R1500m R1500m	R1500m R1500m	R1700m R1900m	R1700m R1900m
21	ILS Z, Y or X	769' (200')	769' (200')	769' (200')	769' (200')
		② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC Z, Y or X	870' (301')	870' (301')	870' (301')	870' (301')
	with LOM	②③ R700m	②③ R700m	②③ R700m	②③ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	LOC Z, Y or X	1210' (641')	1210' (641')	1210' (641')	1210' (641')
	w/o LOM	R1500m	R1500m	R2300m	R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	GLS	769' (200')	769' (200')	769' (200')	769' (200')
		② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	849' (280')	859' (290)	869' (300')	879' (310')
	ALS out	② R600m R1300m	② R650m R1400m	② R650m R1400m	② R700m R1400m
① RNP LNAV		870' (301')	870' (301')	870' (301')	870' (301')
	ALS out	②③ R700m R1400m	②③ R700m R1400m	②③ R700m R1400m	②③ R700m R1400m
① NDB Z or Y		870' (301')	870' (301')	870' (301')	870' (301')
	with LOM	②③ R700m	②③ R700m	②③ R700m	②③ R700m
ALS out	R1400m	R1400m	R1400m	R1400m	
① NDB Z or Y		1210' (641')	1210' (641')	1210' (641')	1210' (641')
	w/o LOM	R1500m	R1500m	R2300m	R2300m
ALS out	R1500m	R1500m	R2400m	R2400m	

① Continuous Descent Final Approach.

② R750m when Flight Director or Autopilot or HUDLS to DA is not used.

③ R750m for CDFA 2D operations.

UNTT/TOF

JEPPESEN
 26 JUL 24 **(10-9S)** Eff 8 Aug

EASA AIR OPS
TOMSK, RUSSIA
BOGASHEVO

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1070' (470')	1100' (500')	1250' (650')	1360' (760')
After ILS, LOC, NDB 21	1210' (610')	1210' (610')	1250' (650')	1360' (760')
	① V1500m	① V1600m	V2400m	V3600m

① or higher minimums of preceding straight-in approach

TAKE-OFF

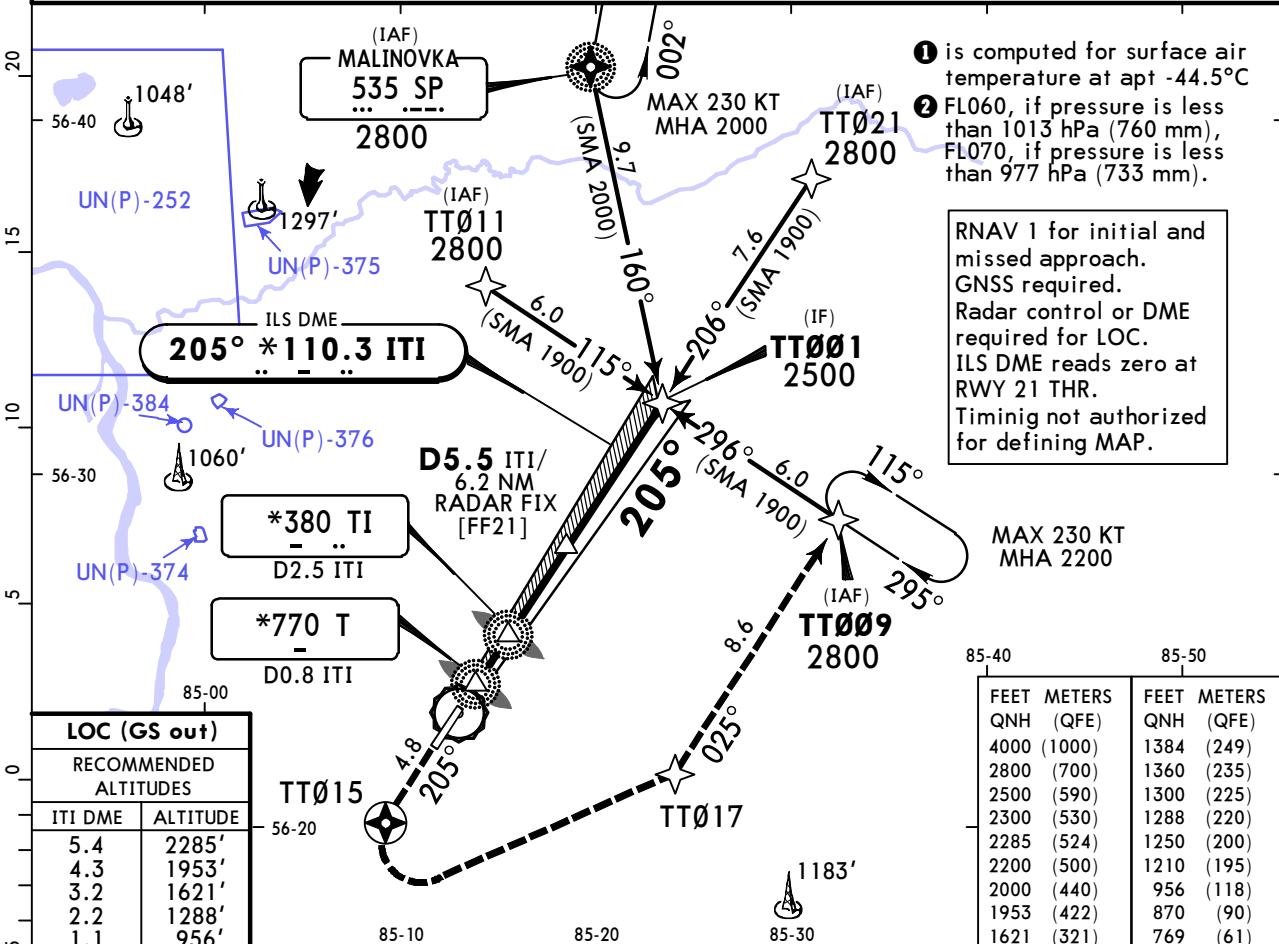
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT			DAY	NIGHT
R300m		R/V400m		R/V500m	NA

UNTT/TOF BOGASHEVO

JEPPESEN
5 DEC 25 **(11-1)**

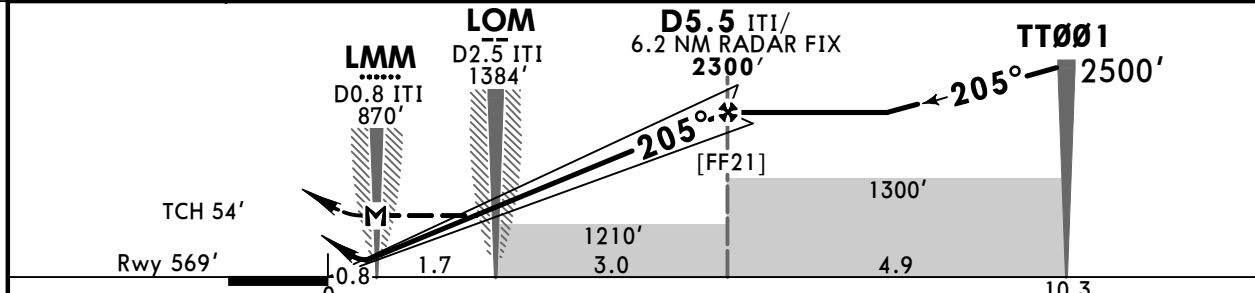
TOMSK, RUSSIA ILS Z or LOC Z Rwy 21

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		
LOC ITI *110.3	Final Apch Crs 205°	D5.5 ITI 2300' (1731')	ILS DA(H) 769' (200')	Apt Elev 600' Rwy 569'		
MISSED APCH: Climb STRAIGHT AHEAD to TT015, then turn LEFT (MAX 230 KT) to TT017, then to TT009 climbing to 2300' or above. Turn before passing MAP is prohibited.						
Alt Set: hPa (MM on req)		Rwy Elev: 21 hPa		Trans level: FL050 2		Trans alt: 4000'



1 is computed for surface air temperature at apt -44.5°C
2 FL060, if pressure is less than 1013 hPa (760 mm), FL070, if pressure is less than 977 hPa (733 mm).
 RNAV 1 for initial and missed approach. GNSS required. Radar control or DME required for LOC. ILS DME reads zero at RWY 21 THR. Timinig not authorized for defining MAP.

LOC (GS out)	
RECOMMENDED ALTITUDES	
ITI DME	ALTITUDE
5.4	2285'
4.3	1953'
3.2	1621'
2.2	1288'
1.1	956'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L TT015 ↑	
ILS GS or LOC Descent Angle	2.90°	359	462	513	616	718		821
MAP at LMM/D0.8 ITI								

PANS OPS	Std ILS		STRAIGHT-IN LANDING LOC (GS out)		CIRCLE-TO-LAND	
	DA(H)	ALS out	with LOM CDFA DA/MDA(H)	ALS out	w/o LOM CDFA DA/MDA(H)	ALS out
A	769' (200')		870' (301')		1210' (641')	
B						
C						
D						

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **3** or higher straight-in minimums

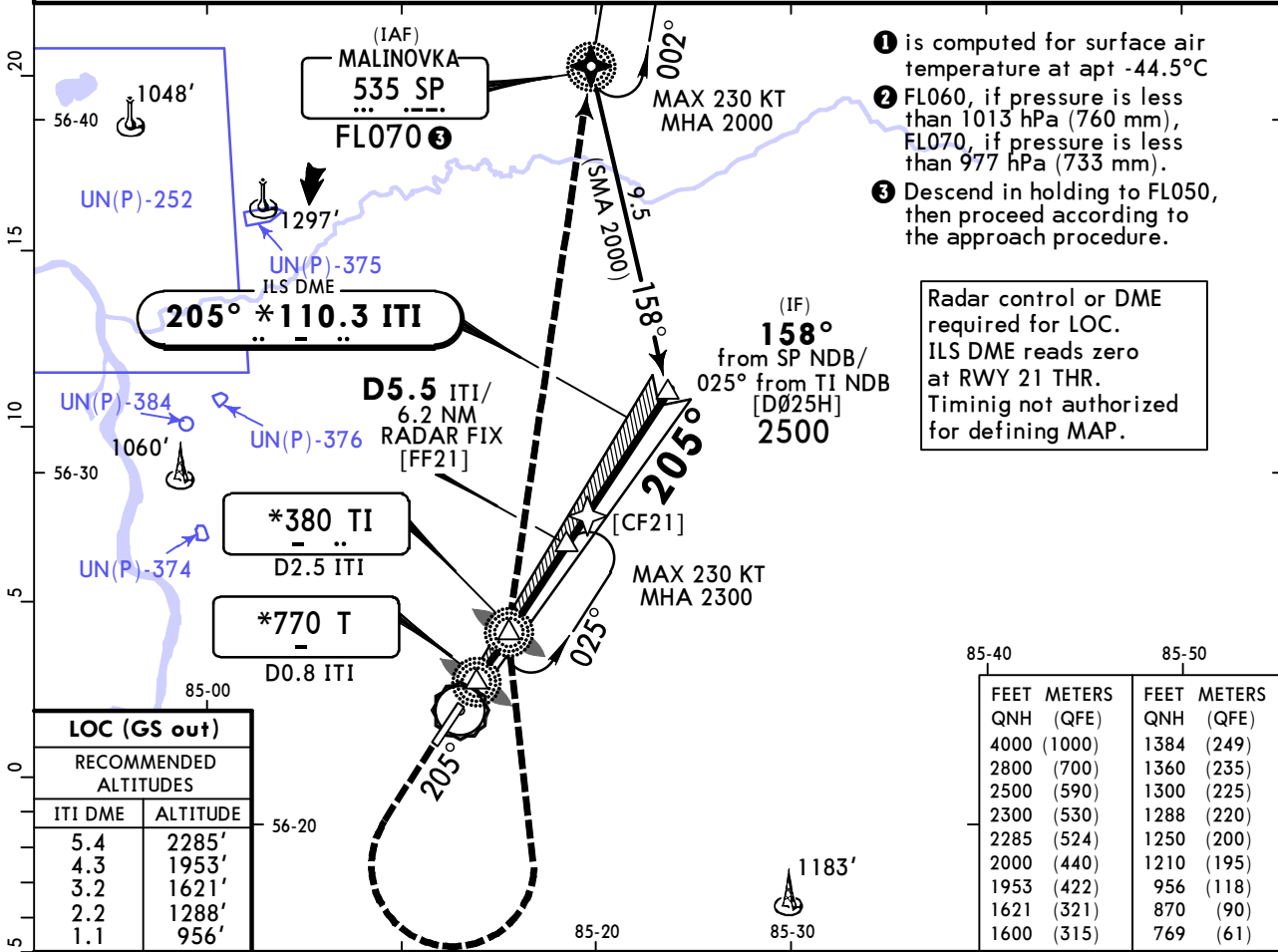
UNTT/TOF BOGASHEVO

JEPPESEN
5 DEC 25 **(11-2)**

TOMSK, RUSSIA ILS Y or LOC Y Rwy 21

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		
LOC ITI *110.3	Final Apch Crs 205°	D5.5 ITI 2300' (1731')	ILS DA(H) 769' (200')	Apt Elev 600' Rwy 569'		
MISSED APCH: Climb STRAIGHT AHEAD to 1600' or above, then turn LEFT (MAX 230 KT) to TI NDB climbing to 2300' or above, then proceed to SP NDB climbing to 2500' or above. Turn before passing MAP is prohibited.						

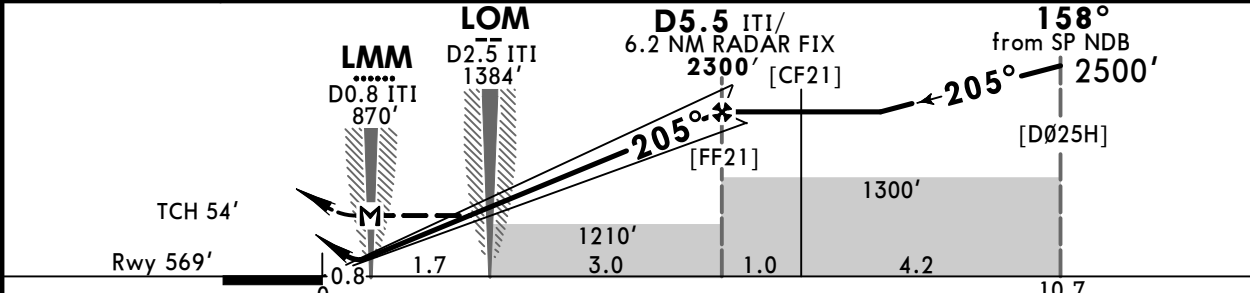
Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL050 **2** Trans alt: 4000'



- 1** is computed for surface air temperature at apt -44.5°C
- 2** FL060, if pressure is less than 1013 hPa (760 mm), FL070, if pressure is less than 977 hPa (733 mm).
- 3** Descend in holding to FL050, then proceed according to the approach procedure.

Radar control or DME required for LOC. ILS DME reads zero at RWY 21 THR. Timing not authorized for defining MAP.

LOC (GS out)	
RECOMMENDED ALTITUDES	
ITI DME	ALTITUDE
5.4	2285'
4.3	1953'
3.2	1621'
2.2	1288'
1.1	956'



MIN	1600'
HIALS PAPI-L	

	ILS		STRAIGHT-IN LANDING LOC (GS out)		CIRCLE-TO-LAND	
	DA(H)	ALS out	with LOM CDFA DA/MDA(H)	ALS out	w/o LOM CDFA DA/MDA(H)	ALS out
A	769' (200')		870' (301')		1210' (641')	
B		R1200m		R1400m	R1500m	
C		R550m		R750m	R2300m R2400m	
D						

1 R750m when a Flight Director or Autopilot or HUD to DA is not used. **2** VNAV DA(H) in lieu of MDA(H) depends on operator policy. **3** or higher straight-in minimums

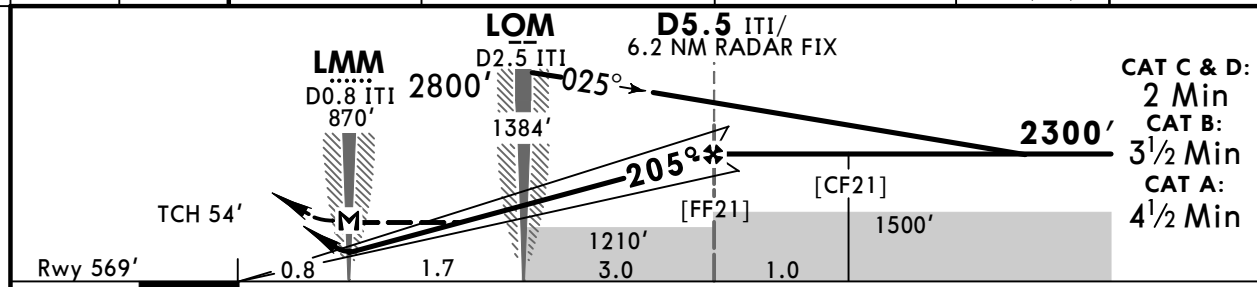
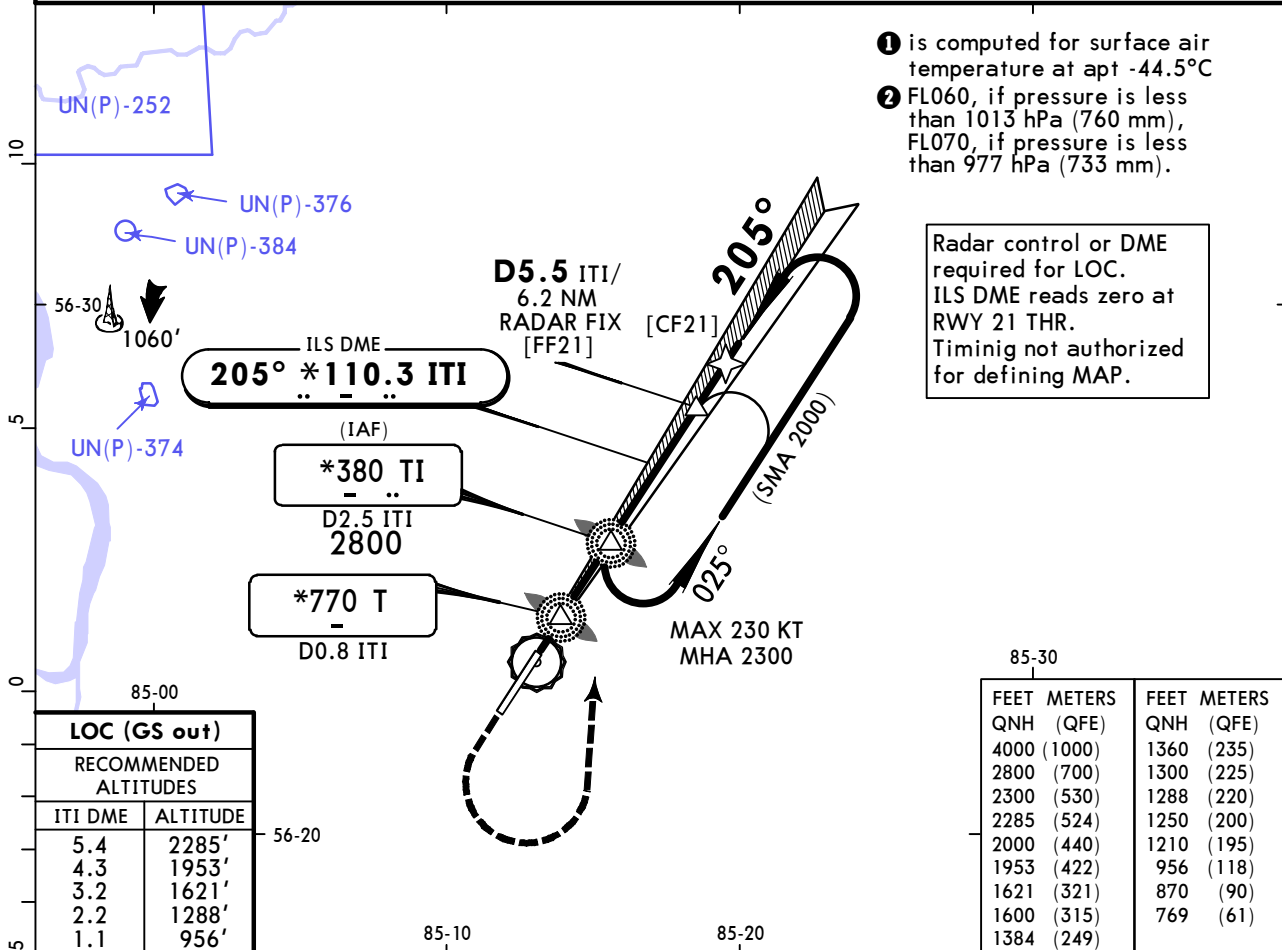
UNTT/TOF BOGASHEVO

JEPPESSEN
5 DEC 25 **(11-3)**

TOMSK, RUSSIA ILS X or LOC X Rwy 21

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		
LOC ITI *110.3	Final Apch Crs 205°	D5.5 ITI 2300' (1731')	ILS DA(H) 769' (200')	Apt Elev 600' Rwy 569'		
MISSED APCH: Climb STRAIGHT AHEAD to 1600' or above, then turn LEFT (MAX 230 KT) to TI NDB climbing to 2300' or above. Turn before passing MAP is prohibited.						

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL050 **2** Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L MIN 1600'	
ILS GS or LOC Descent Angle	2.90°	359	462	513	616	718		821
MAP at LMM/D0.8 ITI								

	ILS		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	DA(H)	ALS out	with LOM CDFA	LOC (GS out) w/o LOM CDFA	DA(MDA(H))	ALS out
A	769' (200')		870' (301')	1210' (641')		
B						
C	1 R550m	R1200m	R750m	R1400m	R1500m	
D					R2300m R2400m	
						Max KT
						100
						135
						180
						205

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **3** or higher straight-in minimums

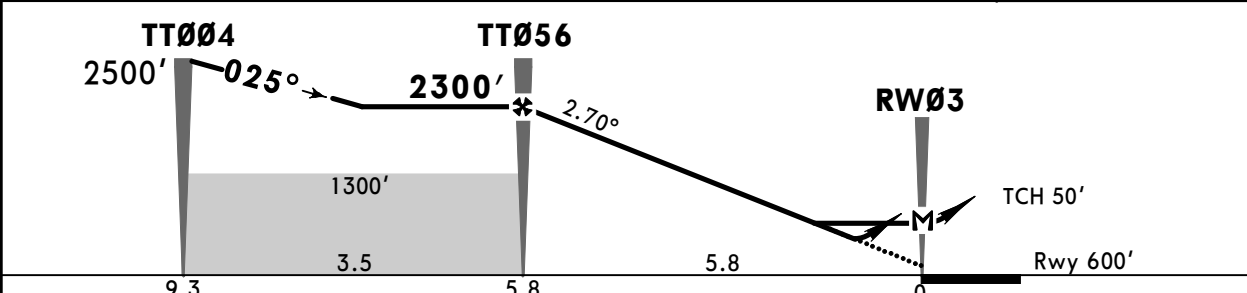
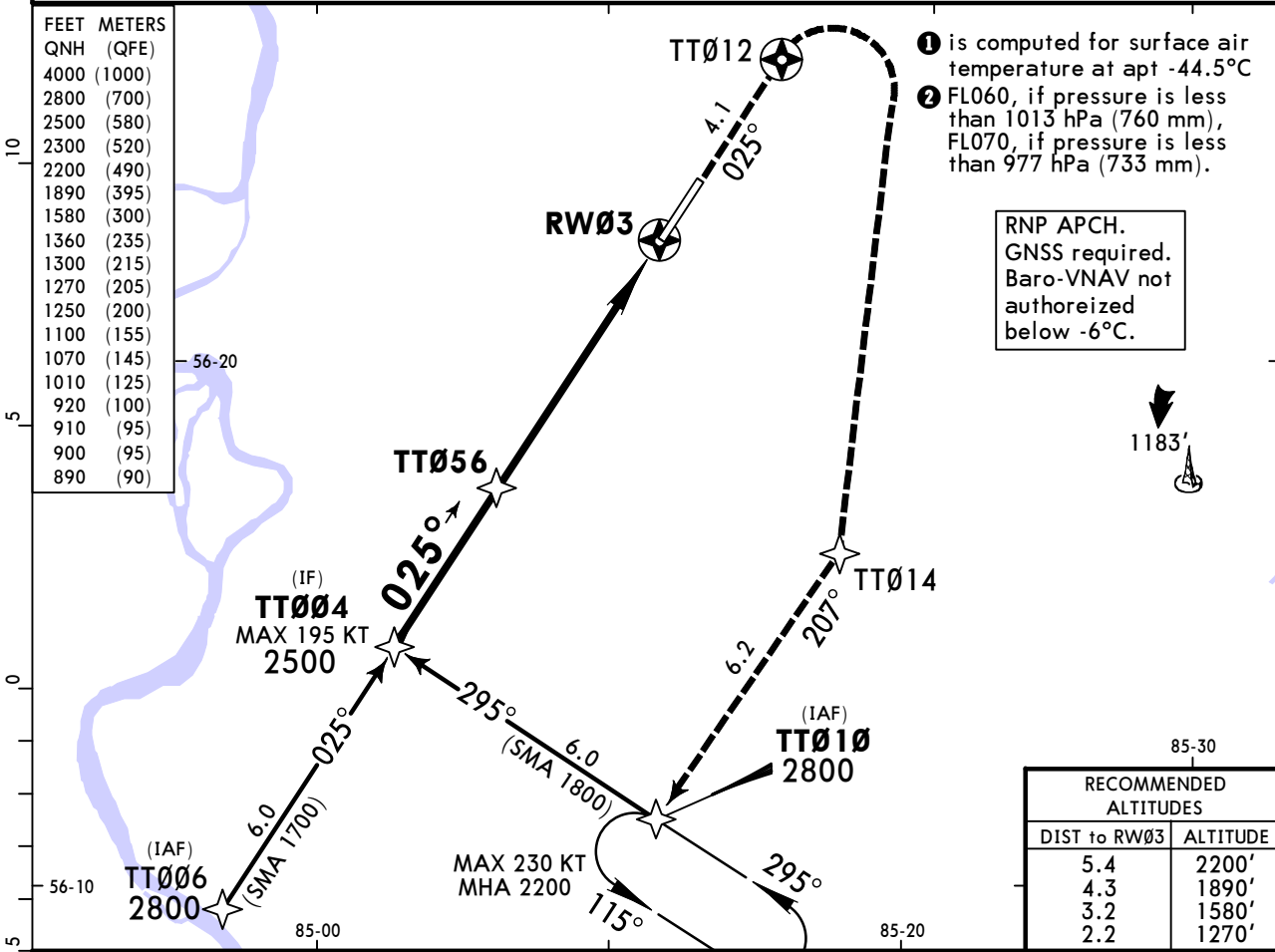
UNTT/TOF BOGASHEVO

JEPPESEN
5 DEC 25 (12-1)

TOMSK, RUSSIA
RNP Rwy 03

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		
RNAV	Final Apch Crs 025°	TT056 2300' (1700')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 600' Rwy 600'		
MISSED APCH: Climb STRAIGHT AHEAD to TT012, then turn RIGHT to TT014, then to TT010 climbing to 2300' or above.						

Alt Set: hPa (MM on req) Rwy Elev: 22 hPa Trans level: FL050 ② Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L TT012
Glide Path Angle	2.70°	334	430	478	573	669	
MAP at RW03							

Timing not authorized for defining MAP

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	LNAV/VNAV	LNAV	MDA(H)	V
A	DA(H) A: 890' (290') B: 900' (300')	C: 910' (310') D: 920' (320')	DA/MDA(H) 1010' (410')	1070' (470') V1500m
B	ALS out		ALS out	1100' (500') V1600m
C	R1200m	R1400m	R1500m	1250' (650') V2400m
D			R1700m R1900m	1360' (760') V3600m

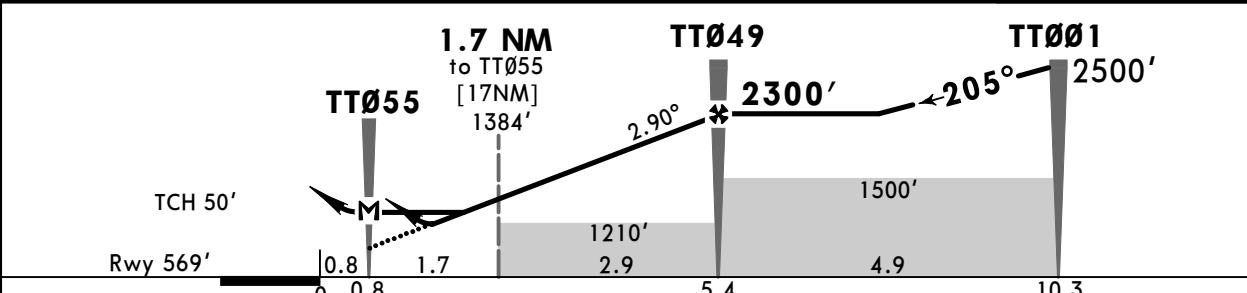
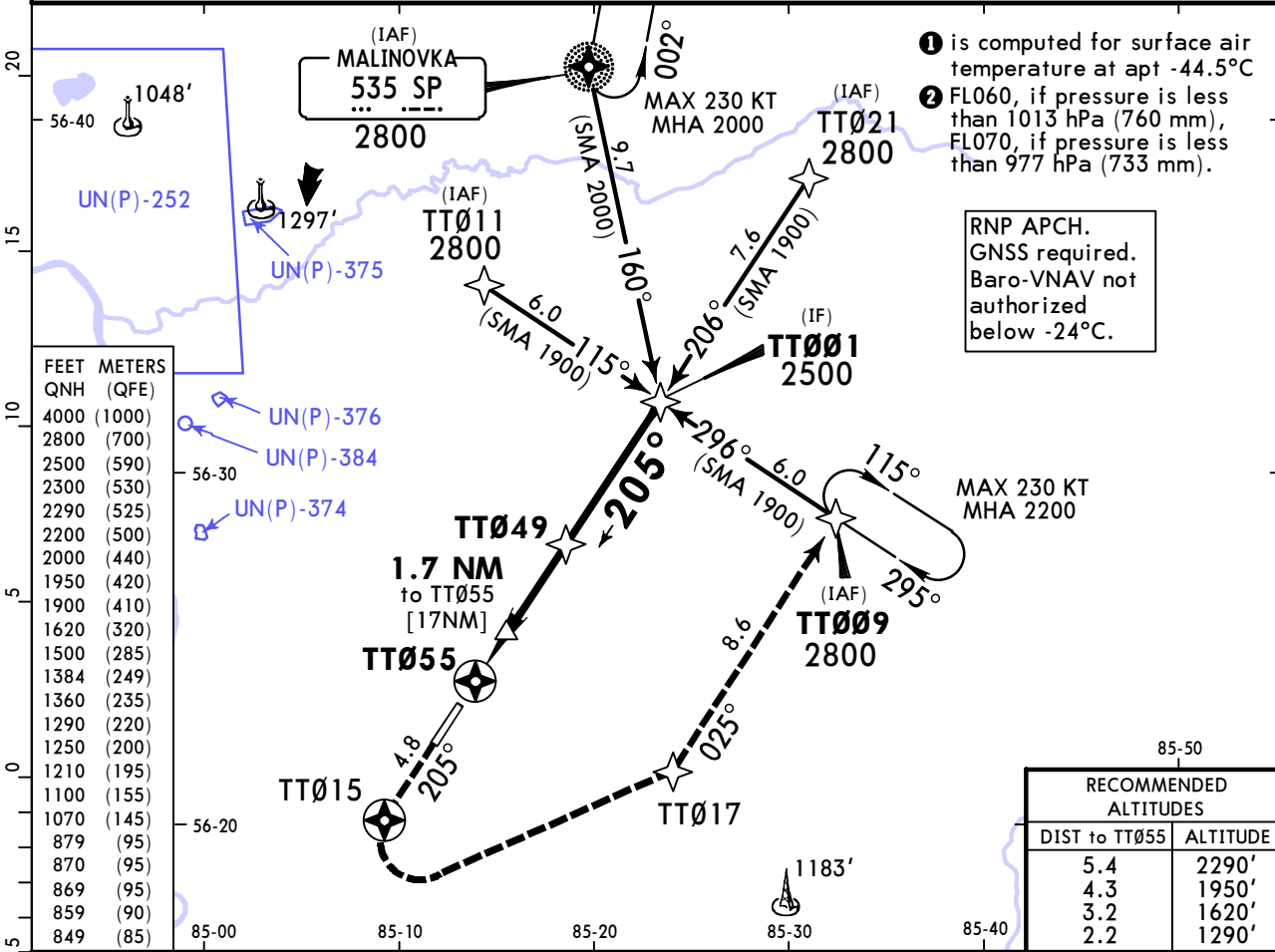
UNTT/TOF BOGASHEVO

JEPPESEN
5 DEC 25 (12-2)

TOMSK, RUSSIA RNP Rwy 21

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		
RNAV	Final Apch Crs 205°	TT049 2300' (1731')	LNNAV/VNAV DA(H) Refer to Minimums	Apt Elev 600'	Rwy 569'	
MISSED APCH: Climb STRAIGHT AHEAD to TT015, then turn LEFT (MAX 230 KT) to TT017, then to TT009 climbing to 2300' or above.						

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL050 ② Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L
Glide Path Angle	2.90°	359	462	513	616	821	
MAP at TT055							

Timing not authorized for defining MAP

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNNAV/VNAV		LNNAV CDFA		Max KT	MDA(H)
A	A: 849' (280') C: 869' (300')		DA/MDA(H) 870' (301')		100	1070' (470') V1500m
B	B: 859' (290') D: 879' (310')				135	1100' (500') V1600m
C	R750m	R1400m	R750m	R1400m	180	1250' (650') V2400m
D					205	1360' (760') V3600m

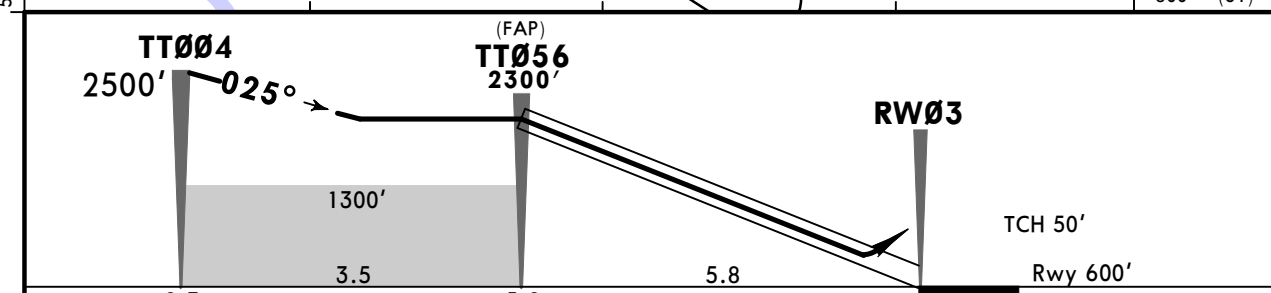
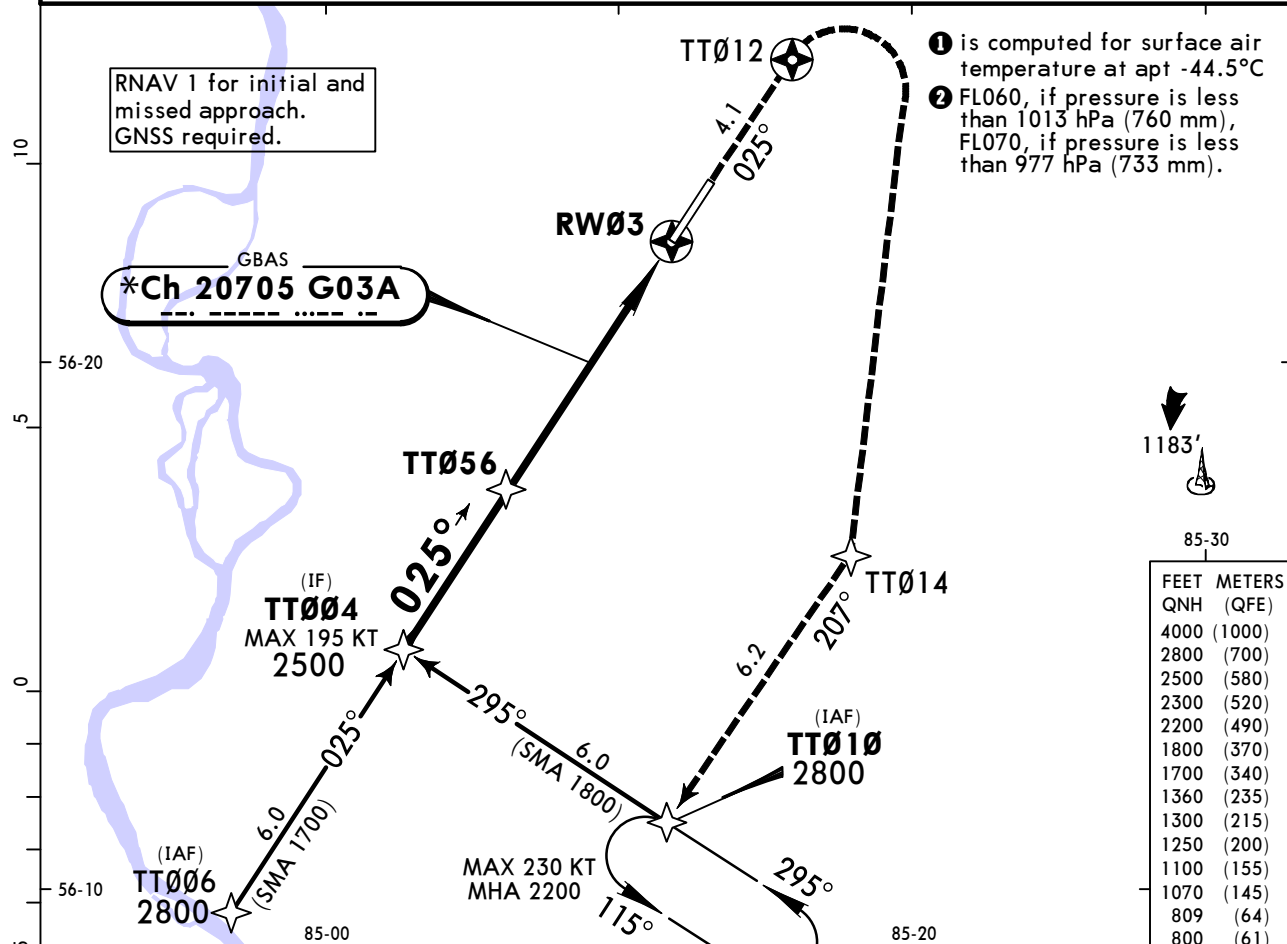
■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UNTT/TOF
BOGASHEVO

JEPPESEN
5 DEC 25 **(12-40)**

TOMSK, RUSSIA
GLS Rwy 03

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		
GBAS *Ch 20705 G03A	Final Apch Crs 025°	TT056 2300' (1700')	GLS DA(H) Refer to Minimums	Apt Elev 600' Rwy 600'		
MISSED APCH: Climb STRAIGHT AHEAD to TT012, then turn RIGHT to TT014, then to TT010 climbing to 2300' or above.						
Alt Set: hPa (MM on req)		Rwy Elev: 22 hPa		Trans level: FL050 2		Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L	TT012 ↑
Glide Path Angle	2.70°	334	430	478	573	764		

PANS OPS	Std	STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND		
		DA(H) ABC: 800' (200') D: 809' (209')				
		ALS out		Max KT	MDA(H)	
	A			100	1070' (470')	V1500m
	B			135	1100' (500')	V1600m
C	R1000m	R1200m		180	1250' (650')	V2400m
D			205	1360' (760')	V3600m	

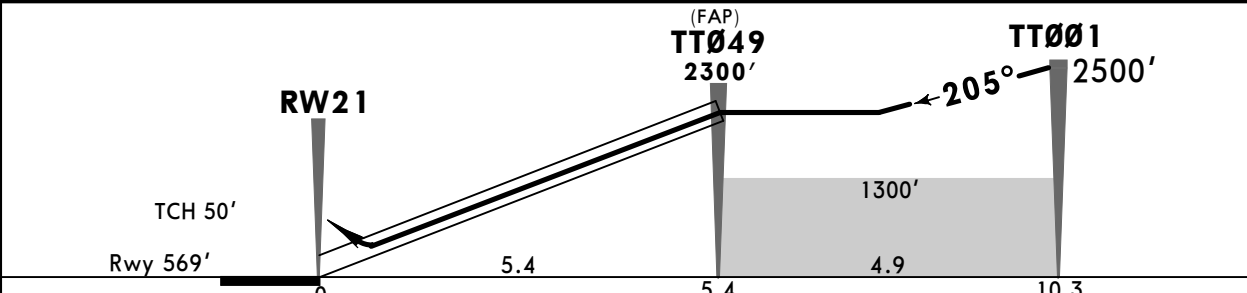
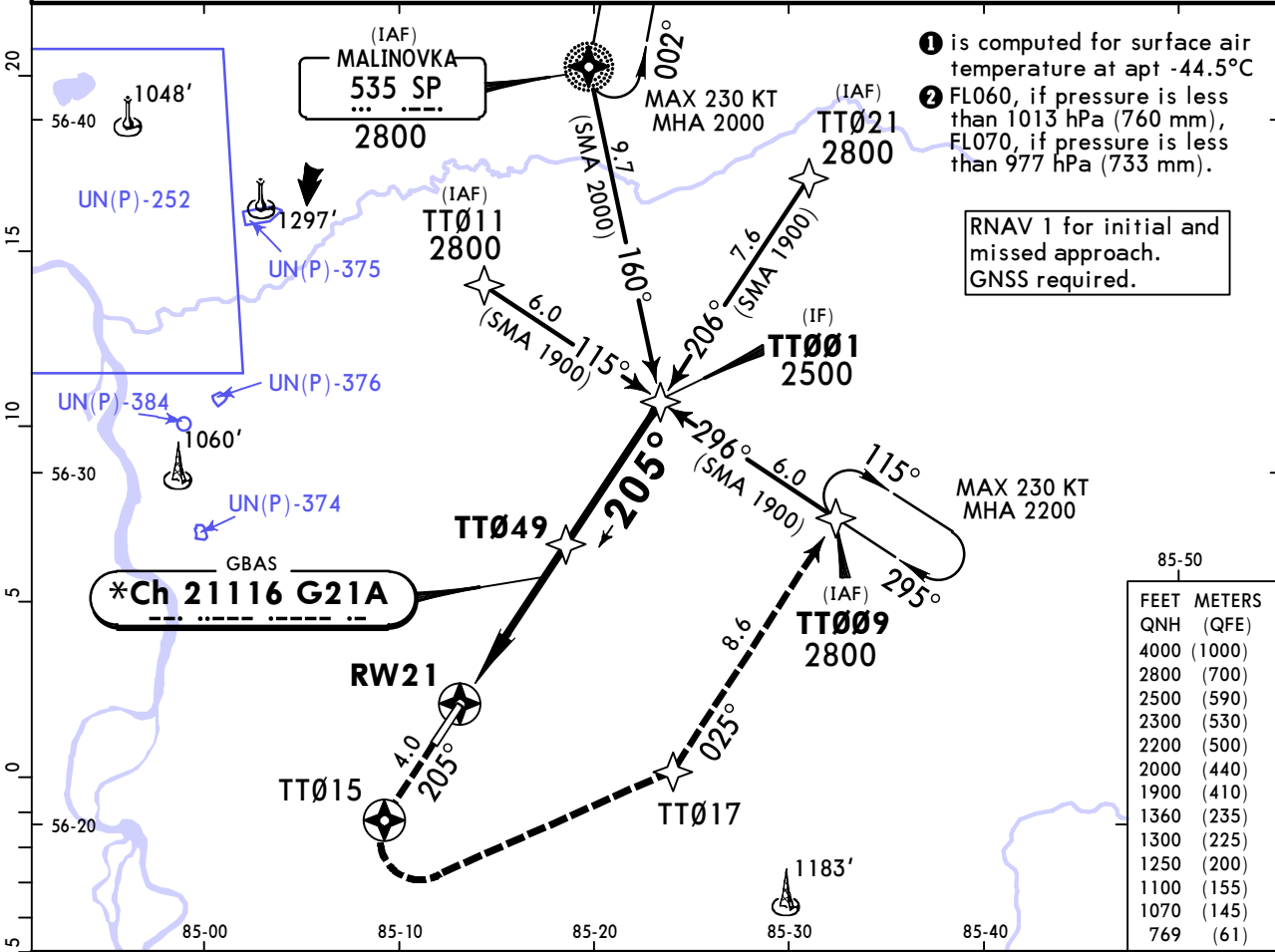
UNTT/TOF BOGASHEVO

JEPPESEN
5 DEC 25 (12-41)

TOMSK, RUSSIA GLS Rwy 21

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		
GBAS *Ch 21116 G21A	Final Apch Crs 205°	TT049 2300' (1731')	GLS DA(H) 769' (200')	Apt Elev 600' Rwy 569'		
MISSED APCH: Climb STRAIGHT AHEAD to TT015, then turn LEFT (MAX 230 KT) to TT017, then to TT009 climbing to 2300' or above.						

Alt Set: hPa (MM on req) Rwy Elev: 21 hPa Trans level: FL050 ② Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L	TT015 ↑
Glide Path Angle	2.90°	359	462	513	616	718		

PANS OPS	Std STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H) 769' (200')		ALS out	Max KT MDA(H)
A	R550m	R1200m	100	1070' (470') V1500m
B			135	1100' (500') V1600m
C			180	1250' (650') V2400m
D			205	1360' (760') V3600m

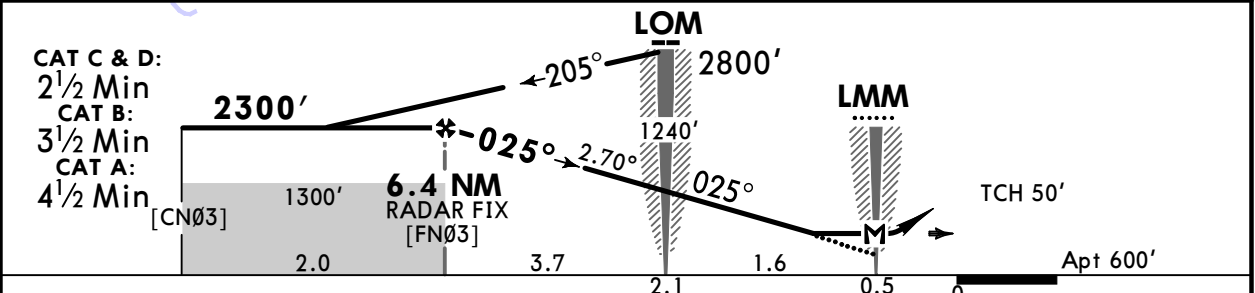
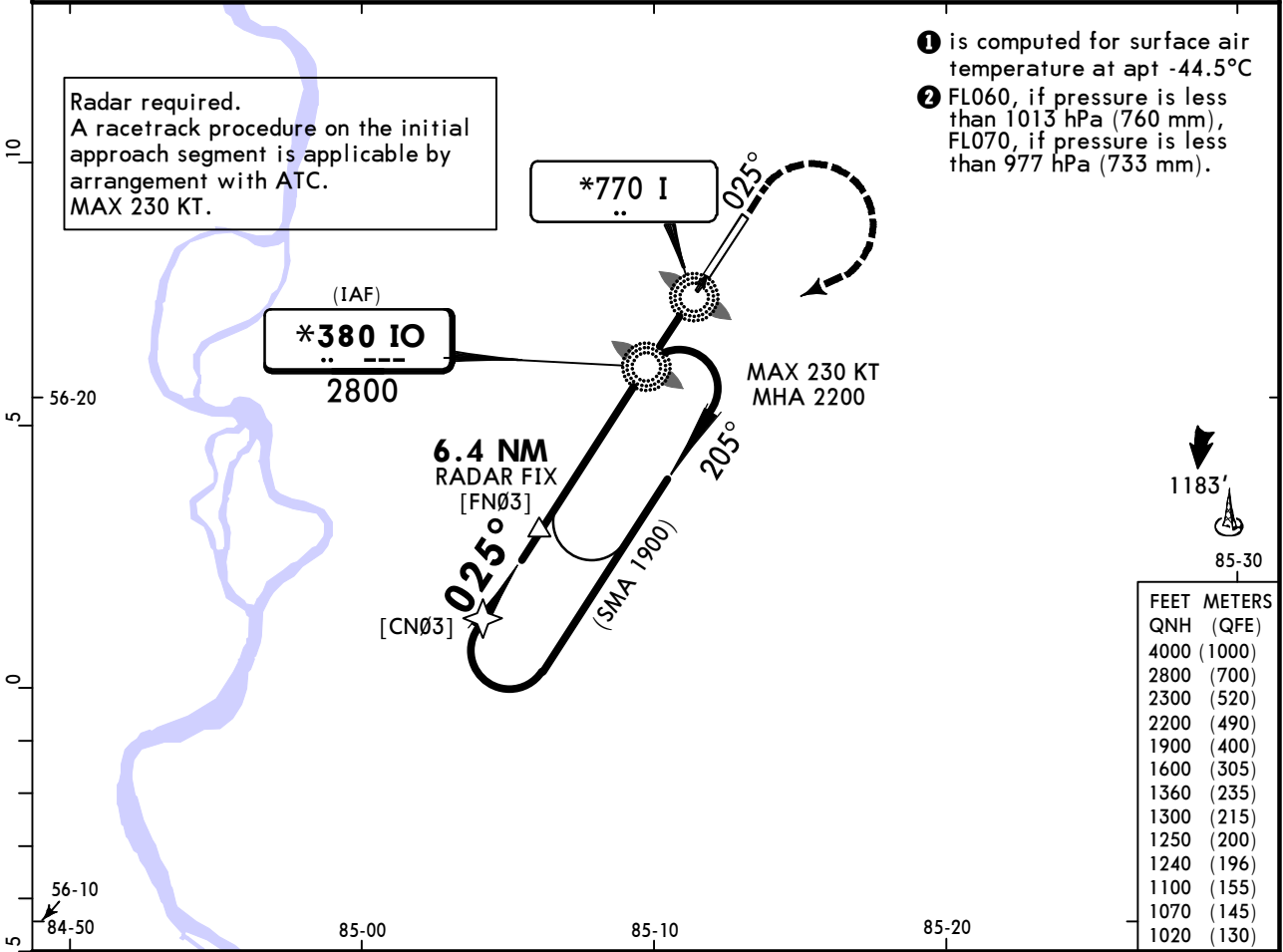
R750m when a Flight Director or Autopilot or HUD to DA is not used.

UNTT/TOF BOGASHEVO

JEPPESEN
5 DEC 25 (16-1)

TOMSK, RUSSIA NDB Z Rwy 03

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		2800 MSA ARP ①
NDB IO *380	Final Apch Crs 025°	6.4 NM RADAR FIX 2300' (1700')	DA/MDA(H) 1020' (420')	Apt Elev 600'		
MISSED APCH: Climb STRAIGHT AHEAD to 1600' or above, then turn RIGHT (MAX 230 KT) to IO NDB climbing to 2300' or above.						
Alt Set: hPa (MM on req)		Apt Elev: 22 hPa		Trans level: FL050 ②		Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L	MIN 1600'
Descent Angle 2.70°	334	430	478	573	669	764		
MAP at LMM								

Timing not authorized for defining MAP

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 1020' (420')		ALS out	
	A	R1500m		Max 100 KT MDA(H) 1070' (470') V1500m
	B	R1500m		135 1100' (500') V1600m
C	R1700m	R1900m	180 1250' (650') V2400m	
D	R1700m	R1900m	205 1360' (760') V3600m	

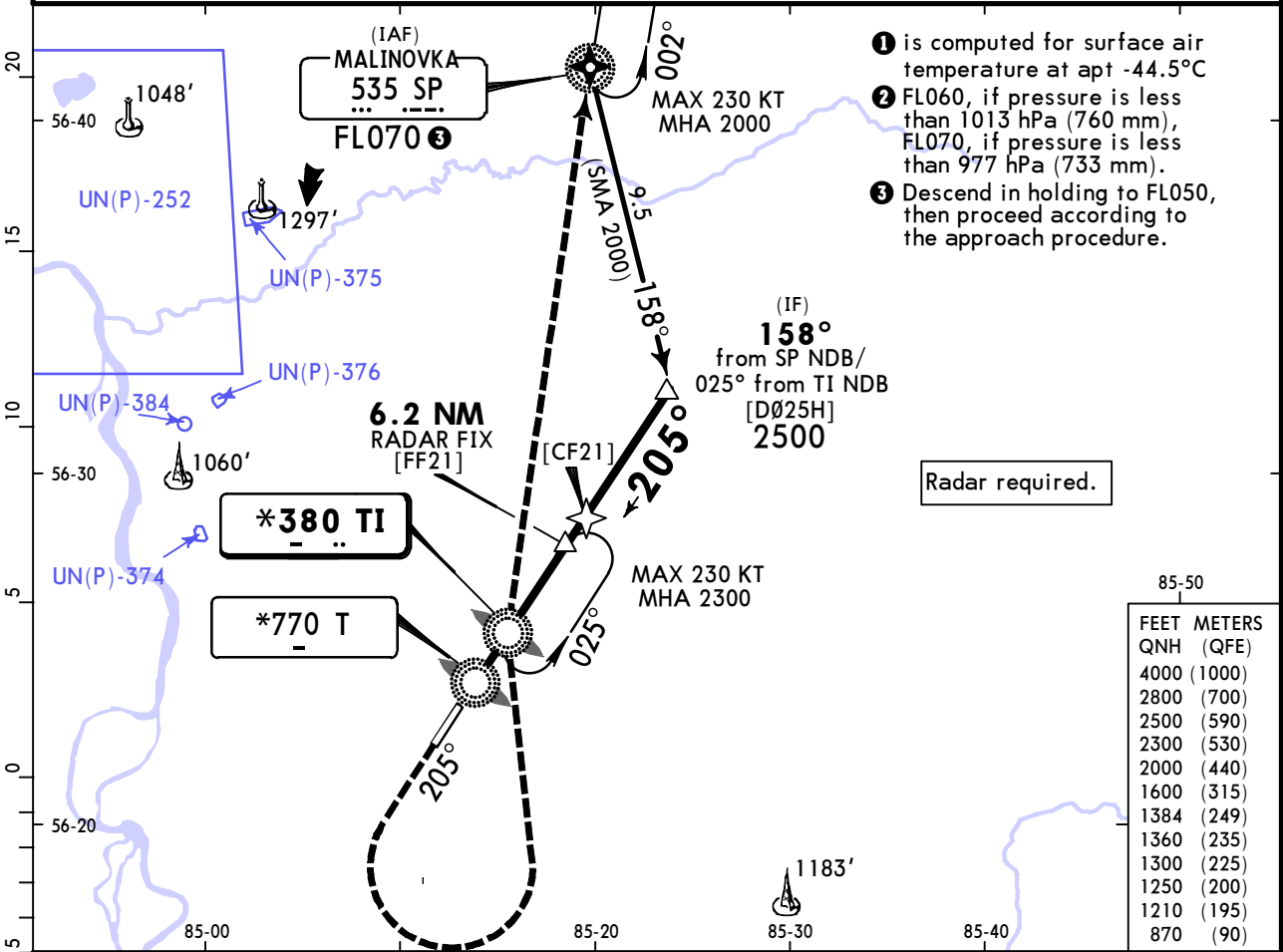
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UNTT/TOF
BOGASHEVO

JEPPesen
5 DEC 25 **16-2**

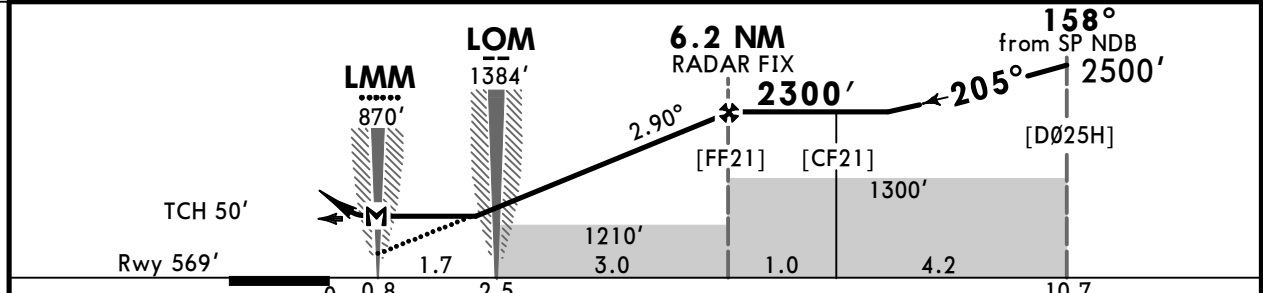
TOMSK, RUSSIA
NDB Z Rwy 21

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		<p>2800 MSA ARP 1</p>
NDB TI *380	Final Apch Crs 205°	6.2 NM RADAR FIX 2300' (1731')	DA/MDA(H) (CONDITIONAL) 870' (301')	Apt Elev 600' Rwy 569'		
<p>MISSED APCH: Climb STRAIGHT AHEAD to 1600' or above, then turn LEFT (MAX 230 KT) to TI NDB climbing to 2300' or above, then proceed to SP NDB climbing to 2500' or above.</p>						
Alt Set: hPa (MM on req)		Rwy Elev: 21 hPa		Trans level: FL050 2		Trans alt: 4000'



- 1 is computed for surface air temperature at apt -44.5°C
- 2 FL060, if pressure is less than 1013 hPa (760 mm), FL070, if pressure is less than 977 hPa (733 mm).
- 3 Descend in holding to FL050, then proceed according to the approach procedure.

FEET	METERS
4000	(1000)
2800	(700)
2500	(590)
2300	(530)
2000	(440)
1600	(315)
1384	(249)
1360	(235)
1300	(225)
1250	(200)
1210	(195)
870	(90)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L MIN 1600'
Descent Angle 2.90°	359	462	513	616	718	821	
MAP at LMM							

Timing not authorized for defining MAP

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with LOM CDFA	w/o LOM CDFA	Max KT	MDA(H)
A	1 DA/MDA(H) 870' (301')	1 DA/MDA(H) 1210' (641')	100	1210' (610') 2 V1500m
B	ALS out	ALS out	135	1210' (610') 2 V1600m
C	R750m	R1400m	180	1250' (650') V2400m
D			205	1360' (760') V3600m

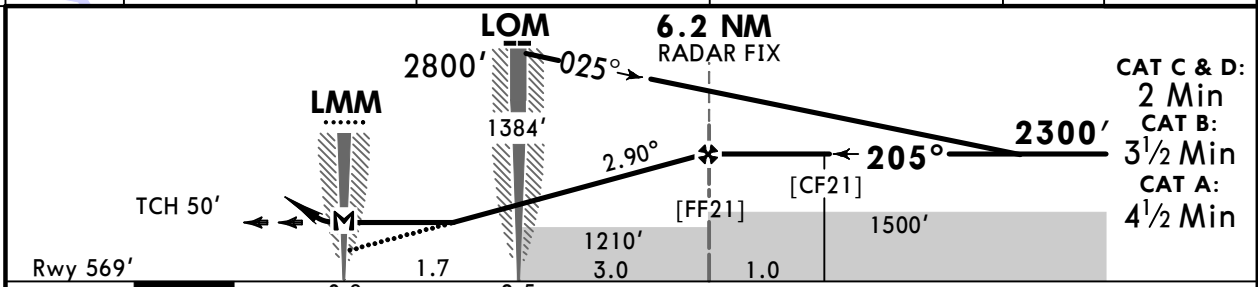
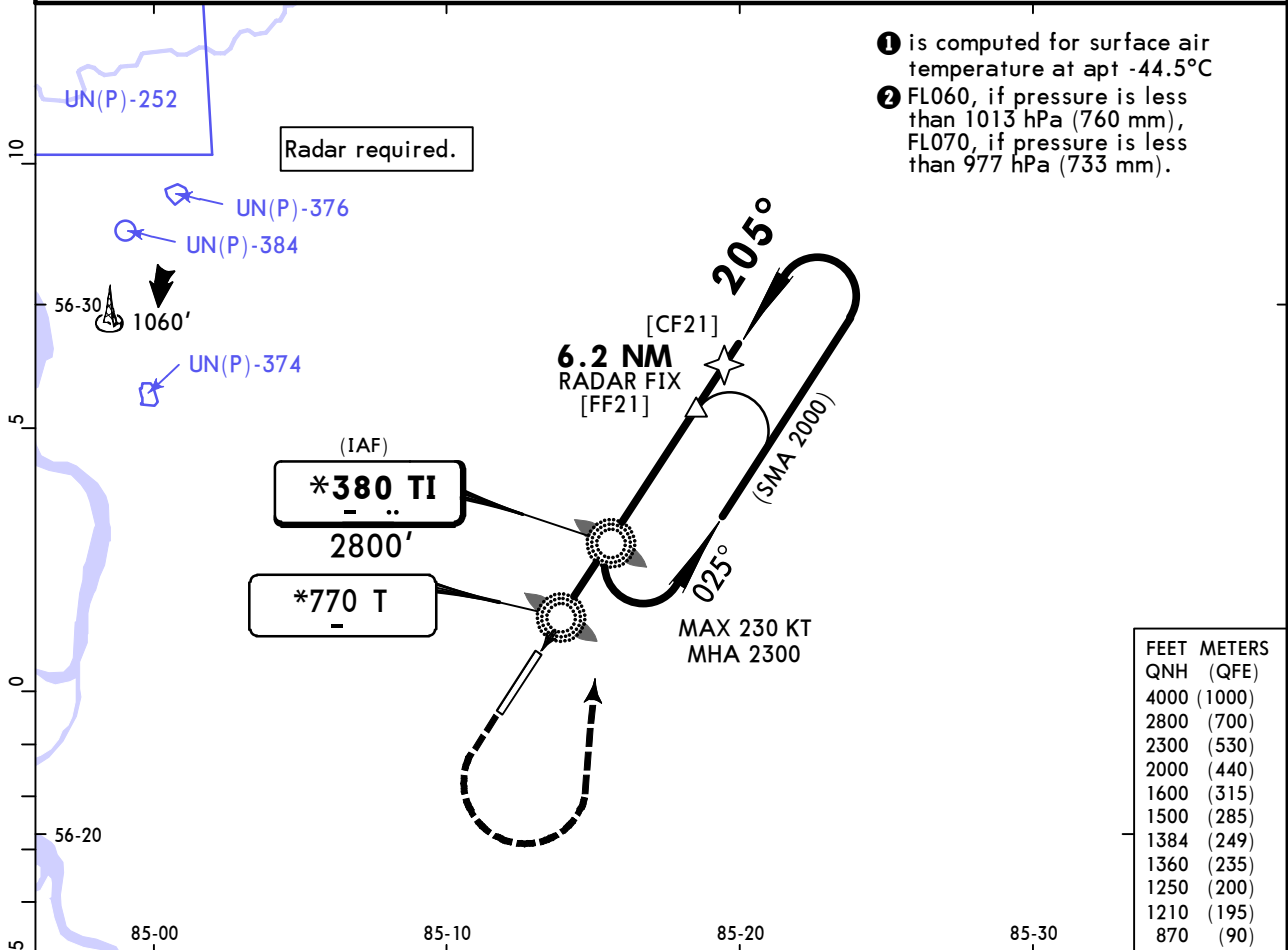
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. 2 or higher straight-in minimums

UNTT/TOF BOGASHEVO

JEPPESSEN
5 DEC 25 **(16-3)**

TOMSK, RUSSIA NDB Y Rwy 21

ATIS 127.8		TOMSK Tower (APP) 127.3		TOMSK Tower 127.3		
NDB TI *380	Final Apch Crs 205°	6.2 NM RADAR FIX 2300' (1731')	DA/MDA(H) (CONDITIONAL) 870' (301')	Apt Elev 600' Rwy 569'		
MISSED APCH: Climb STRAIGHT AHEAD to 1600' or above, then turn LEFT (MAX 230 KT) to TI NDB climbing to 2300' or above.						
Alt Set: hPa (MM on req)		Rwy Elev: 21 hPa		Trans level: FL050 2		Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI-L MIN 1600'
Descent Angle 2.90°	359	462	513	616	718	821	
MAP at LMM							

Timing not authorized for defining MAP

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	with LOM CDFA		w/o LOM CDFA		Max KT	MDA(H)
	1 DA/MDA(H) 870' (301')		1 DA/MDA(H) 1210' (641')			
	ALS out		ALS out			
A	R750m	R1400m	R1500m		100	2 V1500m
B					135	2 V1600m
C					180	V2400m
D					205	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minima

PANS OPS

Chart changes since cycle 07-2026

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