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Terminal Charts For USTR

Revision Letter For Cycle 08-2013

Change Notices

Notebook

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: 0032 Z
Sunset: 1446 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

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

ATIS
121.7

Apt Elev
379'

Alt Set: MM (hPa on request) QNH on request
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.

(QFE)

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

NASDA

N57 40.0 E066 11.9

At or above
FL80

(IAF)
TR215
N57 21.4 E065 39.9

At 2310'
(1969')

25
NASDA 1G
CORRIDOR 2

24
NASDA 2G
CORRIDOR 2

ANTI-K
N57 19.0 E065 52.0

At FL40

ALT/HEIGHT CONVERSION

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

LEBED

N57 03.5 E066 54.9

At or above
FL60

38
LEBED 1G
CORRIDOR 4

TR216
N57 10.0 E066 19.1

24
ISKET 1G
CORRIDOR 5

ISKET

N56 50.3 E066 45.6

At or above
FL80

LITON

N56 36.3 E066 22.1

At or above
FL80

27
LITON 1G
CORRIDOR 6

TR002
N57 00.3 E065 59.8

NOT TO SCALE

Direct distance from TR215 to:
Roshchino Apt 16 NM

STAR

ROUTING

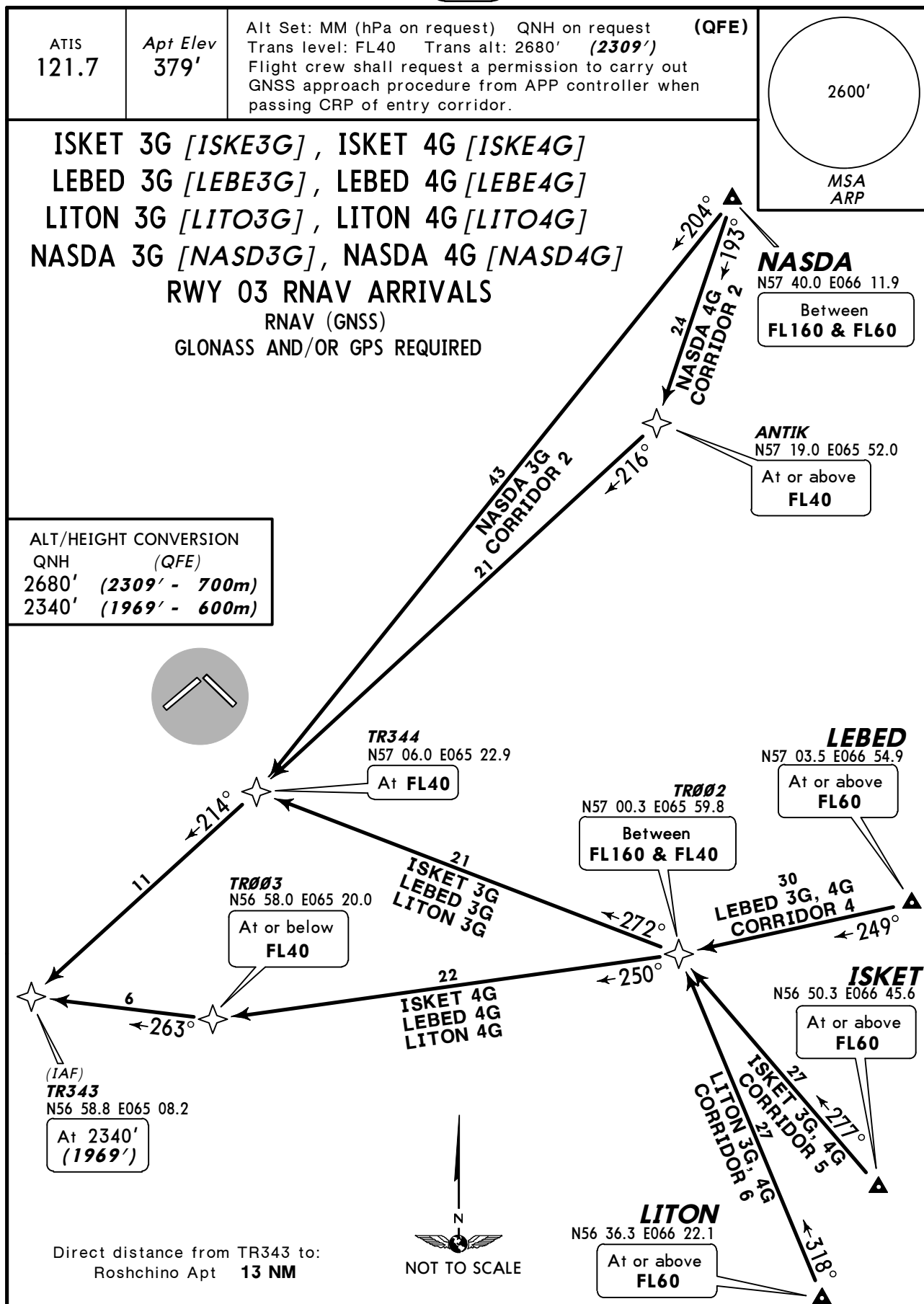
ISKET 1G ISKET (FL80+) - TR216 - ANTIK (FL40) - TR215 (2310').

LEBED 1G LEBED (FL60+) - ANTIK (FL40) - TR215 (2310').

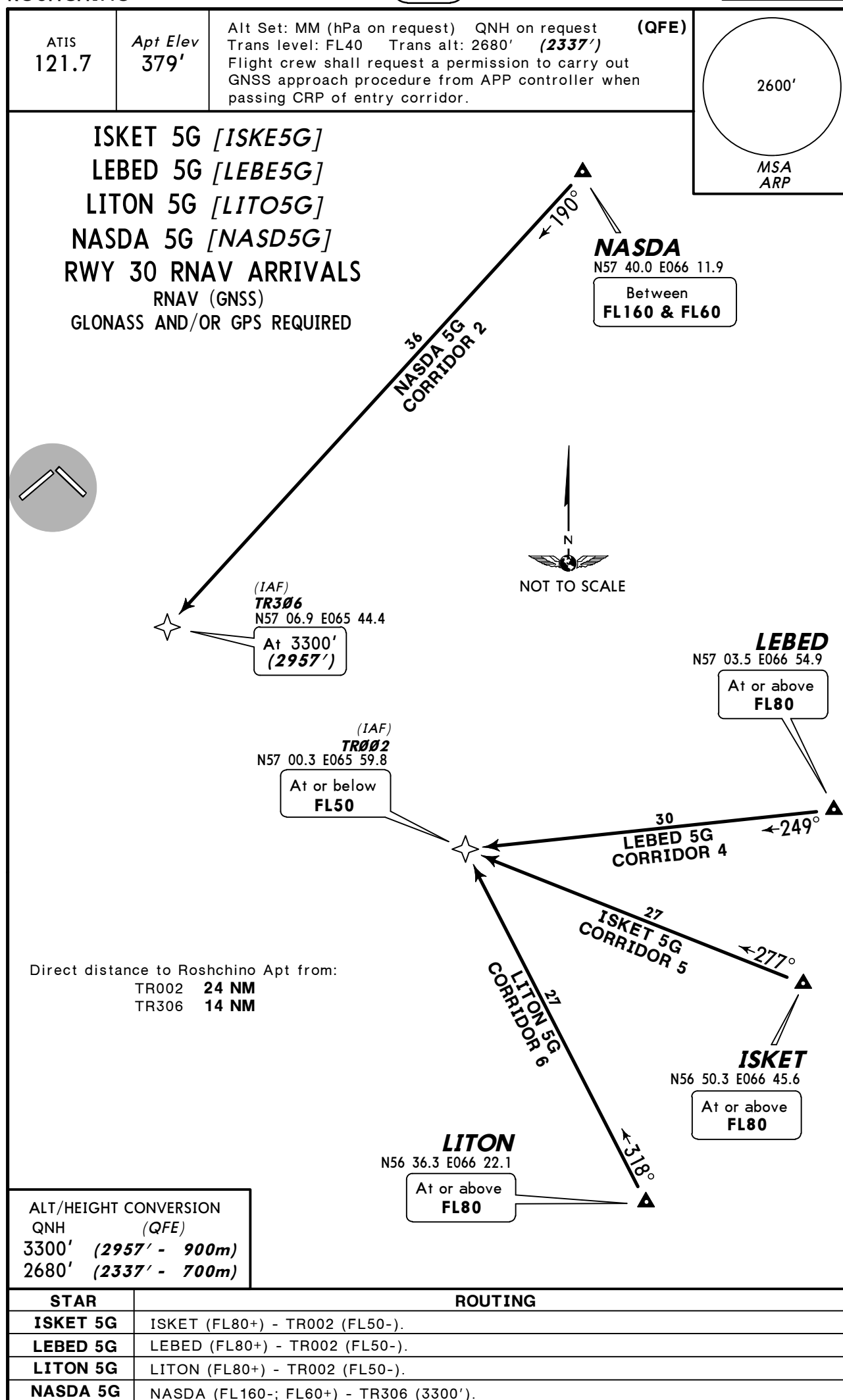
LITON 1G LITON (FL80+) - TR002 - ANTIK (FL40) - TR215 (2310').

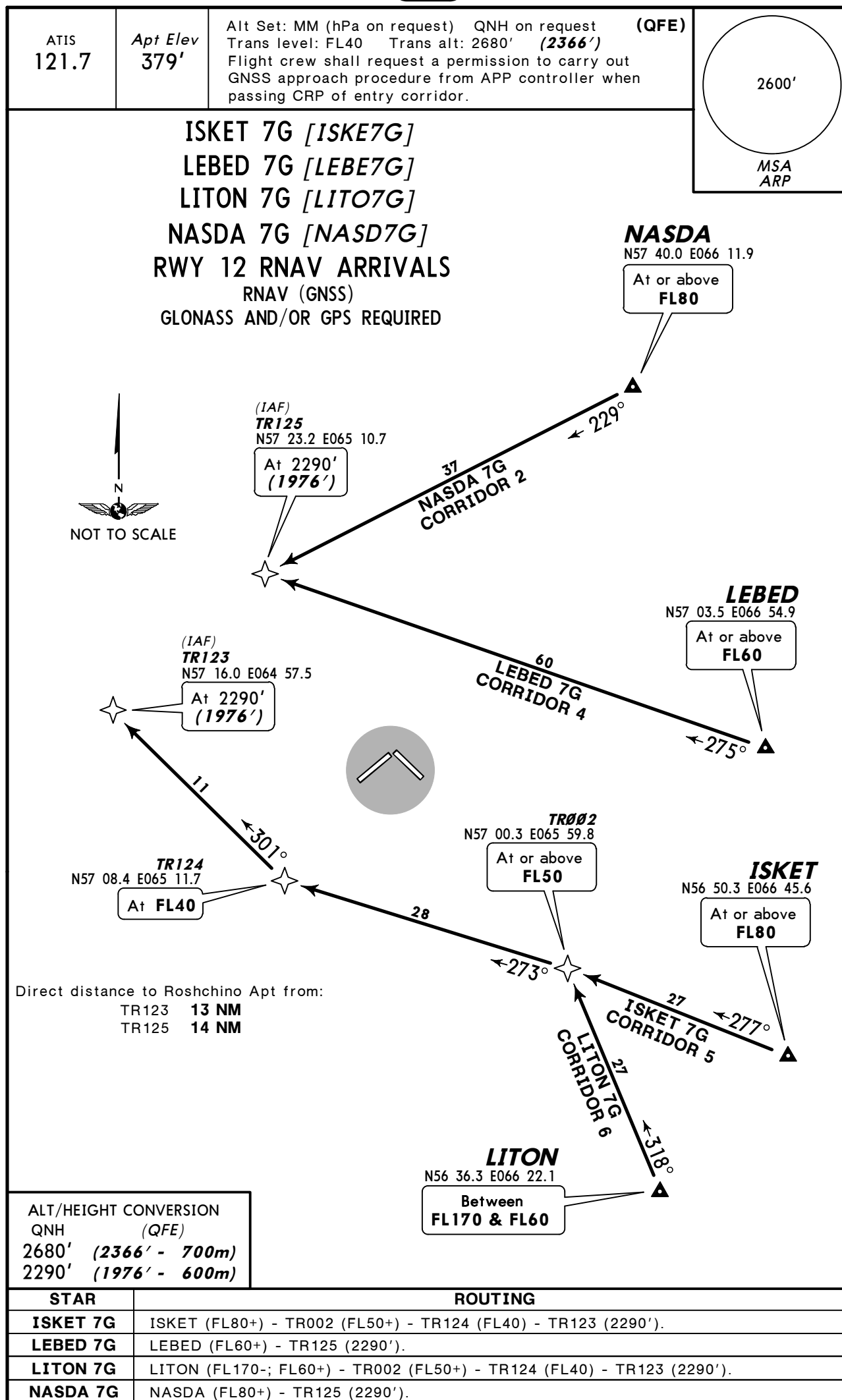
NASDA 1G NASDA (FL80+) - TR215 (2310').

NASDA 2G NASDA (FL80+) - ANTIK (FL40) - TR215 (2310').



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').

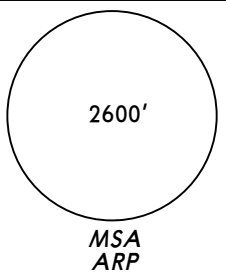




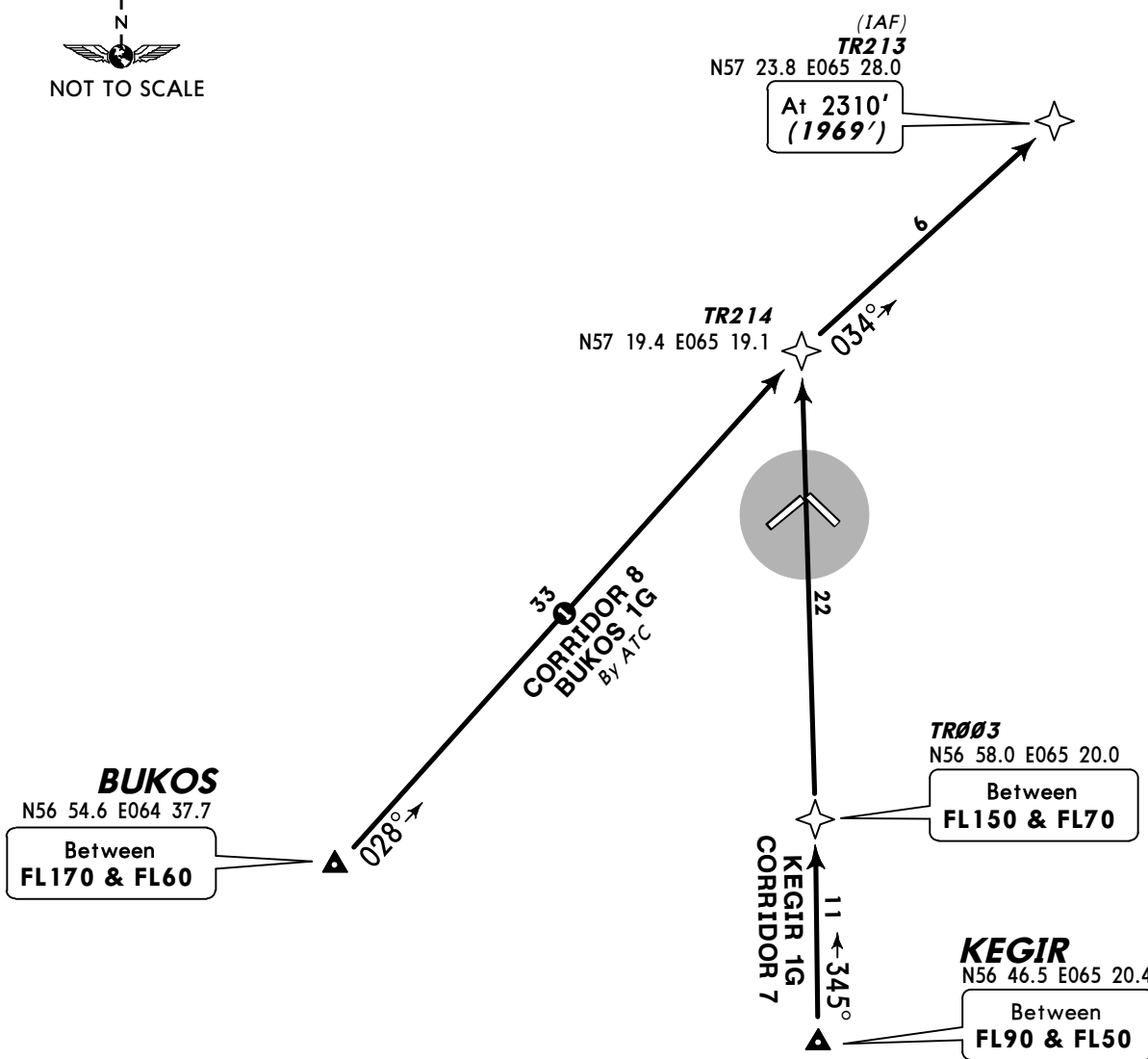
ATIS
121.7

Apt Elev
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

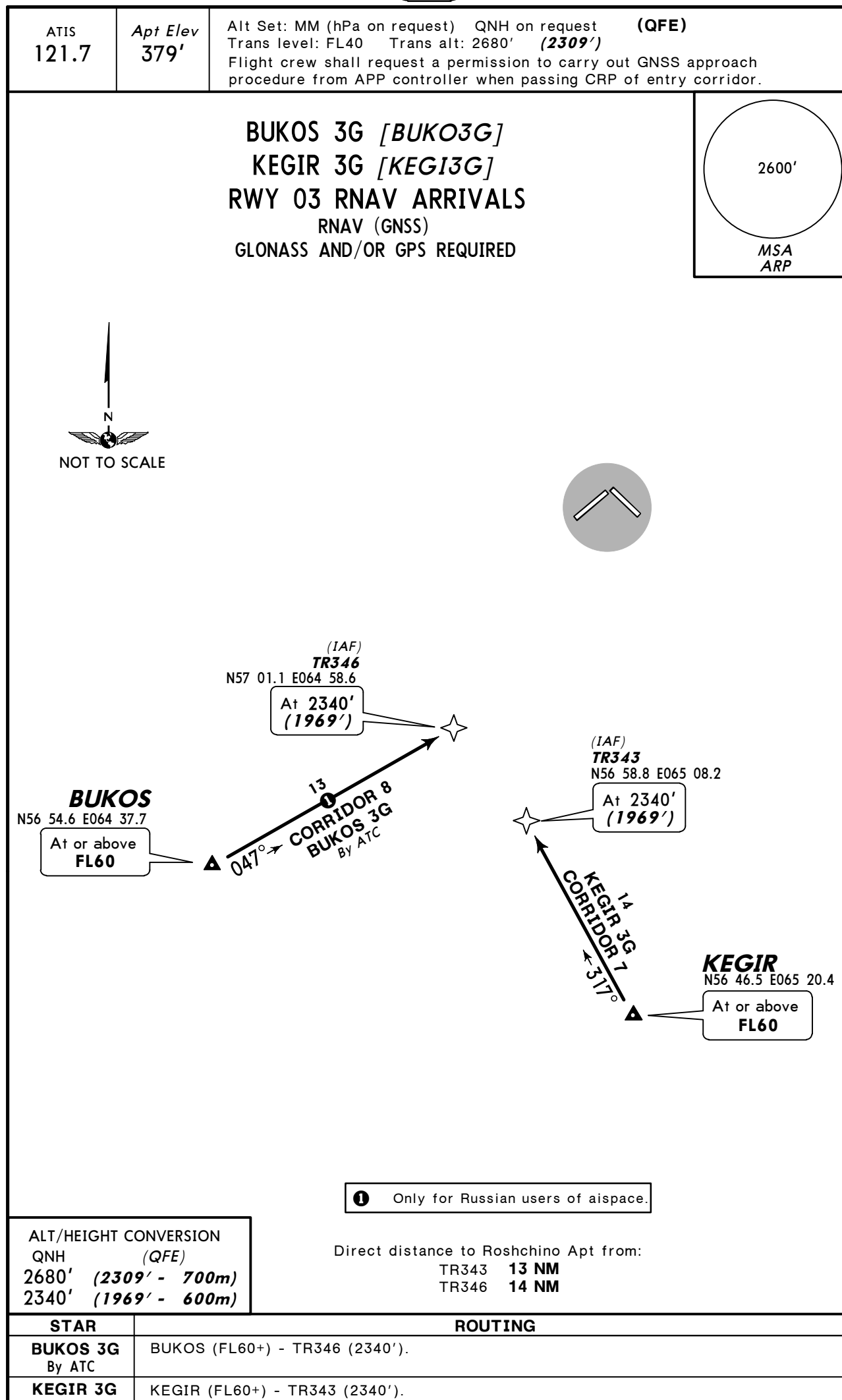


ALT/HEIGHT CONVERSION
QNH (QFE)
2680' (2339' - 700m)
2310' (1969' - 600m)

① Only for Russian users of airspace.

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').

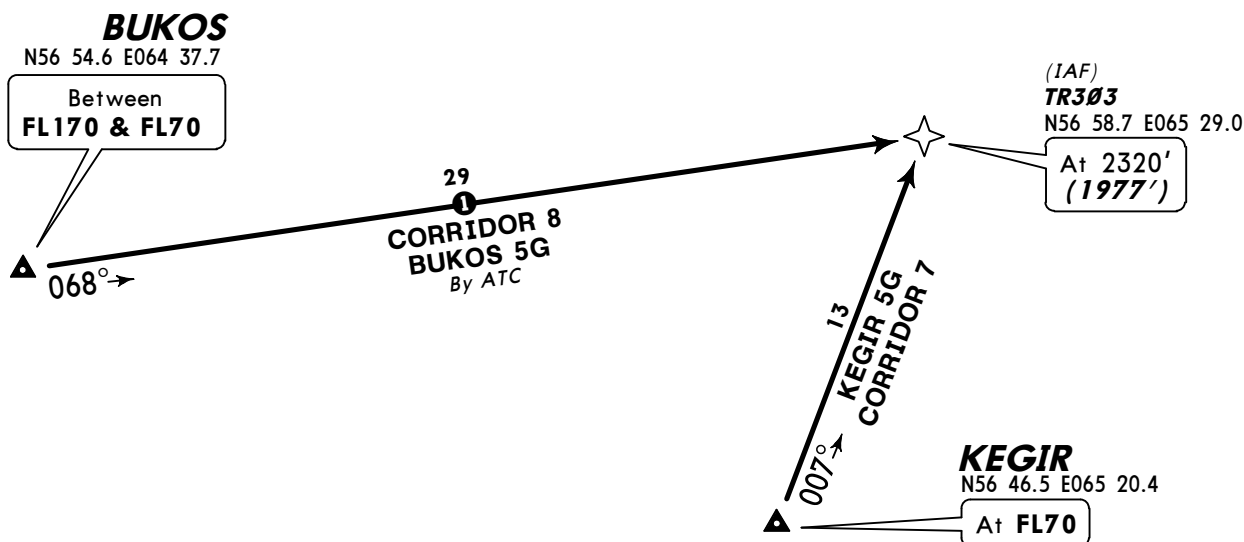
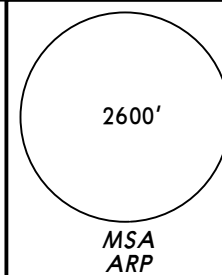


ATIS
 121.7

Apt Elev
 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



ALT/HEIGHT CONVERSION
 QNH **(QFE)**
 2680' **(2337' - 700m)**
 2320' **(1977' - 600m)**

Only for Russian users of airspace.

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

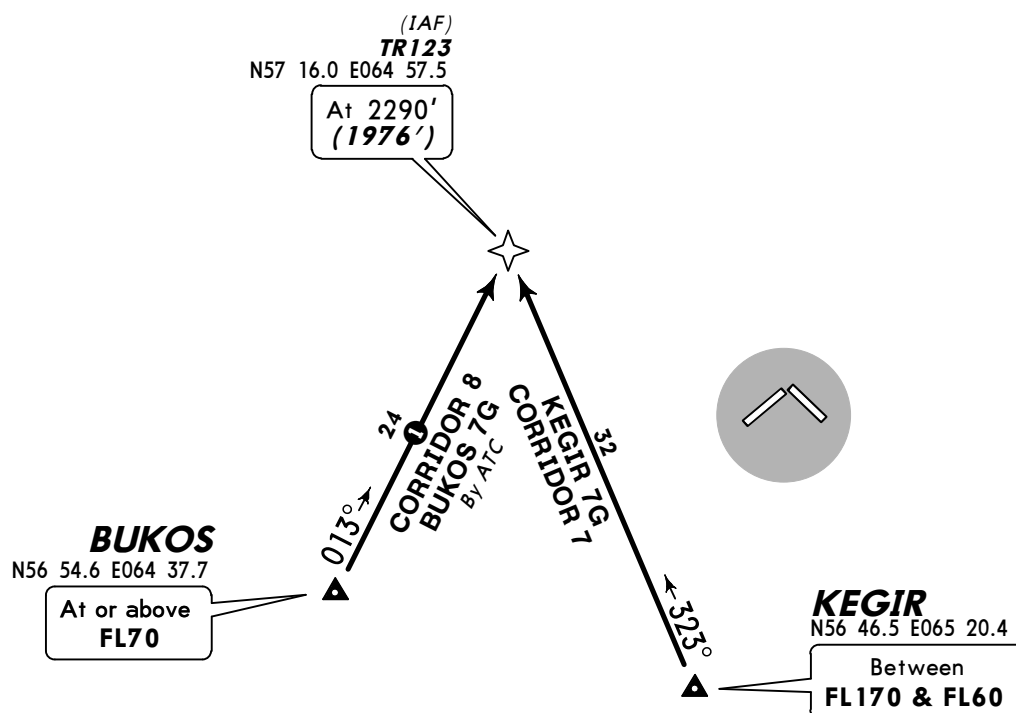
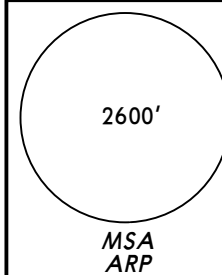
STAR	ROUTING
BUKOS 5G By ATC	BUKOS (FL170-; FL70+) - TR303 (2320').
KEGIR 5G	KEGIR (FL70) - TR303 (2320').

ATIS
121.7

Apt Elev
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



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

① Only for Russian users of airspace.

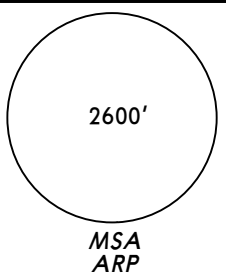
Direct distance from TR123 to:
Roshchino Apt 13 NM

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

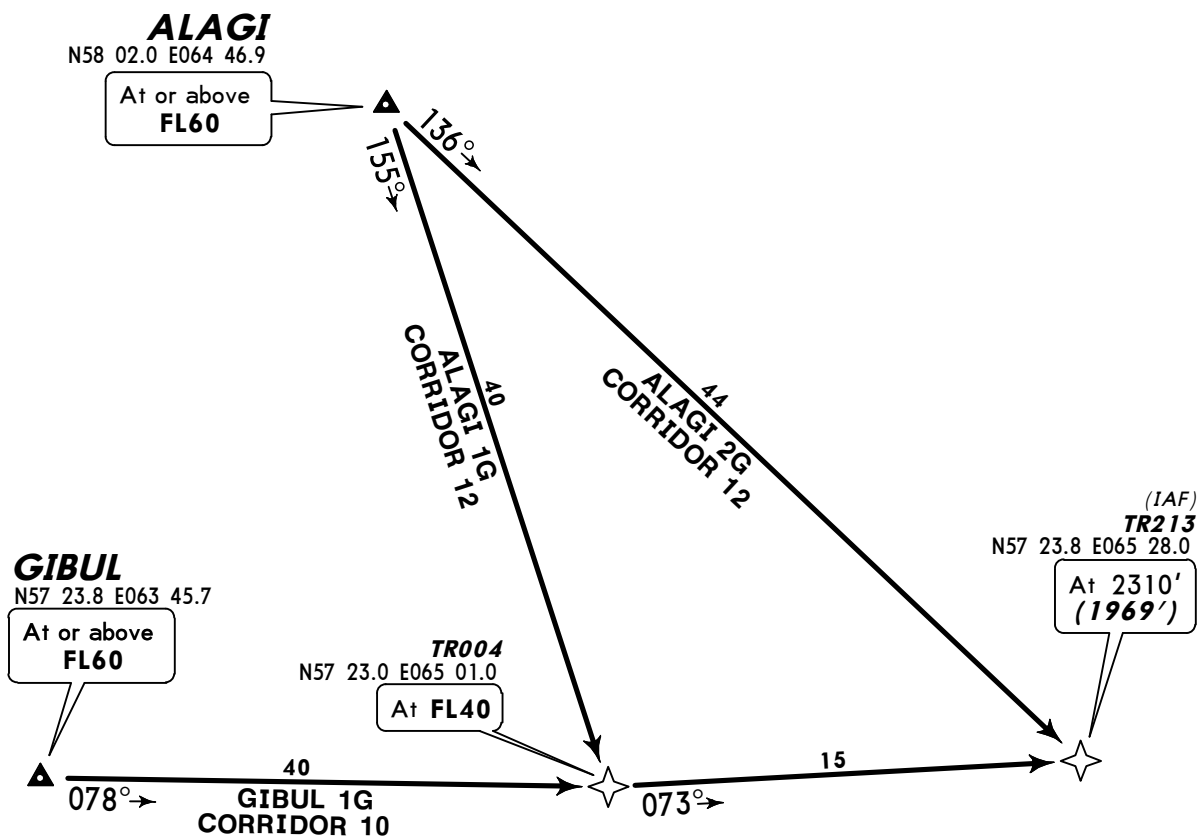
ATIS
121.7

Apt Elev
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.



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

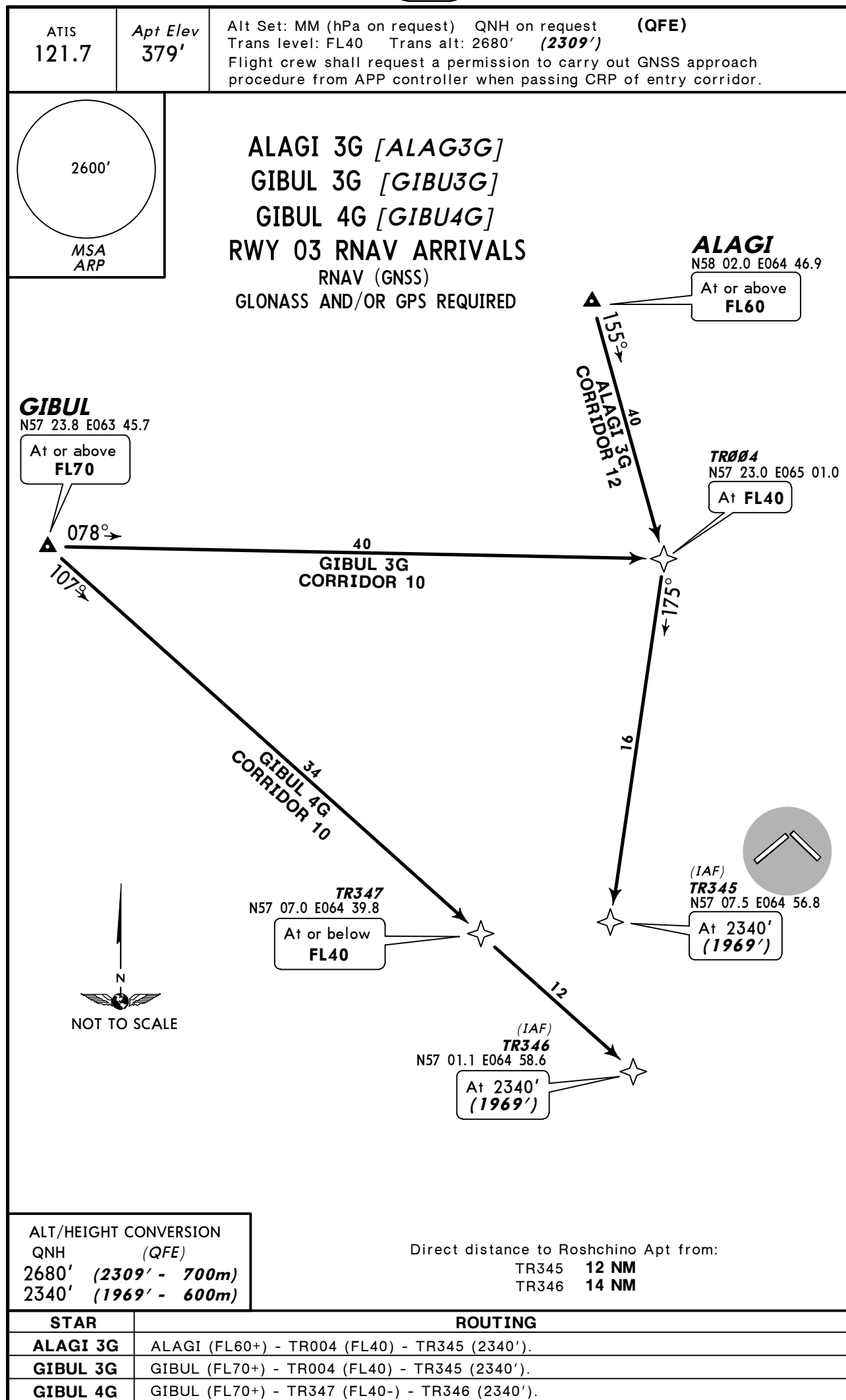


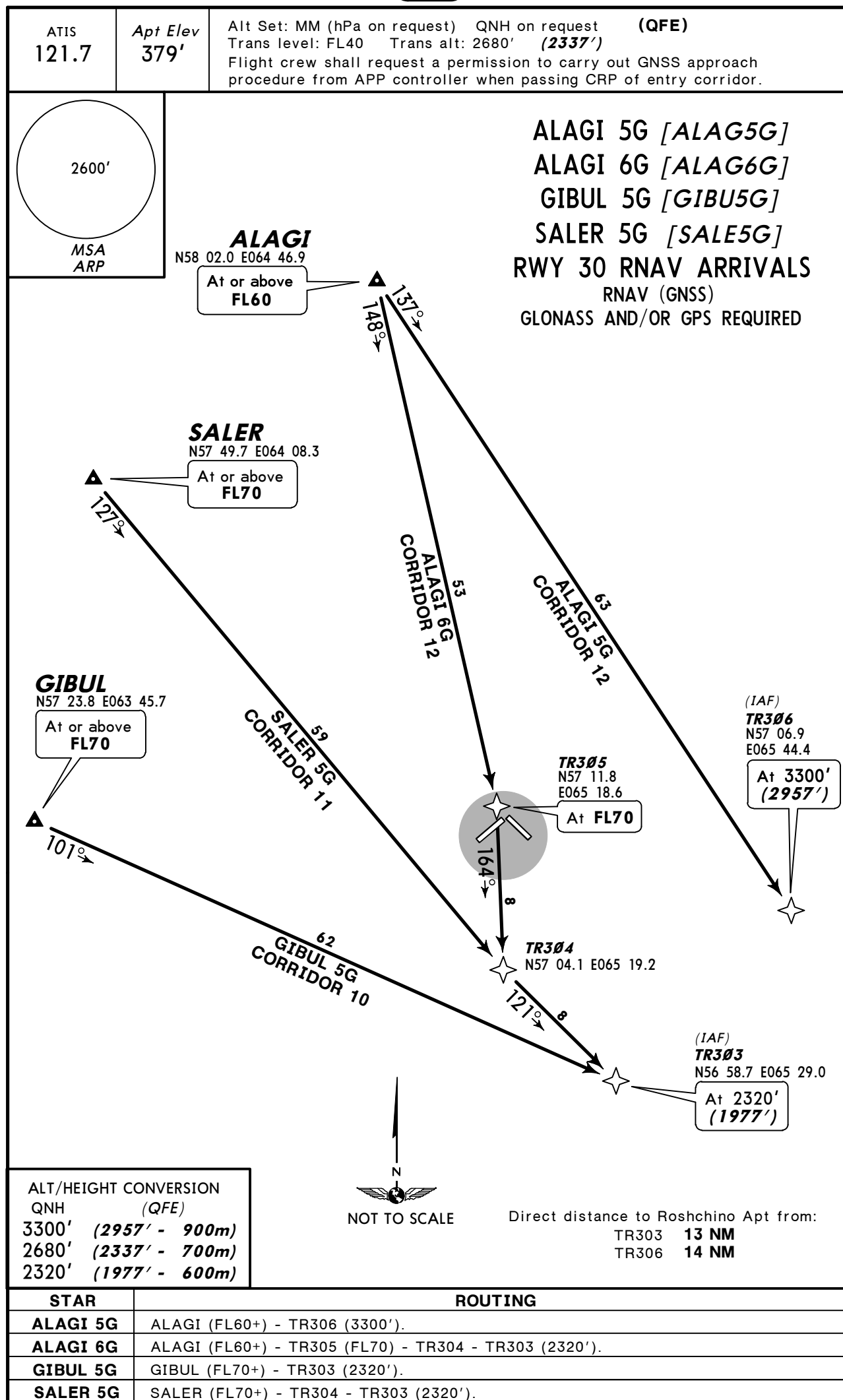
ALT/HEIGHT CONVERSION
QNH (QFE)
2680' (2339' - 700m)
2310' (1969' - 600m)

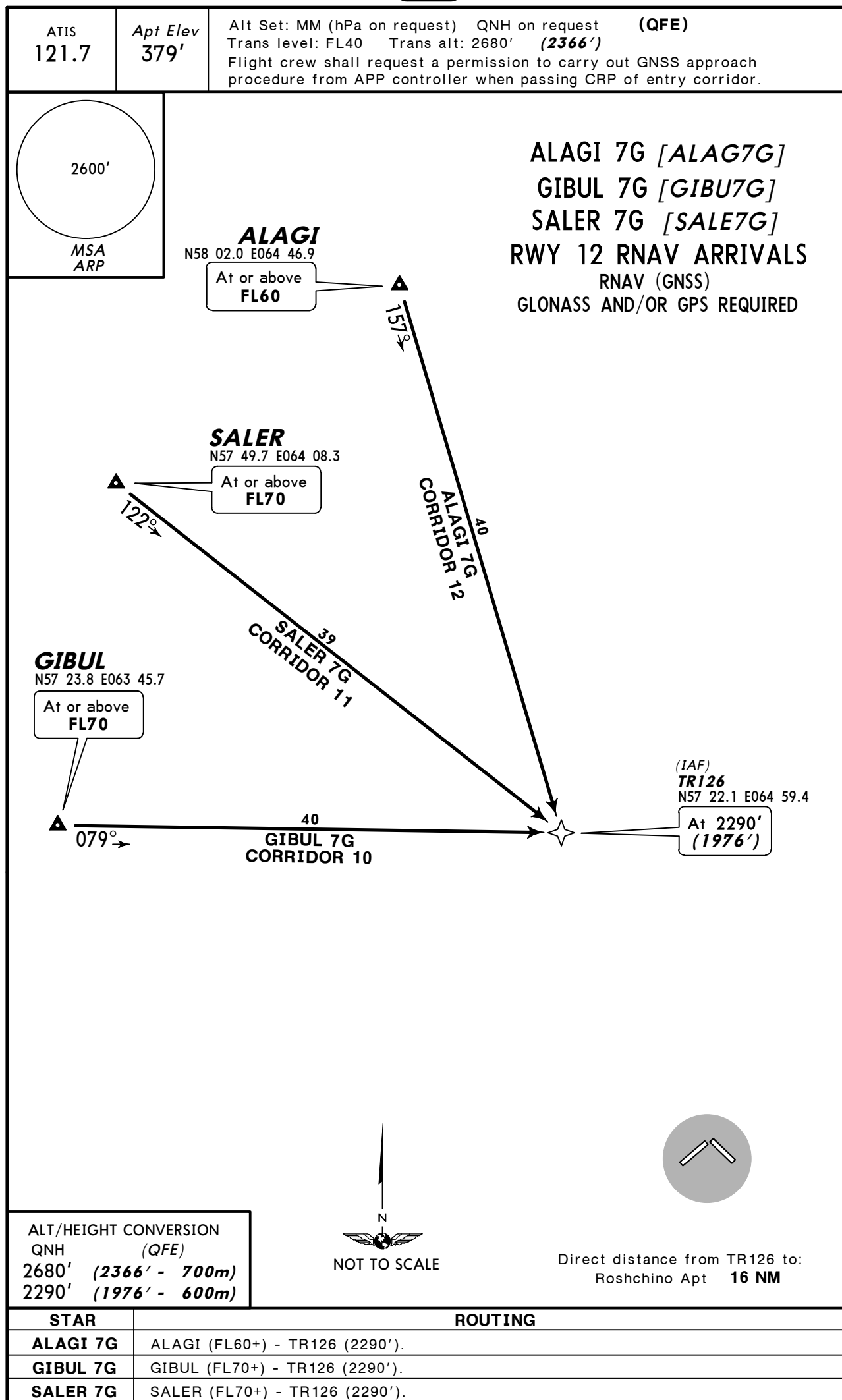


Direct distance from TR213 to:
Roshchino Apt 15 NM

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





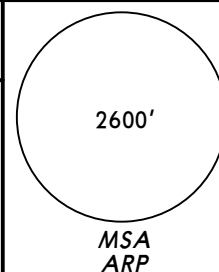


ATIS
121.7

Apt Elev
379'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL40 Trans alt: 2680' (2309')

(QFE)



NA Ø3A, NA Ø3B, NA Ø3C
RWY 03 ARRIVALS



NASDA

N57 40.0 E066 11.9

At or above
FL80

←211°
←207°
←193°

24
NA Ø3C
CORRIDOR 2

ANTI-K

N57 19.0 E065 52.0

At or above
FL70

←219°

28

44
NA Ø3A
CORRIDOR 2
51
NA Ø3B
CORRIDOR 2

315 RN

N57 08.8 E065 14.1

Intercept
final at
1690'
(1319')

034°
028°

6

349°

N57 01.9 E065 10.6
(002° brg to RN)

At 2340'
(1969')

N57 02.3 E065 10.9

At 2340'
(1969')

N57 04.9 E065 07.9

At 1690'
(1319')

ALT/HEIGHT CONVERSION

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

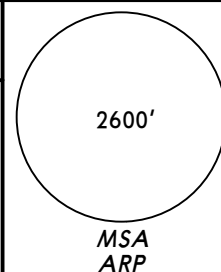
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ATIS
121.7

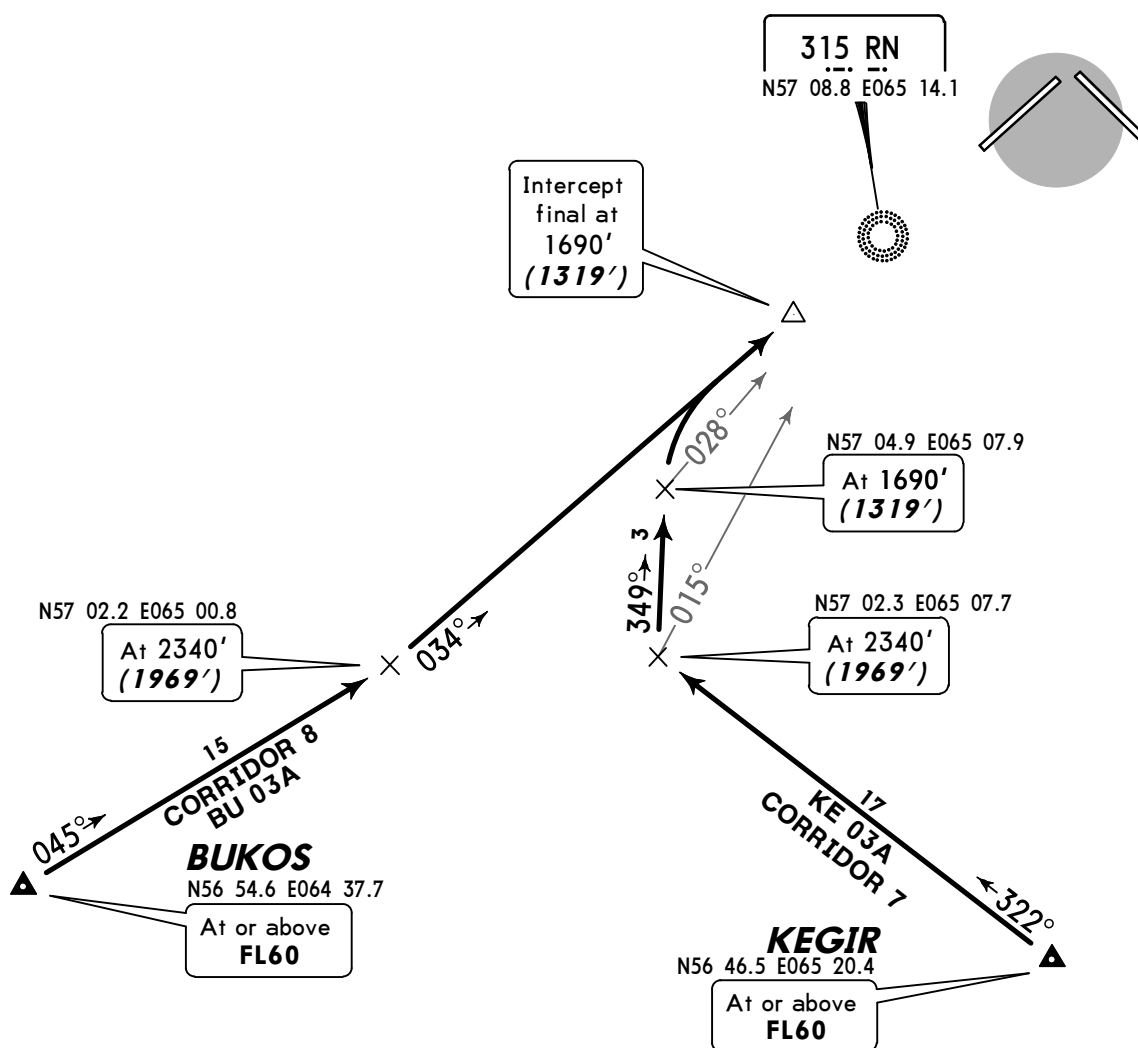
Apt Elev
379'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL40 Trans alt: 2680' (2309')

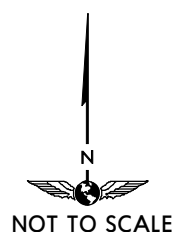
(QFE)

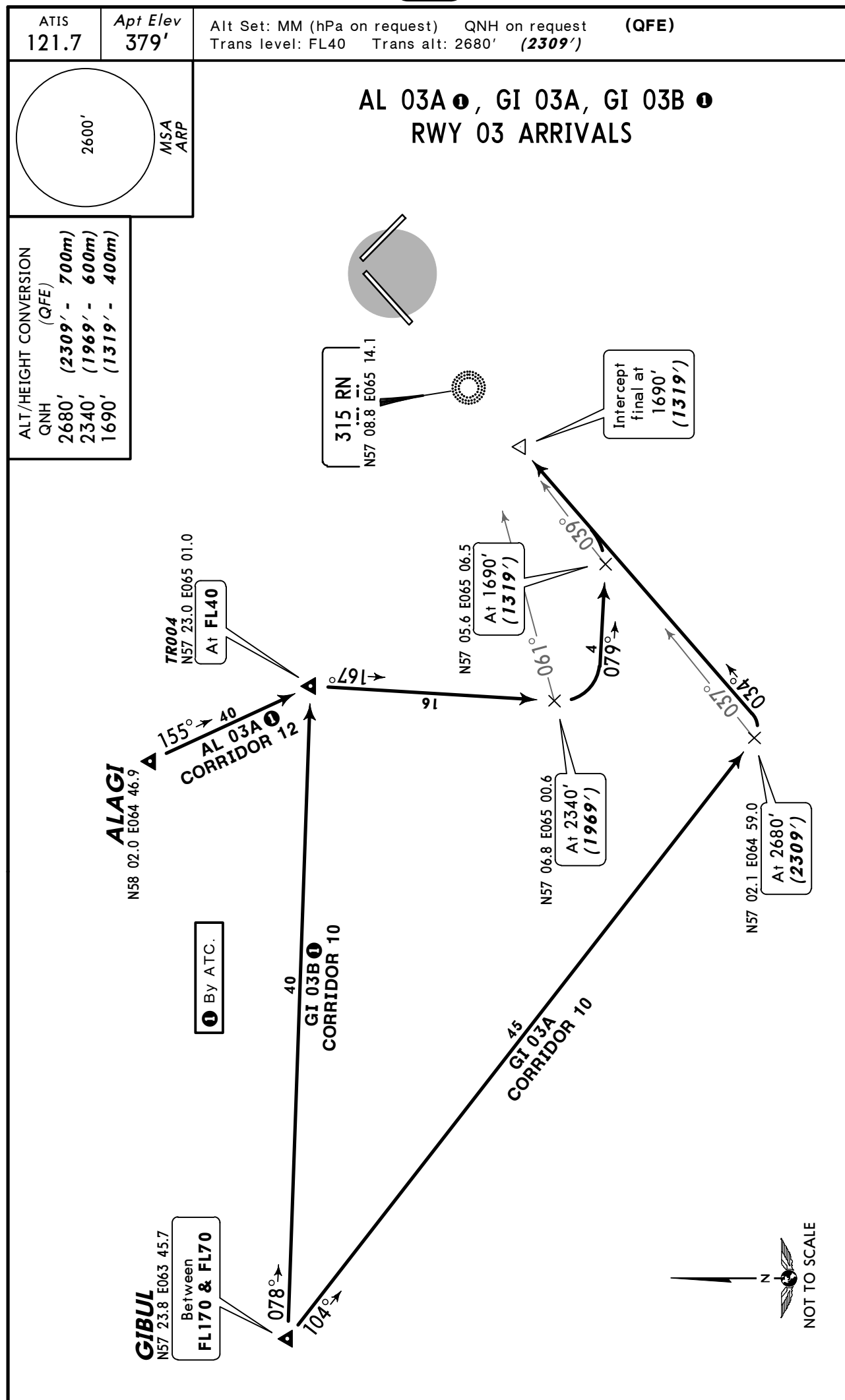


BU 03A
ONLY FOR RUSSIAN USERS OF AIRSPACE
KE 03A
RWY 03 ARRIVALS
BY ATC



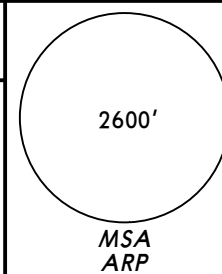
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680'	(2309' - 700m)
2340'	(1969' - 600m)
1690'	(1319' - 400m)





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

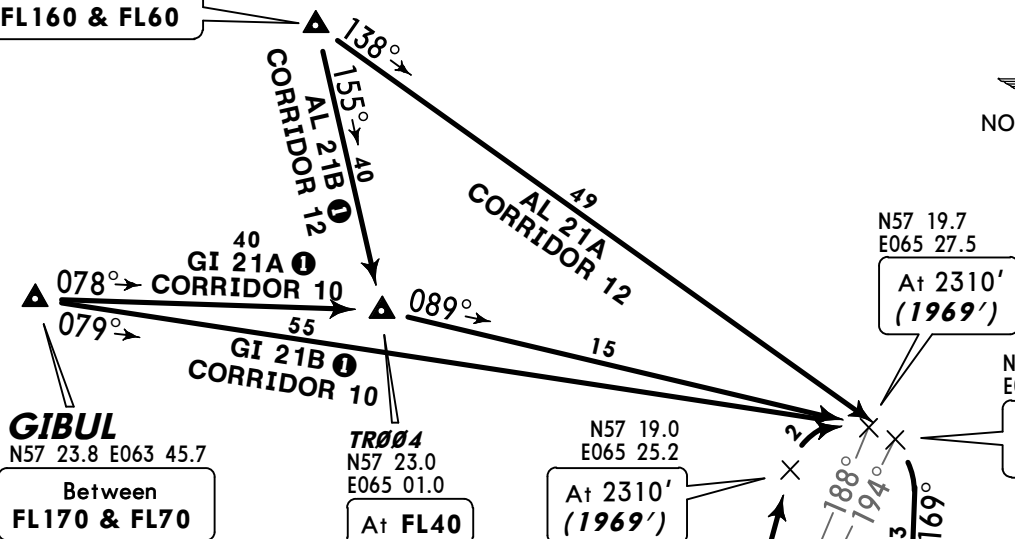


AL 21A, AL 21B ①, BU 21A ①
GI 21A ①, GI 21B ①, KE 21A
RWY 21 ARRIVALS

ALAGI
N58 02.0 E064 46.9

Between
FL160 & FL60

① By ATC.



GIBUL
N57 23.8 E063 45.7

Between
FL170 & FL70

TR004
N57 23.0 E065 01.0
At FL40

N57 19.0 E065 25.2
At 2310' (1969')

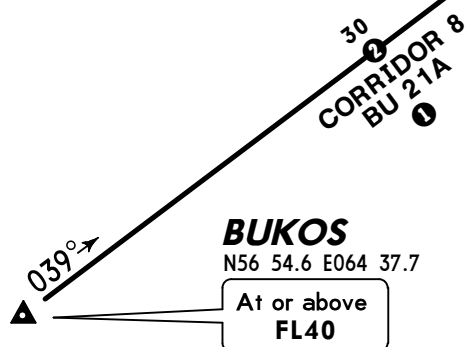
N57 19.1 E065 28.7
At 2310' (1969')

N57 16.5 E065 28.6
At 1660' (1319')

315 TM
N57 12.8 E065 22.1

Intercept
final at
1660' (1319')

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



BUKOS
N56 54.6 E064 37.7

At or above
FL40

TR003
N56 58.0 E065 20.0
At or above
FL70



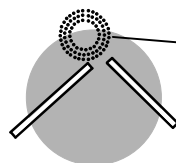
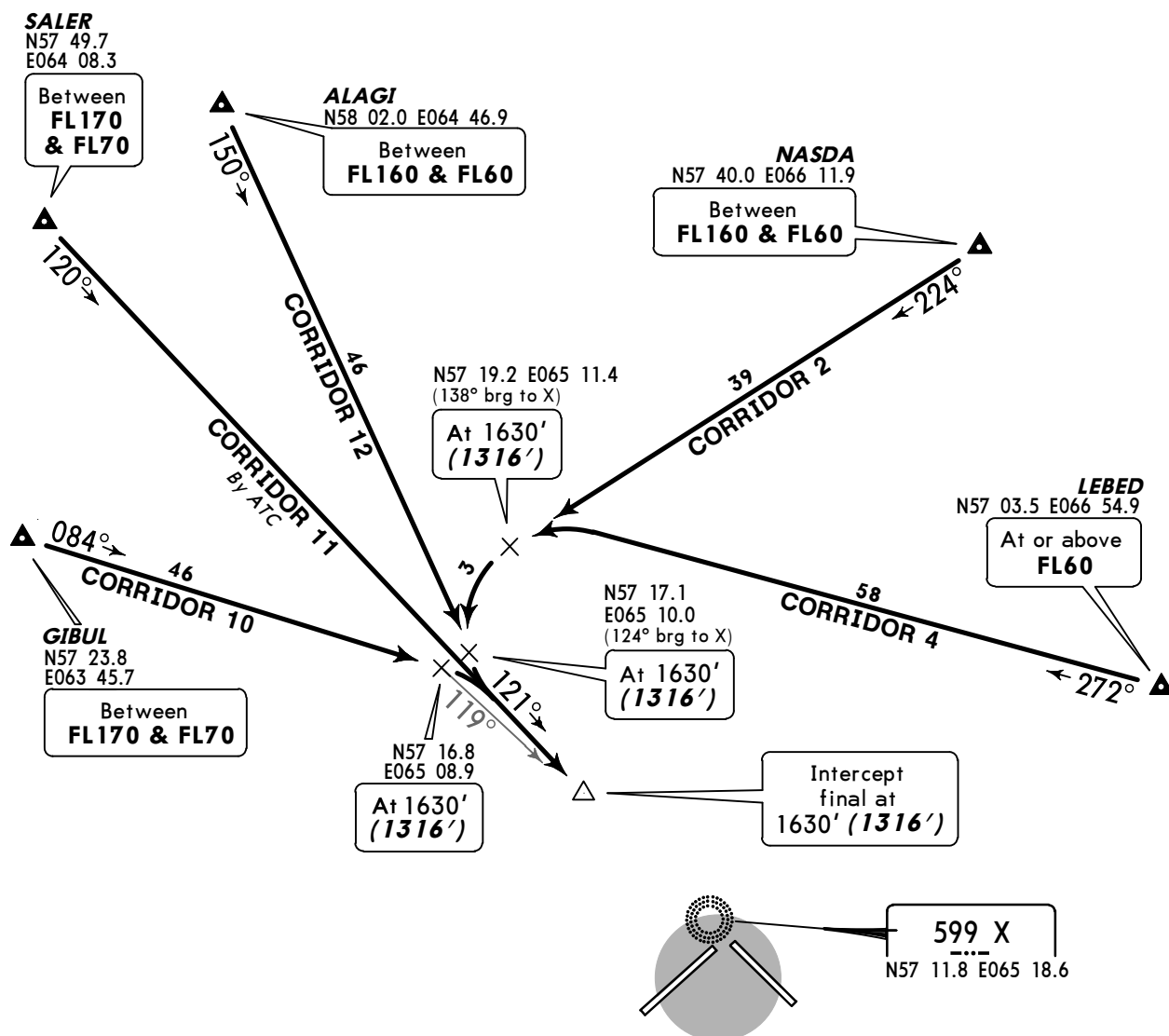
KEGIR
N56 46.5 E065 20.4

② Only for Russian users of airspace.

2600'

MSA
ARP

2600'

MSA
ARP

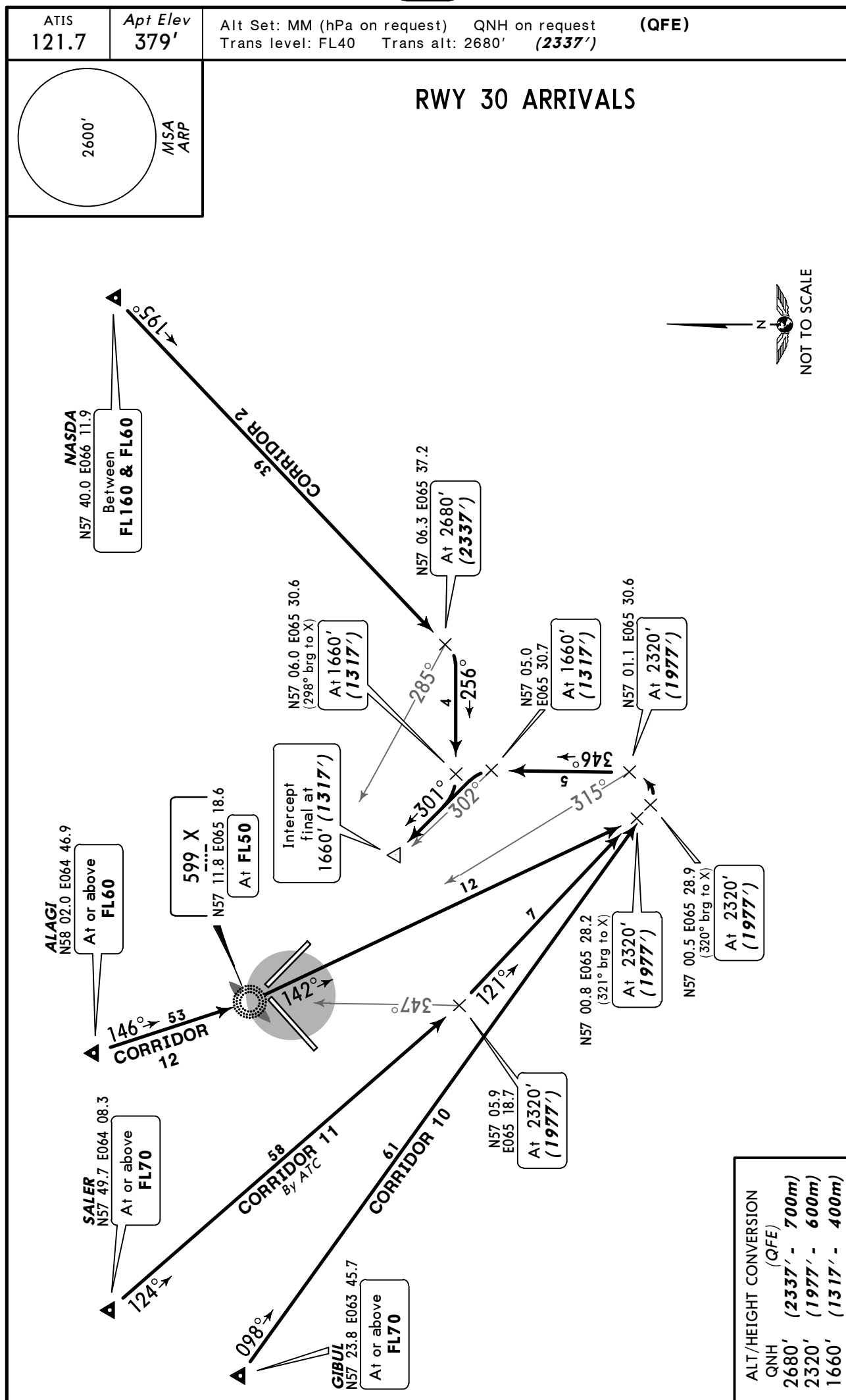
599 X

N57 11.8 E065 18.6

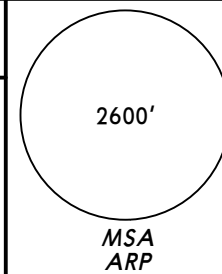


NOT TO SCALE

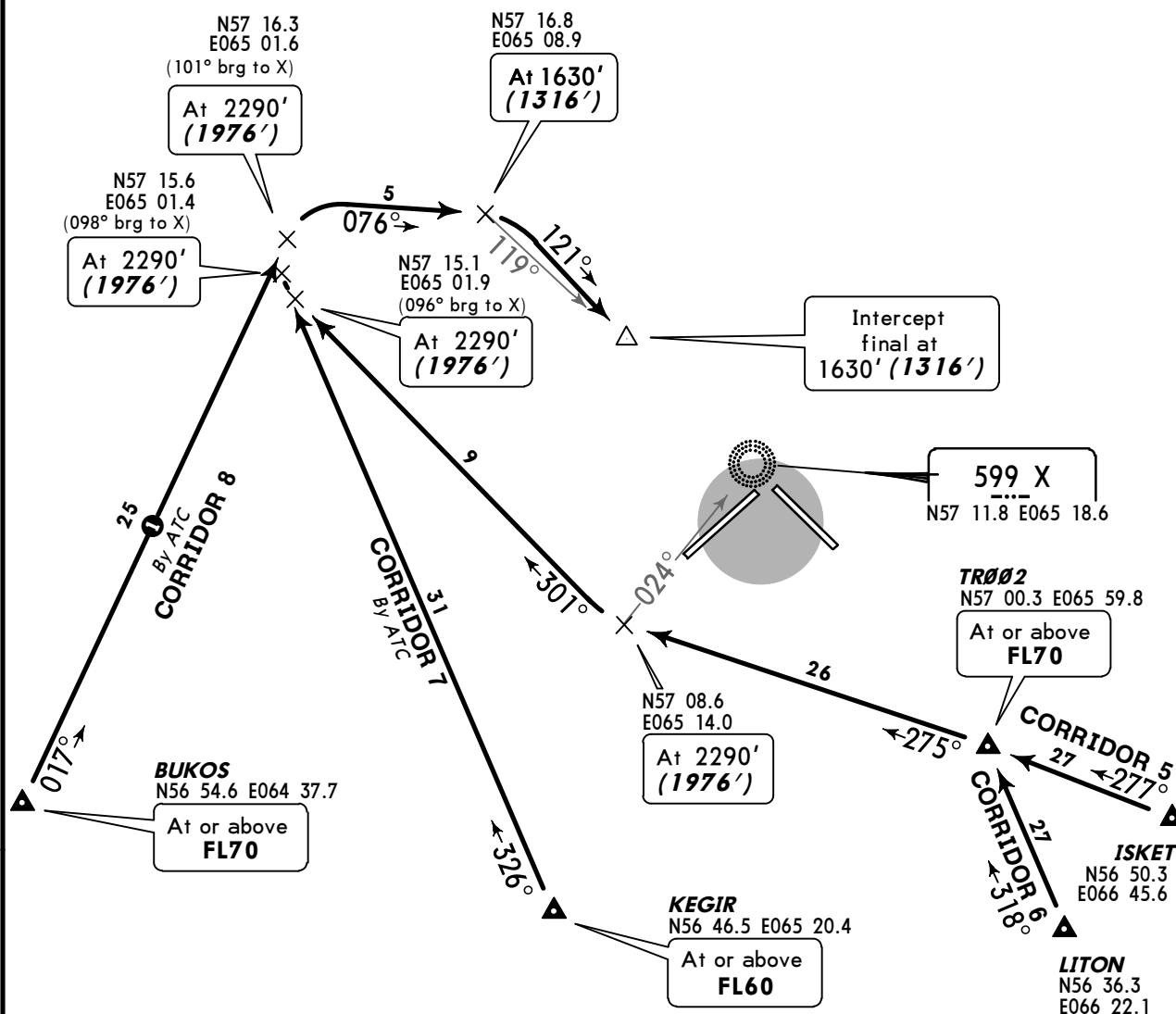
ALT/HEIGHT CONVERSION
QNH (QFE)
2680' (2366' - 700m)
1630' (1316' - 400m)



ATIS 121.7	Apt Elev 379'	Alt Set: MM (hPa on request) QNH on request Trans level: FL40 Trans alt: 2680' (2366')	(QFE)
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RWY 12 ARRIVALS



① Only for Russian users of airspace.

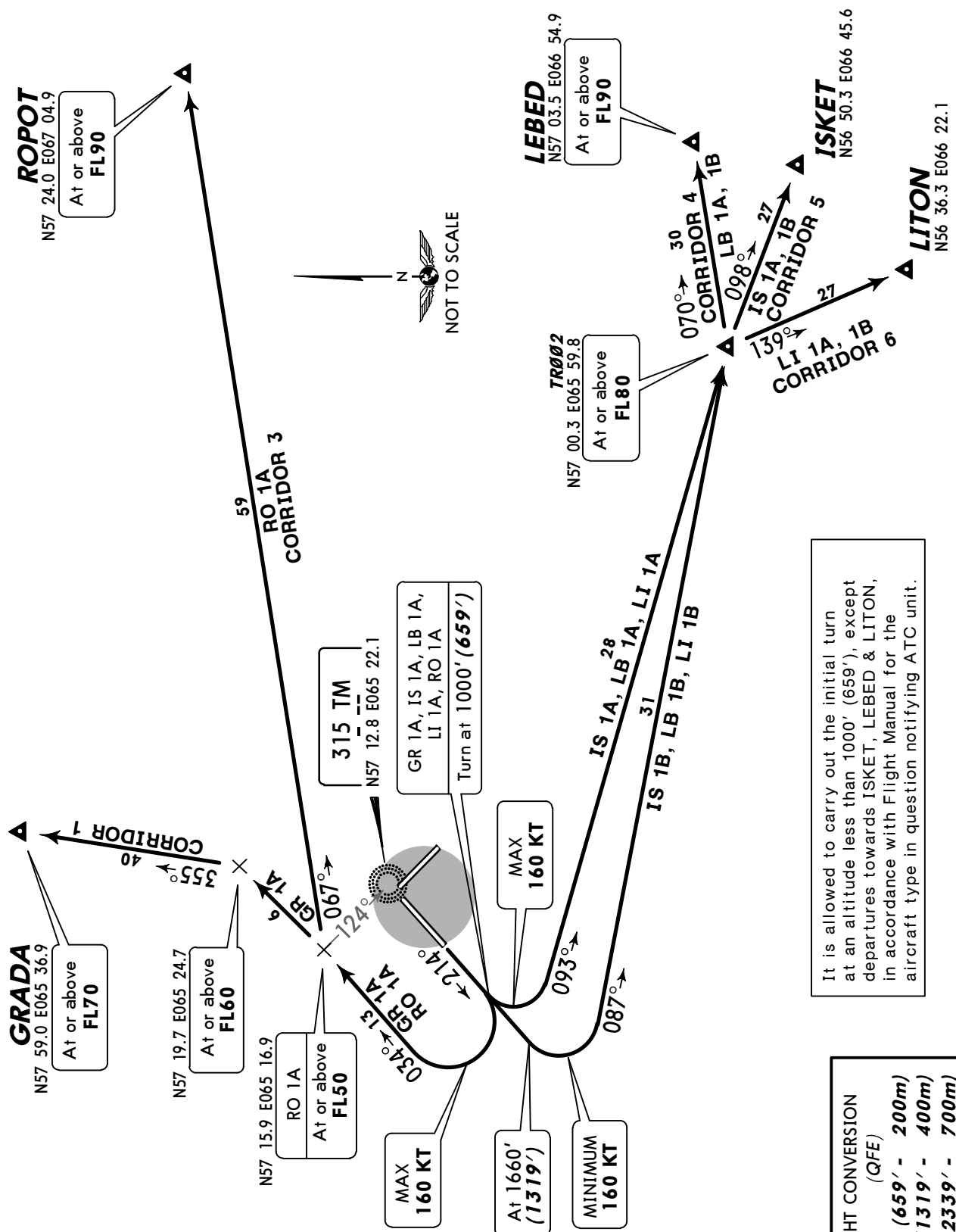
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680'	(2366' - 700m)
2290'	(1976' - 600m)
1630'	(1316' - 400m)



CHANGES: FL conversion; CORRIDOR 8 estdbl; crossings at BUKOS & KEGIR revised. © JEPPESEN, 2011. ALL RIGHTS RESERVED.

QNH on request **(QFE)**
Trans level: FL40 Trans alt: 2680' **(2339')**

A circular diagram with the text "2600'" in the center. To the right of the circle, the text "MSA" is written above "ARP".



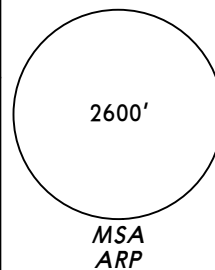
It is allowed to carry out the initial turn at an altitude less than 1000' (659'), except departures towards ISKET, LEBED & LITON, in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

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

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Apt Elev
379'

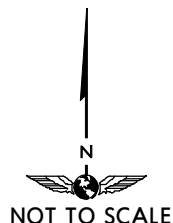
QNH on request (QFE)
Trans level: FL40 Trans alt: 2680' (2339')



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

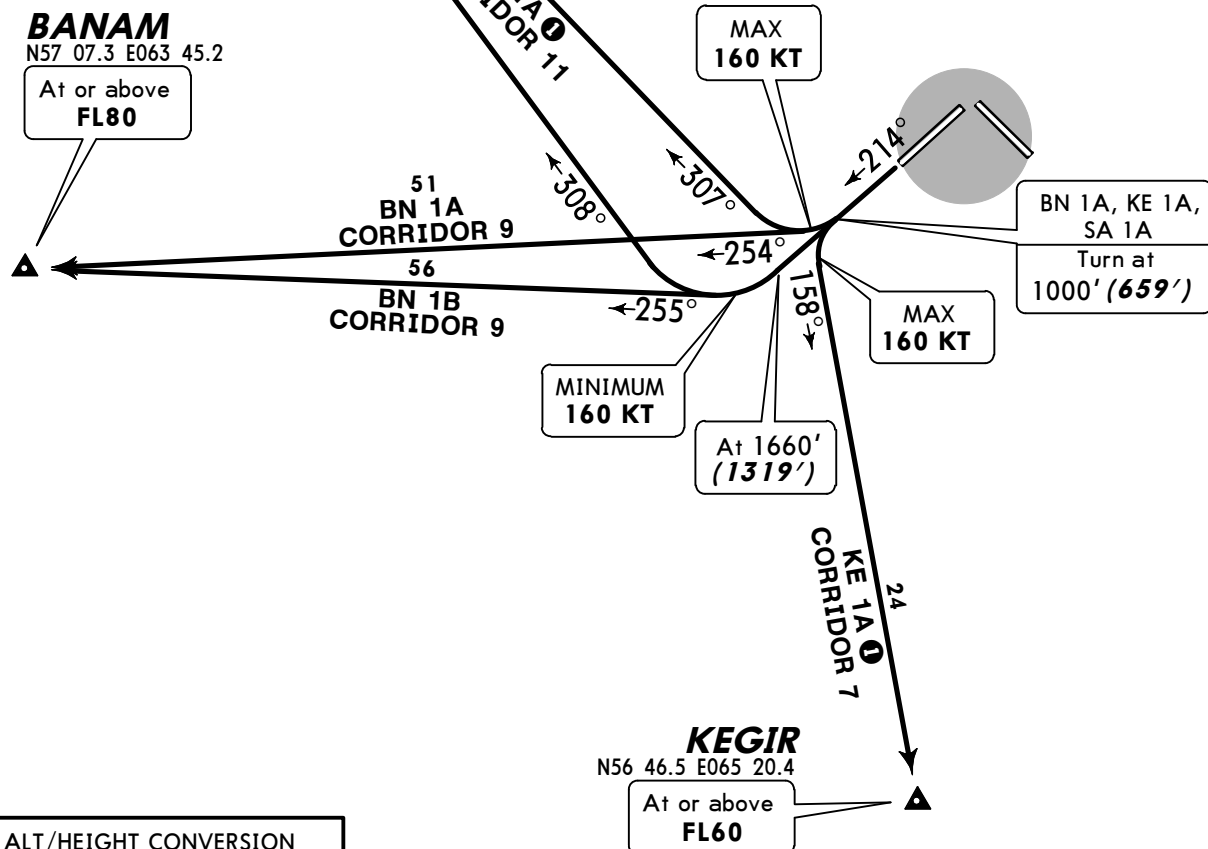
① By ATC.

SALER
N57 49.7 E064 08.3
At FL60



It is allowed to carry out the initial turn at an altitude less than 1000' (659'), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

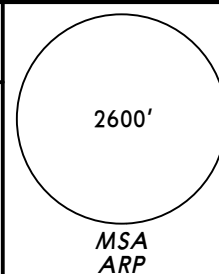
BANAM
N57 07.3 E063 45.2
At or above FL80



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

Apt Elev
379'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2680' (2309')



BN 2A, KE 2A ①, KE 2B ①, SA 2A ①, SA 2B ①
RWY 03 DEPARTURES

① By ATC.

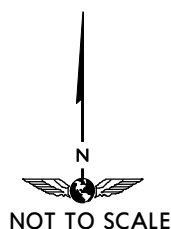
It is allowed to carry out the initial turn at an altitude less than 1030' (659'), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

② Warning: Aircraft with more than 160 KT should execute the initial turn with a radius not more than 1.9 NM.

SALER
N57 49.7
E064 08.3

TR004
N57 23.0 E065 01.0

At or above
FL60



BANAM
N57 07.3 E063 45.2

At or above
FL80

N57 08.3 E065 01.7

At or above
FL60

42 ← 256°
BN 2A
CORRIDOR 9

315 RN
N57 08.8 E065 14.1

25
KE 2A ①
CORRIDOR 7

KEGIR
N56 46.5 E065 20.4

At or above
FL60

MAX
160 KT

MINIMUM
160 KT

At 1030'
(659')

034°

20
KE 2B ①

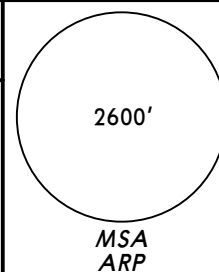
TR003
N56 58.0 E065 20.0

165° → 11
CORRIDOR 7

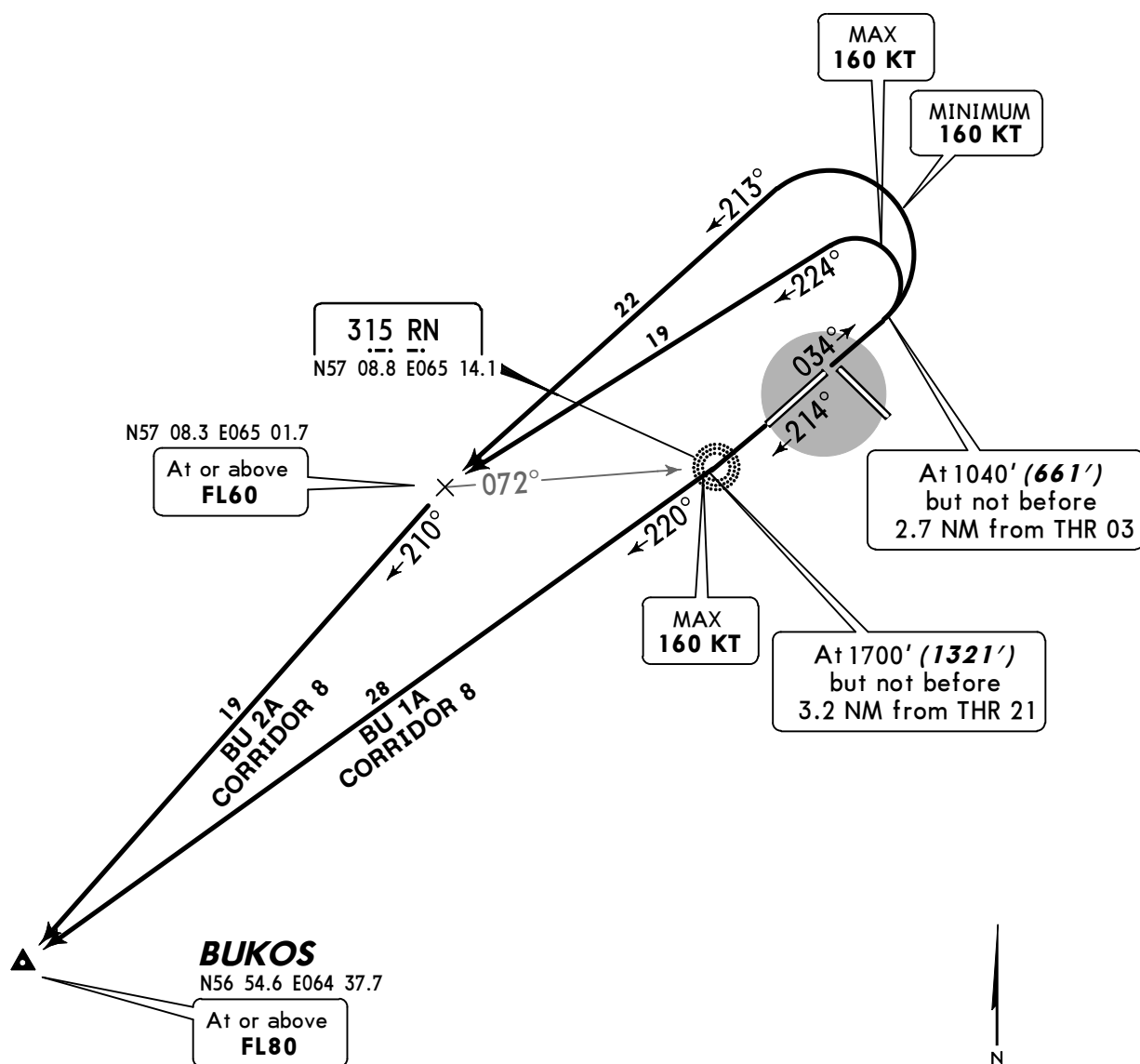
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(659' - 200m)
2680'	(2309' - 700m)

Apt Elev
379'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2680' (2301')



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



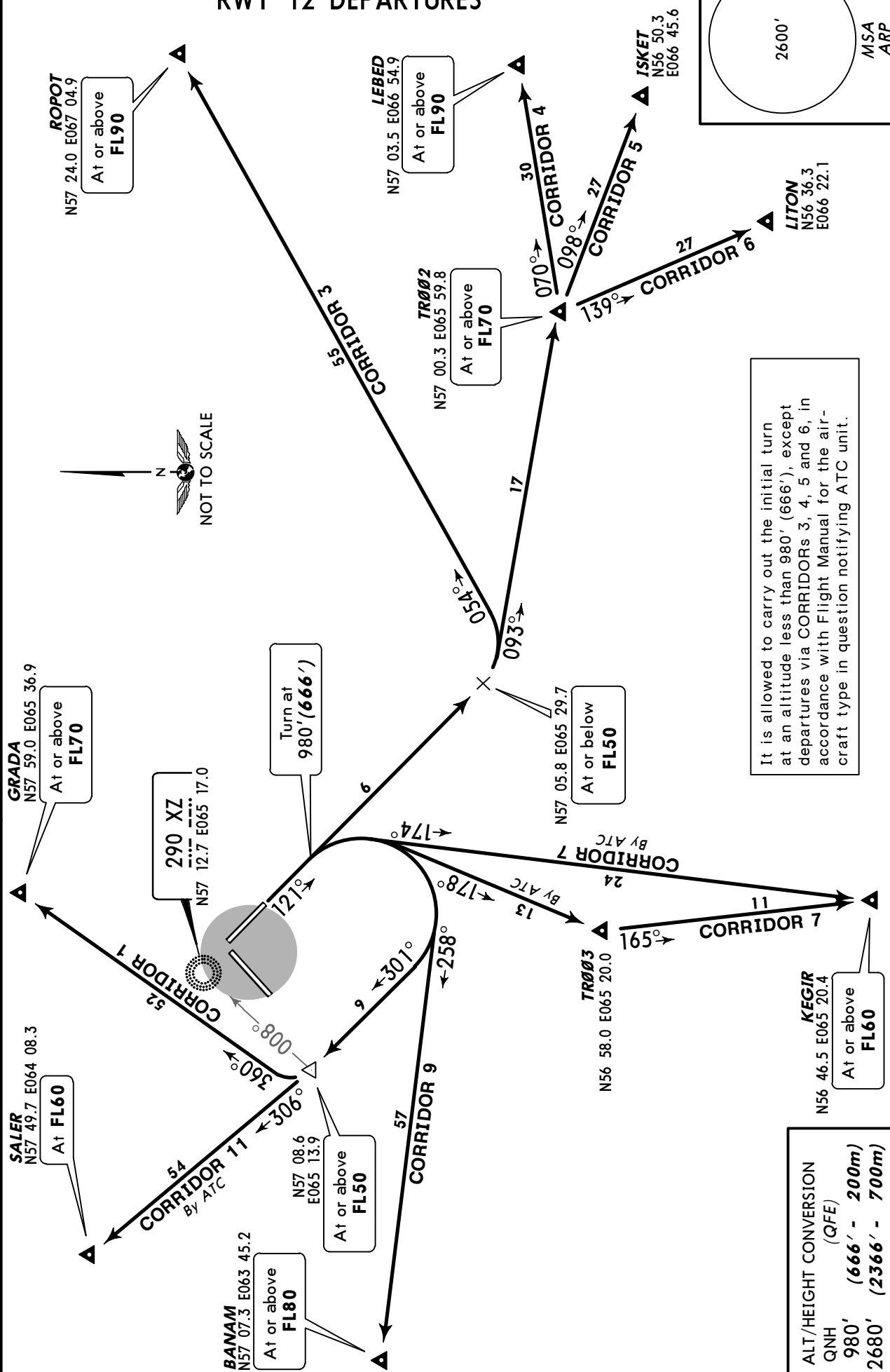
It is allowed to carry out the initial turn at an altitude less than 1040' (661'), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
1040'	(661' -	200m)
1700'	(1321' -	400m)
2680'	(2301' -	700m)

Apt Elev
379'

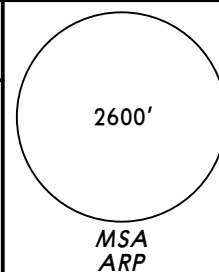
QNH on request (QFE)
Trans level: FL40 Trans alt: 2680' (2366')

RWY 12 DEPARTURES

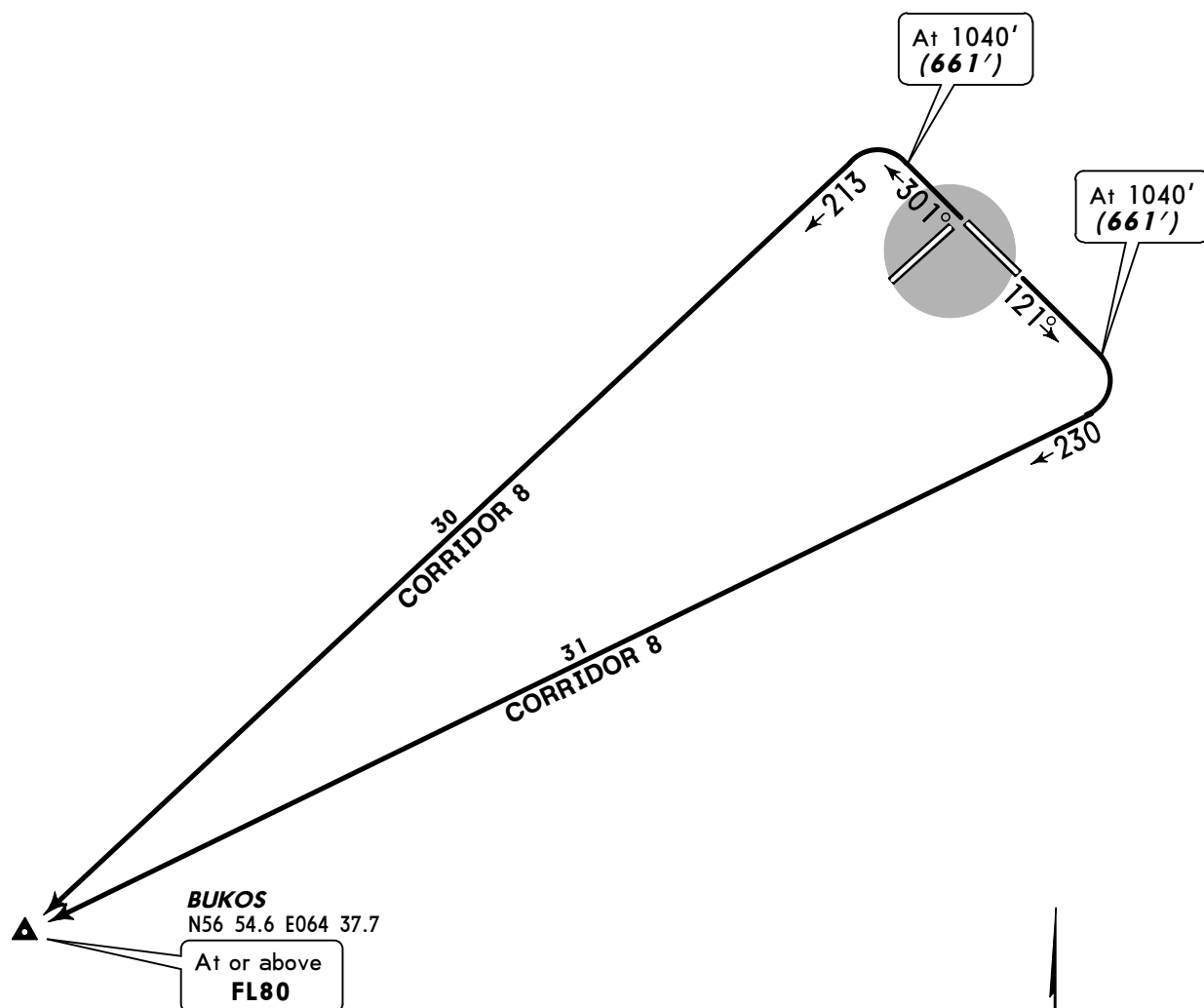


Apt Elev
379'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2680' (2301')

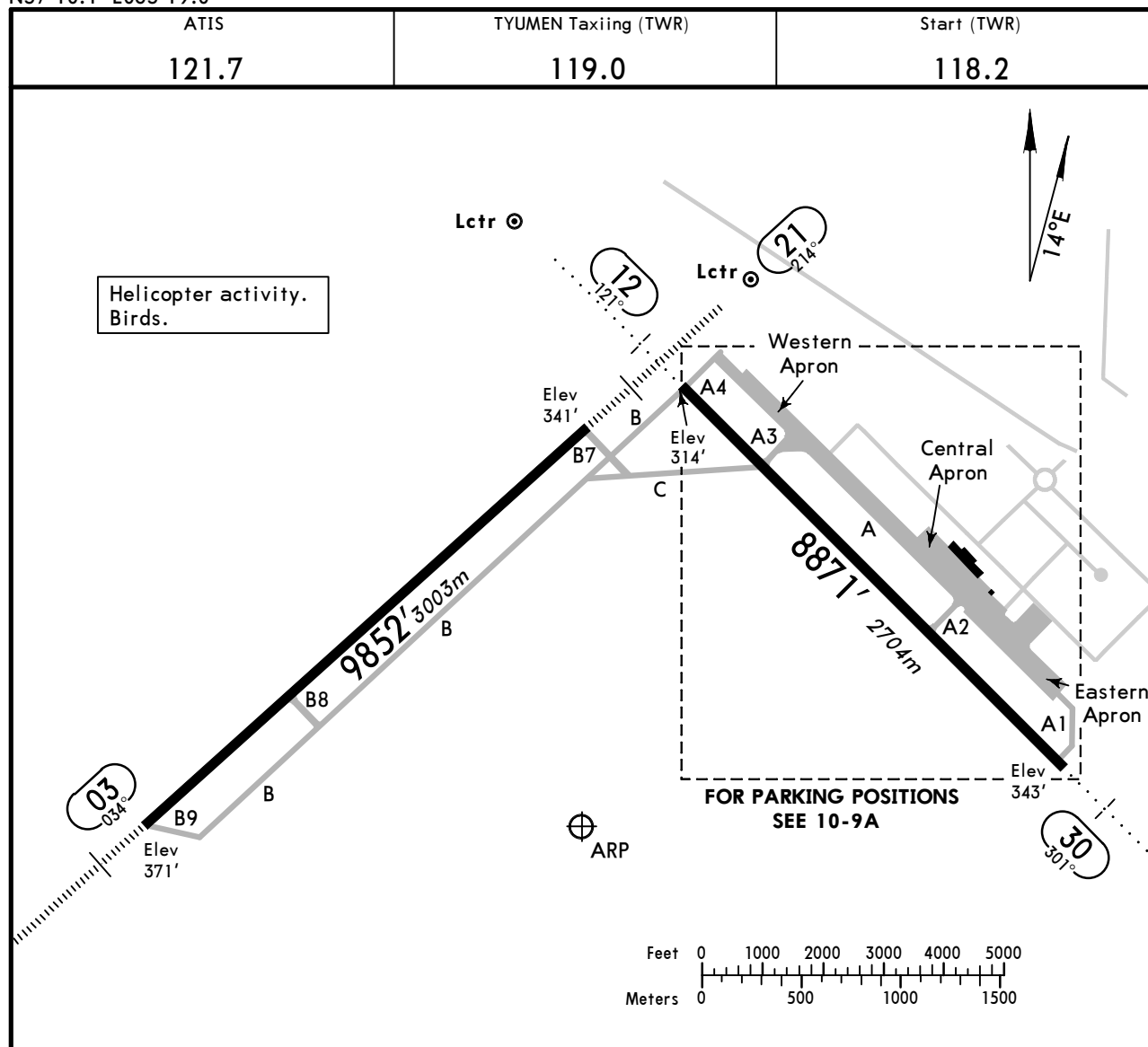


RWYS 12, 30 DEPARTURES
ONLY FOR RUSSIAN USERS OF AIRSPACE
BY ATC



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

ALT/HEIGHT CONVERSION
QNH (QFE)
1040' (661' - 200m)
2680' (2301' - 700m)



ADDITIONAL RUNWAY INFORMATION

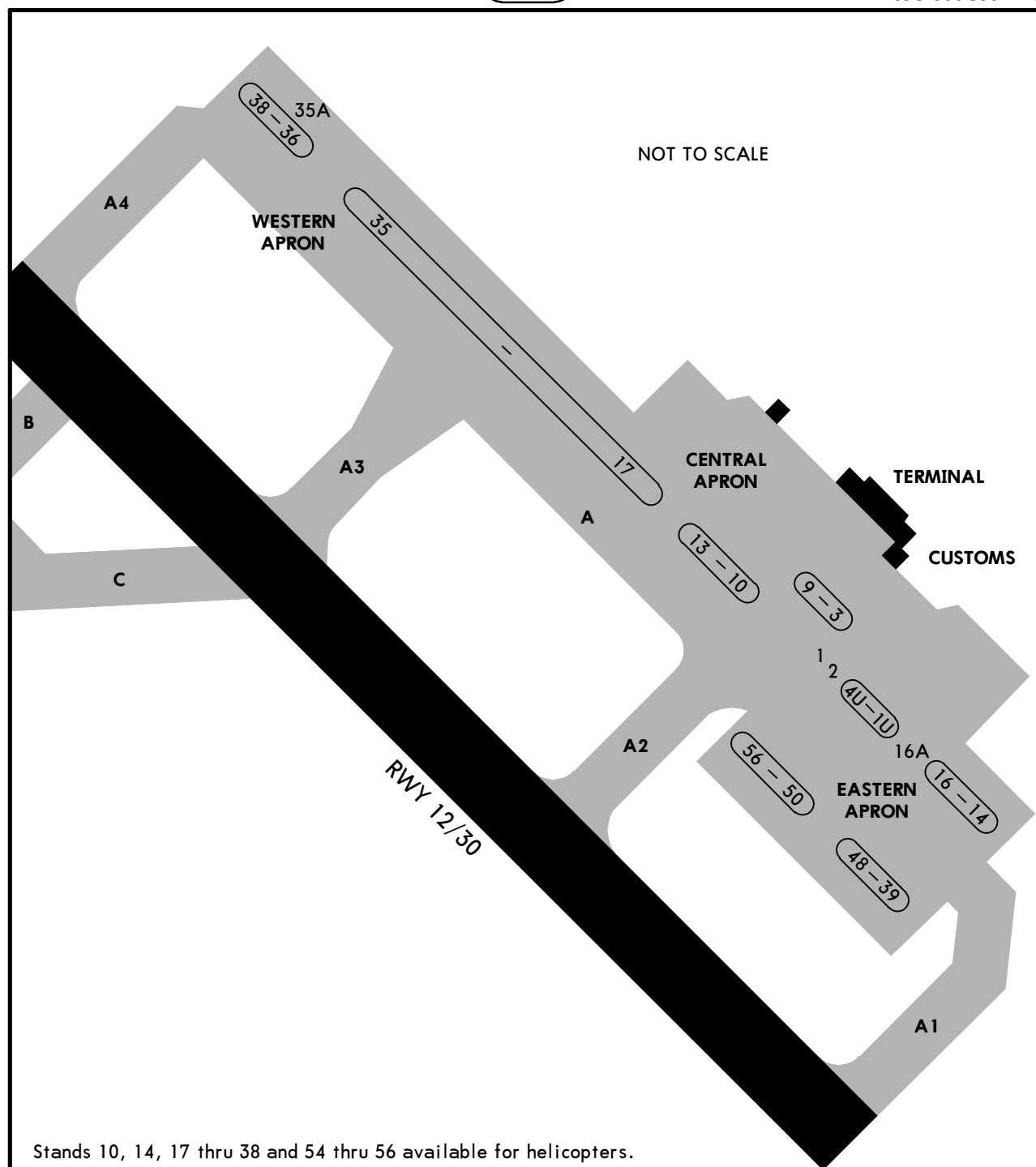
					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		
03	HIRL (60m)	HIALS	PAPI-L(angle 2.67°)	RVR		8572' 2613m	9524' 2903m①	148'
21	HIRL (60m)	HIALS	PAPI-L(angle 2.67°)	RVR		8769' 2673m		45m
12	RL (50m)	ALS	PAPI-L(angle 2.67°)	RVR			8543' 2604m①	164'
30	RL (50m)	ALS	PAPI-L(angle 3.00°)	RVR				50m

① First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA) All Rwy's

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



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		

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 ①	680'(309')	680'(309')	680'(309')	680'(309')
		R750m	R750m	R750m	R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB ①	730'(359')	730'(359')	730'(359')	730'(359')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
12	RNAV ①	660'(346')	660'(346')	660'(346')	660'(346')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ①	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 ①	650'(309')	650'(309')	650'(309')	650'(309')
		R750m	R750m	R750m	R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB ①	700'(359')	700'(359')	700'(359')	700'(359')
		R1000m	R1000m	R1200m	R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
30	RNAV ①	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

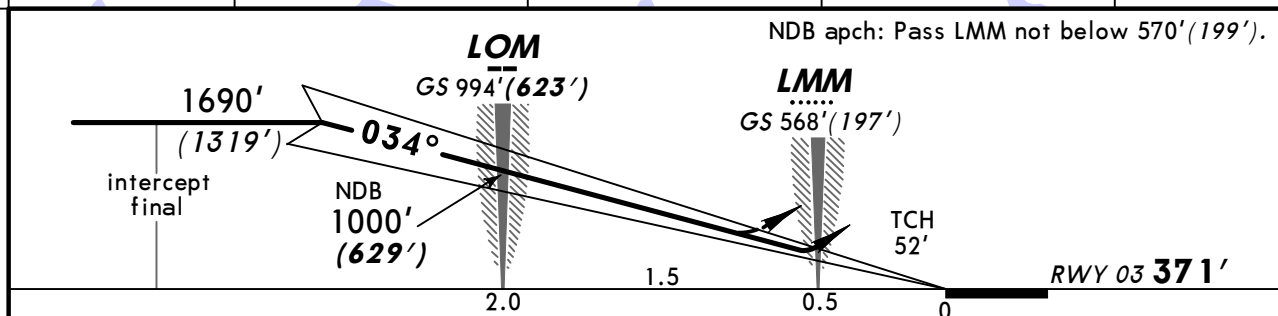
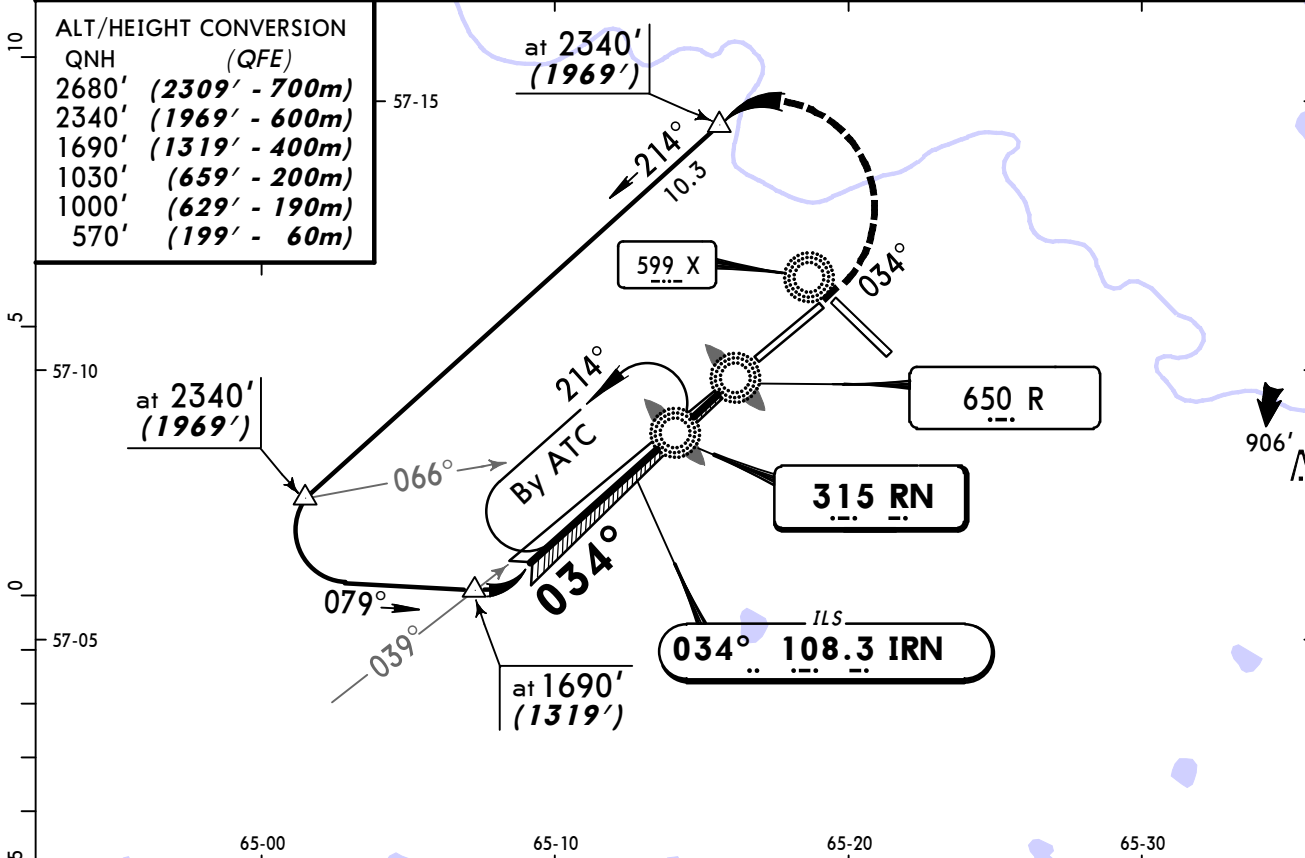
① Continuous Descent Final Approach.

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	250m	400m	500m
B			
C			
D	300m		

BRIEFING STRIP™

ATIS 121.7		TYUMEN Approach 126.1		TYUMEN Krug (SRE) 120.4		TYUMEN Start (PAR/TWR) 118.2		Ground 119.0		
LOC IRN 108.3		Final Apch Crs 034°		GS LOM 994' (623')		ILS DA(H) 571' (200')		Apt Elev 379' RWY 371'		
NDB RN 315				Minimum Alt LOM 1000' (629')		NDB MDA(H) 680' (309')				
MISSED APCH: Climb on 034° to 1030' (659'), then turn LEFT onto 214° climbing to 2340' (1969'), then according to chart.									2600' MSA ARP	

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

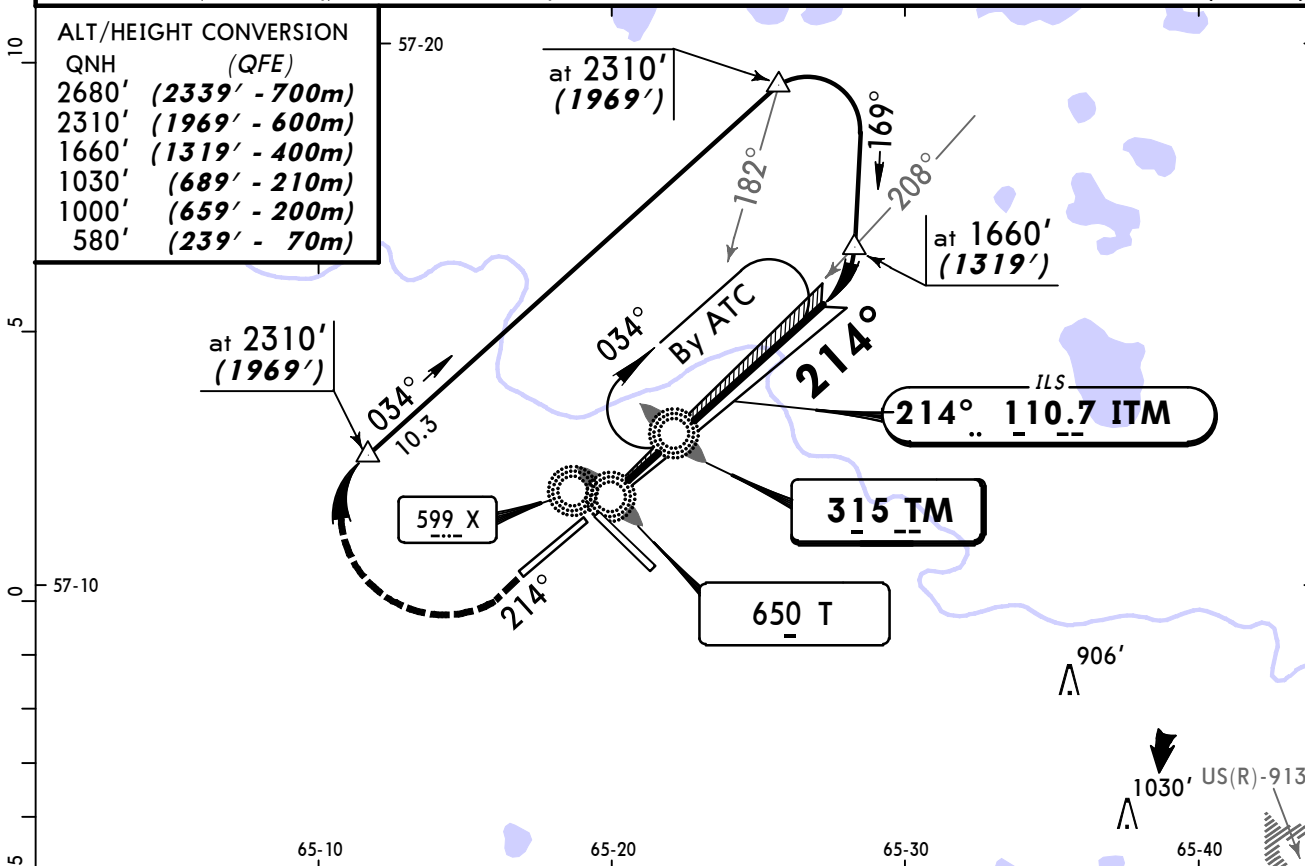


Gnd speed-Kts	70	90	100	120	140	160	HIALS	1030' (659') on 034°	214° LT	2340' (1969')
ILS GS or NDB Desc angle	2.67°	336	433	481	577	673	769	PAPI		

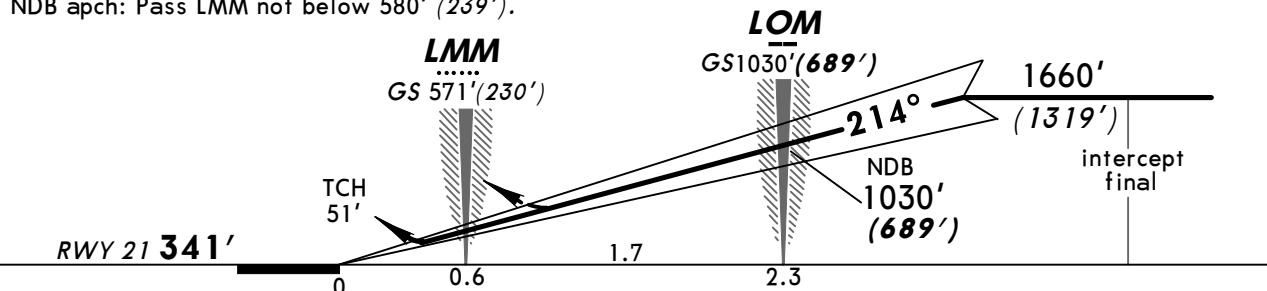
STRAIGHT-IN LANDING RWY 03									
ILS		LOC (GS out)		NDB					
DA(H) 571' (200')				MDA(H) 680' (309')					
FULL	ALS out				ALS out				
A									
B									
C	RVR 720m VIS 800m	1200m		NOT AUTHORIZED		1200m	RVR 1500m VIS 1600m		
D						RVR 1500m VIS 1600m			

BRIEFING STRIP

ATIS 121.7		TYUMEN Approach 126.1		TYUMEN Krug (SRE) 120.4		TYUMEN Start (PAR/TWR) 118.2		Ground 119.0		
LOC ITM 110.7		Final Apch Crs 214°		GS/ Minimum Alt LOM 1030' (689')		ILS DA(H) 541' (200')		Apt Elev 379' RWY 341'		
NDB TM 315						NDB MDA(H) 670' (329')				
MISSED APCH: Climb on 214° to 1000' (659'), then turn RIGHT onto 034° climbing to 2310' (1969'), then according to chart.									2600' MSA ARP	
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2680' (2339')										

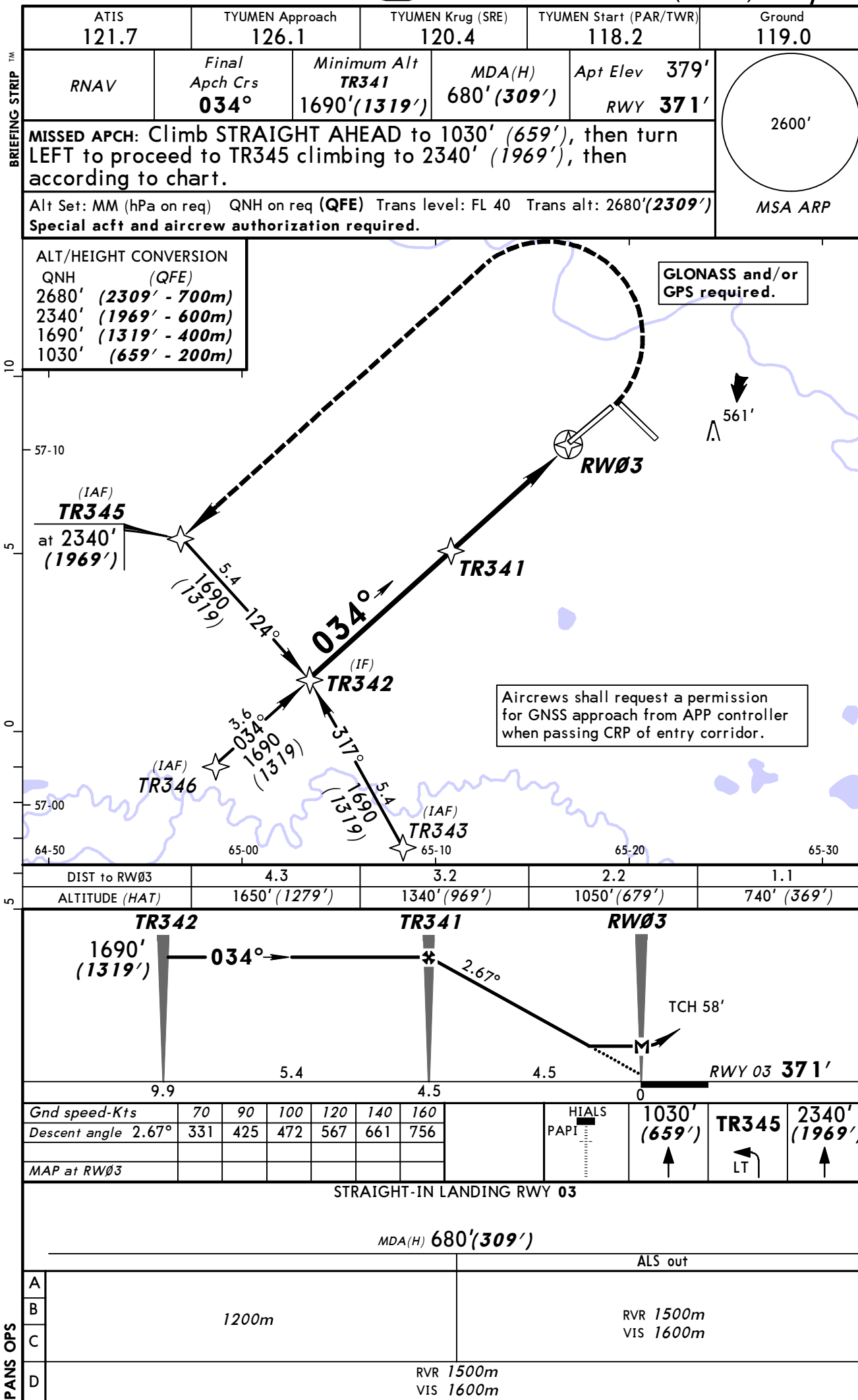


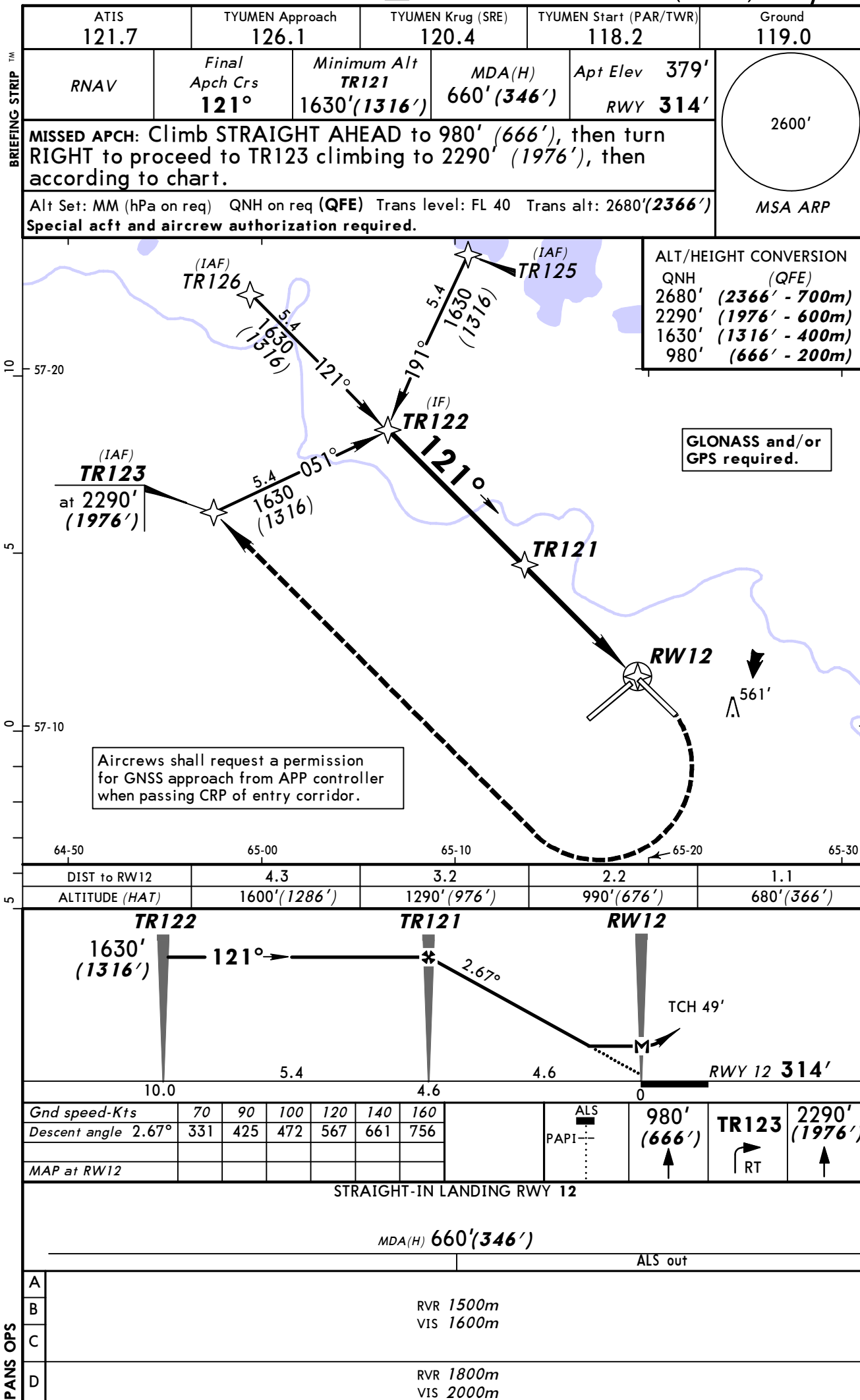
NDB apch: Pass LMM not below 580' (239').

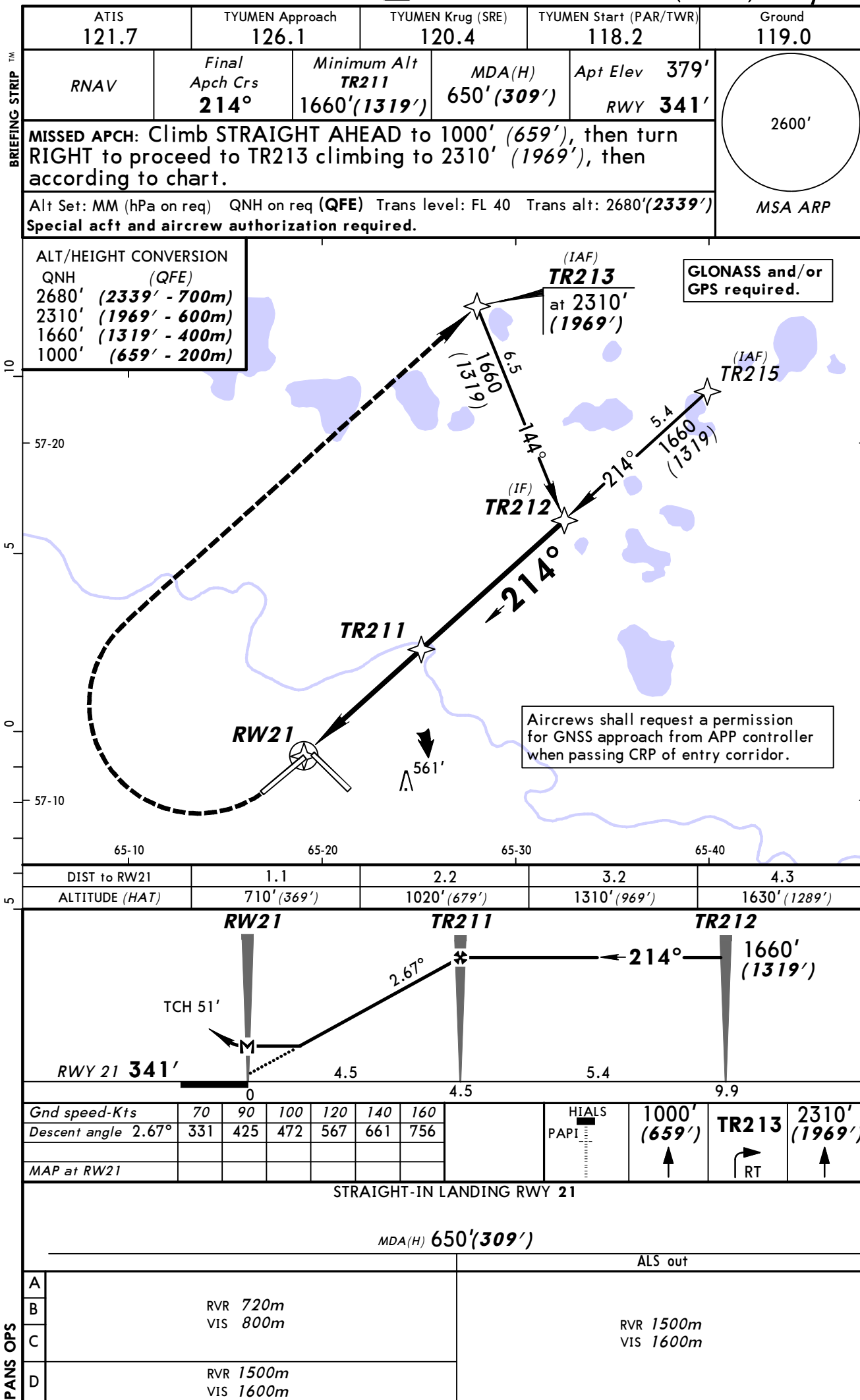


Gnd speed-Kts	70	90	100	120	140	160	HIALS	1000' (659') on	214°	034°	2310' (1969')
ILS GS or	336	433	481	577	673	769	PAPI				
NDB Desc angle	2.67°										

STRAIGHT-IN LANDING RWY 21					
ILS		LOC (GS out)		NDB	
DA(H) 541' (200')				MDA(H) 670' (329')	
FULL	ALS out				ALS out
A					
B				1200m	RVR 1500m VIS 1600m
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
D				RVR 1500m VIS 1600m	



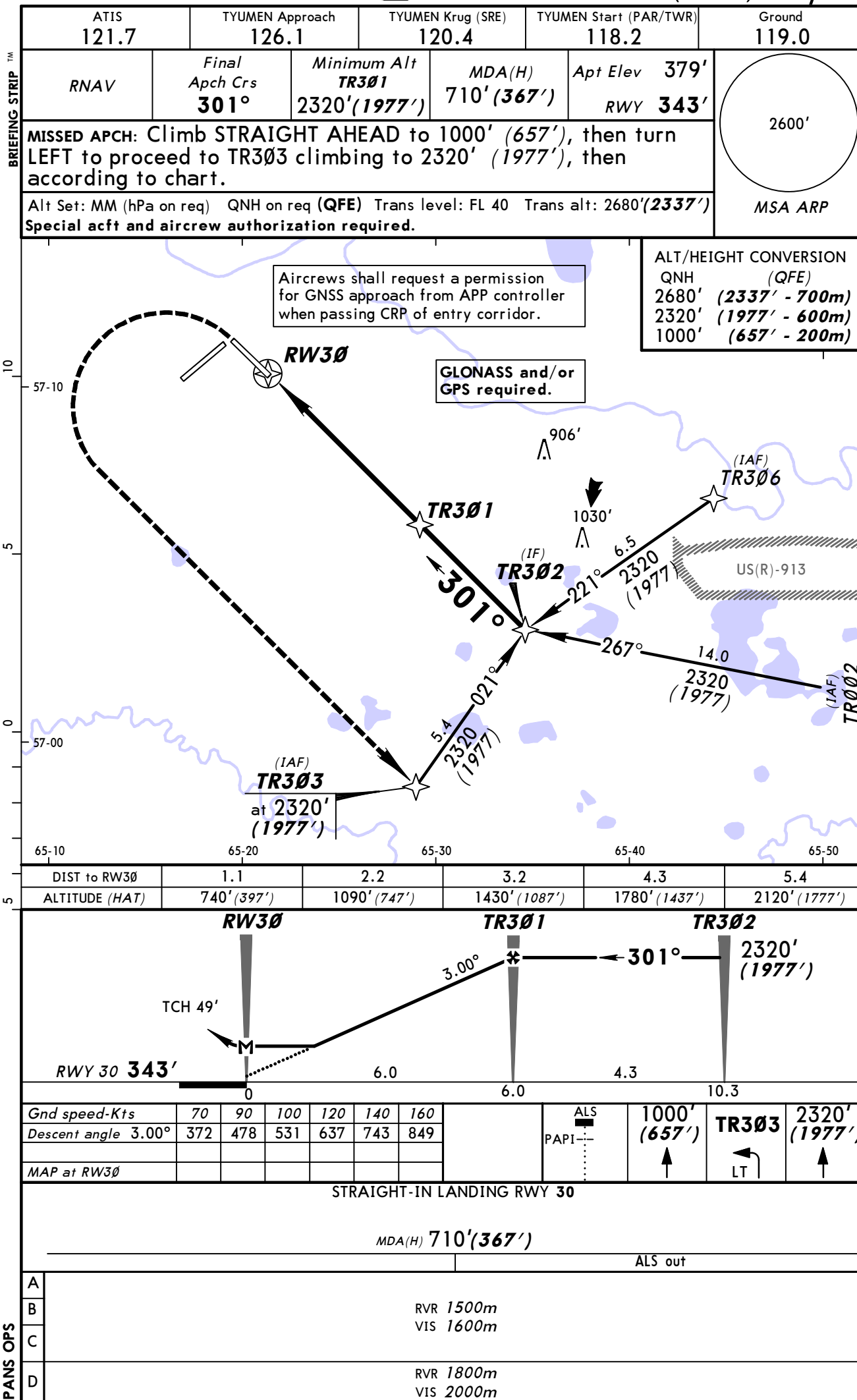




USTR/TJM
ROSHCHINO

JEPPesen
4 NOV 11 (12-4) Eff 17 Nov

TYUMEN, RUSSIA
RNAV (GNSS) Rwy 30



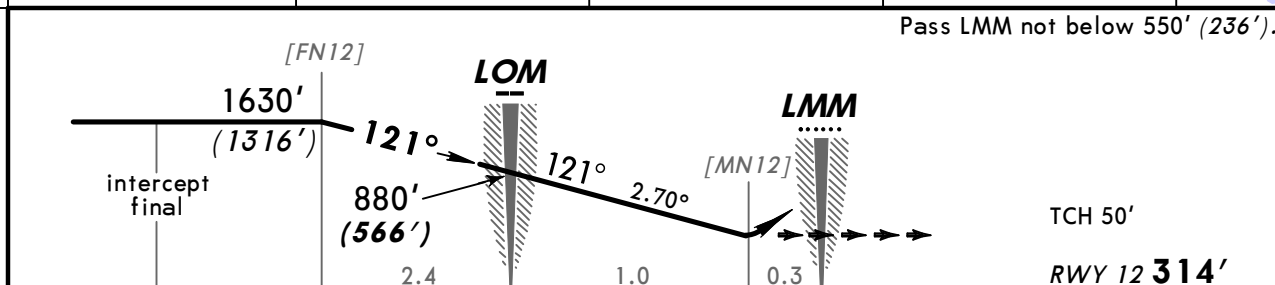
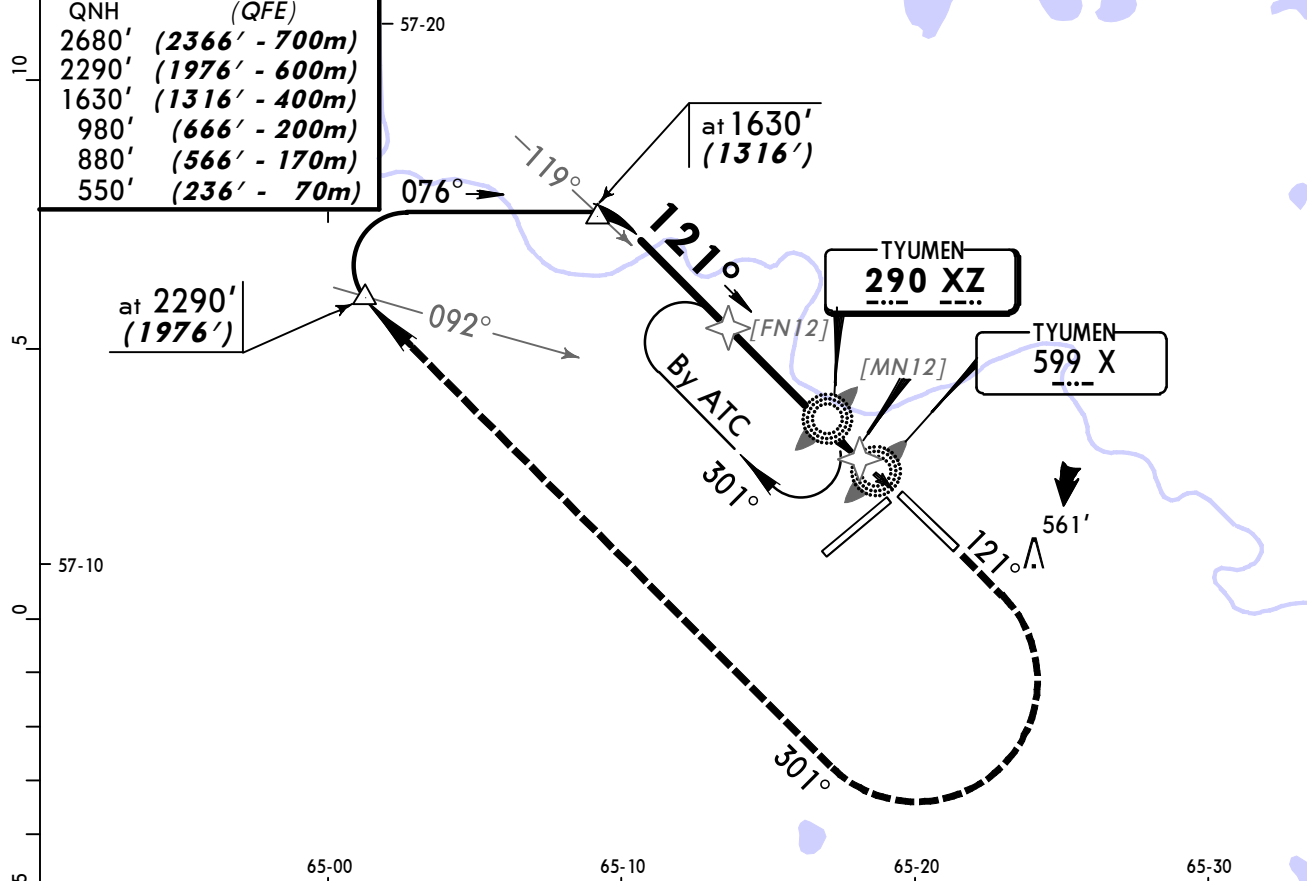
BRIEFING STRIP

ATIS 121.7	TYUMEN Approach 126.1	TYUMEN Krug (SRE) 120.4	TYUMEN Start (PAR/TWR) 118.2	Ground 119.0
NDB XZ 290	Final Apch Crs 121°	Minimum Alt LOM 880' (566')	MDA(H) 640' (326') Apt Elev 379' RWY 314'	2600' MSA ARP
MISSED APCH: Climb on 121° to 980' (666'), then turn RIGHT onto 301° 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')

ALT/HEIGHT CONVERSION

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



Gnd speed-Kts	70	90	100	120	140	160	ALS	980' (666') on 121°	301° RT	2290' (1976')
Descent Angle	2.70°	334	430	478	573	669	764			

STRAIGHT-IN LANDING RWY 12									
MDA(H) 640' (326')									
ALS out									

A	RVR 1500m VIS 1600m						
B							
C							
D							

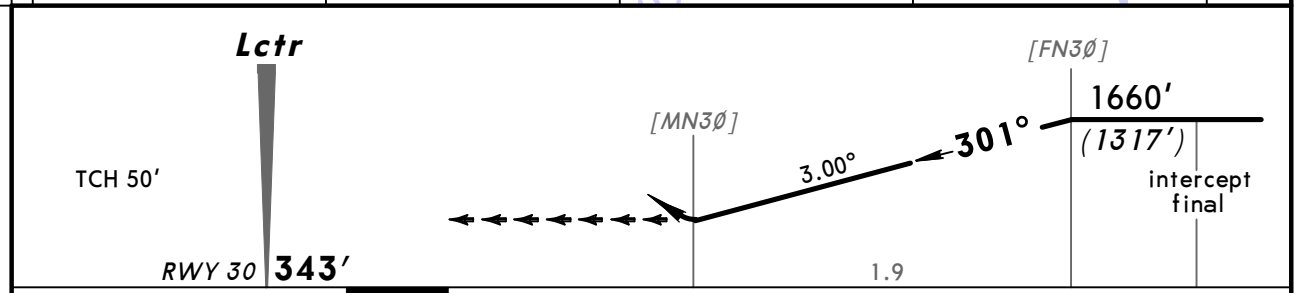
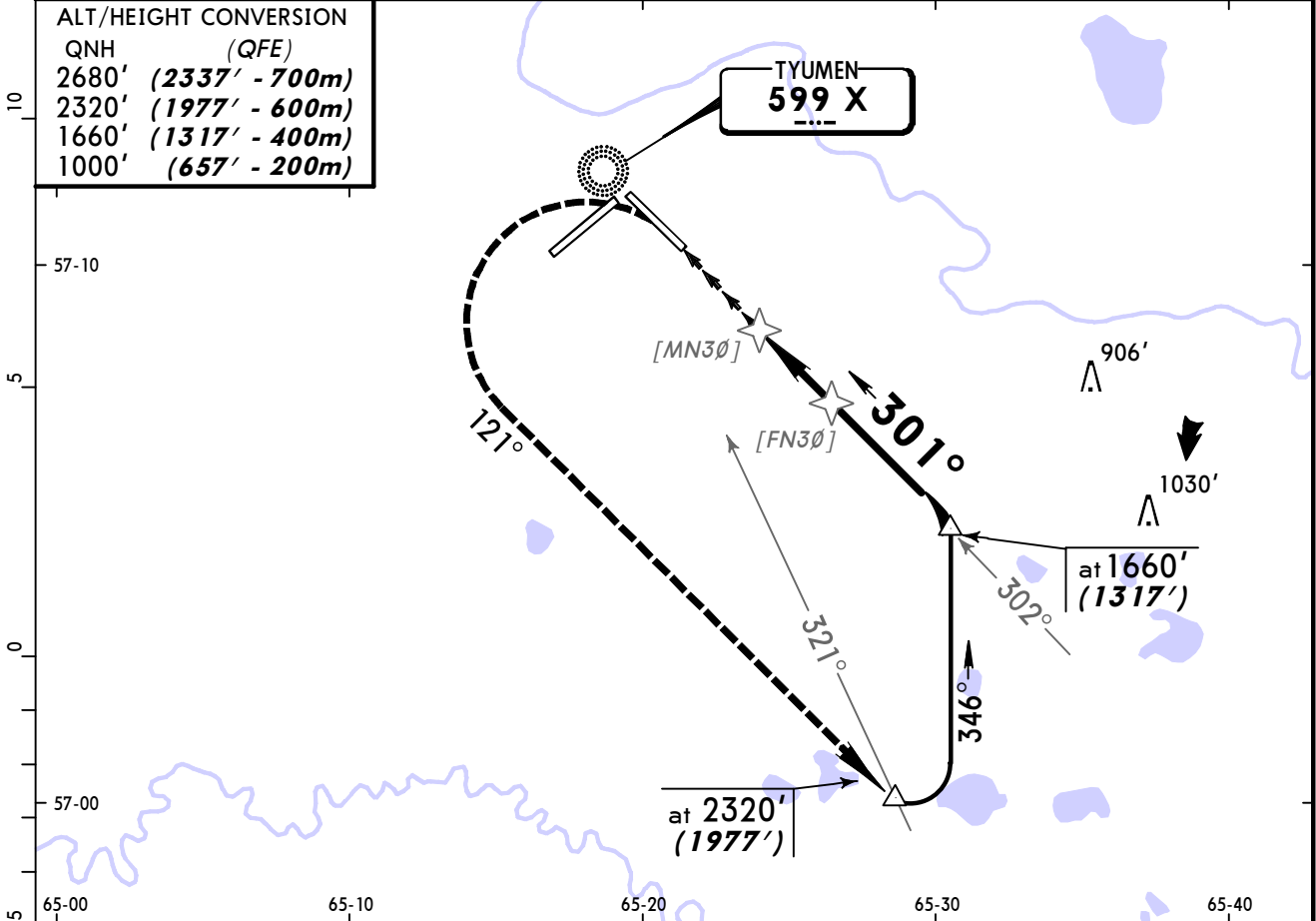
PANS OPS

BRIEFING STRIP™

ATIS 121.7	TYUMEN Approach 126.1	TYUMEN Krug (SRE) 120.4	TYUMEN Start (PAR/TWR) 118.2	Ground 119.0
Lctr X 599	Final Apch Crs 301°	Minimum Alt No FAF	MDA(H) 1050' (707')	Apt Elev 379' 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		ALS	121°	2320' (1977')
Descent Angle	3.00°	372	478	531	637	743	849		LT	↑

STRAIGHT-IN LANDING RWY 30			
MDA(H) 1050' (707')		ALS out	
A			
B	3200m		
C			
D	3600m		

PANS OPS

Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
TYUMEN, (ROSHCHINO - USTR)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USTR