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Revision Letter For Cycle 08-2012
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Notebook

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General Information

Location: Tyumen Rus
IATA Code: TJM
Lat/Long: N57° 10.1' E065° 19.0'
Elevation: 379 ft

Airport Use: Public
Magnetic Variation: 14.5°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0019 Z
Sunset: 1457 Z,

Runway Information

Runway: 03
Length x Width: 9852 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 371 ft
Lighting: Edge, ALS

Runway: 12
Length x Width: 8871 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 314 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 9852 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 341 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 8871 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 343 ft
Lighting: Edge, ALS

Communication Information

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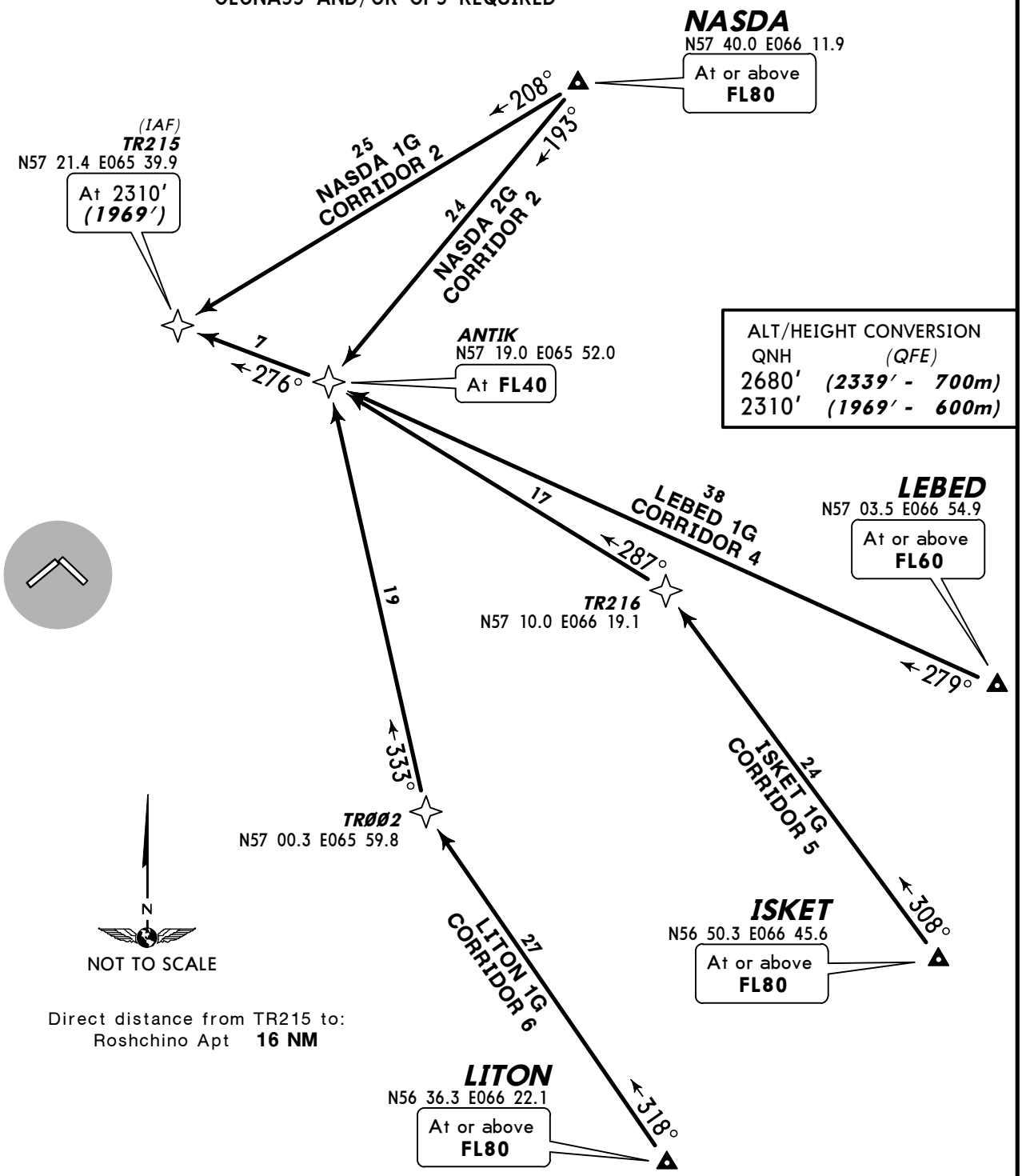
ATIS 121.7
Tyumen Taxiing Tower 119.0
Tyumen Start Tower 118.2
Tyumen Approach Control 126.1
Tyumen Krug Radar 120.4

ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2339′)* Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.

2600′
MSA
ARP

ISKET 1G *[ISKE1G]*, LEBED 1G *[LEBE1G]*
LITON 1G *[LITO1G]*, NASDA 1G *[NASD1G]*
NASDA 2G *[NASD2G]*
RWY 21 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED



STAR	ROUTING
ISKET 1G	ISKET (FL80+) - TR216 - ANTIK (FL40) - TR215 (2310′).
LEBED 1G	LEBED (FL60+) - ANTIK (FL40) - TR215 (2310′).
LITON 1G	LITON (FL80+) - TR002 - ANTIK (FL40) - TR215 (2310′).
NASDA 1G	NASDA (FL80+) - TR215 (2310′).
NASDA 2G	NASDA (FL80+) - ANTIK (FL40) - TR215 (2310′).

CHANGES: FL conversion.

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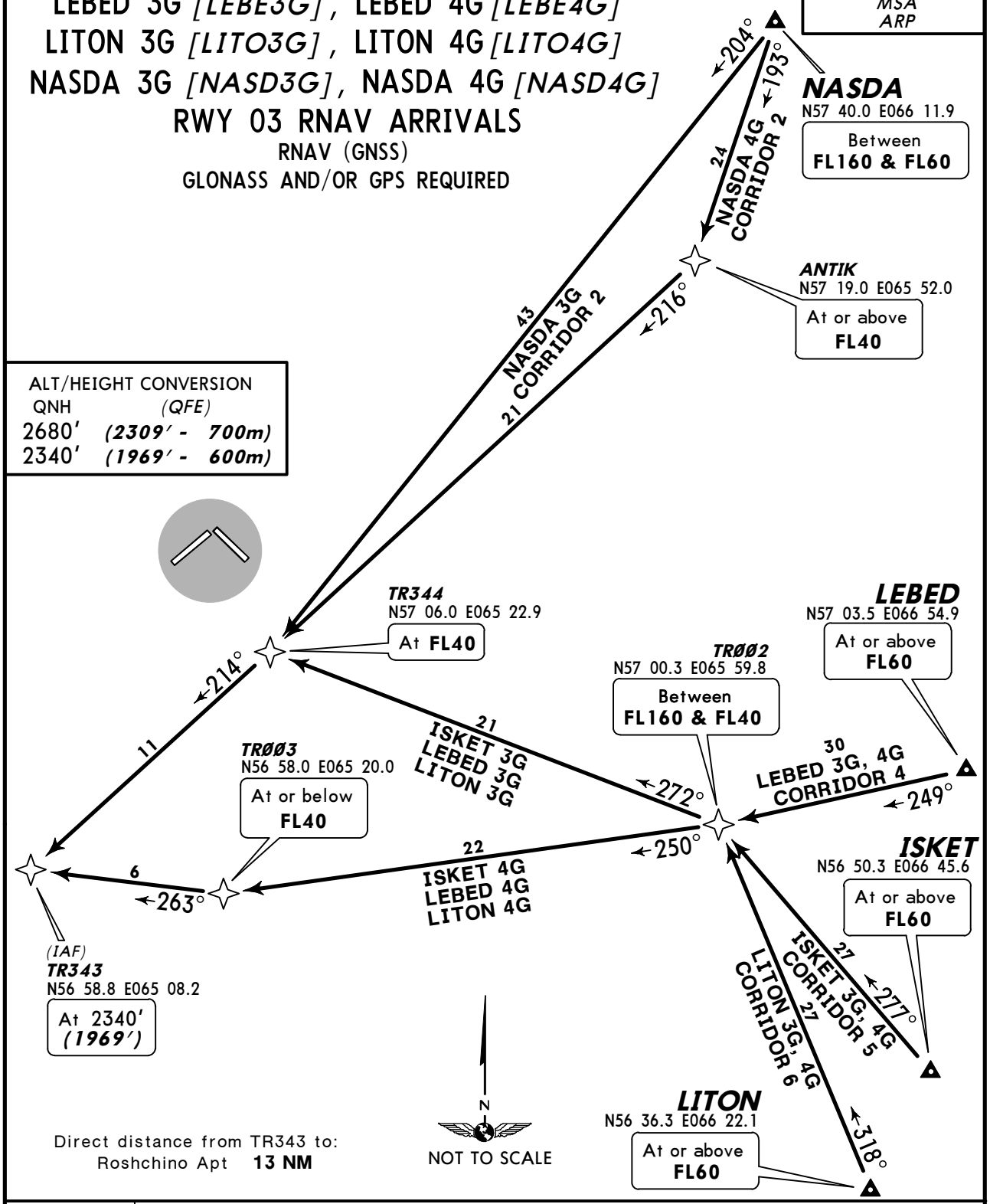
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2309′)* Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.

2600′
MSA
ARP

ISKET 3G *[ISKE3G]*, ISKET 4G *[ISKE4G]*
LEBED 3G *[LEBE3G]*, LEBED 4G *[LEBE4G]*
LITON 3G *[LITO3G]*, LITON 4G *[LITO4G]*
NASDA 3G *[NASD3G]*, NASDA 4G *[NASD4G]*
RWY 03 RNAV ARRIVALS
RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	*(2309′ - 700m)*
2340′	*(1969′ - 600m)*

Direct distance from TR343 to:
Roshchino Apt **13 NM**

STAR	ROUTING
ISKET 3G	ISKET (FL60+) - TR002 (FL160-; FL40+) - TR344 (FL40) - TR343 (2340′).
ISKET 4G	ISKET (FL60+) - TR002 (FL160-; FL40+) - TR003 (FL40-) - TR343 (2340′).
LEBED 3G	LEBED (FL60+) - TR002 (FL160-; FL40+) - TR344 (FL40) - TR343 (2340′).
LEBED 4G	LEBED (FL60+) - TR002 (FL160-; FL40+) - TR003 (FL40-) - TR343 (2340′).
LITON 3G	LITON (FL60+) - TR002 (FL160-; FL40+) - TR344 (FL40) - TR343 (2340′).
LITON 4G	LITON (FL60+) - TR002 (FL160-; FL40+) - TR003 (FL40-) - TR343 (2340′).
NASDA 3G	NASDA (FL160-; FL60+) - TR344 (FL40) - TR343 (2340′).
NASDA 4G	NASDA (FL160-; FL60+) - ANTIK (FL40+) - TR344 (FL40) - TR343 (2340′).

CHANGES: FL conversion.

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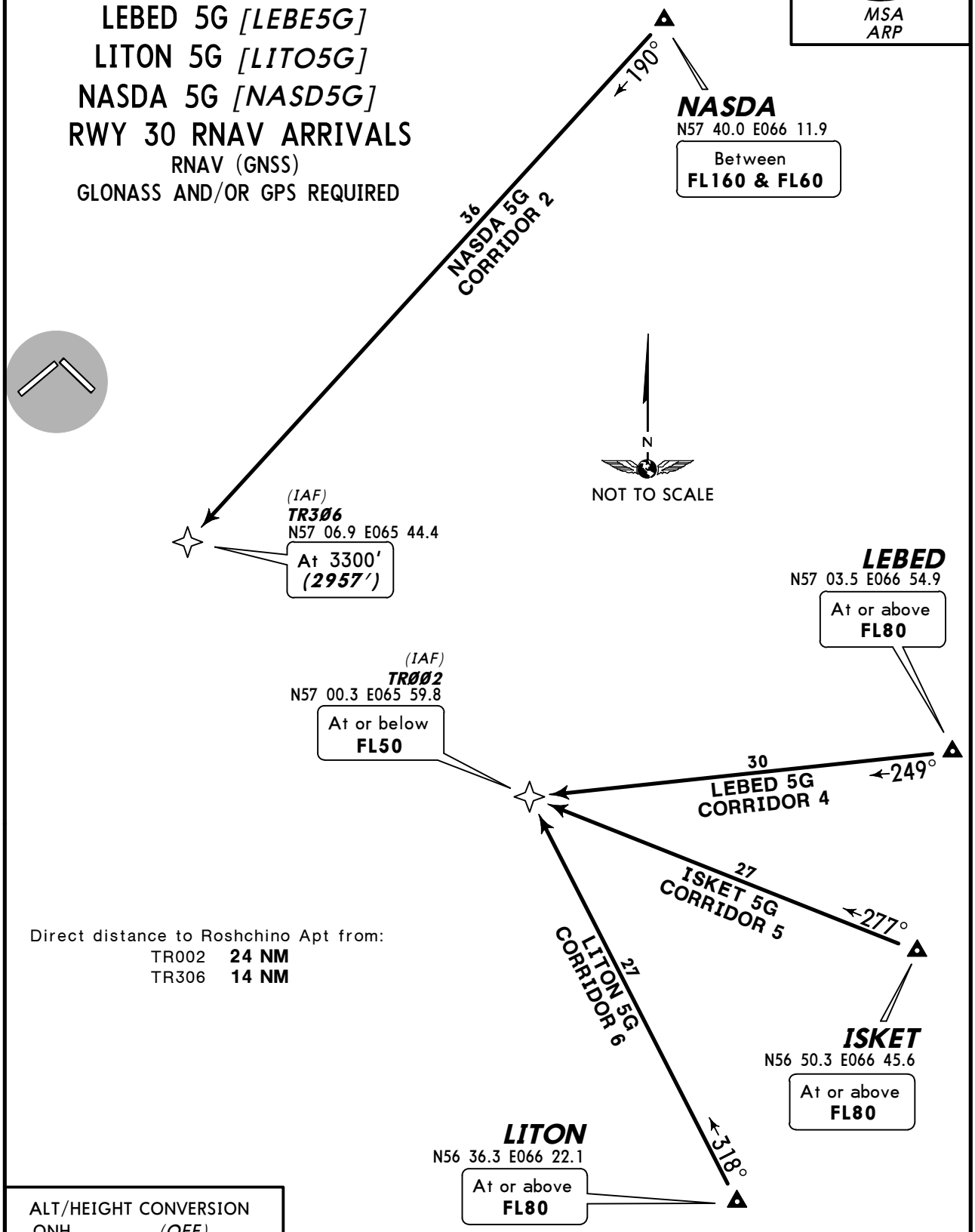
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2337′)* Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.

2600′
MSA ARP

ISKET 5G *[ISKE5G]*
LEBED 5G *[LEBE5G]*
LITON 5G *[LITO5G]*
NASDA 5G *[NASD5G]*
RWY 30 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED



Direct distance to Roshchino Apt from:
TR002 **24 NM**
TR306 **14 NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)
3300′	*(2957′ - 900m)*
2680′	*(2337′ - 700m)*

STAR	ROUTING
ISKET 5G	ISKET (FL80+) - TR002 (FL50-).
LEBED 5G	LEBED (FL80+) - TR002 (FL50-).
LITON 5G	LITON (FL80+) - TR002 (FL50-).
NASDA 5G	NASDA (FL160-; FL60+) - TR306 (3300′).

CHANGES: FL conversion.

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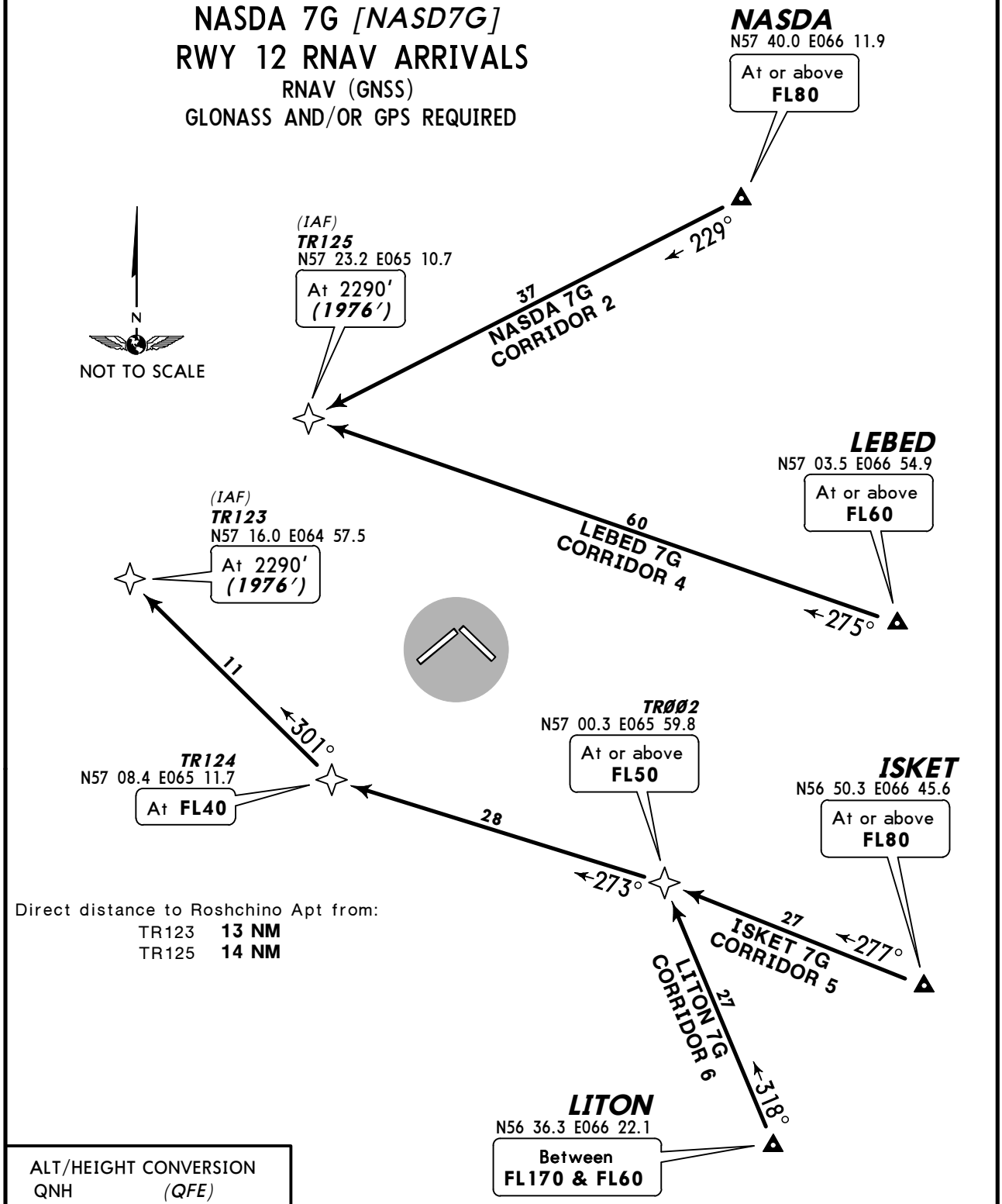
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2366′)* Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.

2600′
MSA ARP

ISKET 7G *[ISKE7G]*
LEBED 7G *[LEBE7G]*
LITON 7G *[LITO7G]*
NASDA 7G *[NASD7G]*
RWY 12 RNAV ARRIVALS
RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED



Direct distance to Roshchino Apt from:
TR123 **13 NM**
TR125 **14 NM**

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	*(2366′ - 700m)*
2290′	*(1976′ - 600m)*

STAR	ROUTING
ISKET 7G	ISKET (FL80+) - TR002 (FL50+) - TR124 (FL40) - TR123 (2290′).
LEBED 7G	LEBED (FL60+) - TR125 (2290′).
LITON 7G	LITON (FL170-; FL60+) - TR002 (FL50+) - TR124 (FL40) - TR123 (2290′).
NASDA 7G	NASDA (FL80+) - TR125 (2290′).

CHANGES: FL conversion.

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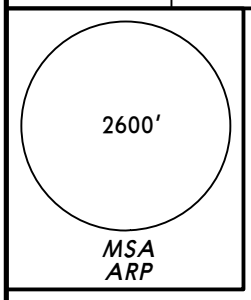
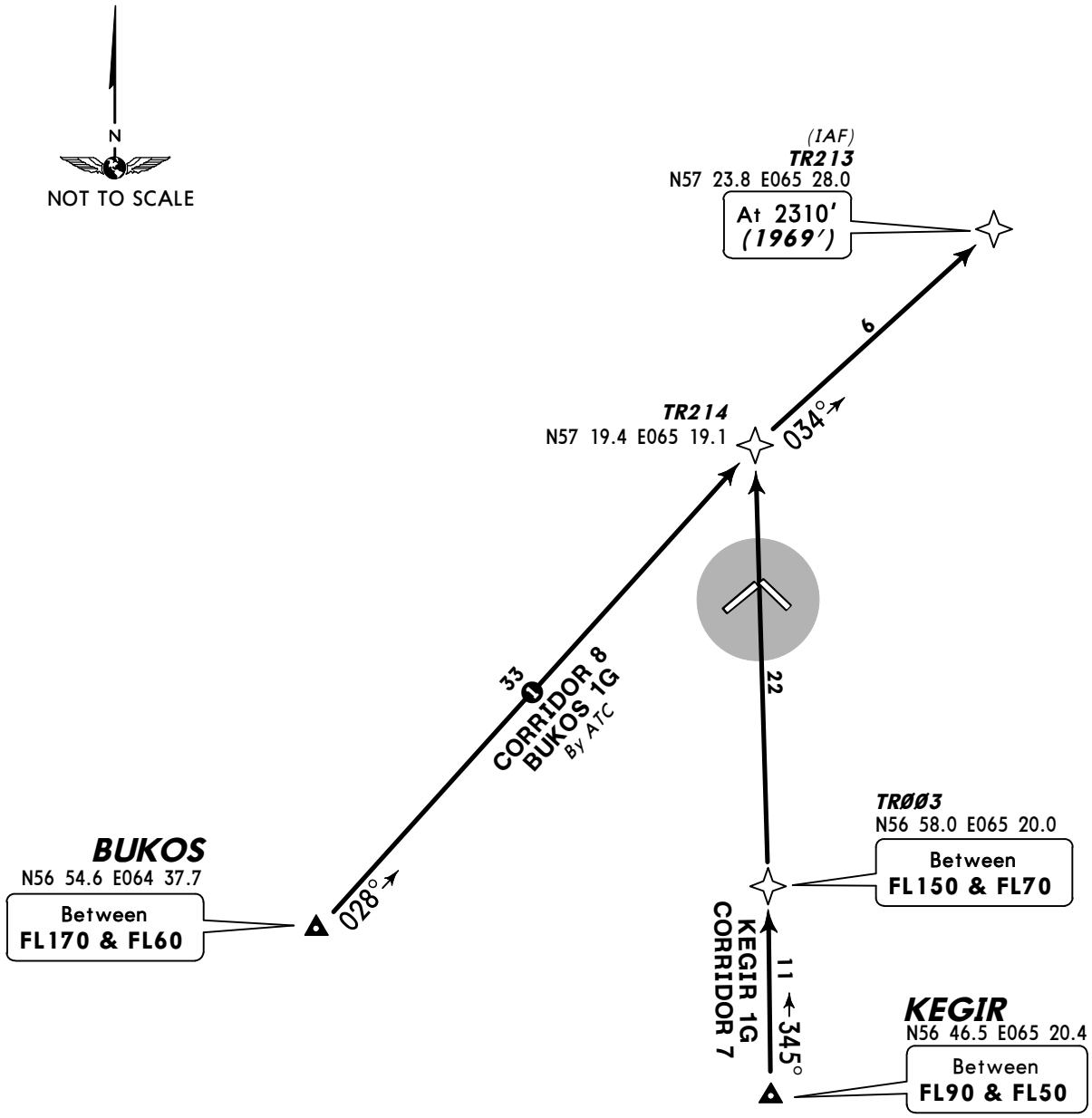
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2339′)*** Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.



BUKOS 1G *[BUKO1G]*
KEGIR 1G *[KEGI1G]*
RWY 21 RNAV ARRIVALS
RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED



ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
2680′	***(2339′ -***	***700m)***
2310′	***(1969′ -***	***600m)***

❶ Only for Russian users of aispace.

Direct distance from TR213 to:
Roshchino Apt **15 NM**

STAR	ROUTING
BUKOS 1G By ATC	BUKOS (FL170-; FL60+) - TR214 - TR213 (2310′).
KEGIR 1G	KEGIR (FL90-; FL50+) - TR003 (FL150-; FL70+) - TR214 - TR213 (2310′).

CHANGES: FL conversion; CORRIDOR 8 established.

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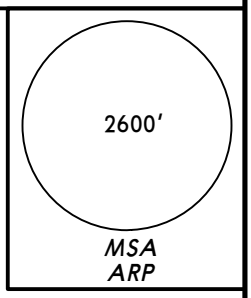
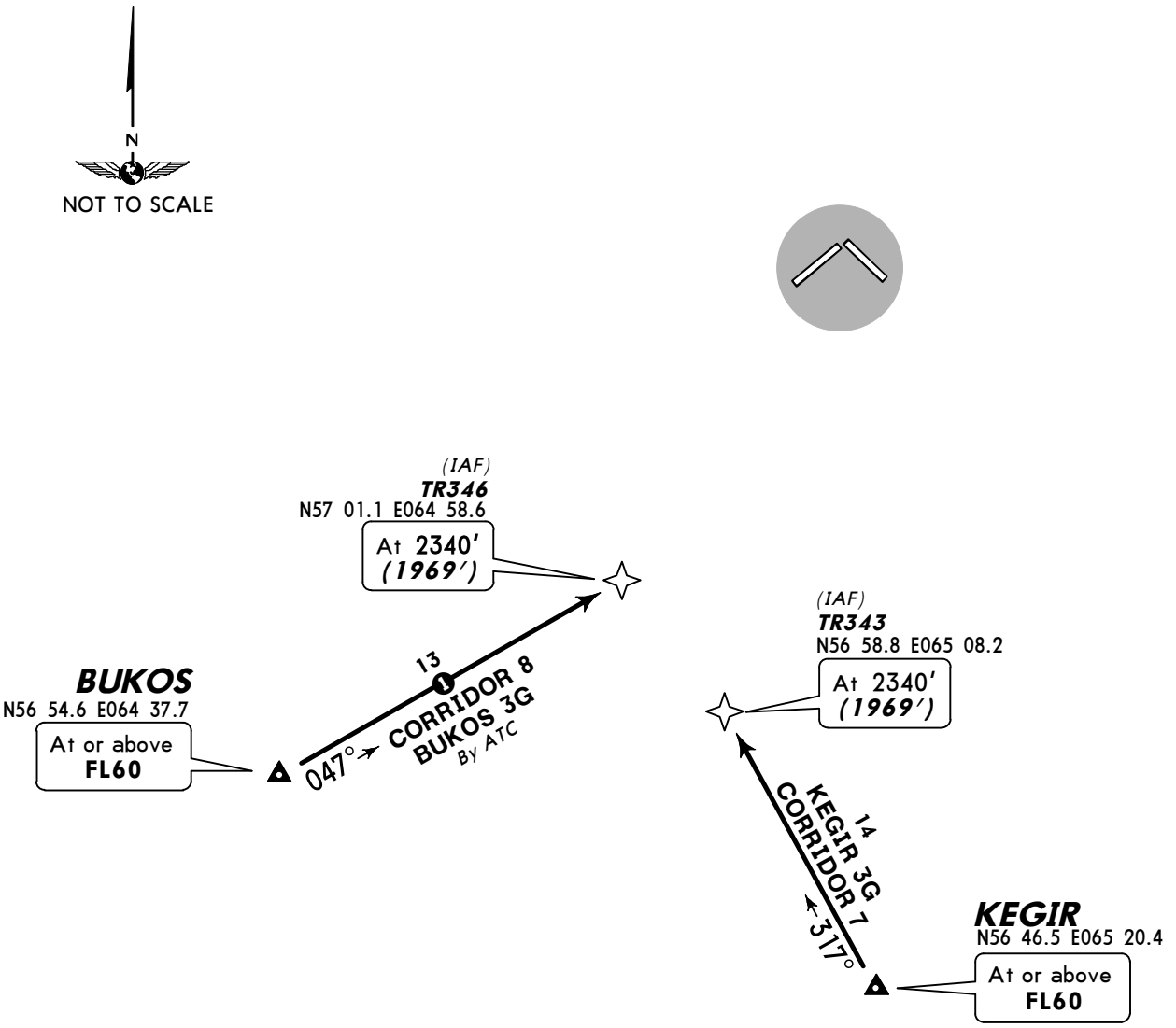
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2309′)*** Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.

BUKOS 3G *[BUKO3G]*
KEGIR 3G *[KEGI3G]*
RWY 03 RNAV ARRIVALS

RNAV (GNSS)

GLONASS AND/OR GPS REQUIRED





❶ Only for Russian users of aispace.

ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
2680′	***(2309′ -***	***700m)***
2340′	***(1969′ -***	***600m)***

Direct distance to Roshchino Apt from:

TR343 **13 NM**
TR346 **14 NM**

STAR	ROUTING
BUKOS 3G By ATC	BUKOS (FL60+) - TR346 (2340′).
KEGIR 3G	KEGIR (FL60+) - TR343 (2340′).

CHANGES: FL conversion; CORRIDOR 8 established; crossing at BUKOS revised.

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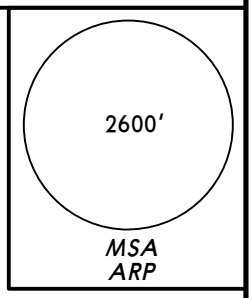
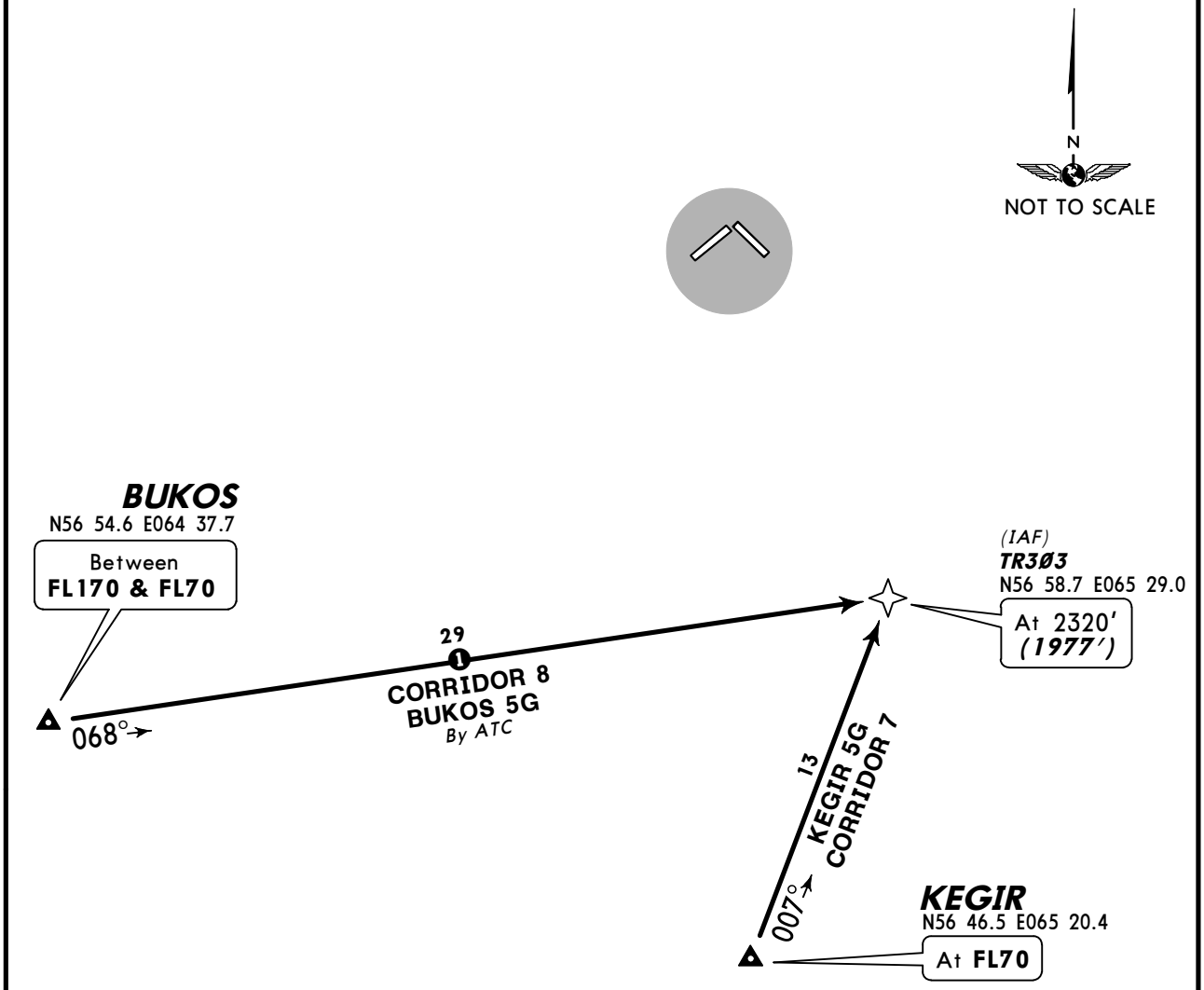
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2337′)*** Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.

BUKOS 5G *[BUKO5G]*
KEGIR 5G *[KEGI5G]*
RWY 30 RNAV ARRIVALS

RNAV (GNSS)

GLONASS AND/OR GPS REQUIRED





❶ Only for Russian users of aispace.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	***(2337′ - 700m)***
2320′	***(1977′ - 600m)***

Direct distance from TR303 to:
Roshchino Apt **13 NM**

STAR	ROUTING
BUKOS 5G By ATC	BUKOS (FL170-; FL70+) - TR303 (2320′).
KEGIR 5G	KEGIR (FL70) - TR303 (2320′).

CHANGES: FL conversion; CORRIDOR 8 established; crossing at KEGIR revised.

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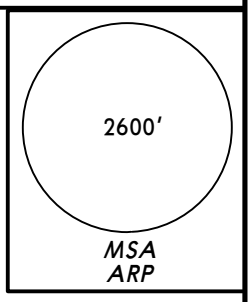
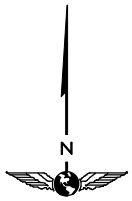
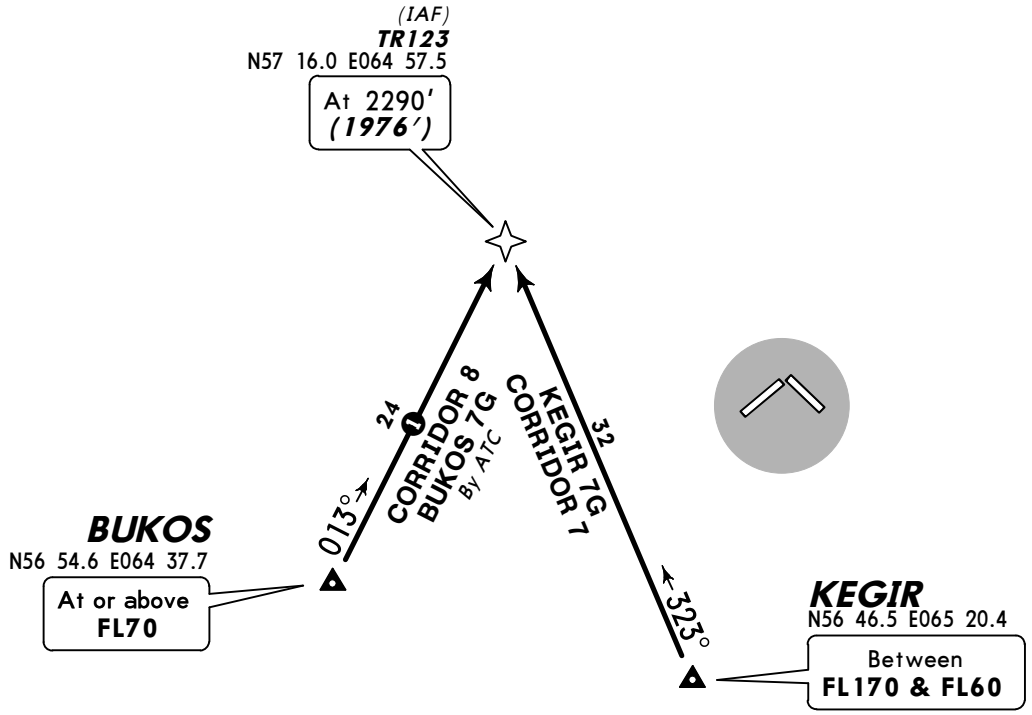
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2366′)*** Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.

BUKOS 7G *[BUKO7G]*
KEGIR 7G *[KEGI7G]*
RWY 12 RNAV ARRIVALS
RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED





NOT TO SCALE



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	***(2366′ - 700m)***
2290′	***(1976′ - 600m)***

❶ Only for Russian users of aispace.

Direct distance from TR123 to:
Roshchino Apt **13 NM**

STAR	ROUTING
BUKOS 7G By ATC	BUKOS (FL70+) - TR123 (2290′).
KEGIR 7G	KEGIR (FL170-; FL60+) - TR123 (2290′).

CHANGES: FL conversion; CORRIDOR 8 established; crossing at BUKOS revised.

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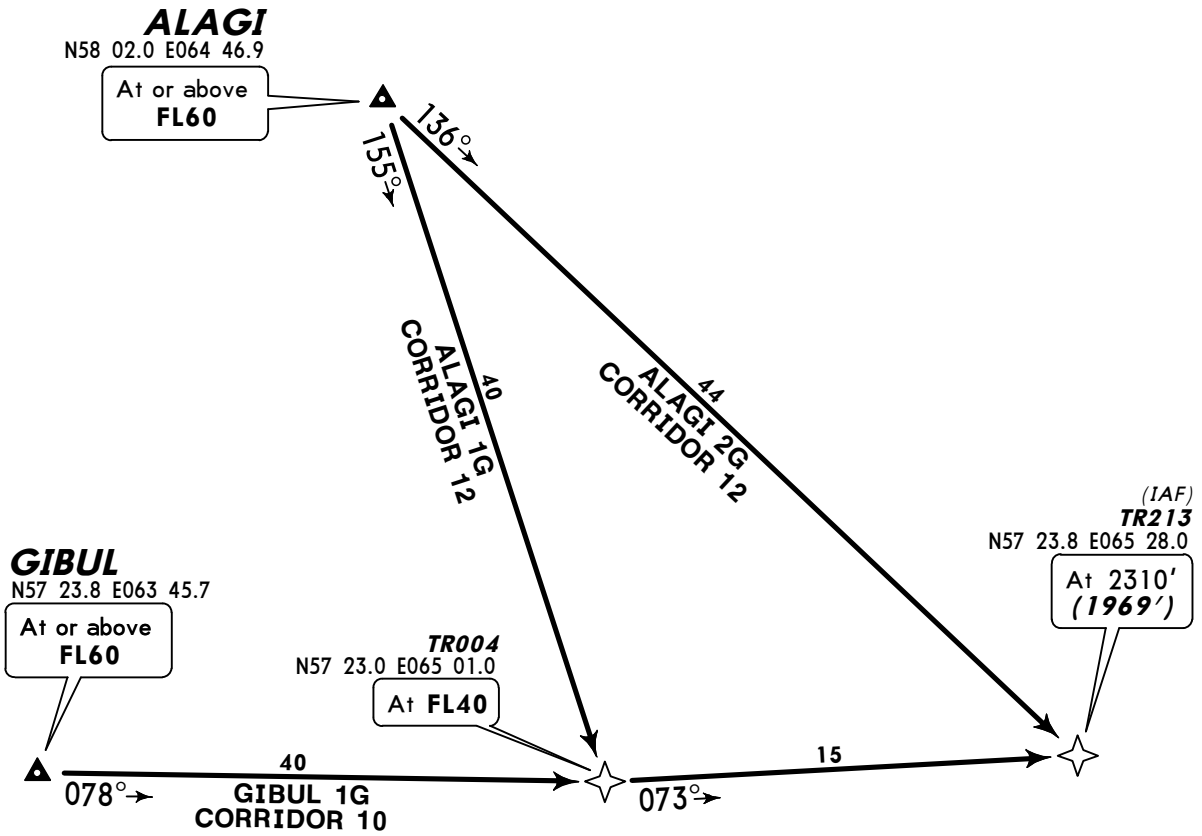
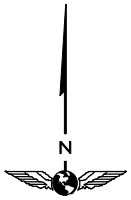
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2339′)*** Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.

2600′
MSA ARP

ALAGI 1G *[ALAG1G]*
ALAGI 2G *[ALAG2G]*
GIBUL 1G *[GIBU1G]*
RWY 21 RNAV ARRIVALS
RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED





NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	***(2339′ - 700m)***
2310′	***(1969′ - 600m)***

Direct distance from TR213 to:
Roshchino Apt **15 NM**

STAR	ROUTING
ALAGI 1G	ALAGI (FL60+) - TR004 (FL40) - TR213 (2310′).
ALAGI 2G	ALAGI (FL60+) - TR213 (2310′).
GIBUL 1G	GIBUL (FL60+) - TR004 (FL40) - TR213 (2310′).

CHANGES: FL conversion; crossing at GIBUL revised.

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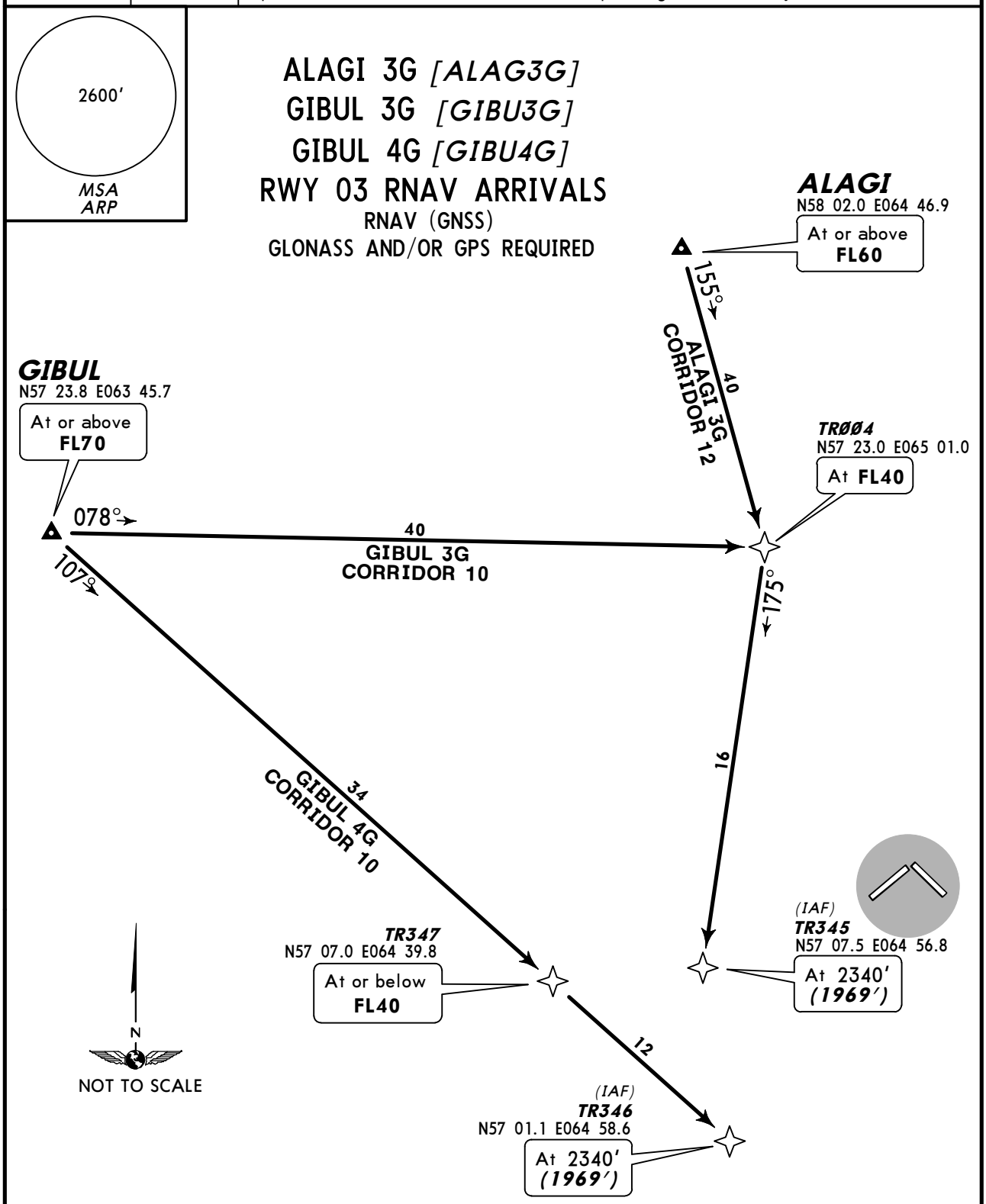
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2309′)*** Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2680′	***(2309′ - 700m)***
2340′	***(1969′ - 600m)***

Direct distance to Roshchino Apt from:

TR345	**12 NM**
TR346	**14 NM**

STAR	ROUTING
ALAGI 3G	ALAGI (FL60+) - TR004 (FL40) - TR345 (2340′).
GIBUL 3G	GIBUL (FL70+) - TR004 (FL40) - TR345 (2340′).
GIBUL 4G	GIBUL (FL70+) - TR347 (FL40-) - TR346 (2340′).

CHANGES: FL conversion; crossing at GIBUL revised.

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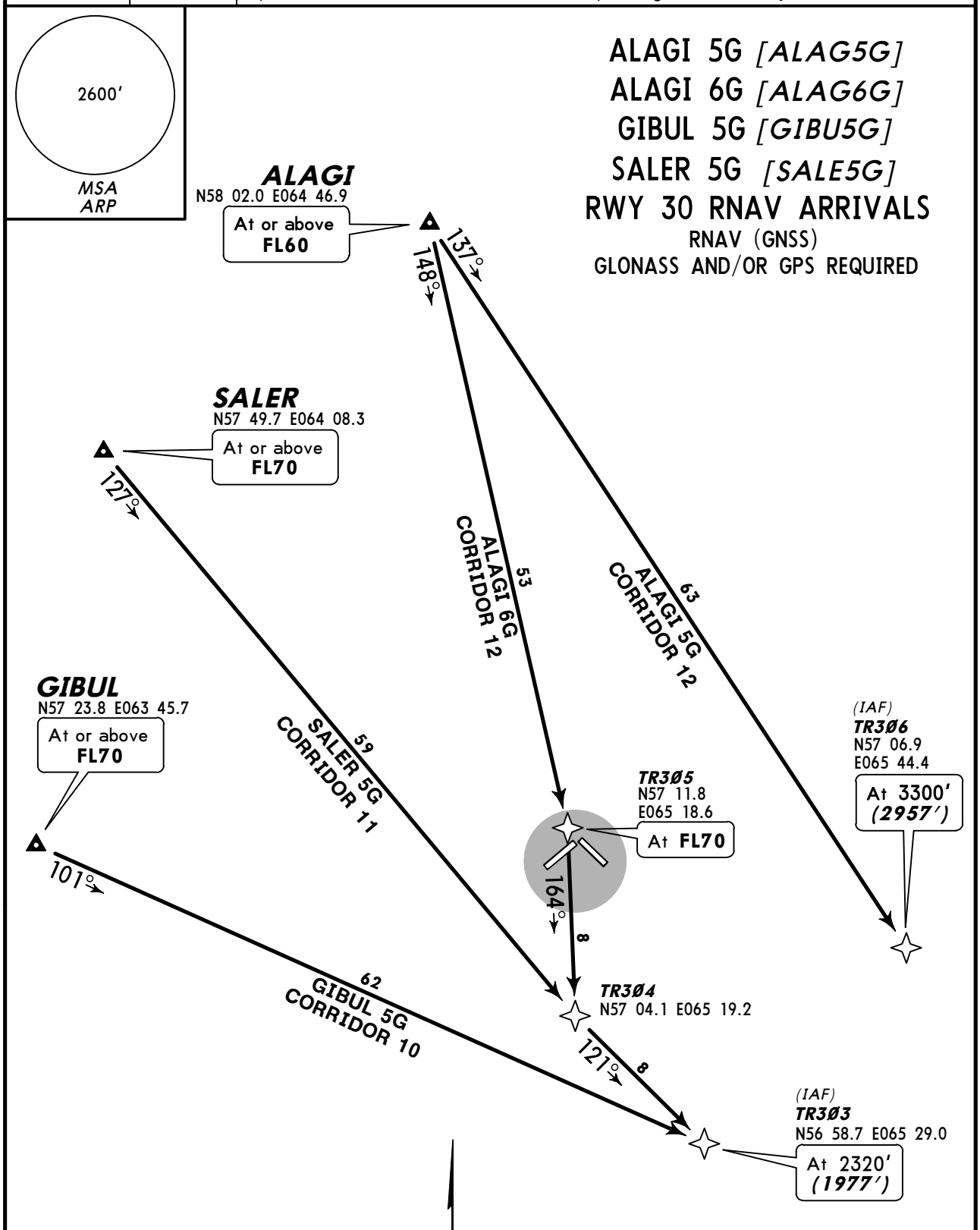
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2337′)*** Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3300′	***(2957′ - 900m)***
2680′	***(2337′ - 700m)***
2320′	***(1977′ - 600m)***

Direct distance to Roshchino Apt from:

TR303	**13 NM**
TR306	**14 NM**

STAR	ROUTING
ALAGI 5G	ALAGI (FL60+) - TR306 (3300′).
ALAGI 6G	ALAGI (FL60+) - TR305 (FL70) - TR304 - TR303 (2320′).
GIBUL 5G	GIBUL (FL70+) - TR303 (2320′).
SALER 5G	SALER (FL70+) - TR304 - TR303 (2320′).

CHANGES: FL conversion; crossings revised.

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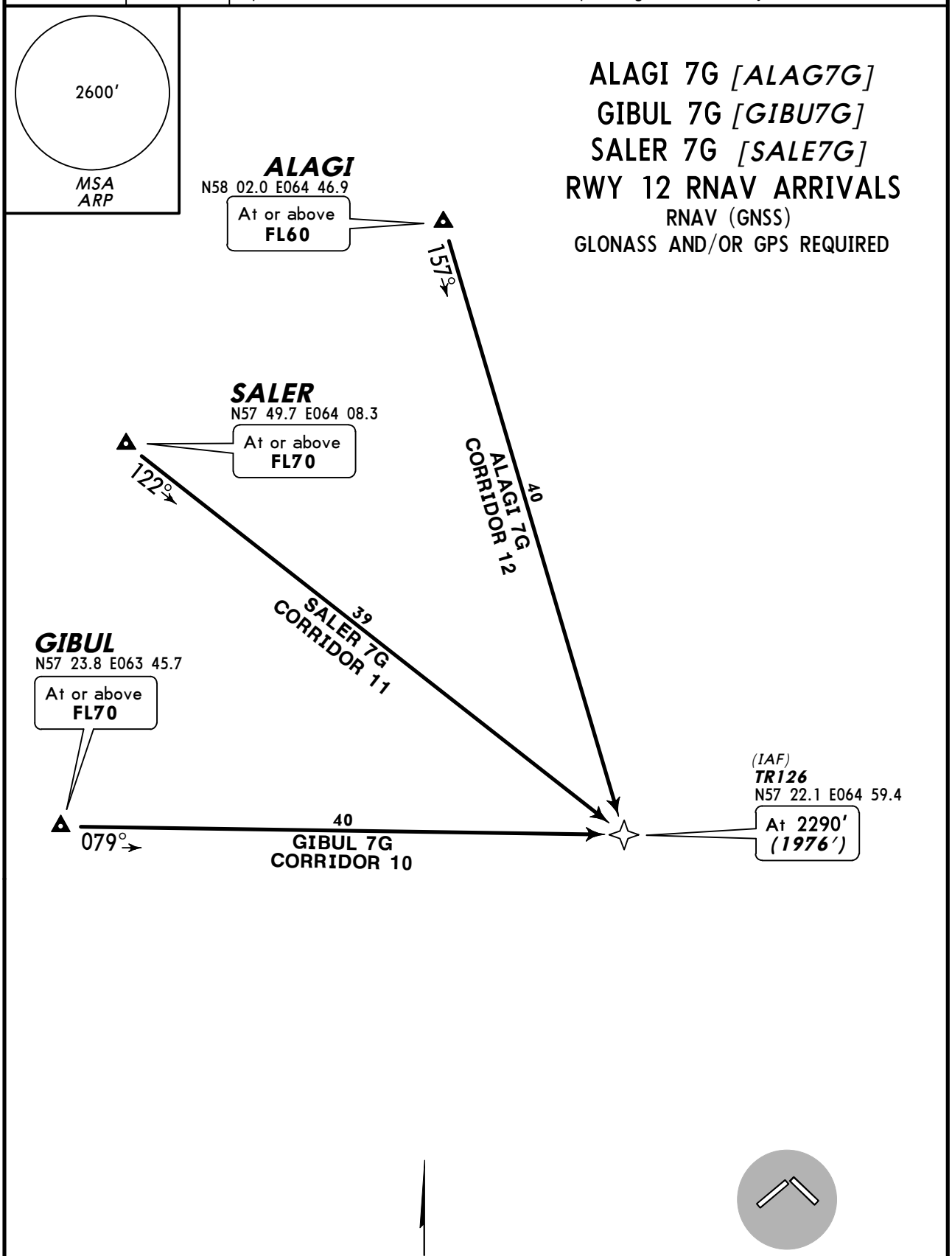
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2366′)*** Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2680′	***(2366′ - 700m)***
2290′	***(1976′ - 600m)***

Direct distance from TR126 to:
Roshchino Apt **16 NM**

STAR	ROUTING
ALAGI 7G	ALAGI (FL60+) - TR126 (2290′).
GIBUL 7G	GIBUL (FL70+) - TR126 (2290′).
SALER 7G	SALER (FL70+) - TR126 (2290′).

CHANGES: FL conversion; crossings revised.

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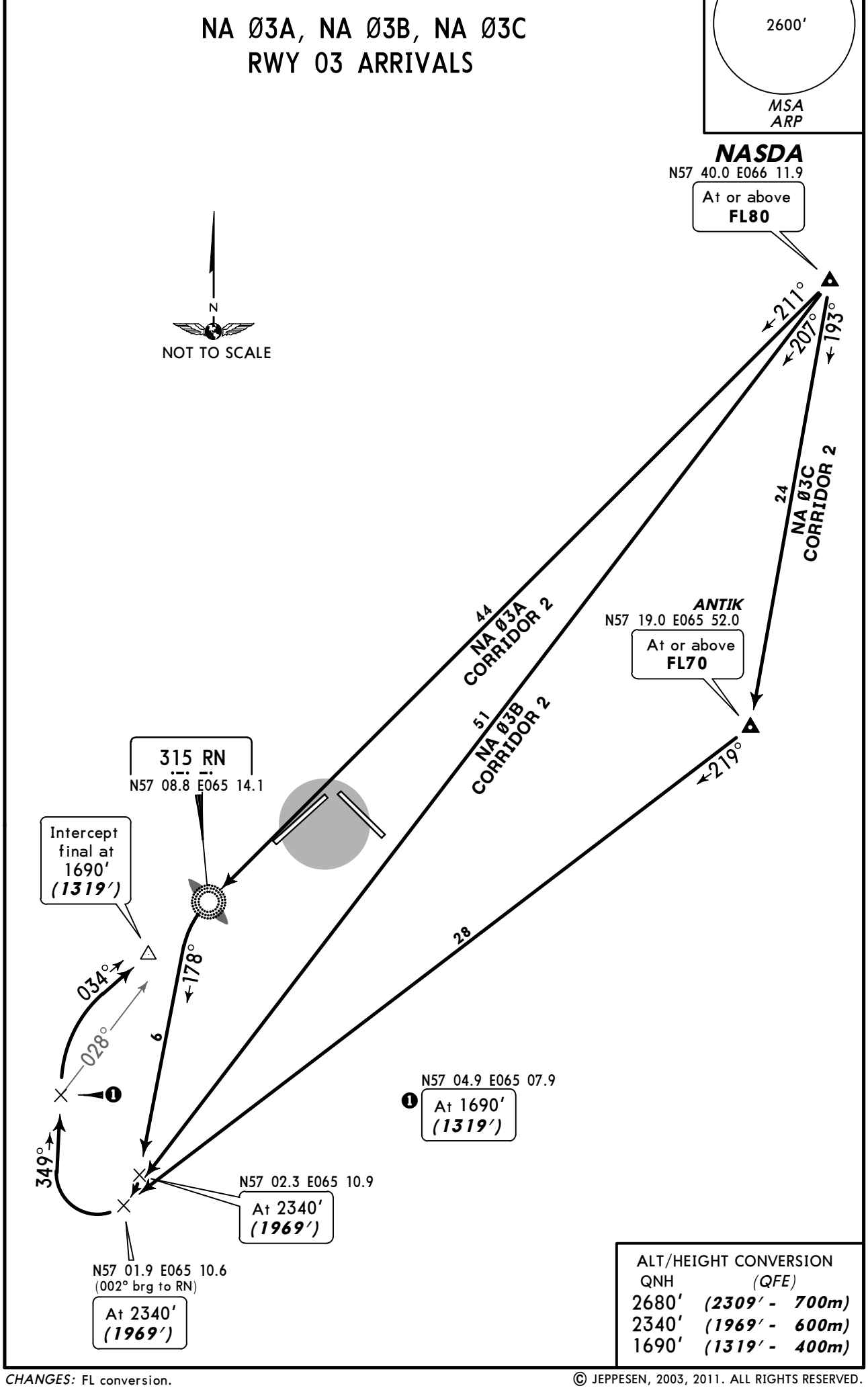
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2309′)*

NA Ø3A, NA Ø3B, NA Ø3C
RWY 03 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	*(2309′ - 700m)*
2340′	*(1969′ - 600m)*
1690′	*(1319′ - 400m)*

CHANGES: FL conversion.

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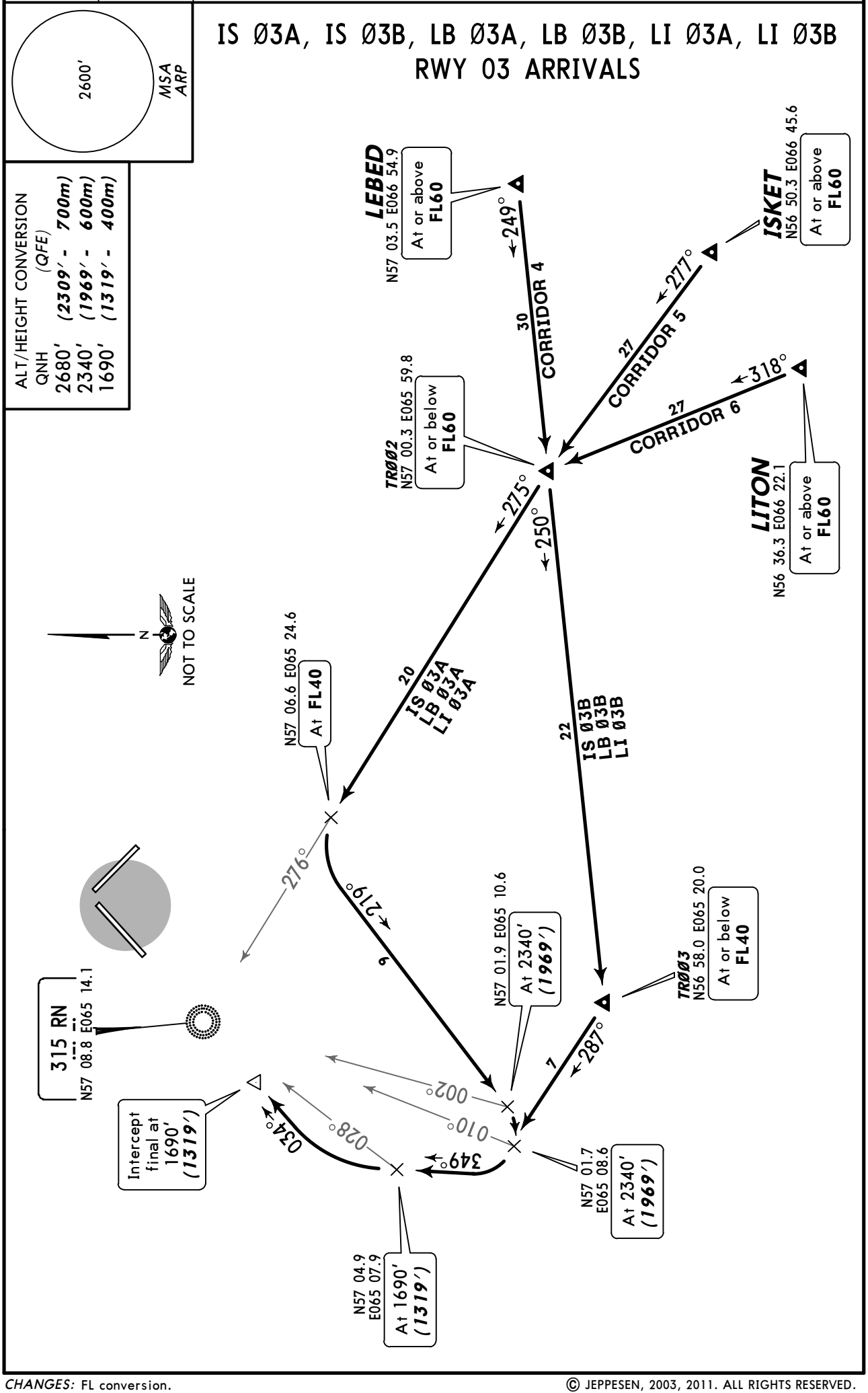
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2309′)*

IS Ø3A, IS Ø3B, LB Ø3A, LB Ø3B, LI Ø3A, LI Ø3B
RWY 03 ARRIVALS



CHANGES: FL conversion.

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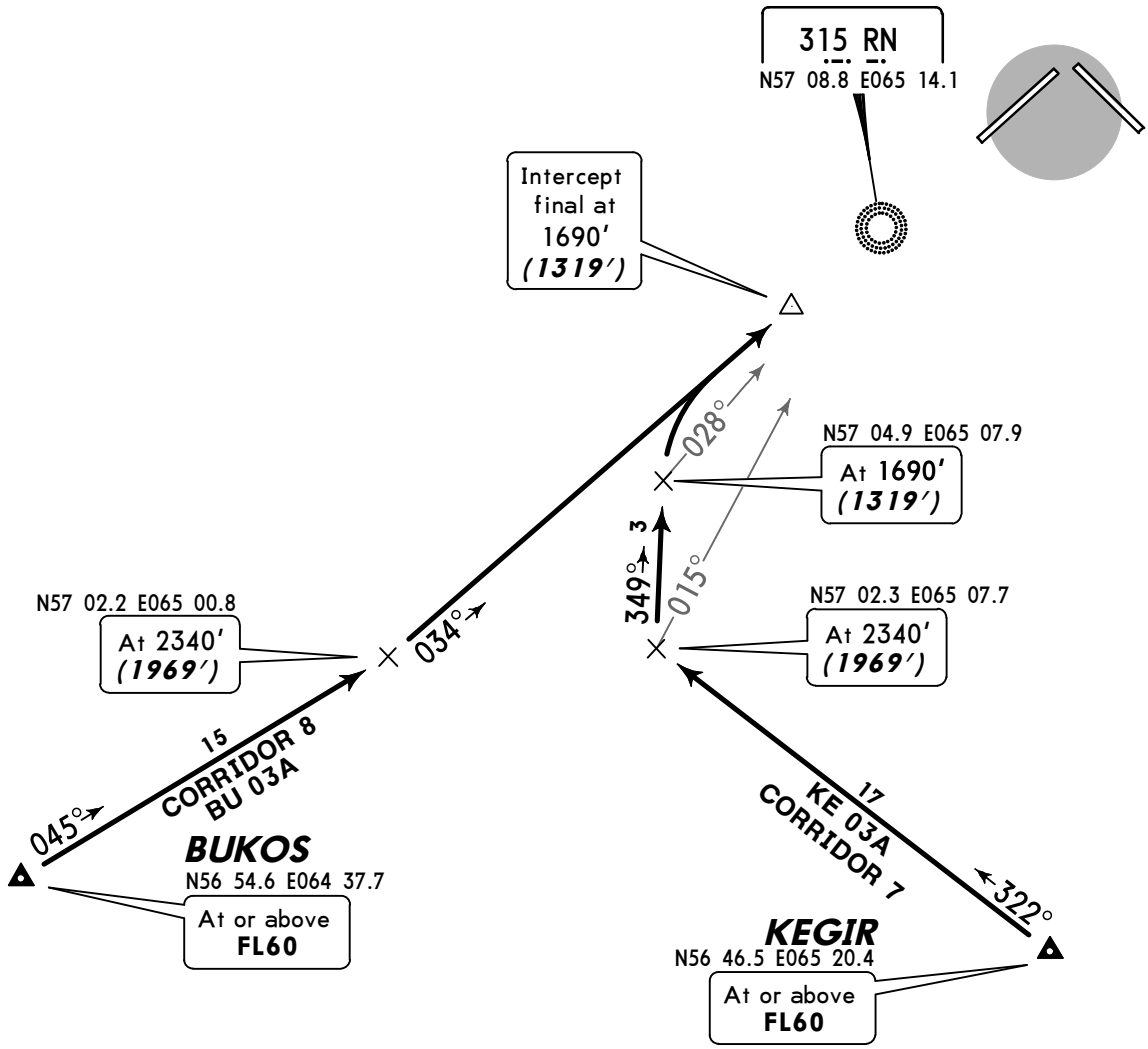
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2309′)*

2600′
MSA
ARP

BU 03A
ONLY FOR RUSSIAN USERS OF AIRSPACE
KE 03A
RWY 03 ARRIVALS
BY ATC



N
NOT TO SCALE

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	*(2309′ -*	*700m)*
2340′	*(1969′ -*	*600m)*
1690′	*(1319′ -*	*400m)*

CHANGES: FL conversion; CORRIDOR 8 established; crossings revised.

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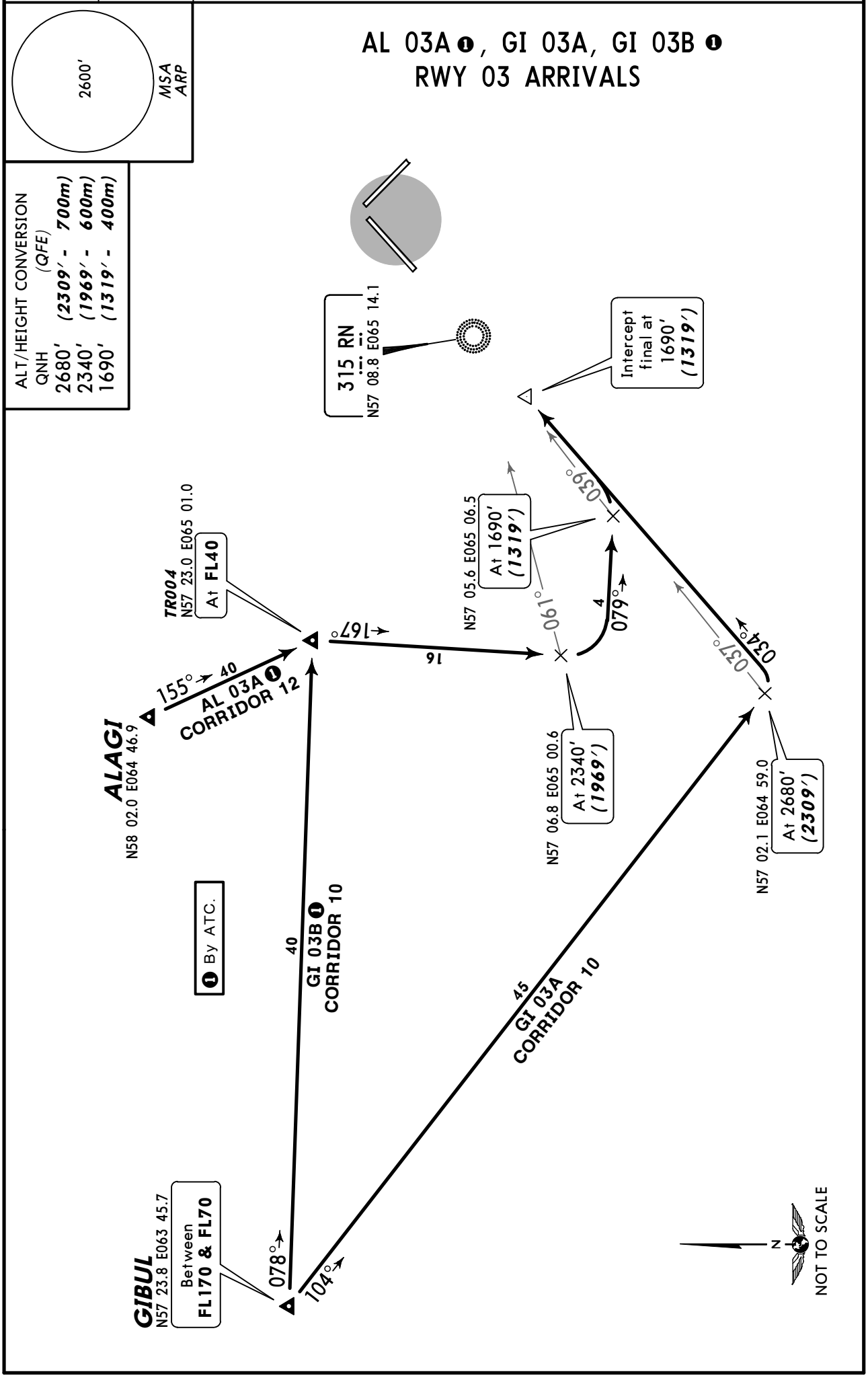
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2309′)*

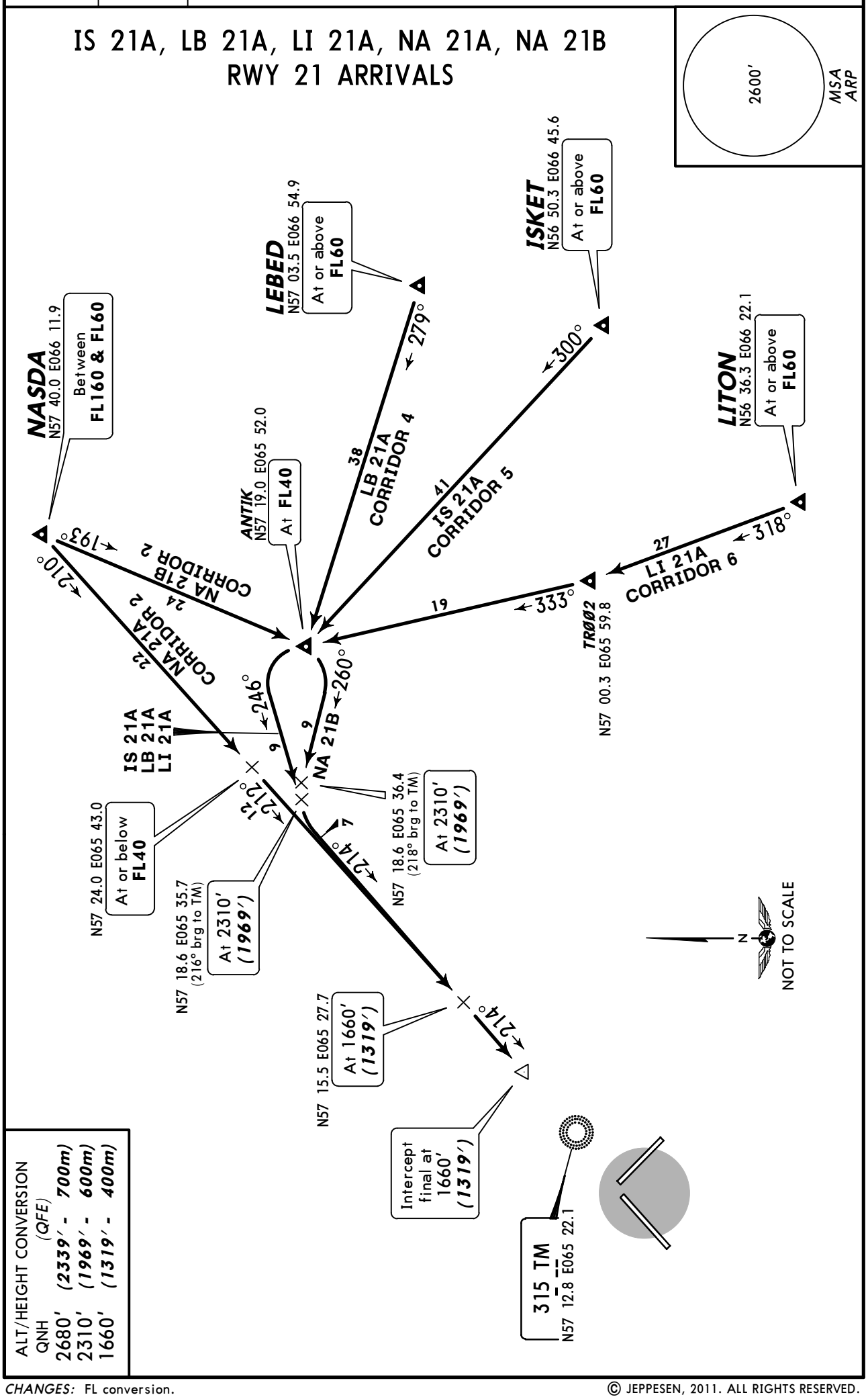


CHANGES: FL conversion; crossing at GIBUL revised.

FL conversion; crossing at GIBUL revised.

ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2339′)*

IS 21A, LB 21A, LI 21A, NA 21A, NA 21B
RWY 21 ARRIVALS



ALT/HEIGHT CONVERSION	(QFE)
QNH	
2680′	*(2339′ - 700m)*
2310′	*(1969′ - 600m)*
1660′	*(1319′ - 400m)*

CHANGES: FL conversion.

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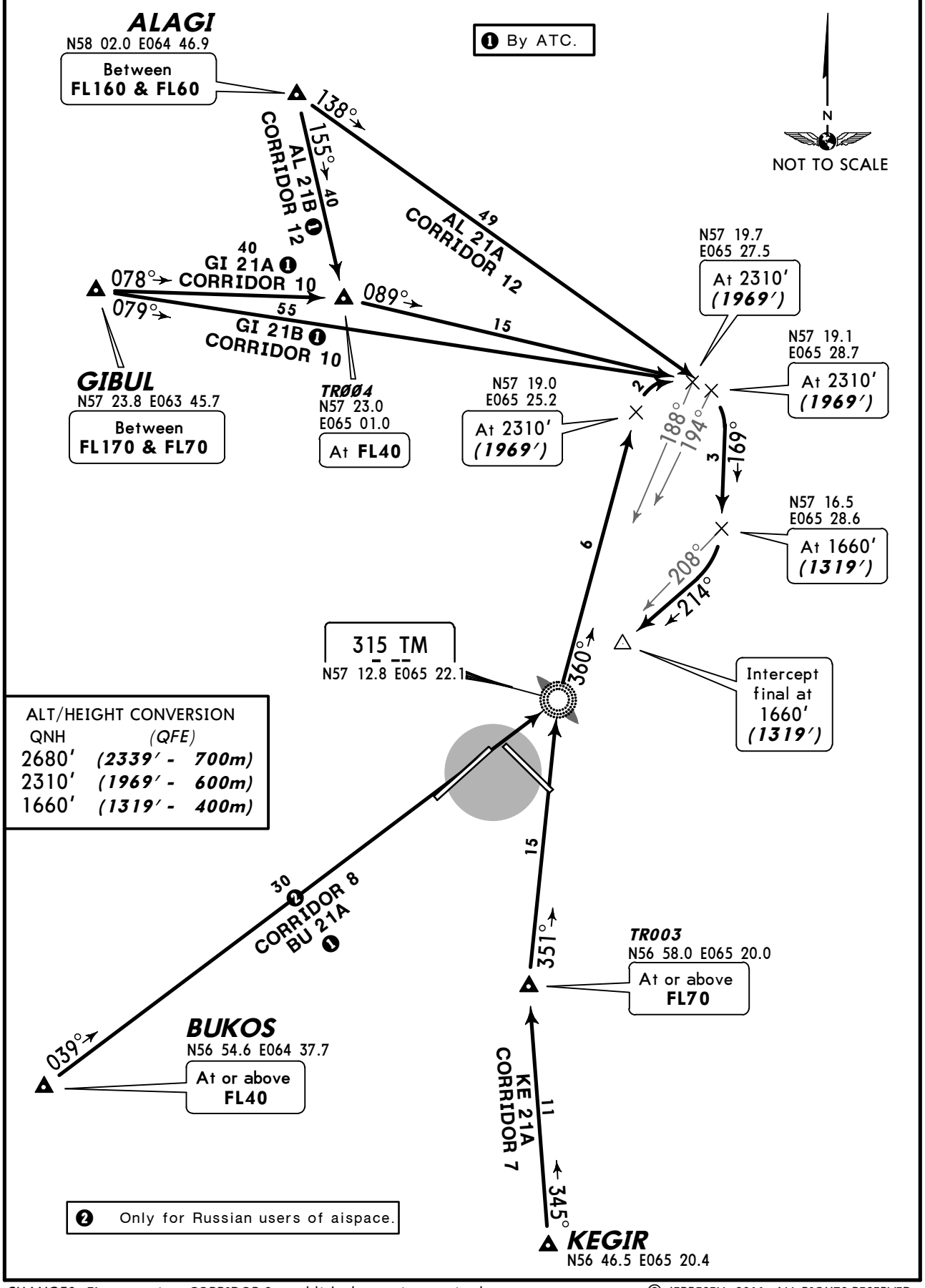
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2339′)*

AL 21A, AL 21B ❶, BU 21A ❶ GI 21A ❶, GI 21B ❶, KE 21A RWY 21 ARRIVALS



CHANGES: FL conversion; CORRIDOR 8 established; crossings revised.

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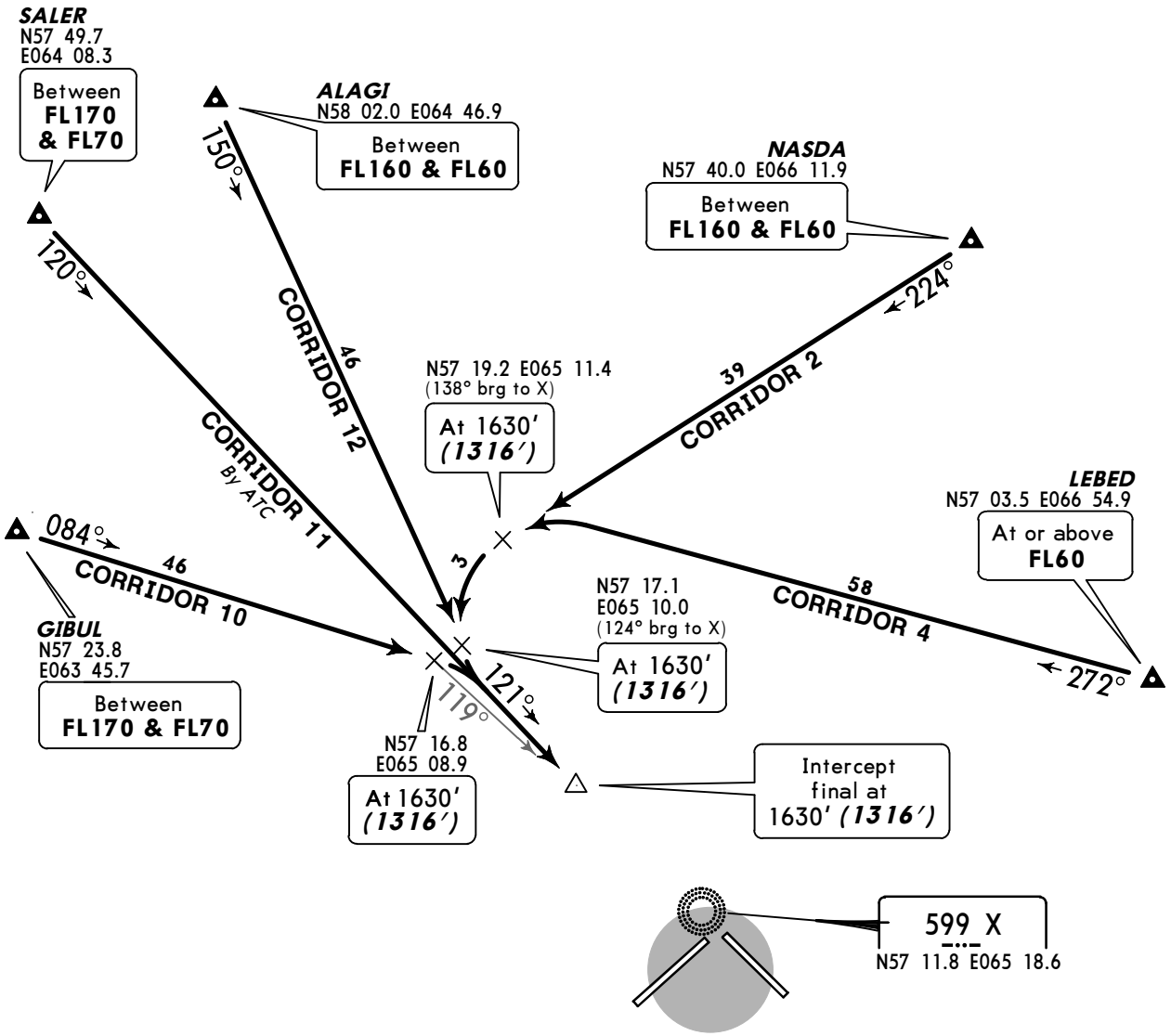
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2366′)*

2600′
MSA ARP

RWY 12 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2680′	*(2366′ - 700m)*
1630′	*(1316′ - 400m)*

N
NOT TO SCALE

CHANGES: FL conversion; crossing at SALER & GIBUL revised.

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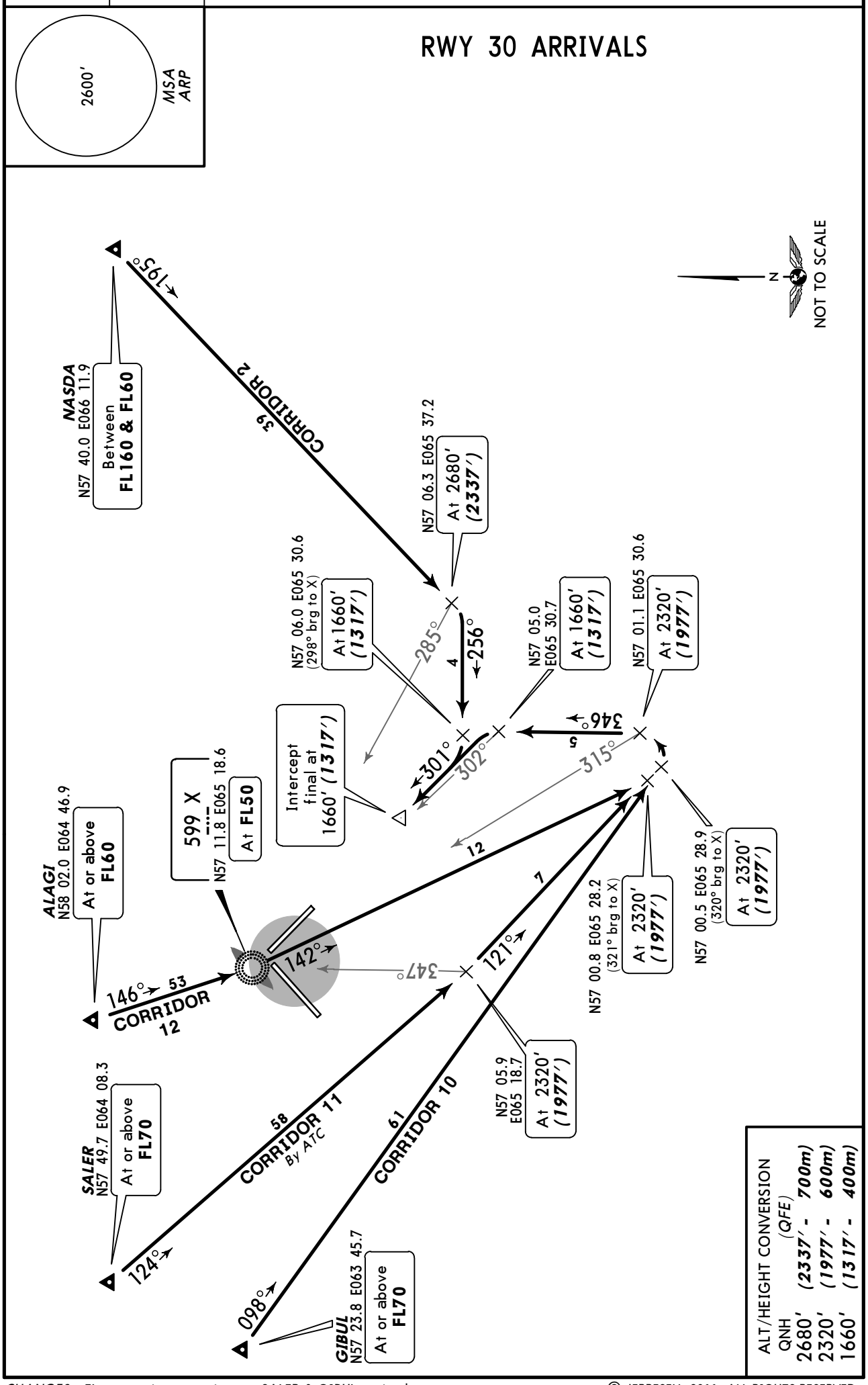
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2337′)*

RWY 30 ARRIVALS



CHANGES: FL conversion; crossings at SALER & GIBUL revised.

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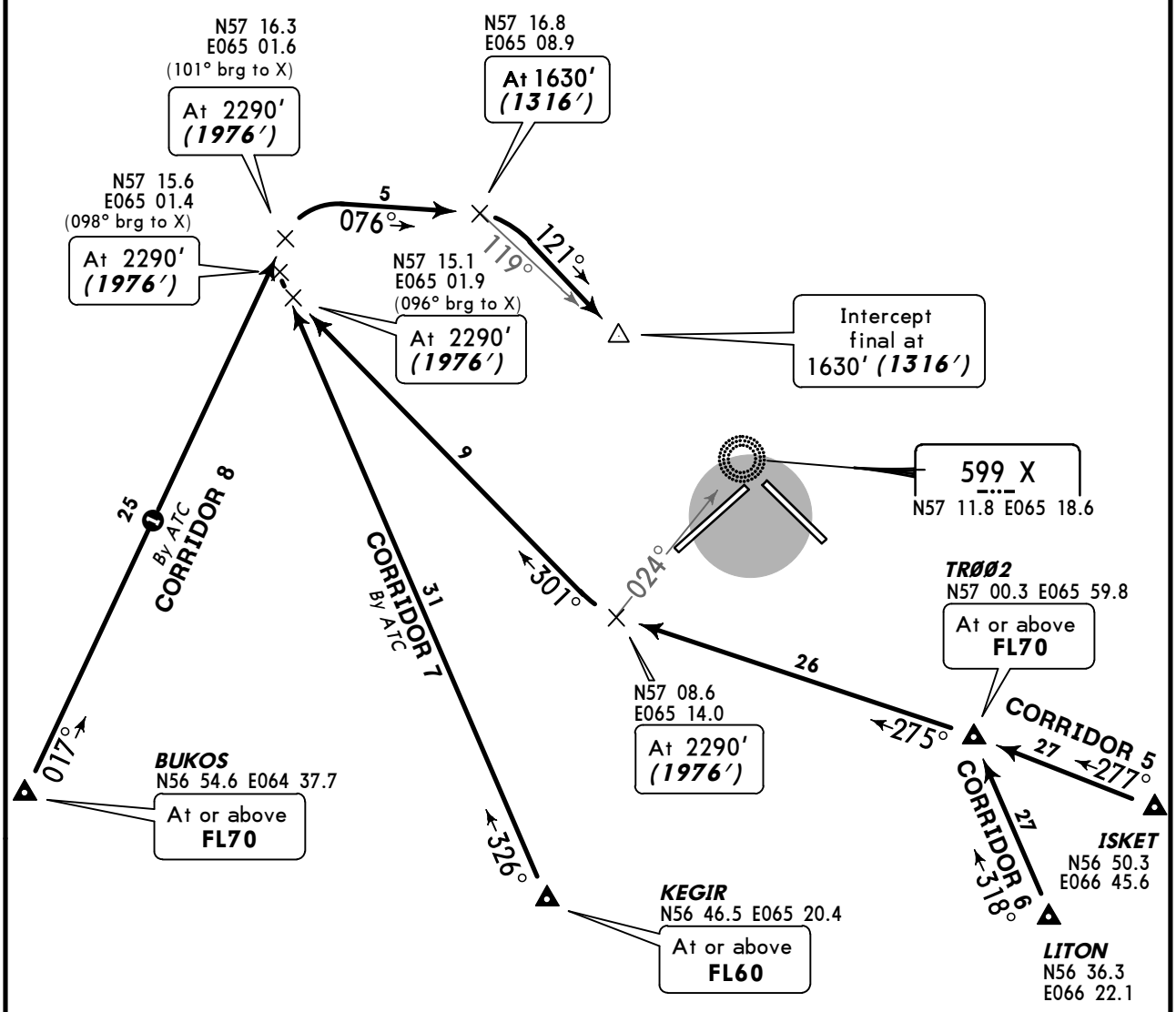
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2366′)*

2600′
MSA
ARP

RWY 12 ARRIVALS



❶ Only for Russian users of aispace.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2680′	*(2366′ - 700m)*
2290′	*(1976′ - 600m)*
1630′	*(1316′ - 400m)*

N
NOT TO SCALE

CHANGES: FL conversion; CORRIDOR 8 established; crossing at BUKOS revised.

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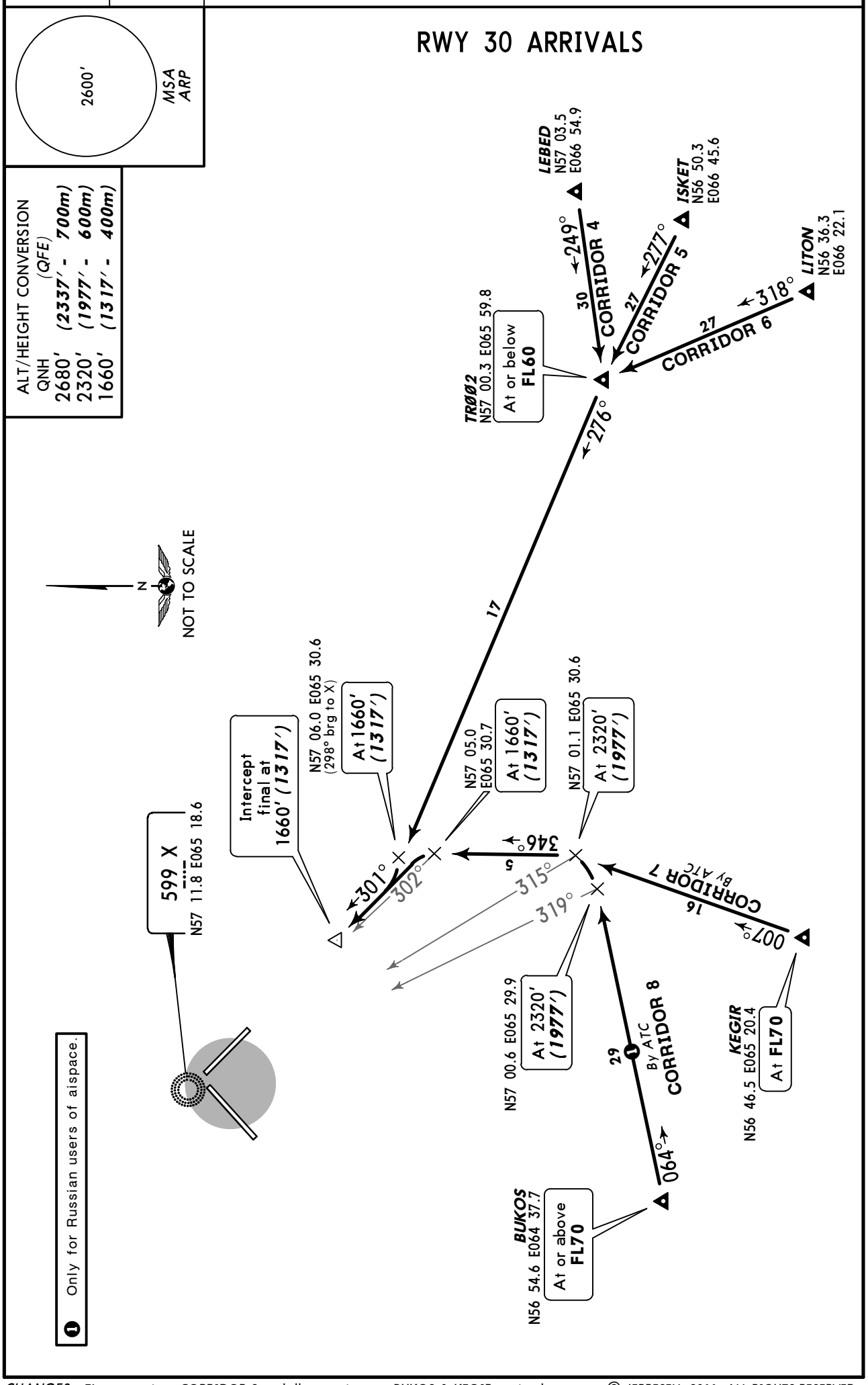
ATIS	Apt Elev	
121.7	379′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2337′)*



CHANGES: FL conversion; CORRIDOR 8 estbdl; crossings at BUKOS & KEGIR revised.

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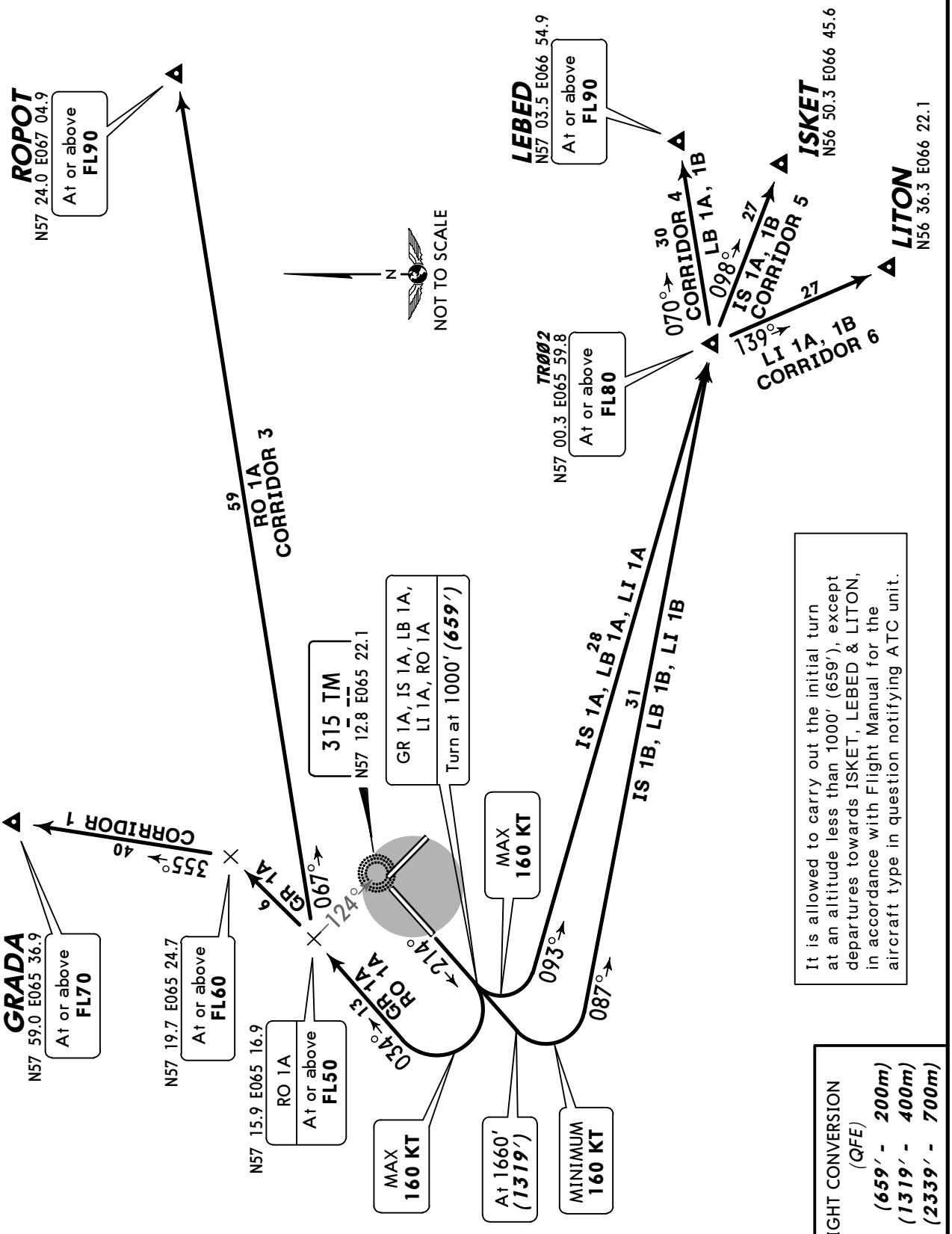
Apt Elev 379′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2339′)***

GR 1A, IS 1A, IS 1B, LB 1A, LB 1B
LI 1A, LI 1B, RO 1A
RWY 21 DEPARTURES



It is allowed to carry out the initial turn at an altitude less than 1000′ (659′), except departures towards ISKET, LEBED & LITON, in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1000′	***(659′ - 200m)***
1660′	***(1319′ - 400m)***
2680′	***(2339′ - 700m)***

CHANGES: FL conversion.

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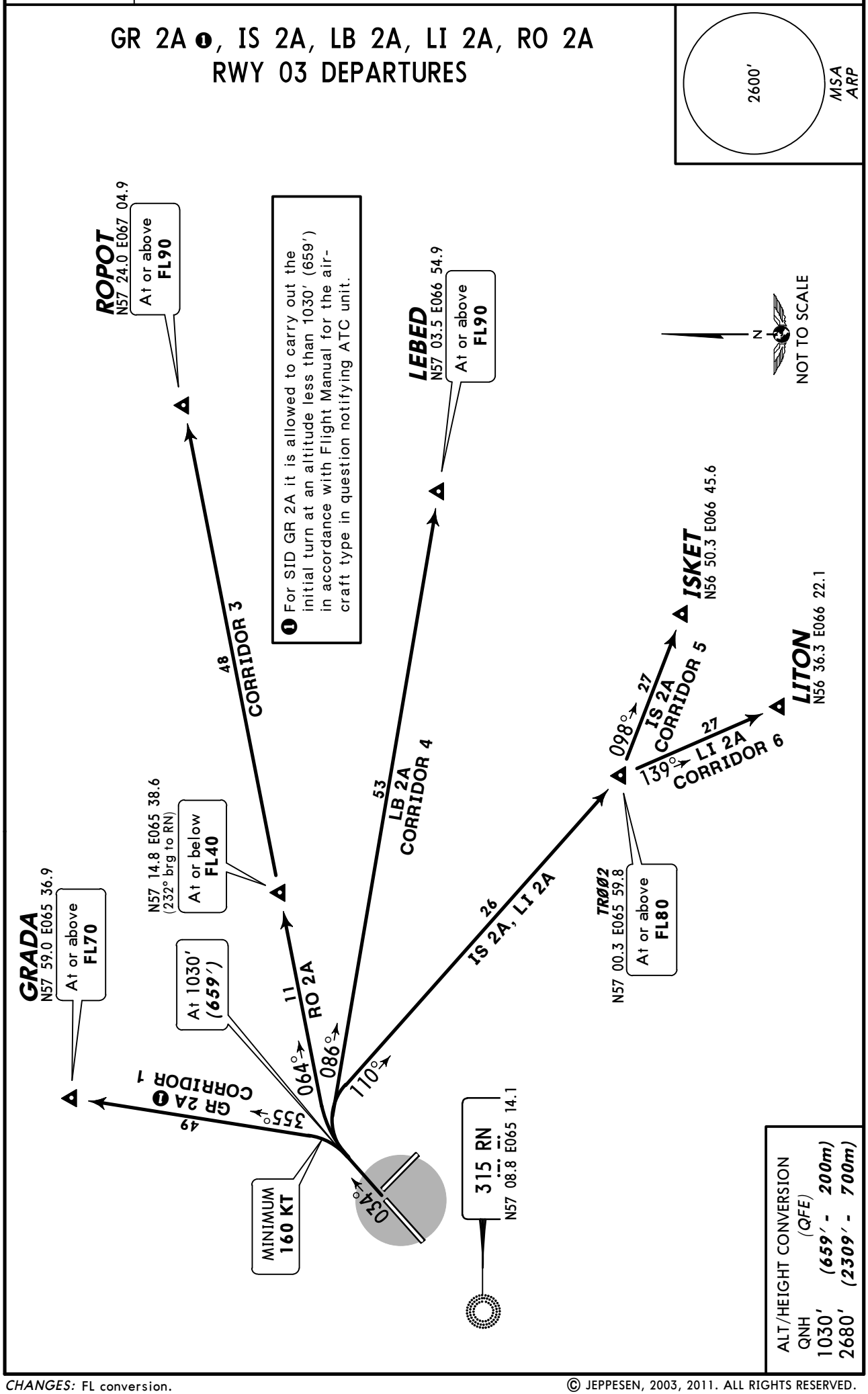
Apt Elev 379′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2309′)***

GR 2A ❶, IS 2A, LB 2A, LI 2A, RO 2A
RWY 03 DEPARTURES



CHANGES: FL conversion.

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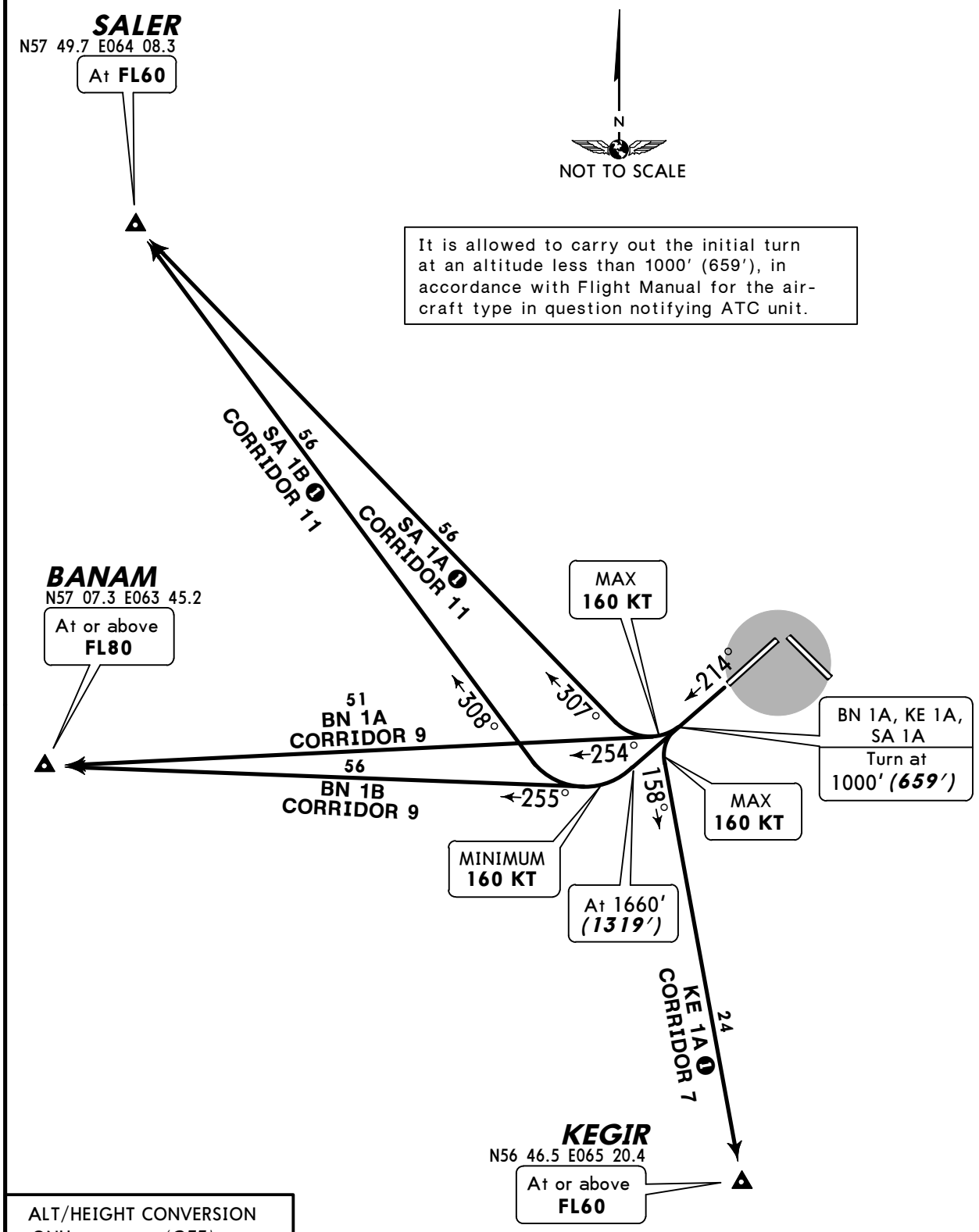
Apt Elev	
379′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2339′)***

2600′
MSA
ARP

BN 1A, BN 1B, KE 1A ❶, SA 1A ❶, SA 1B ❶
RWY 21 DEPARTURES

❶ By ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1000′	***(659′ - 200m)***
1660′	***(1319′ - 400m)***
2680′	***(2339′ - 700m)***

CHANGES: FL conversion; crossing at SALER revised.

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Apt Elev 379′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2309′)***

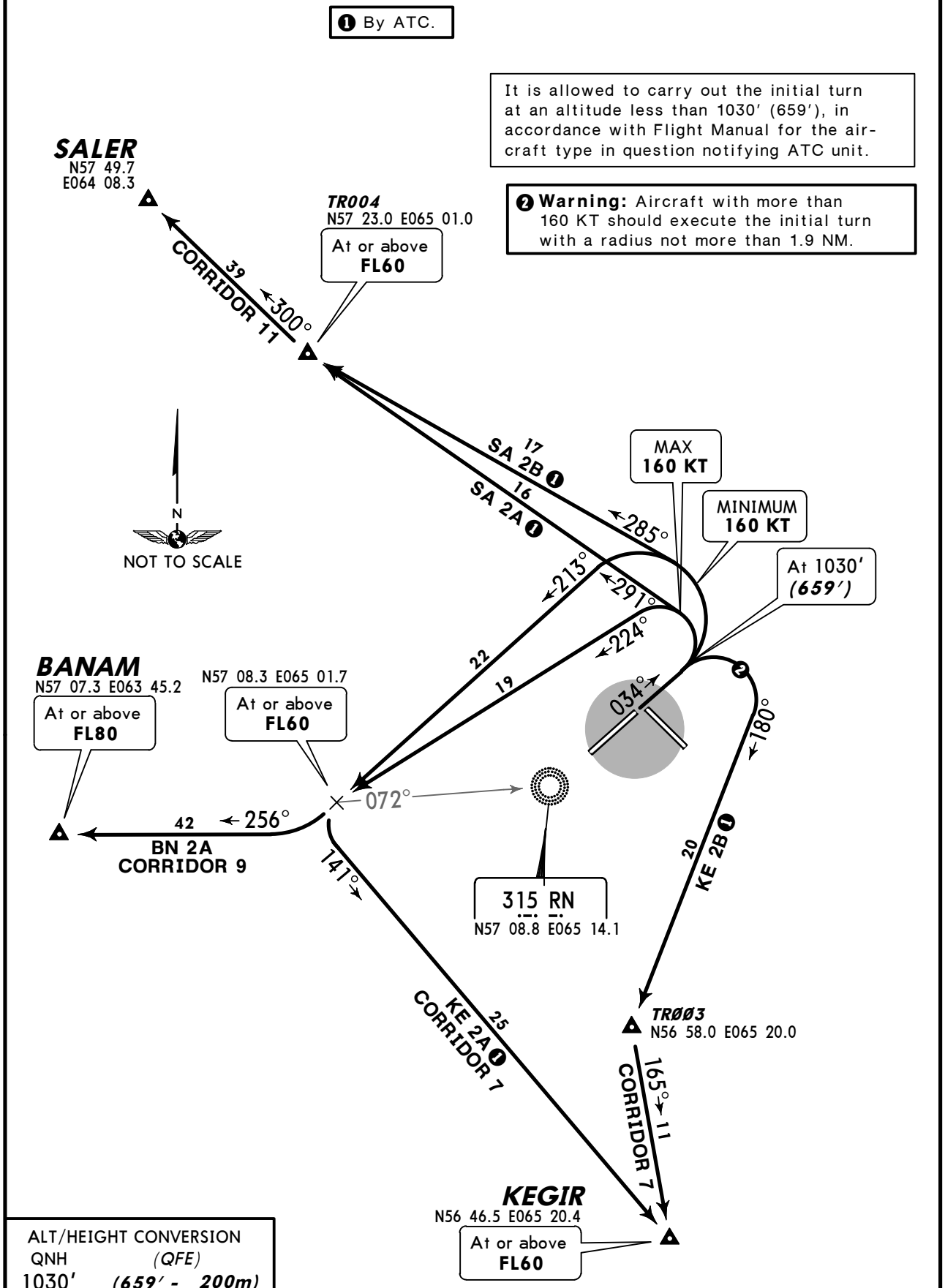
BN 2A, KE 2A ❶, KE 2B ❶, SA 2A ❶, SA 2B ❶ RWY 03 DEPARTURES

2600′
MSA ARP

❶ By ATC.

It is allowed to carry out the initial turn at an altitude less than 1030′ (659′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

❷ **Warning:** Aircraft with more than 160 KT should execute the initial turn with a radius not more than 1.9 NM.



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1030′	***(659′ - 200m)***
2680′	***(2309′ - 700m)***

CHANGES: FL conversion.

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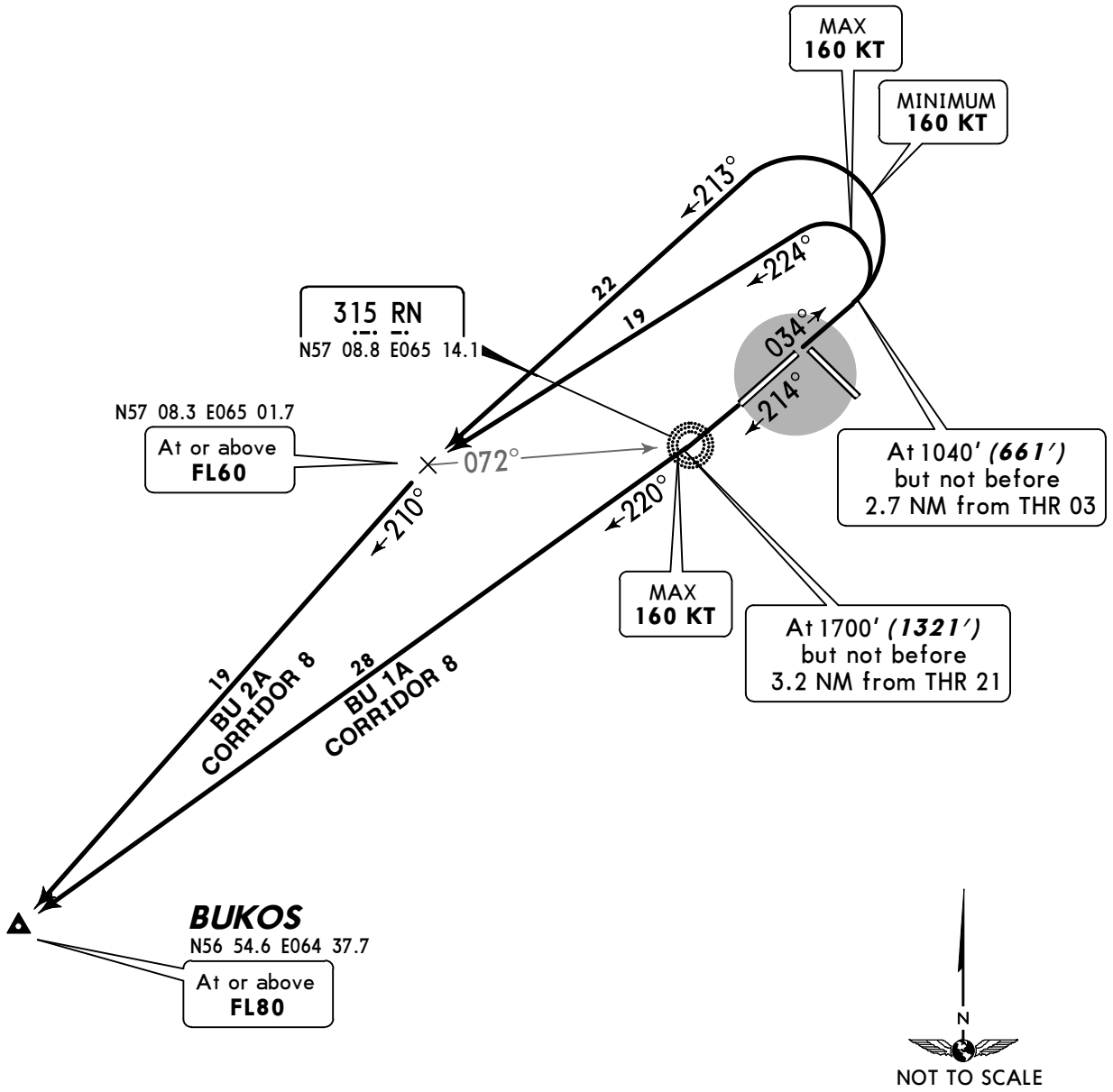
Apt Elev 379′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2301′)***

2600′
MSA ARP

BU 1A, BU 2A
RWYS 21, 03 DEPARTURES
ONLY FOR RUSSIAN USERS OF AIRSPACE BY ATC



It is allowed to carry out the initial turn at an altitude less than 1040′ (661′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1040′	***(661′ - 200m)***
1700′	***(1321′ - 400m)***
2680′	***(2301′ - 700m)***

CHANGES: FL conversion; CORRIDOR 8 established; chart reindexed.

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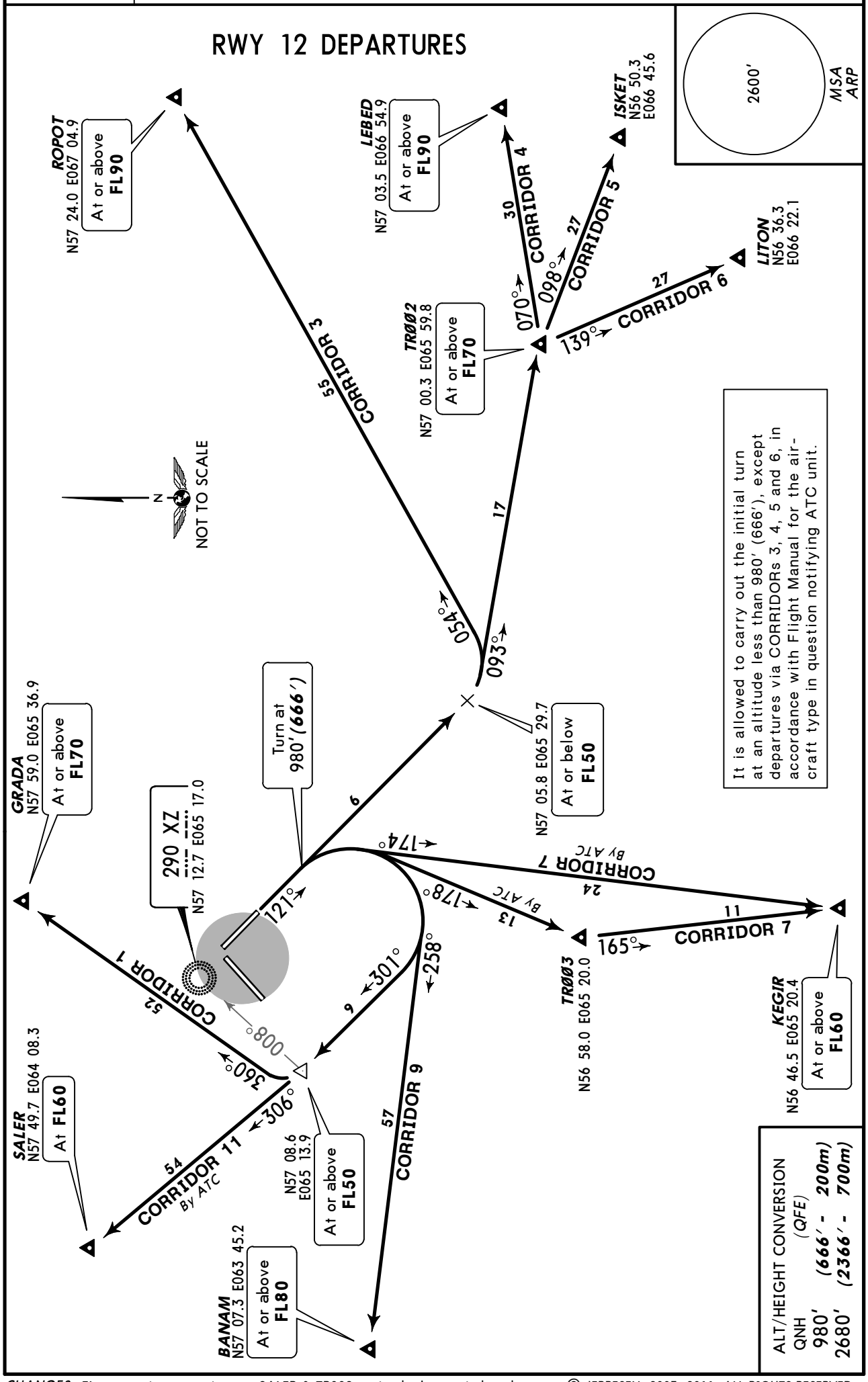
Apt Elev 379′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2366′)***

RWY 12 DEPARTURES



CHANGES: FL conversion; crossings at SALER & TR002 revised; chart reindexed.

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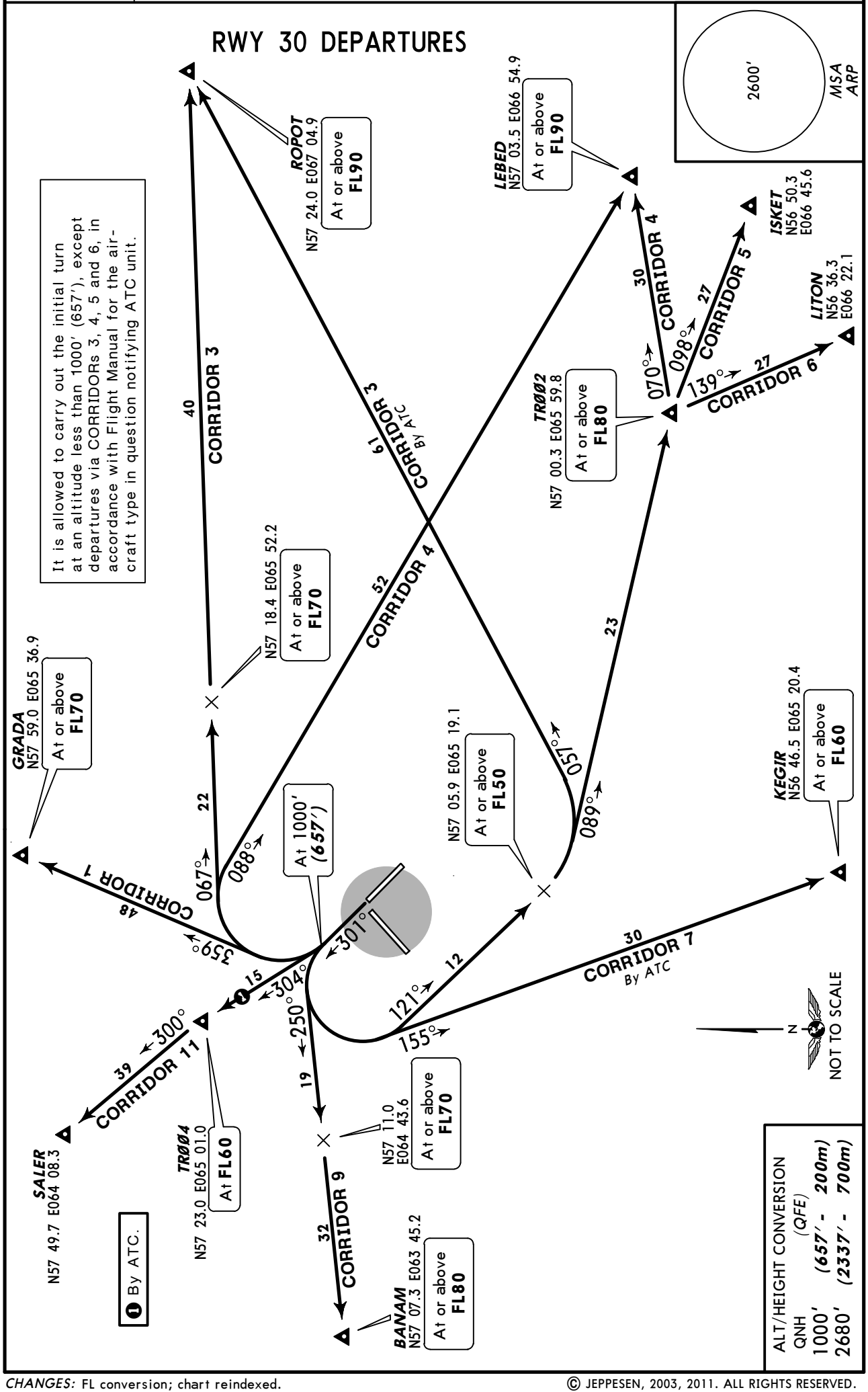
Apt Elev 379′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2337′)***



CHANGES: FL conversion; chart reindexed.

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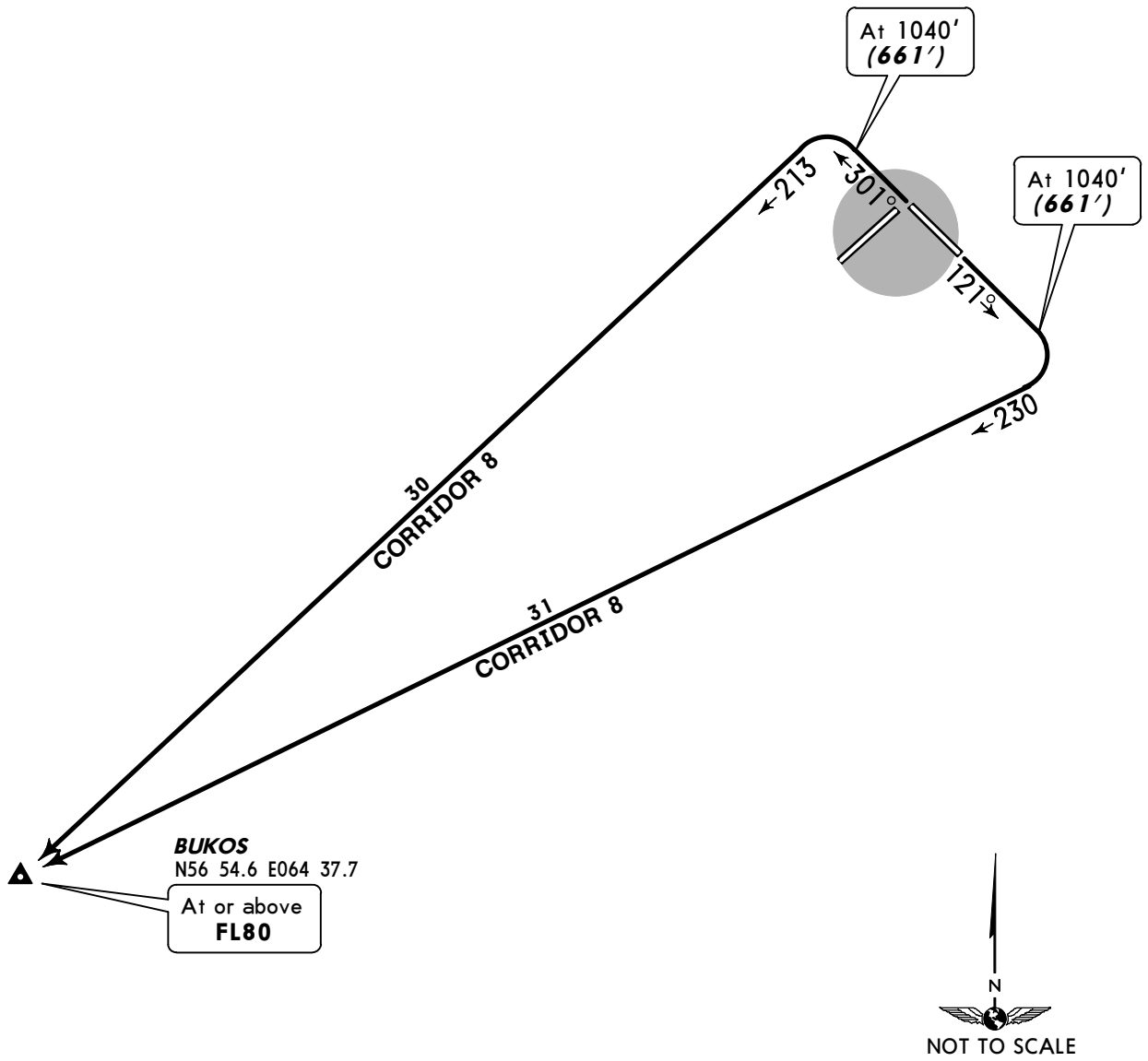
Apt Elev 379′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2301′)***

2600′
MSA
ARP

RWYS 12, 30 DEPARTURES

ONLY FOR RUSSIAN USERS OF AIRSPACE
BY ATC



It is allowed to carry out the initial turn at an altitude less than 1040′ (661′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1040′	***(661′ - 200m)***
2680′	***(2301′ - 700m)***

CHANGES: FL conversion; CORRIDOR 8 established.

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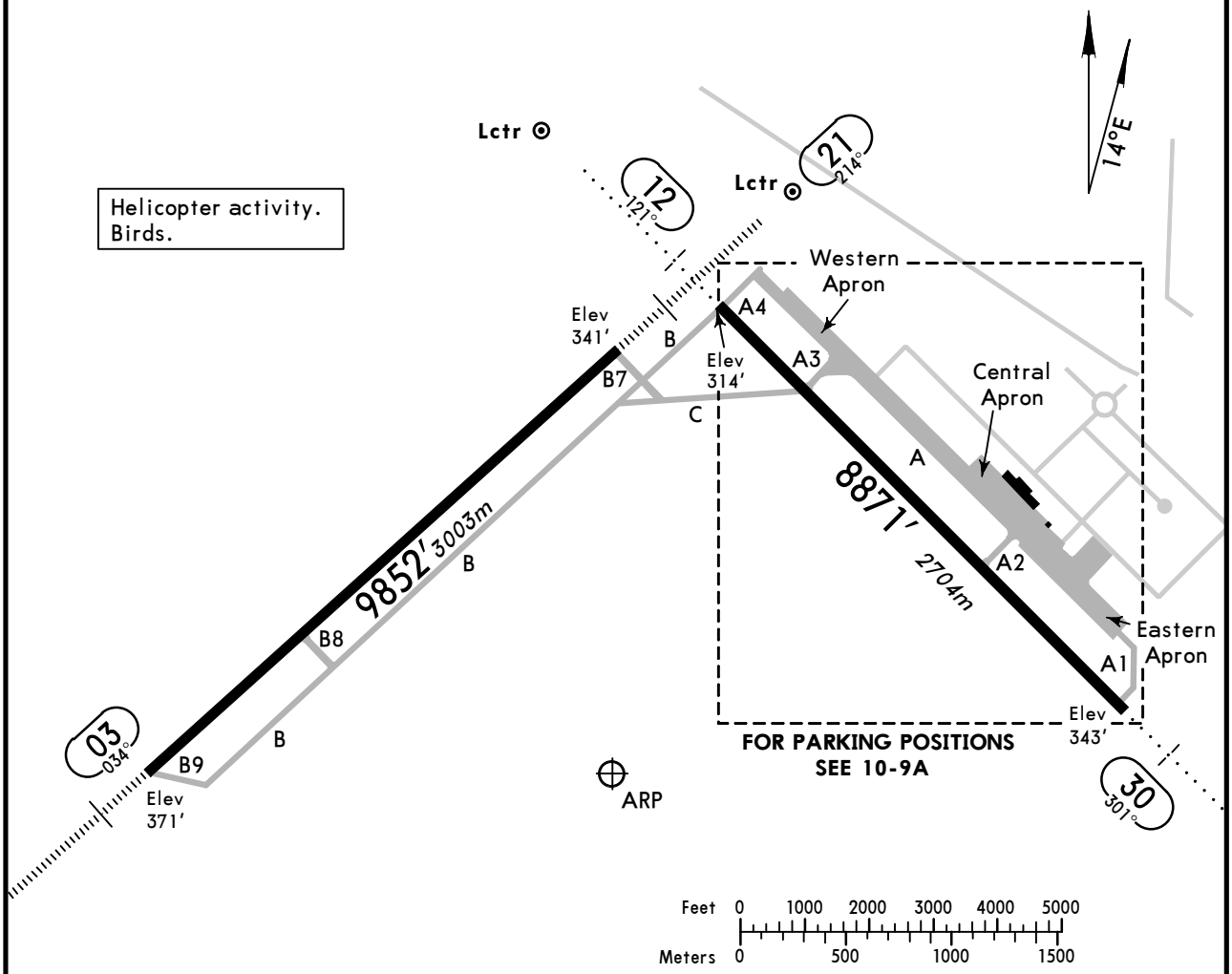
ATIS	TYUMEN Taxiing (TWR)	Start (TWR)
121.7	119.0	118.2



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03	HIRL *(60m)*	HIALS	PAPI-L(angle 2.67°)	RVR		8572′ *2613m*	9524′ *2903m* ❶	148′ *45m*
21	HIRL *(60m)*	HIALS	PAPI-L(angle 2.67°)	RVR		8769′ *2673m*		
12	RL *(50m)*	ALS	PAPI-L(angle 2.67°)	RVR			8543′ *2604m* ❶	164′ *50m*
30	RL *(50m)*	ALS	PAPI-L(angle 3.00°)	RVR				

❶ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

CHANGES: Apt & rwy elev. Grass rwy withdrawn. Lights.

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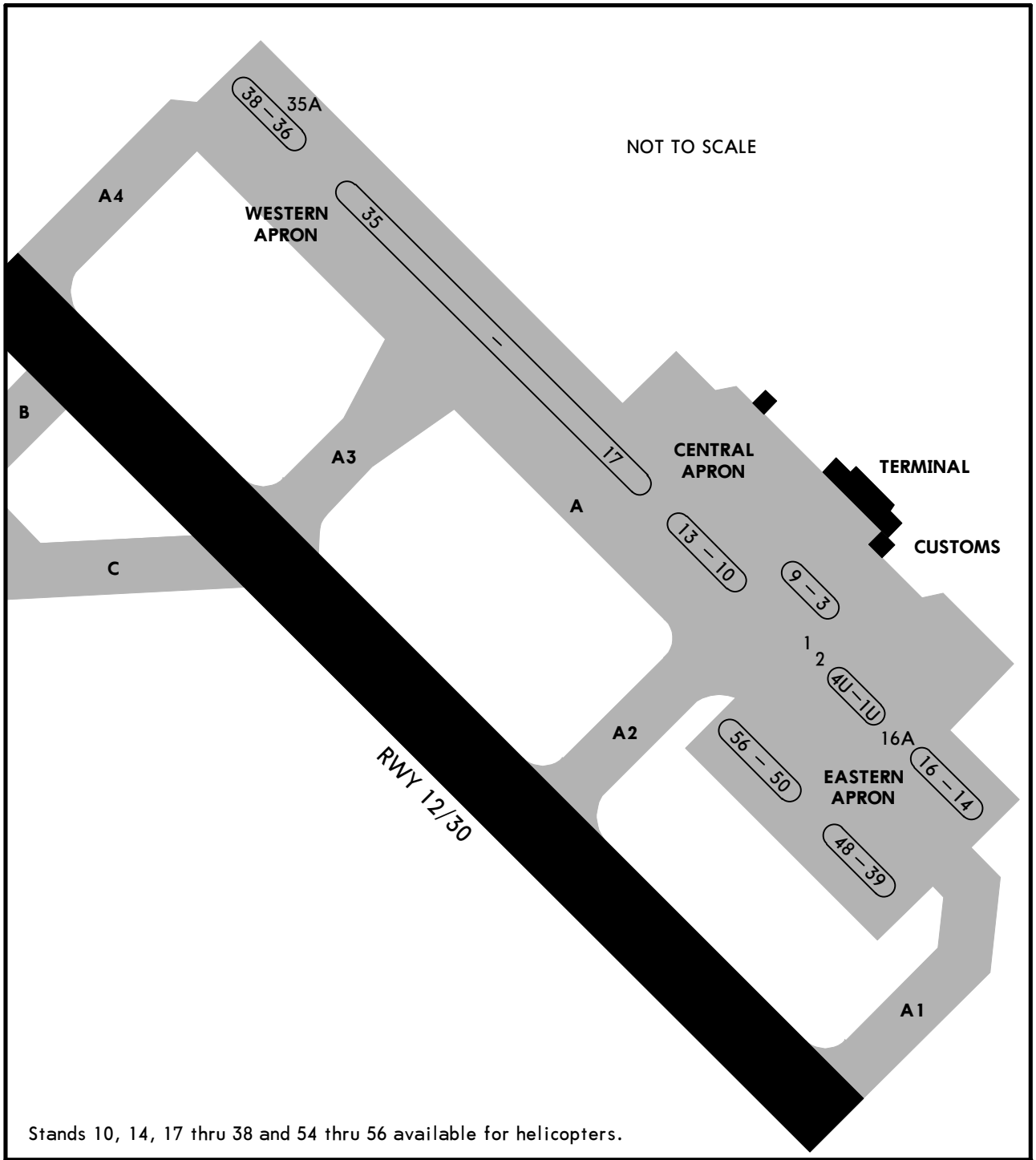

Stands 10, 14, 17 thru 38 and 54 thru 56 available for helicopters.

INS COORDINATES

STAND No.	COORDINATES		STAND No.	COORDINATES	
1	N57 10.7	E065 21.1	35 A	N57 11.3	E065 19.0
2	N57 10.7	E065 21.0	36	N57 11.3	E065 19.9
3	N57 10.8	E065 21.0	37	N57 11.4	E065 19.9
4, 5	N57 10.8	E065 20.0	38	N57 11.4	E065 19.8
6, 7	N57 10.8	E065 20.9	39 thru 41	N57 10.5	E065 21.3
8	N57 10.9	E065 20.9	42	N57 10.6	E065 21.3
9 thru 11	N57 10.9	E065 20.8	43 thru 45	N57 10.6	E065 21.2
12, 13	N57 10.9	E065 20.7	46 thru 49	N57 10.6	E065 21.1
17 thru 19	N57 10.0	E065 20.6	50, 51	N57 10.7	E065 21.0
20 thru 22	N57 11.0	E065 20.5	52 thru 54	N57 10.7	E065 20.0
23 thru 25	N57 11.1	E065 20.4	55	N57 10.7	E065 20.9
26 thru 28	N57 11.1	E065 20.3	56	N57 10.8	E065 20.9
29 thru 31	N57 11.2	E065 20.2			
32, 33	N57 11.2	E065 20.1			
34 thru 35	N57 11.3	E065 20.0			

CHANGES: Helicopterstands & coordinates.

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STRAIGHT-IN RWY		A	B	C	D
03	ILS	**571**′(200′)	**571**′(200′)	**571**′(200′)	**571**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV ❶	**680**′(309′)	**680**′(309′)	**680**′(309′)	**680**′(309′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB ❶	**730**′(359′)	**730**′(359′)	**730**′(359′)	**730**′(359′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
12	RNAV ❶	**660**′(346′)	**660**′(346′)	**660**′(346′)	**660**′(346′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶	**670**′(356′)	**670**′(356′)	**670**′(356′)	**670**′(356′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1600m	R1600m	R1600m	R1600m
21	ILS	**541**′(200′)	**541**′(200′)	**541**′(200′)	**541**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV ❶	**650**′(309′)	**650**′(309′)	**650**′(309′)	**650**′(309′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB ❶	**700**′(359′)	**700**′(359′)	**700**′(359′)	**700**′(359′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
30	RNAV ❶	**710**′(366′)	**710**′(366′)	**710**′(366′)	**710**′(366′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB	**1050**′(706′)	**1050**′(706′)	**1050**′(706′)	**1050**′(706′)
		C3300m	**C3300m**	**C3500m**	**C3500m**
	ALS out	C3500m	C3500m	C3700m	C3700m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 03, 12, 21, 30

	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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STRAIGHT-IN RWY		A	B	C	D
03	ILS	**571′**(200′)	**571′**(200′)	**571′**(200′)	**571′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV	**680′**(309′)	**680′**(309′)	**680′**(309′)	**680′**(309′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**680′**(309′)	**680′**(309′)	**680′**(309′)	**680′**(309′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
12	RNAV	**660′**(346′)	**660′**(346′)	**660′**(346′)	**660′**(346′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**640′**(326′)	**640′**(326′)	**640′**(326′)	**640′**(326′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
21	ILS	**541′**(200′)	**541′**(200′)	**541′**(200′)	**541′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV	**650′**(309′)	**650′**(309′)	**650′**(309′)	**650′**(309′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**670′**(329′)	**670′**(329′)	**670′**(329′)	**670′**(329′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
30	RNAV	**710′**(367′)	**710′**(367′)	**710′**(367′)	**710′**(367′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1050′**(707′)	**1050′**(707′)	**1050′**(707′)	**1050′**(707′)
		R1500m	**R1500m**	**R2000m**	**R2000m**

TAKE-OFF RWY 03, 12, 21, 30

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

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BRIEFING STRIP ™

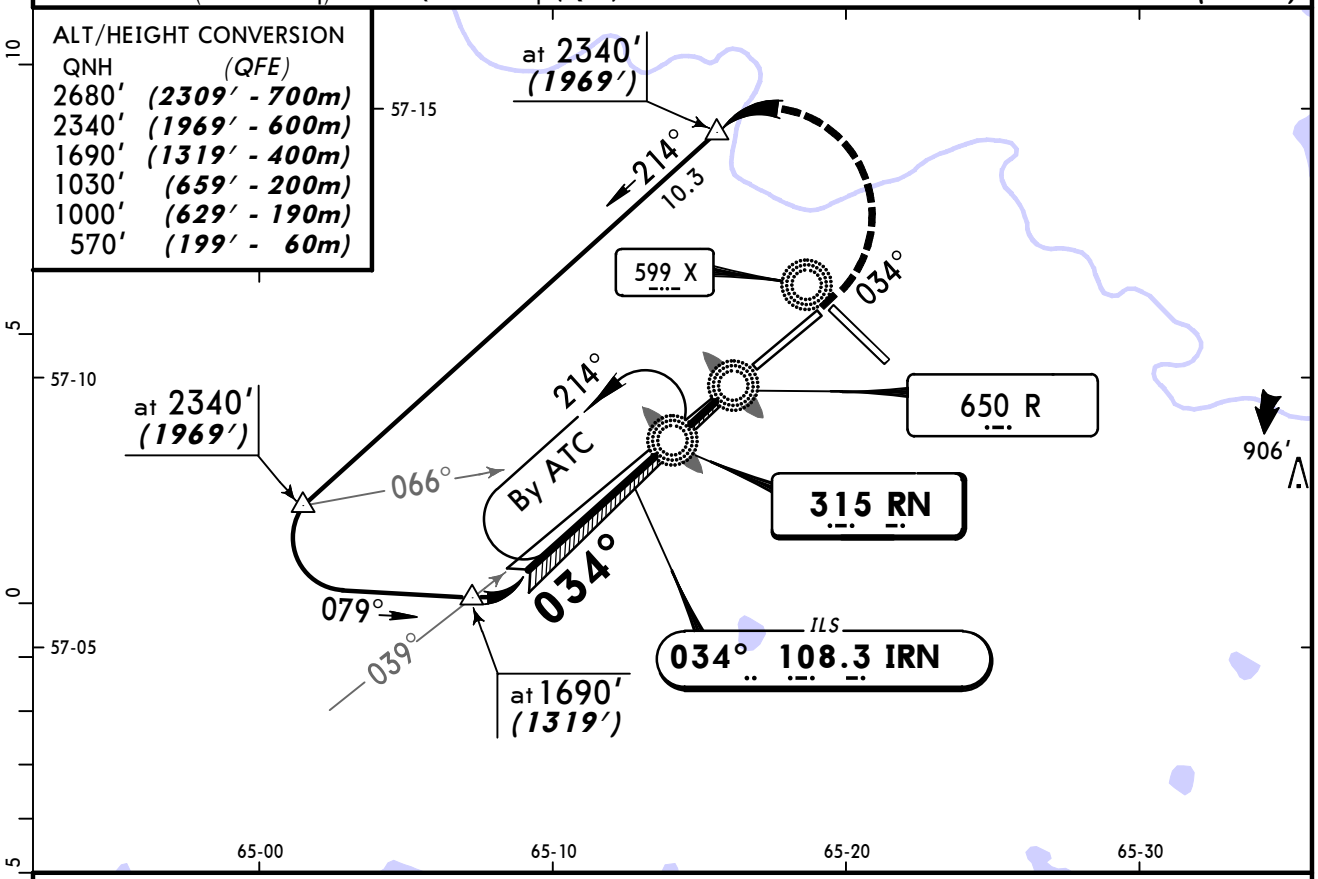
ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

LOC IRN **108.3**	Final Apch Crs **034°**	GS LOM 994′ (623′)	ILS DA(H) 571′ (200′)	Apt Elev 379′
NDB RN **315**		Minimum Alt LOM 1000′ (629′)	NDB MDA(H) 680′ (309′)	RWY **371′**

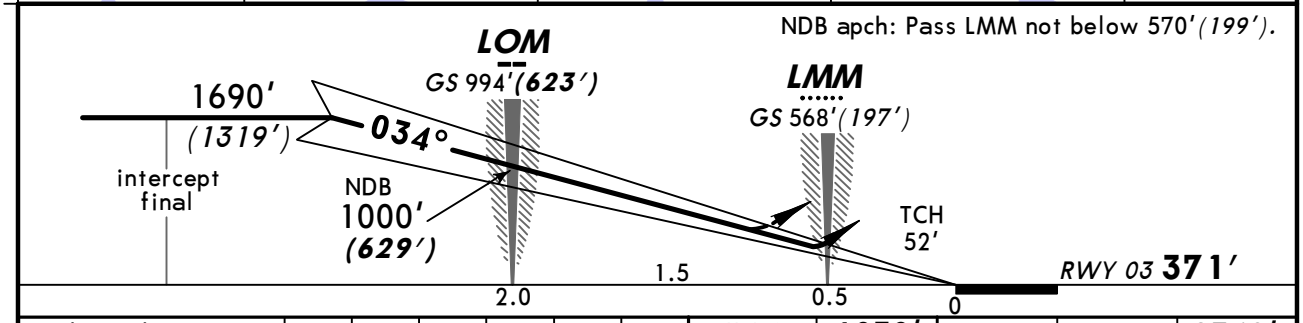
2600′
MSA ARP

MISSED APCH: Climb on 034° to 1030′ (659′), then turn LEFT onto 214° climbing to 2340′ (1969′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2680′ (2309′)



NDB apch: Pass LMM not below 570′ (199′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 2.67°	336	433	481	577	673	769

HIALS PAPI 1030′ (659′) on 034° 214° LT 2340′ (1969′)

STRAIGHT-IN LANDING RWY **03**

	ILS DA(H) 571′ (200′) FULL	ILS DA(H) 571′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 680′ (309′)	NDB MDA(H) 680′ (309′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: FL.

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USTR/TJM
ROSHCHINO

JEPPESEN
4 NOV 11 (11-2) Eff 17 Nov

TYUMEN, RUSSIA
ILS or 2 NDB Rwy 21

BRIEFING STRIP ™

ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

LOC ITM 110.7	Final Apch Crs 214°	GS/ Minimum Alt LOM 1030′ (689′)	ILS DA(H) 541′ (200′)	Apt Elev 379′
NDB TM 315			NDB MDA(H) 670′ (329′)	RWY 341′

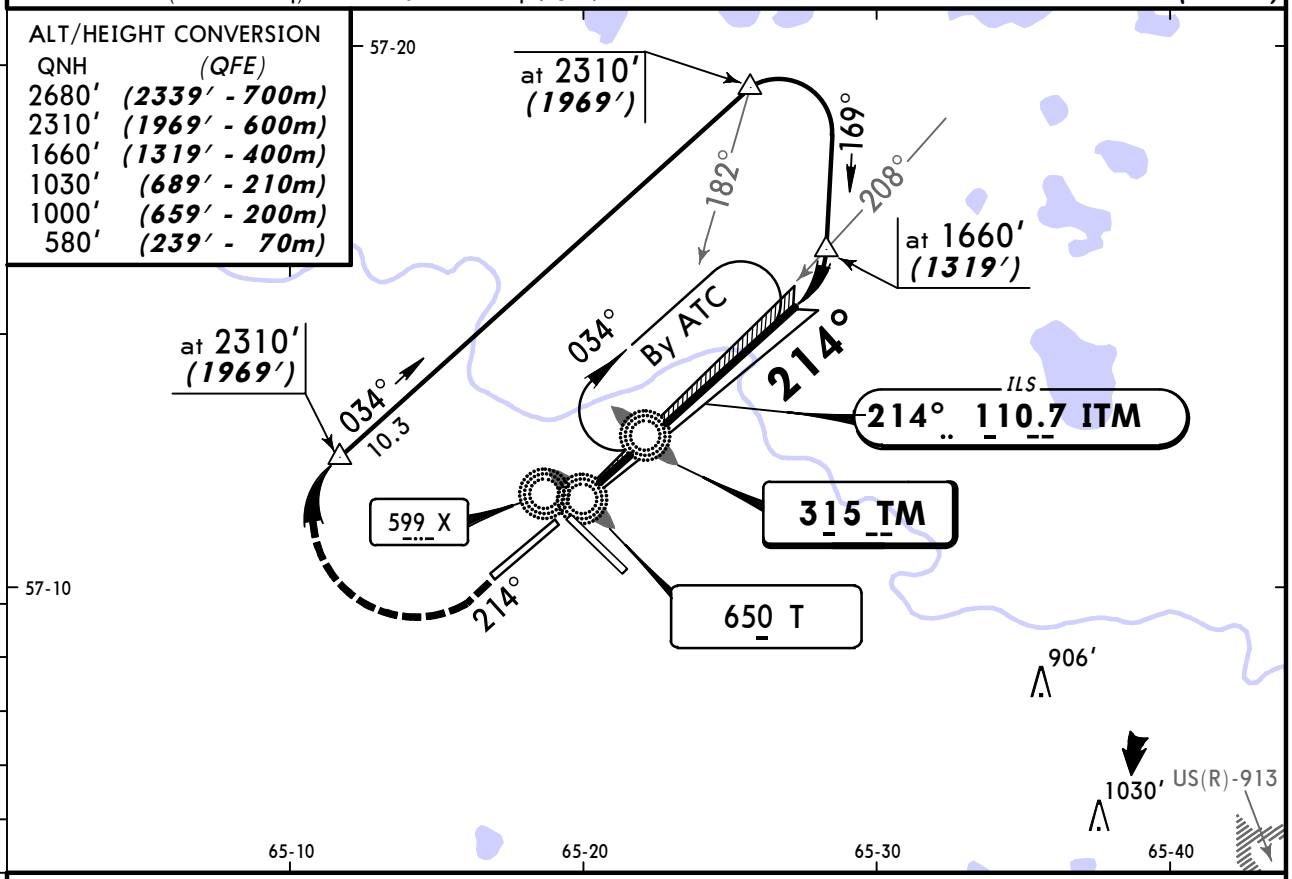
2600′
MSA ARP

MISSED APCH: Climb on 214° to 1000′ (659′), then turn RIGHT onto 034° climbing to 2310′ (1969′), then according to chart.

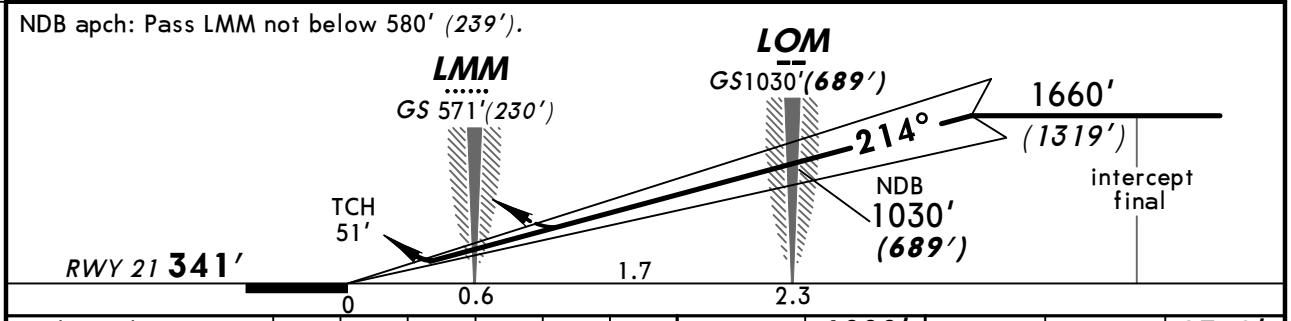
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 40 | Trans alt: 2680′ (2339′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2339′ - 700m)
2310′	(1969′ - 600m)
1660′	(1319′ - 400m)
1030′	(689′ - 210m)
1000′	(659′ - 200m)
580′	(239′ - 70m)



NDB apch: Pass LMM not below 580′ (239′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 2.67°	336	433	481	577	673	769

HIALS
PAPI

1000′ (659′) on 214°

034° RT

2310′ (1969′)

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 541′(200′) FULL	ILS DA(H) 541′(200′) ALS out	LOC (GS out)	NDB MDA(H) 670′(329′)	NDB MDA(H) 670′(329′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: FL.

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TYUMEN, RUSSIA
RNAV (GNSS) Rwy 03

BRIEFING STRIP ™

ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt TR341	MDA(H)	Apt Elev / RWY
	034°	1690′(1319′)	680′(309′)	Apt Elev 379′ / RWY 371′

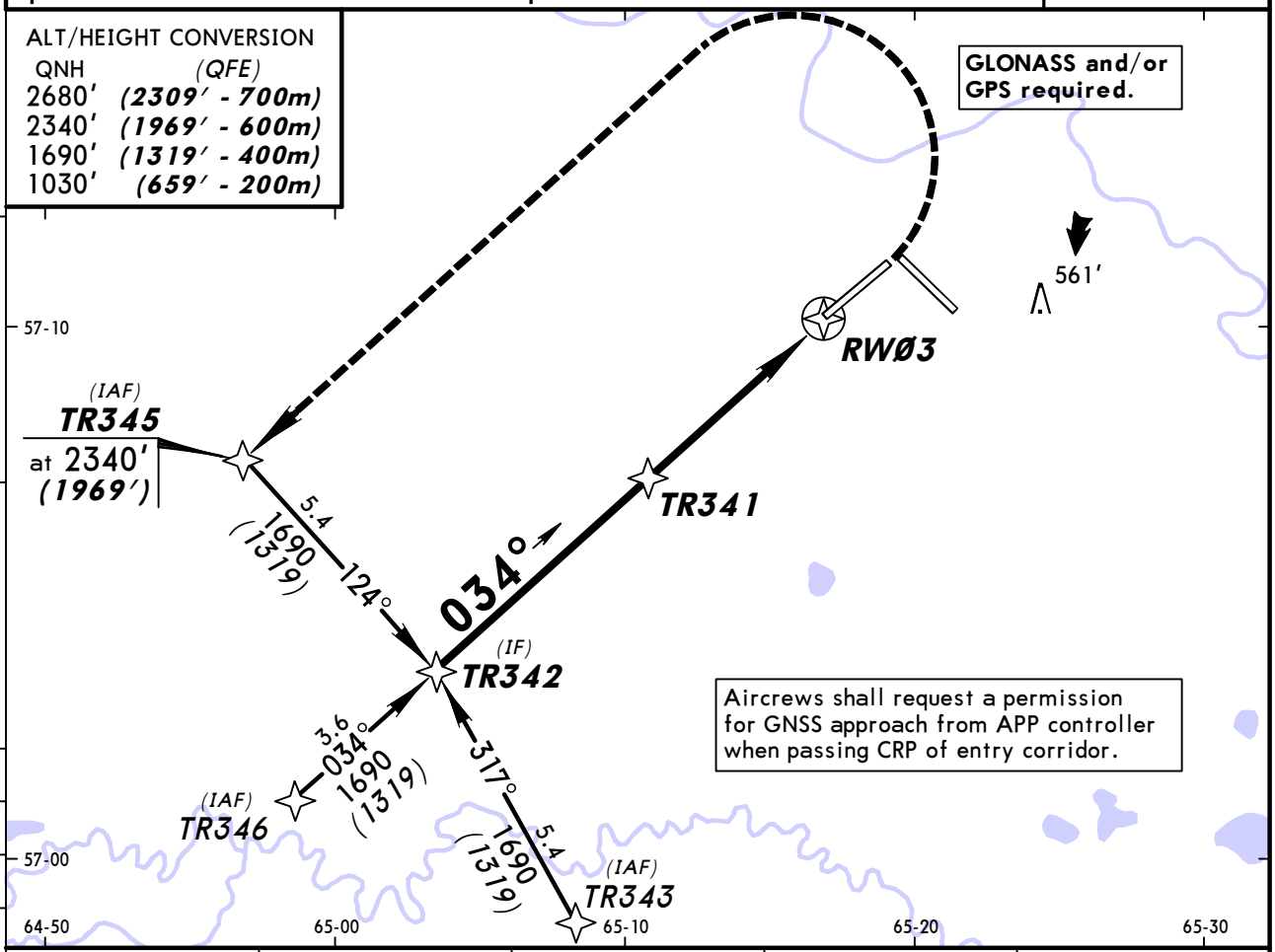
MISSED APCH: Climb STRAIGHT AHEAD to 1030′ (659′), then turn LEFT to proceed to TR345 climbing to 2340′ (1969′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′(2309′)
Special acft and aircrew authorization required.

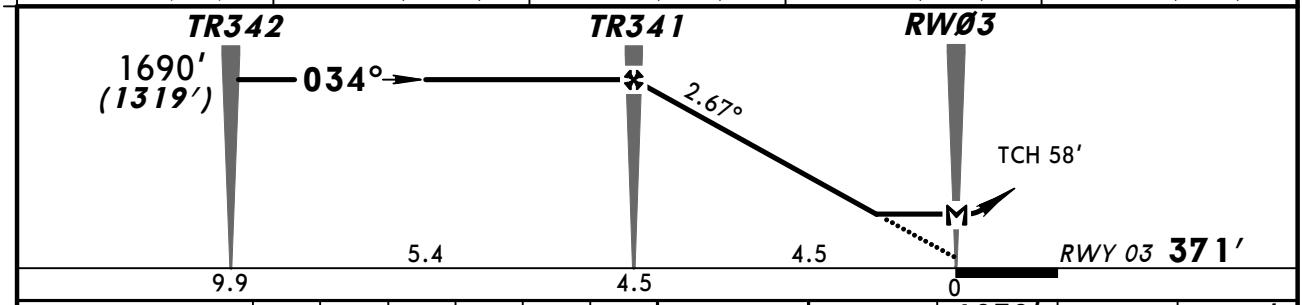
2600′
MSA ARP

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2309′ - 700m)
2340′	(1969′ - 600m)
1690′	(1319′ - 400m)
1030′	(659′ - 200m)



DIST to RWØ3	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1650′(1279′)	1340′(969′)	1050′(679′)	740′ (369′)



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

HIALS
PAPI

1030′ (659′) | TR345 LT | 2340′ (1969′)

STRAIGHT-IN LANDING RWY **03**

MDA(H) 680′(309′)

PANS OPS

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	

CHANGES: FL.

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USTR/TJM
ROSHCHINO

JEPPESEN
4 NOV 11 (12-2) Eff 17 Nov

TYUMEN, RUSSIA
RNAV (GNSS) Rwy 12

BRIEFING STRIP ™

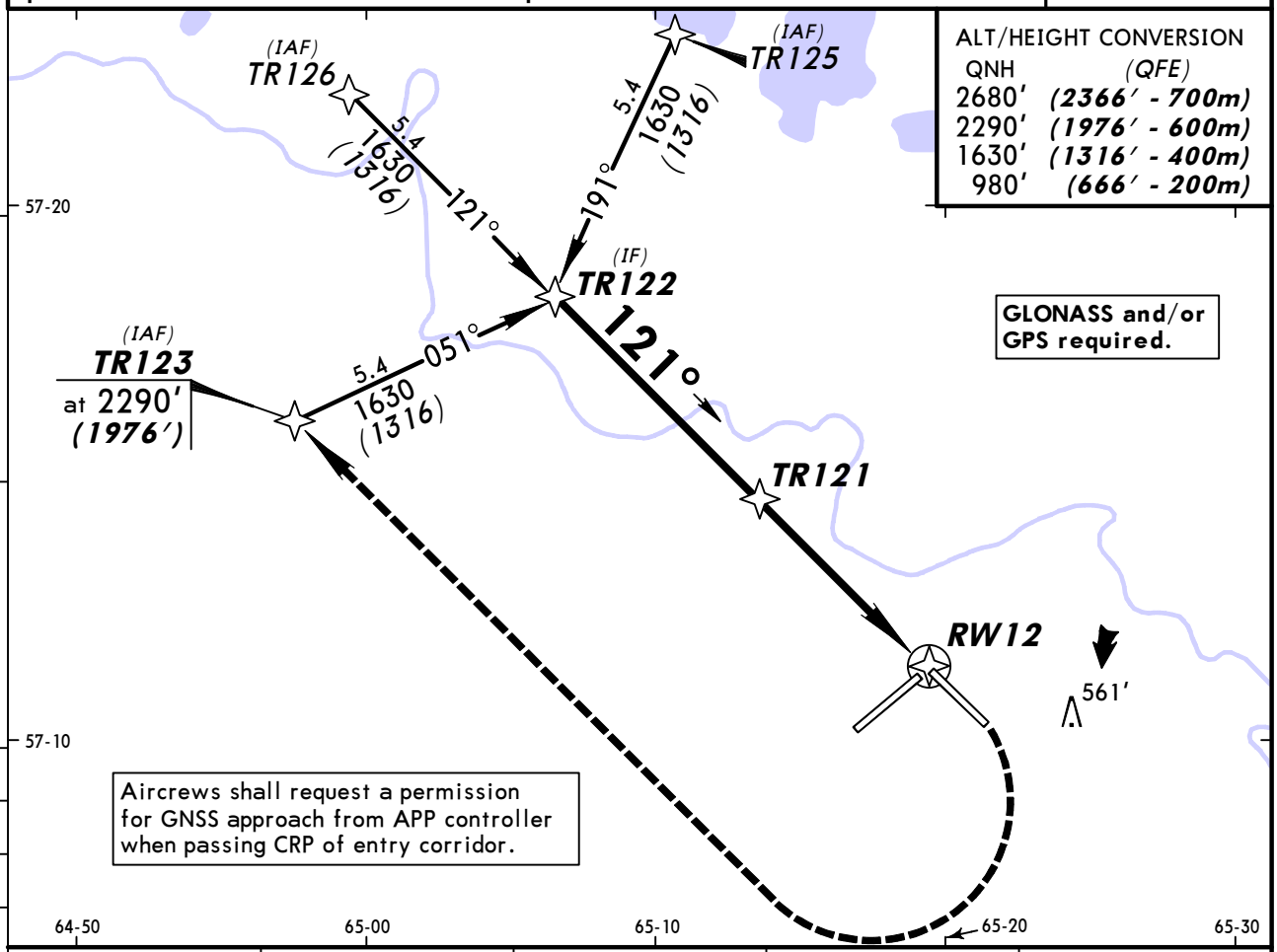
ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	121°	TR121 1630′(1316′)	660′(346′)	Apt Elev 379′ / RWY 314′

MISSED APCH: Climb STRAIGHT AHEAD to 980′ (666′), then turn RIGHT to proceed to TR123 climbing to 2290′ (1976′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′(2366′)
Special acft and aircrew authorization required.

2600′
MSA ARP



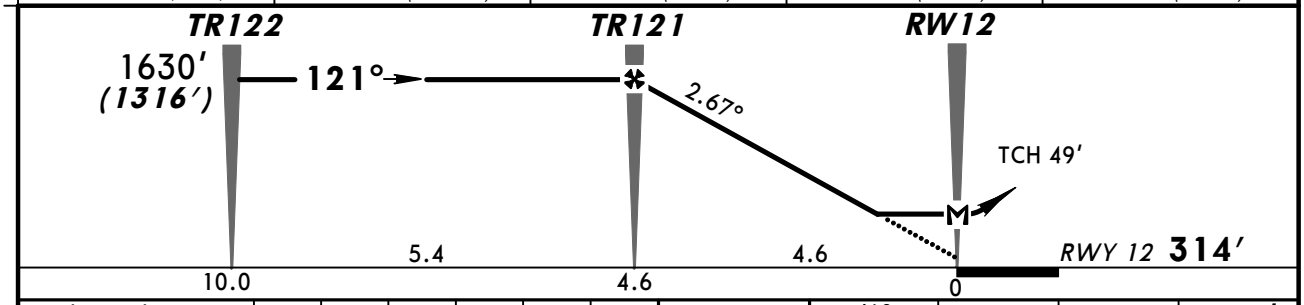
ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2366′ - 700m)
2290′	(1976′ - 600m)
1630′	(1316′ - 400m)
980′	(666′ - 200m)

GLONASS and/or GPS required.

Aircrews shall request a permission for GNSS approach from APP controller when passing CRP of entry corridor.

DIST to RW12	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1600′(1286′)	1290′(976′)	990′(676′)	680′(366′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.67°	331	425	472	567	661	756
MAP at RW12						

ALS
PAPI

980′ (666′) | TR123 RT | 2290′ (1976′)

STRAIGHT-IN LANDING RWY 12

MDA(H) 660′(346′)

ALS out

PANS OPS

A	
B	RVR 1500m VIS 1600m
C	
D	RVR 1800m VIS 2000m

CHANGES: FL.

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TYUMEN, RUSSIA
RNAV (GNSS) Rwy 21

BRIEFING STRIP ™

ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt TR211	MDA(H)	Apt Elev / RWY
	214°	1660′(1319′)	650′(309′)	Apt Elev 379′ / RWY 341′

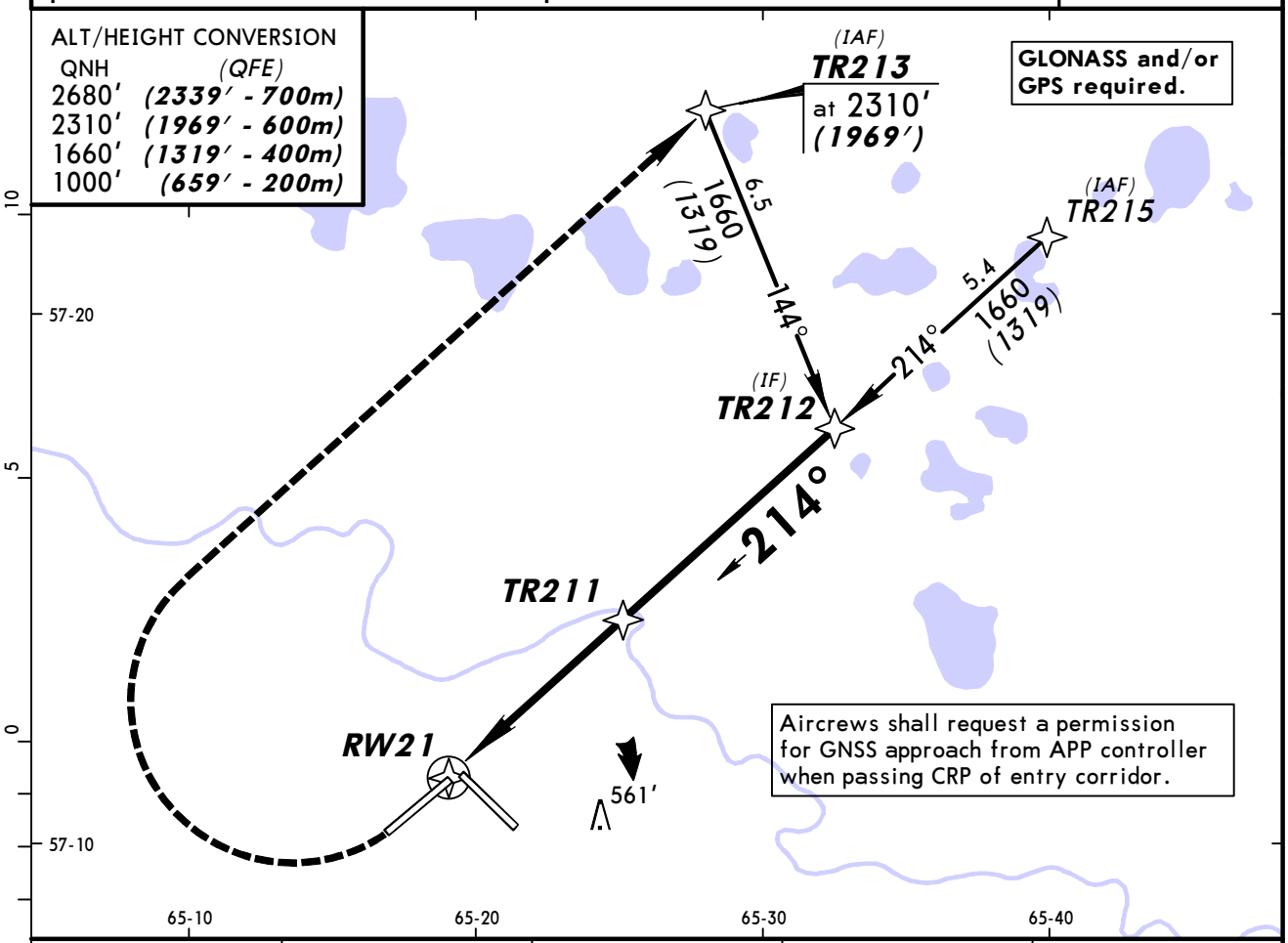
MISSED APCH: Climb STRAIGHT AHEAD to 1000′(659′), then turn RIGHT to proceed to TR213 climbing to 2310′(1969′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′(2339′)
Special acft and aircrew authorization required.

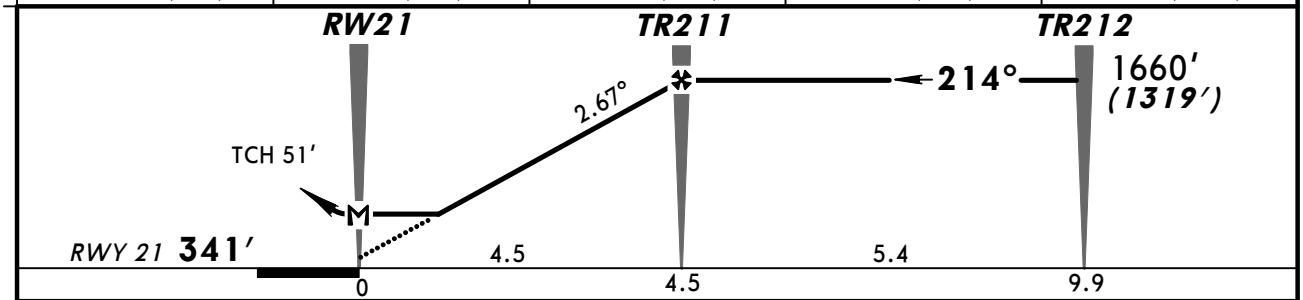
2600′
MSA ARP

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2339′ - 700m)
2310′	(1969′ - 600m)
1660′	(1319′ - 400m)
1000′	(659′ - 200m)



DIST to RW21	1.1	2.2	3.2	4.3
ALTITUDE (HAT)	710′(369′)	1020′(679′)	1310′(969′)	1630′(1289′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.67°	331	425	472	567	661	756
MAP at RW21						

HIALS
PAPI

1000′ (659′)

TR213 RT

2310′ (1969′)

STRAIGHT-IN LANDING RWY 21

MDA(H) 650′(309′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	

CHANGES: FL.

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TYUMEN, RUSSIA
RNAV (GNSS) Rwy 30

BRIEFING STRIP ™

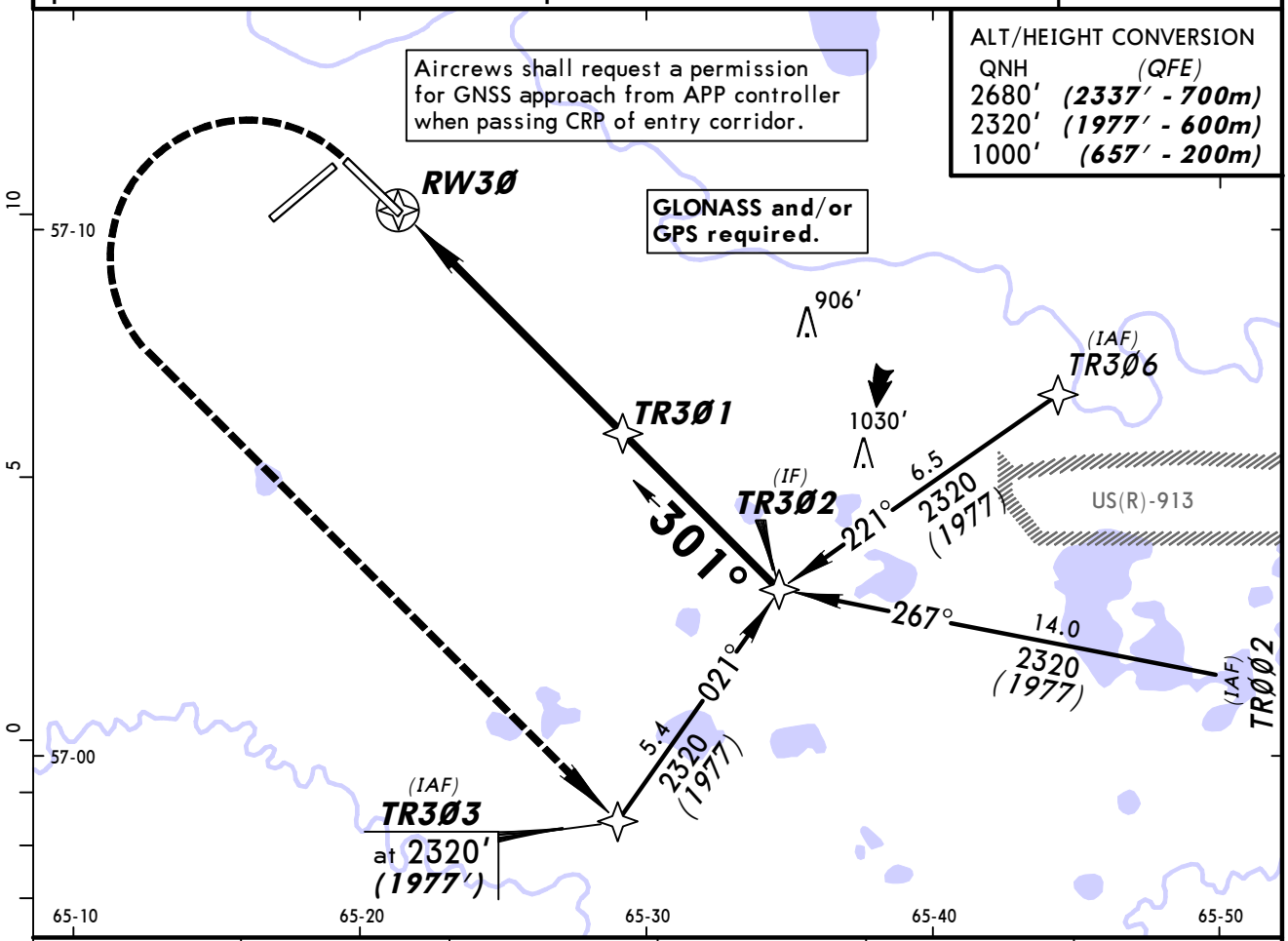
ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	301°	TR3Ø1 2320′(1977′)	710′(367′)	Apt Elev 379′ / RWY 343′

MISSED APCH: Climb STRAIGHT AHEAD to 1000′ (657′), then turn LEFT to proceed to TR3Ø3 climbing to 2320′ (1977′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′(2337′)
Special acft and aircrew authorization required.

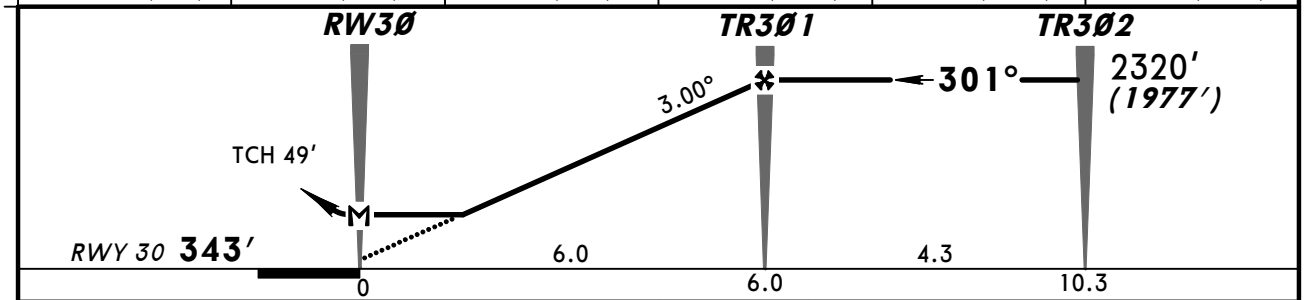
2600′
MSA ARP



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2337′ - 700m)
2320′	(1977′ - 600m)
1000′	(657′ - 200m)

DIST to RW3Ø	1.1	2.2	3.2	4.3	5.4
ALTITUDE (HAT)	740′(397′)	1090′(747′)	1430′(1087′)	1780′(1437′)	2120′(1777′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

ALS
PAPI

1000′ (657′) | TR3Ø3 LT | 2320′ (1977′)

STRAIGHT-IN LANDING RWY **30**

MDA(H) 710′(367′)

ALS out

PANS OPS

A	
B	RVR 1500m VIS 1600m
C	
D	RVR 1800m VIS 2000m

CHANGES: FL.

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BRIEFING STRIP ™

ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

NDB XZ	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 379′
290	**121°**	880′ *(566′)*	640′ *(326′)*	RWY **314′**

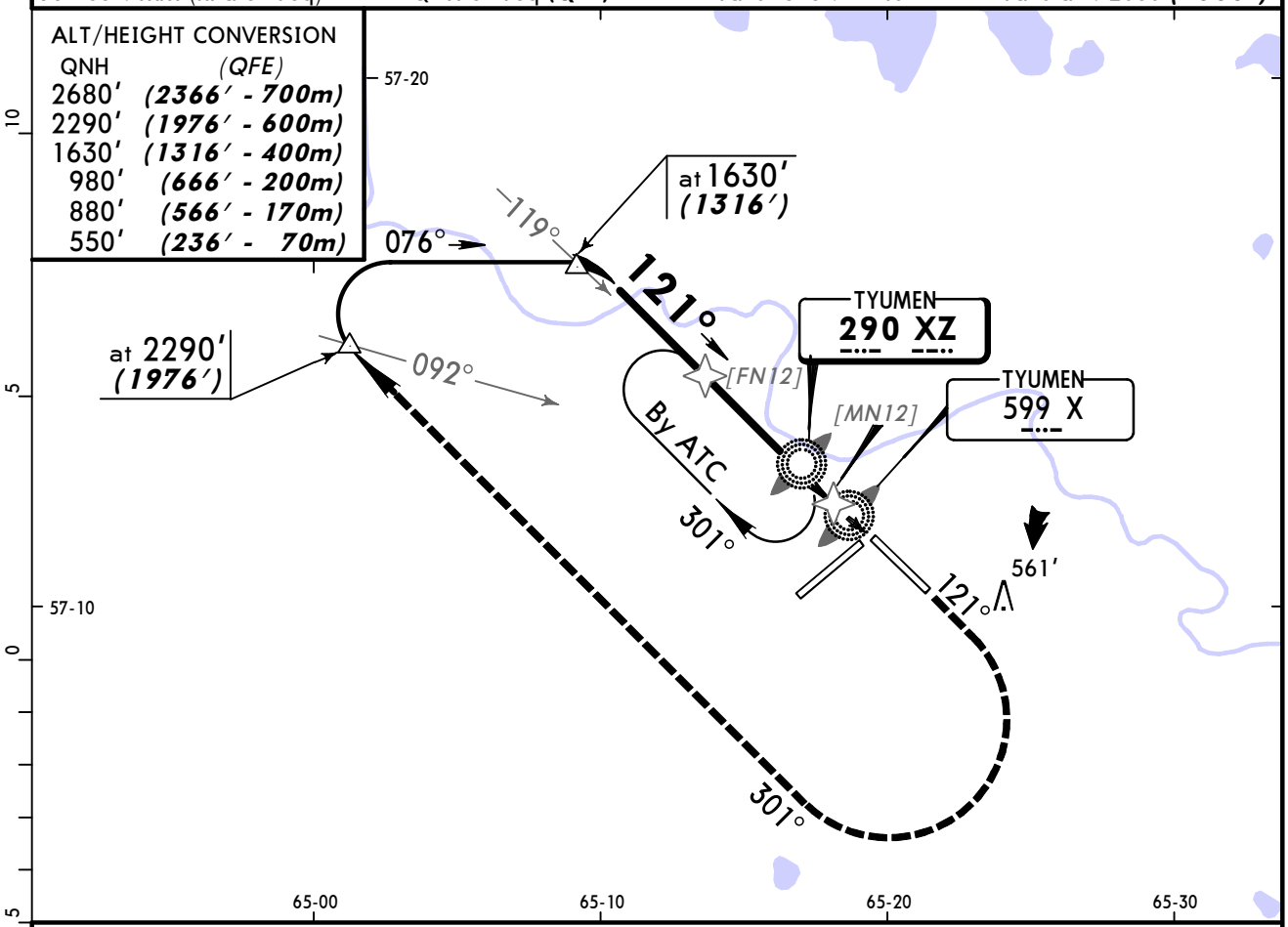
MISSED APCH: Climb on 121° to 980′*(666′)*, then turn RIGHT onto 301° climbing to 2290′ *(1976′)*, then according to chart.

2600′
MSA ARP

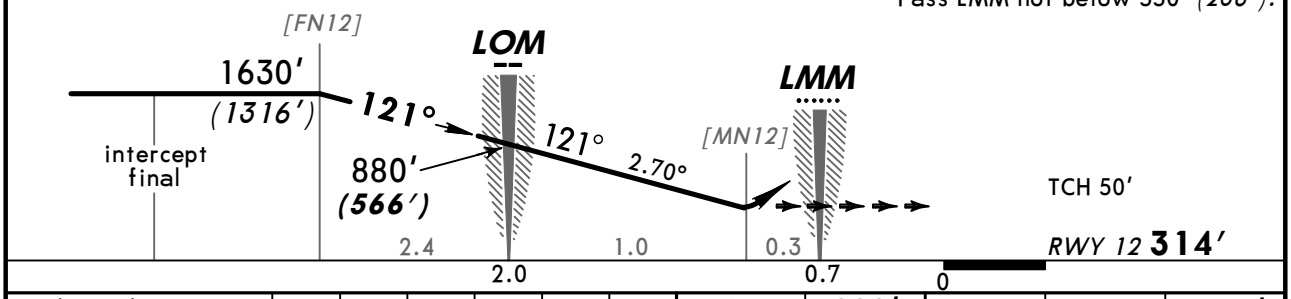
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 | Trans alt: 2680′*(2366′)*

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	*(2366′ - 700m)*
2290′	*(1976′ - 600m)*
1630′	*(1316′ - 400m)*
980′	*(666′ - 200m)*
880′	*(566′ - 170m)*
550′	*(236′ - 70m)*



Pass LMM not below 550′ *(236′)*.



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764

ALS | 980′ *(666′)* on 121° | 301° RT | 2290′ *(1976′)*

STRAIGHT-IN LANDING RWY **12**

MDA(H) 640′*(326′)*

ALS out

PANS OPS

A	
B	
C	RVR *1500m*
D	VIS *1600m*

CHANGES: FL. Descent angle.

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BRIEFING STRIP ™

ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 379′
X 599	301°	No FAF	1050′ (707′)	RWY 343′

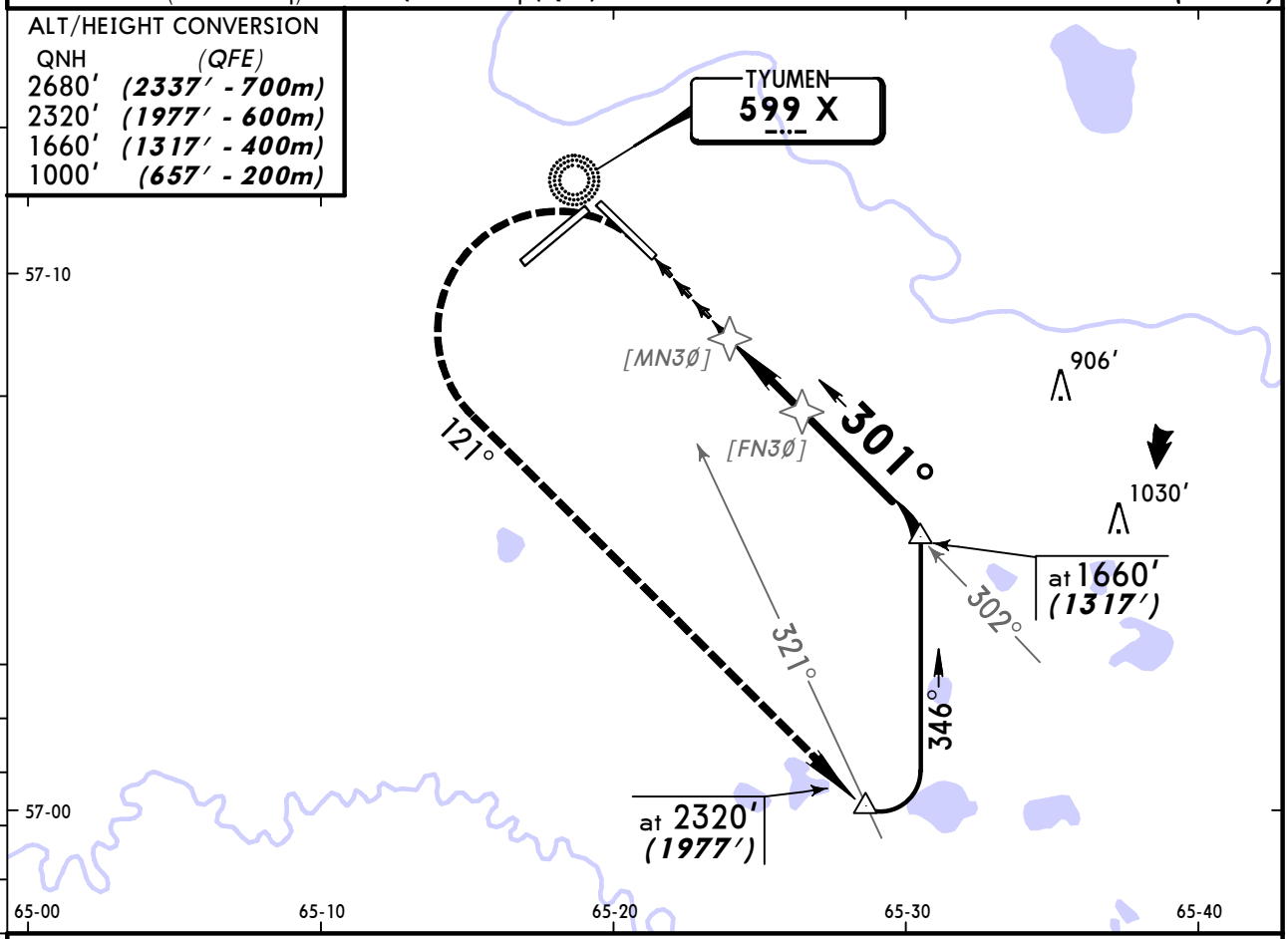
MISSED APCH: Turn LEFT onto 121° climbing to 2320′ (1977′), then according to chart.

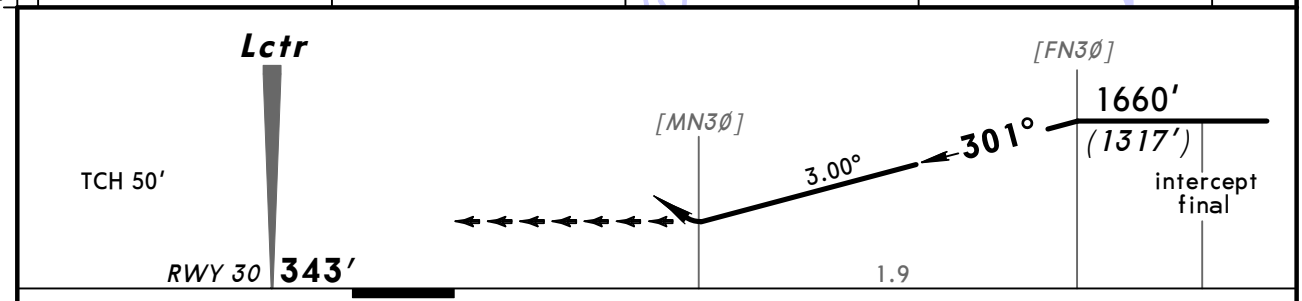
2600′ MSA ARP

Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 | Trans alt: 2680′ (2337′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2337′ - 700m)
2320′	(1977′ - 600m)
1660′	(1317′ - 400m)
1000′	(657′ - 200m)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849

ALS | 121° LT | 2320′ (1977′)

STRAIGHT-IN LANDING RWY **30**

MDA(H) 1050′(707′)

ALS out

PANS OPS

A	3200m
B	
C	
D	3600m

CHANGES: FL. Descent angle

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Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TYUMEN, (ROSHCHINO - USTR)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USTR

Chart Change Notices for Country RUS

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011.Please continue to refer to the notices published for the individual airports and our website. www.jeppesen.com/eurasiachange.