(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For USTR
Terminal Charts For USTR
Revision Letter For Cycle 13-2016
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

General Information

Location: TYUMEN RUS
ICAO/IATA: USTR / TJM
Lat/Long: N57° 10.10', E065° 18.97'
Elevation: 377 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 14.0° 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: 2242 Z
Sunset: 1638 Z

Runway Information

Runway: 03
Length x Width: 9852 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 368 ft
Lighting: Edge, ALS

Runway: 12
Length x Width: 8862 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 313 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 9852 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 339 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 8862 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 343 ft
Lighting: Edge, ALS

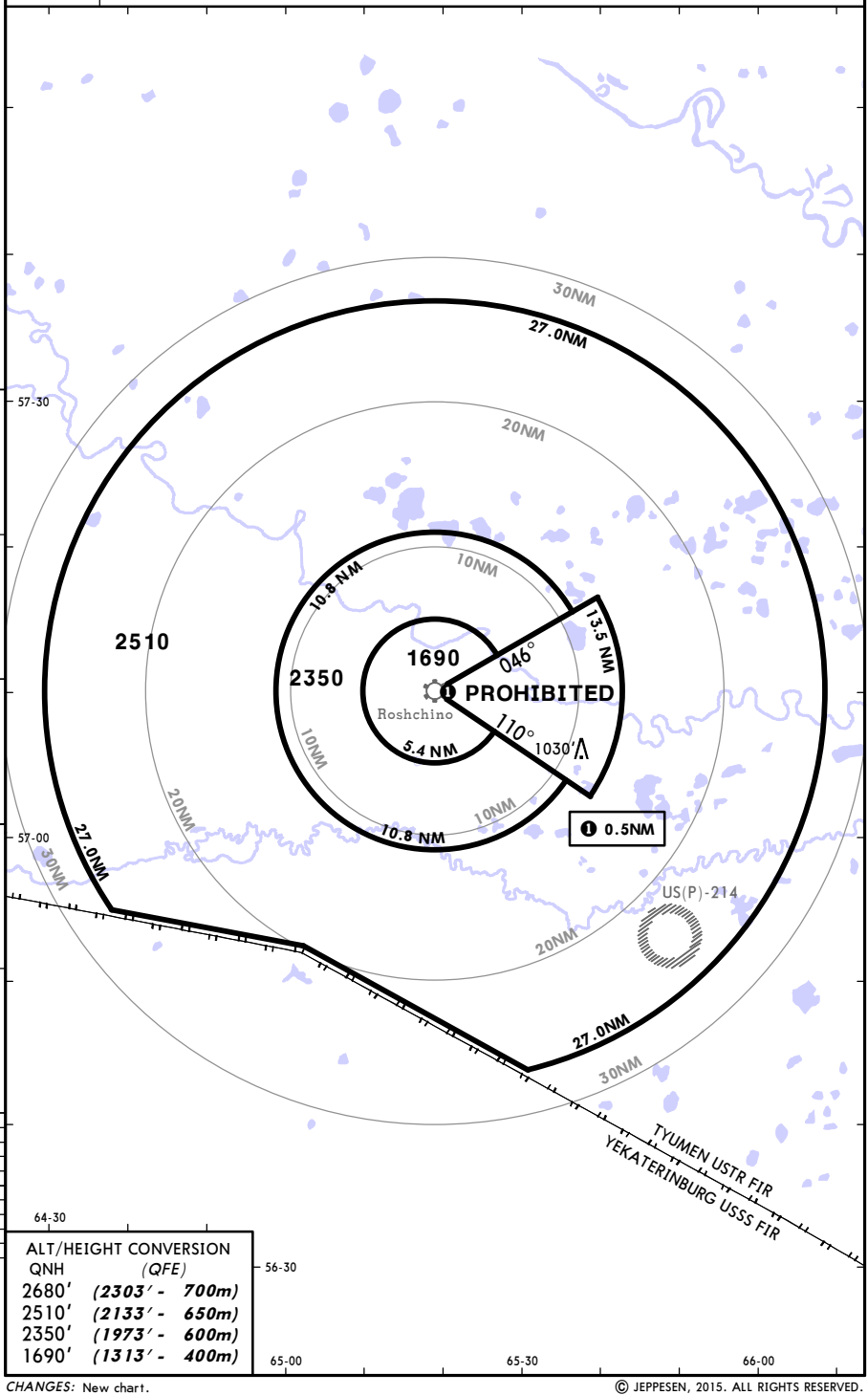
Communication Information

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

ATIS: 121.700
Tyumen Taxiing Tower: 119.000
Tyumen Start Tower: 118.200
Tyumen Ground Ramp/Taxi: 118.900
Tyumen Approach: 126.100

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

Apt Elev 377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2303′)*



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	*(2303′ - 700m)*
2510′	*(2133′ - 650m)*
2350′	*(1973′ - 600m)*
1690′	*(1313′ - 400m)*

CHANGES: New chart.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

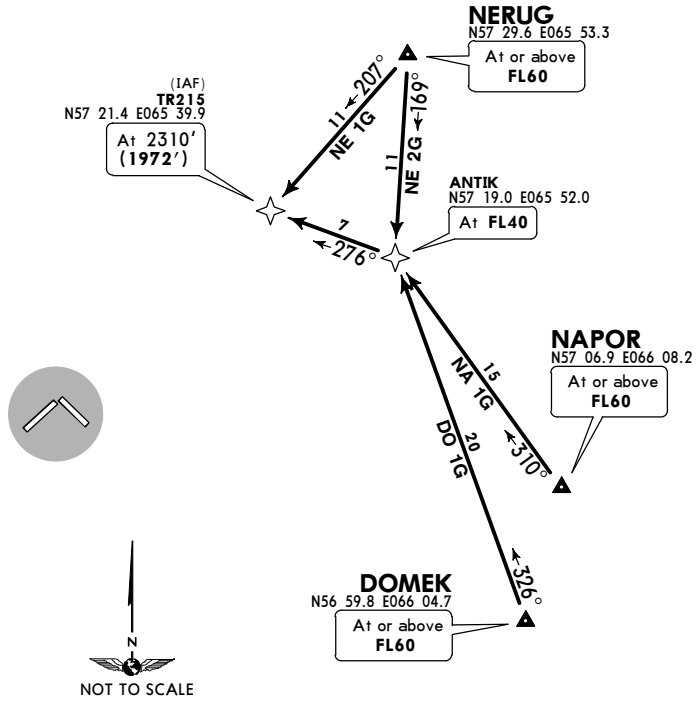
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (**2342′**) Request clearance for GNSS approach from APP on first contact.

2600′
MSA
ARP

DOMEK 1G (DO 1G), NAPOR 1G (NA 1G) NERUG 1G (NE 1G), NERUG 2G (NE 2G) RWY 21 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309



Direct distance from TR215 to:
Roshchino Apt 16 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2342′ - 700m**)
2310′	(**1972′ - 600m**)

STAR	ROUTING
DO 1G	DOMEK (FL60+) - ANTIK (FL40) - TR215 (2310′).
NA 1G	NAPOR (FL60+) - ANTIK (FL40) - TR215 (2310′).
NE 1G	NERUG (FL60+) - TR215 (2310′).
NE 2G	NERUG (FL60+) - ANTIK (FL40) - TR215 (2310′).

CHANGES: Airway connections withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

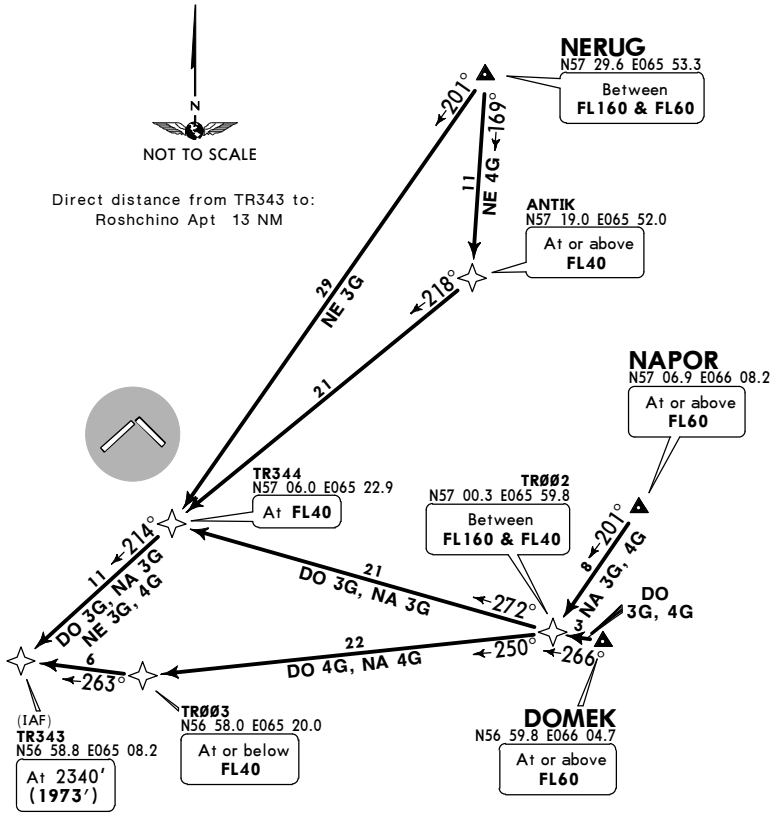
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2313′) Request clearance for GNSS approach from APP on first contact.

2600′
MSA
ARP

DOMEK 3G (DO 3G), DOMEK 4G (DO 4G)
NAPOR 3G (NA 3G), NAPOR 4G (NA 4G)
NERUG 3G (NE 3G), NERUG 4G (NE 4G)
RWY 03 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2313′ - 700m)
2340′	(1973′ - 600m)

STAR	ROUTING
DO 3G	DOMEK (FL60+) - TR002 (FL160-; FL40+) - TR344 (FL40) - TR343 (2340′).
DO 4G	DOMEK (FL60+) - TR002 (FL160-; FL40+) - TR003 (FL40-) - TR343 (2340′).
NA 3G	NAPOR (FL60+) - TR002 (FL160-; FL40+) - TR344 (FL40) - TR343 (2340′).
NA 4G	NAPOR (FL60+) - TR002 (FL160-; FL40+) - TR003 (FL40-) - TR343 (2340′).
NE 3G	NERUG (FL160-; FL60+) - TR344 (FL40) - TR343 (2340′).
NE 4G	NERUG (FL160-; FL60+) - ANTIK (FL40+) - TR344 (FL40) - TR343 (2340′).

CHANGES: Airway connections withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

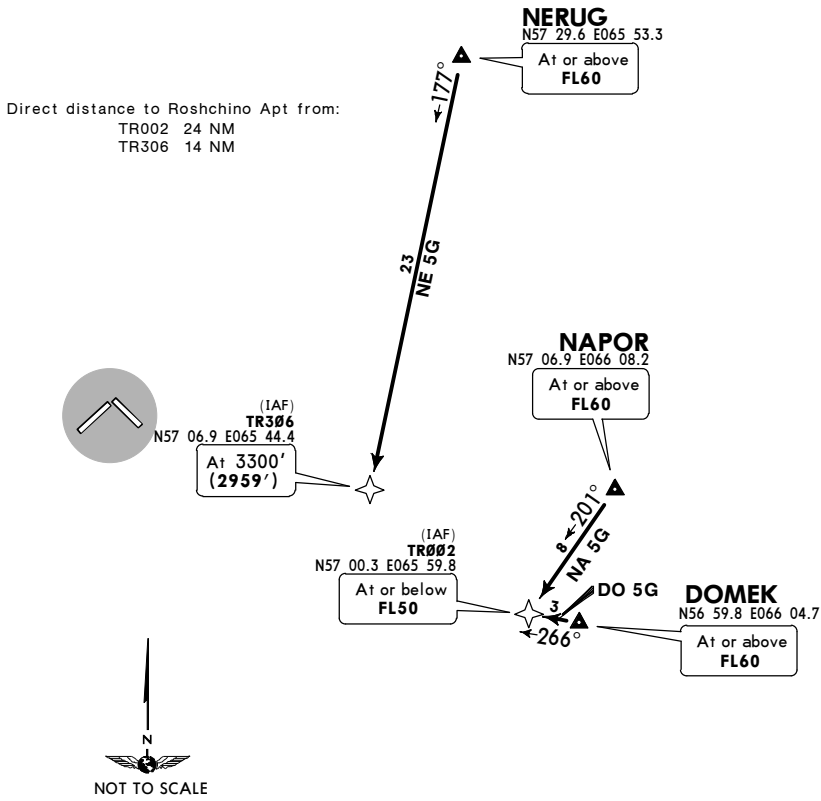
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2339′) Request clearance for GNSS approach from APP on first contact.

2600′
MSA
ARP

DOMEK 5G (DO 5G)
NAPOR 5G (NA 5G)
NERUG 5G (NE 5G)
RWY 30 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309



ALT/HEIGHT CONVERSION

QNH	(QFE)
3300′	(2959′ - 900m)
2680′	(2339′ - 700m)

STAR	ROUTING
DO 5G	DOMEK (FL60+) - TR002 (FL50-).
NA 5G	NAPOR (FL60+) - TR002 (FL50-).
NE 5G	NERUG (FL60+) - TR306 (3300′).

CHANGES: Airway connections withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

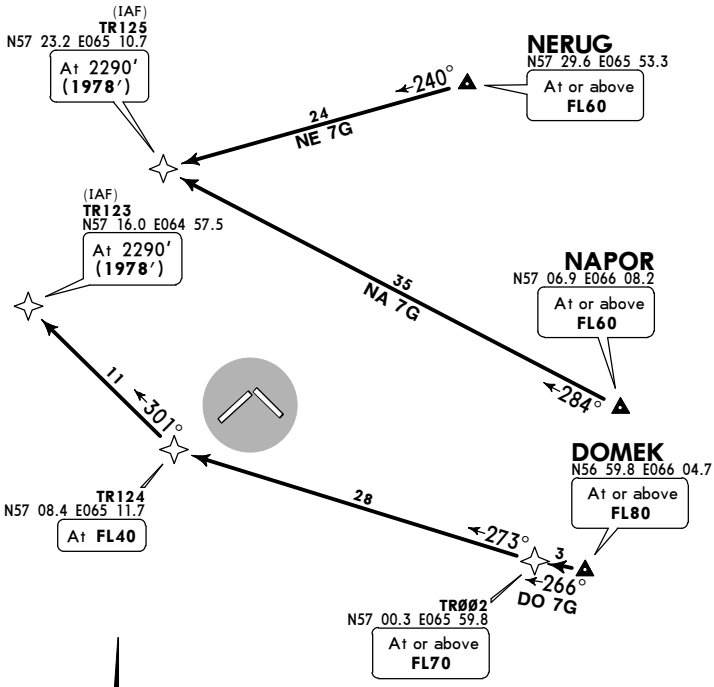
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (**2368′**) Request clearance for GNSS approach from APP on first contact.

2600′
MSA
ARP

DOMEK 7G (DO 7G)
NAPOR 7G (NA 7G)
NERUG 7G (NE 7G)
RWY 12 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309



NOT TO SCALE

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

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2680′	(**2368′ - 700m**)
2290′	(**1978′ - 600m**)

STAR	ROUTING
DO 7G	DOMEK (FL80+) - TR002 (FL70+) - TR124 (FL40) - TR123 (2290′).
NA 7G	NAPOR (FL60+) - TR125 (2290′).
NE 7G	NERUG (FL60+) - TR125 (2290′).

CHANGES: Airway connections withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

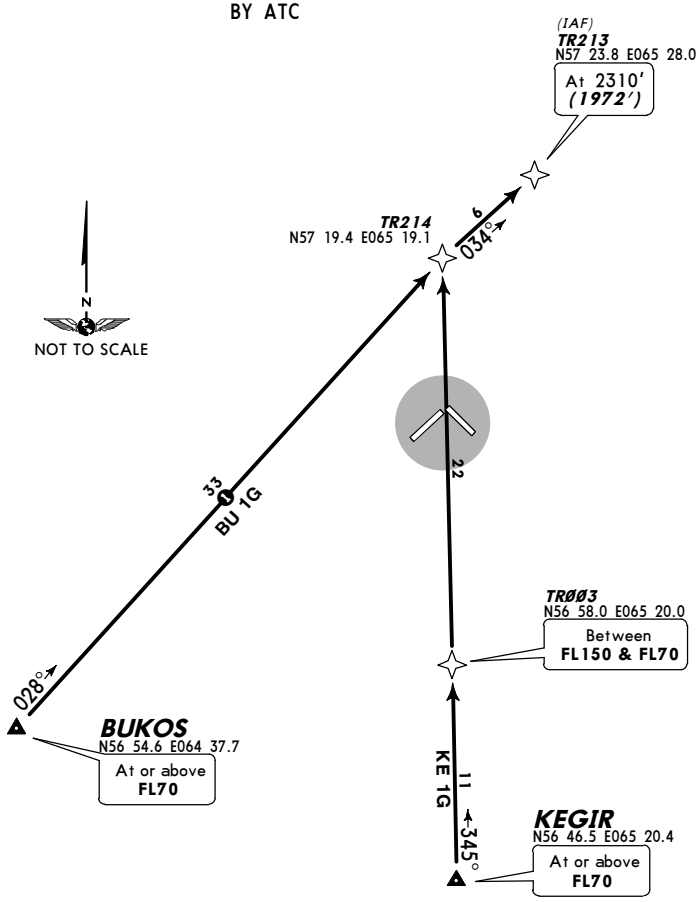
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2342′)* Request clearance for GNSS approach from APP on first contact.

2600′
MSA ARP

BUKOS 1G (BU 1G)
KEGIR 1G (KE 1G)
RWY 21 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309
BY ATC



❶ Only for Russian users of aispace.

Direct distance from TR213 to:
Roshchino Apt 15 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	*(2342′ - 700m)*
2310′	*(1972′ - 600m)*

STAR	ROUTING
BU 1G	BUKOS (FL70+) - TR214 - TR213 (2310′).
KE 1G	KEGIR (FL70+) - TR003 (FL150-; FL70+) - TR214 - TR213 (2310′).

CHANGES: RNAV STARs revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

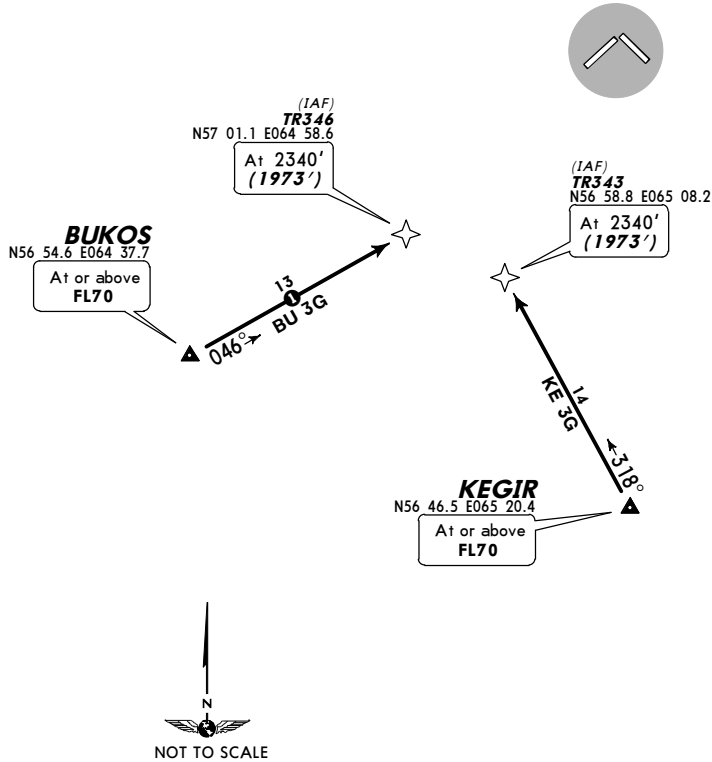
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2313′)* Request clearance for GNSS approach from APP on first contact.

2600′
MSA
ARP

BUKOS 3G (BU 3G)
KEGIR 3G (KE 3G)
RWY 03 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309
BY ATC



❶ Only for Russian users of aispace.

Direct distance to Roshchino Apt from:
TR343 13 NM
TR346 14 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	*(2313′ - 700m)*
2340′	*(1973′ - 600m)*

STAR	ROUTING
BU 3G	BUKOS (FL70+) - TR346 (2340′).
KE 3G	KEGIR (FL70+) - TR343 (2340′).

CHANGES: RNAV STARs revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

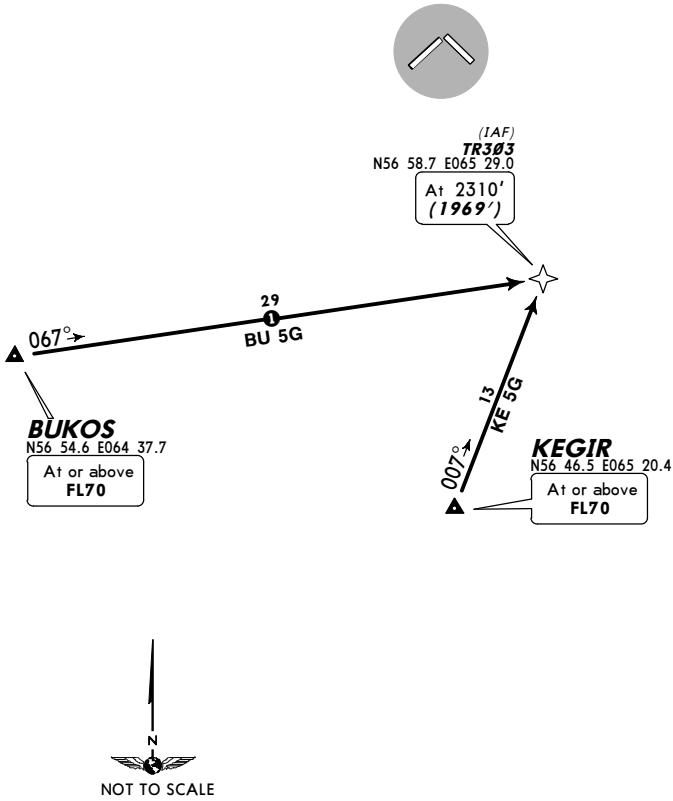
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2339′)* Request clearance for GNSS approach from APP on first contact.

2600′
MSA ARP

BUKOS 5G (BU 5G)
KEGIR 5G (KE 5G)
RWY 30 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309
BY ATC



❶ Only for Russian users of aispace.

Direct distance from TR303 to:
Roshchino Apt 13 NM

ALT/HEIGHT CONVERSION

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

STAR	ROUTING
BU 5G	BUKOS (FL70+) - TR303 (2310′).
KE 5G	KEGIR (FL70+) - TR303 (2310′).

CHANGES: RNAV STARs revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

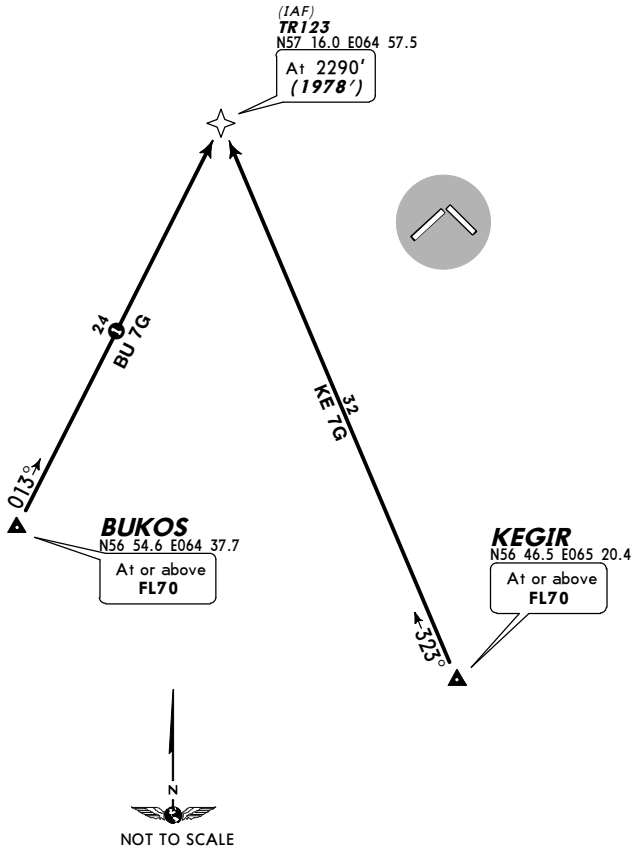
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ *(2368′)* Request clearance for GNSS approach from APP on first contact.

2600′
MSA ARP

BUKOS 7G (BU 7G)
KEGIR 7G (KE 7G)
RWY 12 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309
BY ATC



Only for Russian users of aispace.

Direct distance from TR123 to:
Roshchino Apt 13 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	*(2368′ - 700m)*
2290′	*(1978′ - 600m)*

STAR	ROUTING
BU 7G	BUKOS (FL70+) - TR123 (2290′).
KE 7G	KEGIR (FL70+) - TR123 (2290′).

CHANGES: RNAV STARs revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

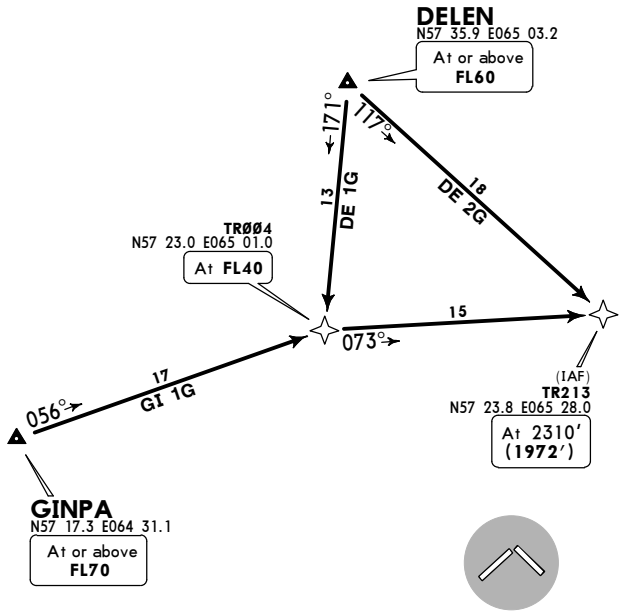
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2342′) Request clearance for GNSS approach from APP on first contact.

2600′
MSA
ARP

DELEN 1G (DE 1G), DELEN 2G (DE 2G)
GINPA 1G (GI 1G)
RWY 21 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309



NOT TO SCALE

Direct distance from TR213 to:
Roshchino Apt 15 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2342′ - 700m)
2310′	(1972′ - 600m)

STAR	ROUTING
DE 1G	DELEN (FL60+) - TR004 (FL40) - TR213 (2310′).
DE 2G	DELEN (FL60+) - TR213 (2310′).
GI 1G	GINPA (FL70+) - TR004 (FL40) - TR213 (2310′).

CHANGES: Airway connection withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

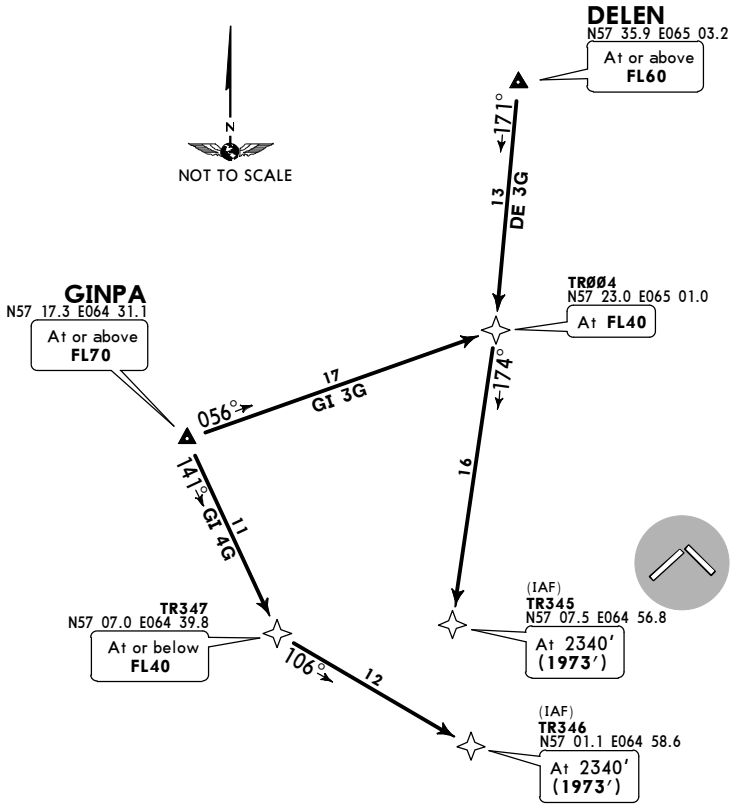
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (**2313′**) Request clearance for GNSS approach from APP on first contact.

2600′
MSA
ARP

DELEN 3G (DE 3G)
GINPA 3G (GI 3G), GINPA 4G (GI 4G)
RWY 03 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309



Direct distance to Roshchino Apt from:
TR345 12 NM
TR346 14 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2313′ - 700m**)
2340′	(**1973′ - 600m**)

STAR	ROUTING
DE 3G	DELEN (FL60+) - TR004 (FL40) - TR345 (2340′).
GI 3G	GINPA (FL70+) - TR004 (FL40) - TR345 (2340′).
GI 4G	GINPA (FL70+) - TR347 (FL40-) - TR346 (2340′).

CHANGES: Airway connection withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

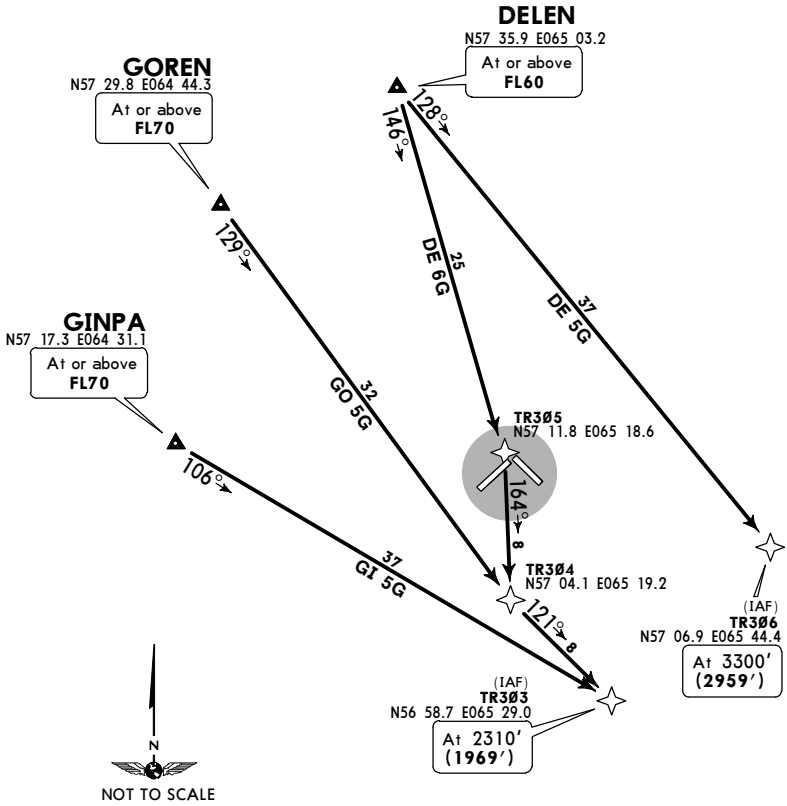
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2339′) Request clearance for GNSS approach from APP on first contact.

2600′
MSA
ARP

DELEN 5G (DE 5G), DELEN 6G (DE 6G)
GINPA 5G (GI 5G)
GOREN 5G (GO 5G)
RWY 30 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309



Direct distance to Roshchino Apt from:
TR303 13 NM
TR306 14 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
3300′	(2959′ - 900m)
2680′	(2339′ - 700m)
2310′	(1969′ - 600m)

STAR	ROUTING
DE 5G	DELEN (FL60+) - TR306 (3300′).
DE 6G	DELEN (FL60+) - TR305 - TR304 - TR303 (2310′).
GI 5G	GINPA (FL70+) - TR303 (2310′).
GO 5G By ATC	GOREN (FL70+) - TR304 - TR303 (2310′).

CHANGES: Airway connection withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

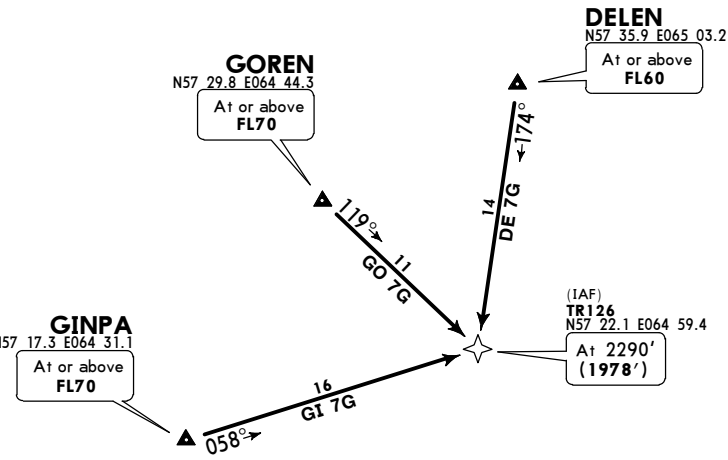
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (**2368′**) Request clearance for GNSS approach from APP on first contact.

2600′
MSA
ARP

DELEN 7G (DE 7G)
GINPA 7G (GI 7G)
GOREN 7G (GO 7G)
RWY 12 RNAV ARRIVALS

RNAV (GNSS)
GLONASS AND/OR GPS REQUIRED
GBAS USTR CHANNEL 22309



NOT TO SCALE

Direct distance from TR126 to:
Roshchino Apt 16 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(**2368′ - 700m**)
2290′	(**1978′ - 600m**)

STAR	ROUTING
DE 7G	DELEN (FL60+) - TR126 (2290′).
GI 7G	GINPA (FL70+) - TR126 (2290′).
GO 7G By ATC	GOREN (FL70+) - TR126 (2290′).

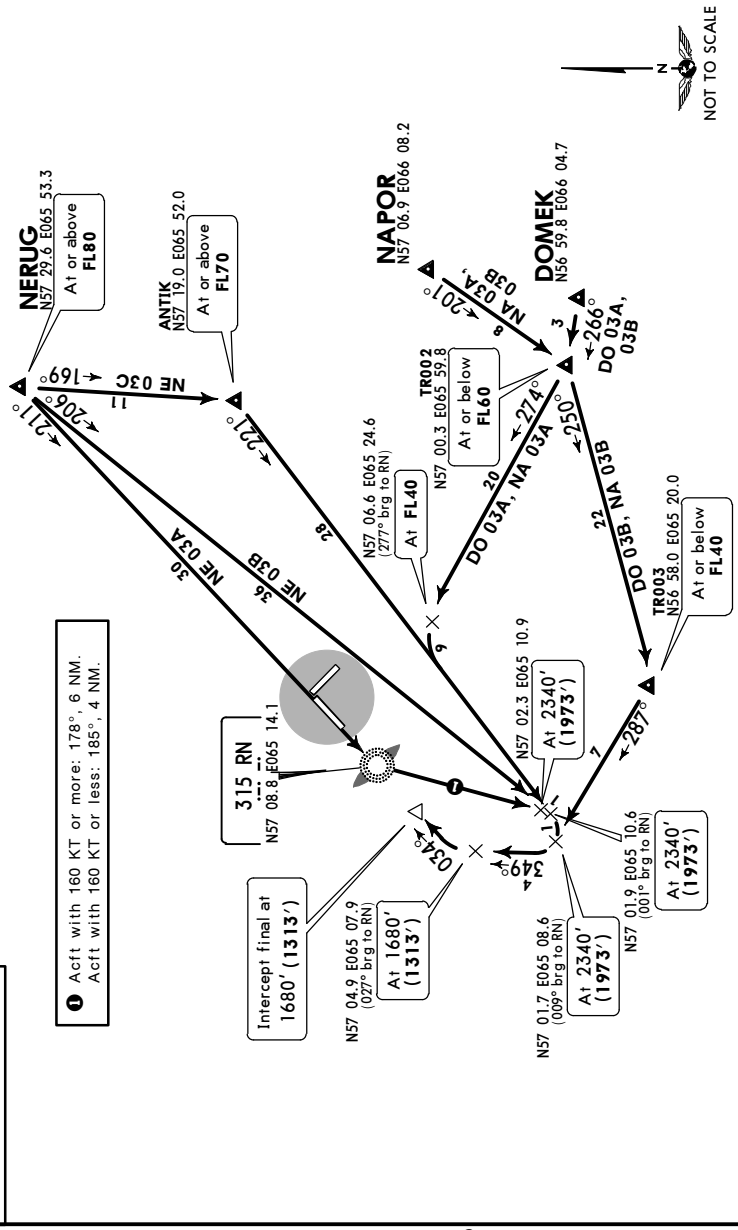
CHANGES: Airway connection withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2313′)

DOMEK 03A (DO 03A), DOMEK 03B (DO 03B)
NAPOR 03A (NA 03A), NAPOR 03B (NA 03B)
NERUG 03A (NE 03A), NERUG 03B (NE 03B)
NERUG 03C (NE 03C)
RWY 03 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2313′ - 700m)
2340′	(1973′ - 600m)
1680′	(1313′ - 400m)

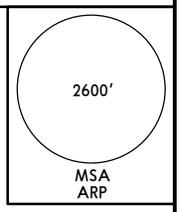
CHANGES: Airway connection withdrawn.

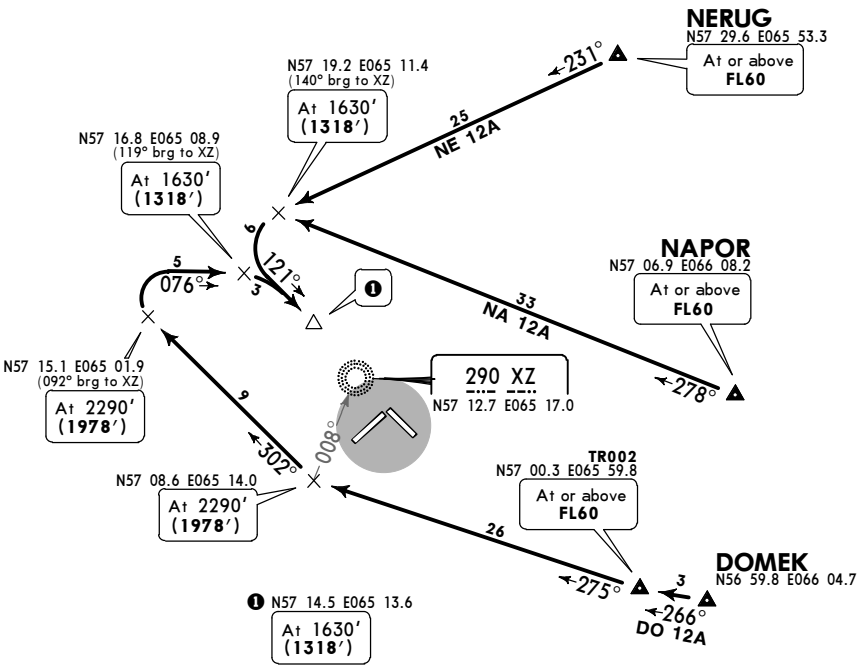
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2368′)**

DOMEK 12A (DO 12A)
NAPOR 12A (NA 12A)
NERUG 12A (NE 12A)
RWY 12 ARRIVALS





ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2368′ - 700m)**
2290′	**(1978′ - 600m)**
1630′	**(1318′ - 400m)**

CHANGES: Airway connection withdrawn.

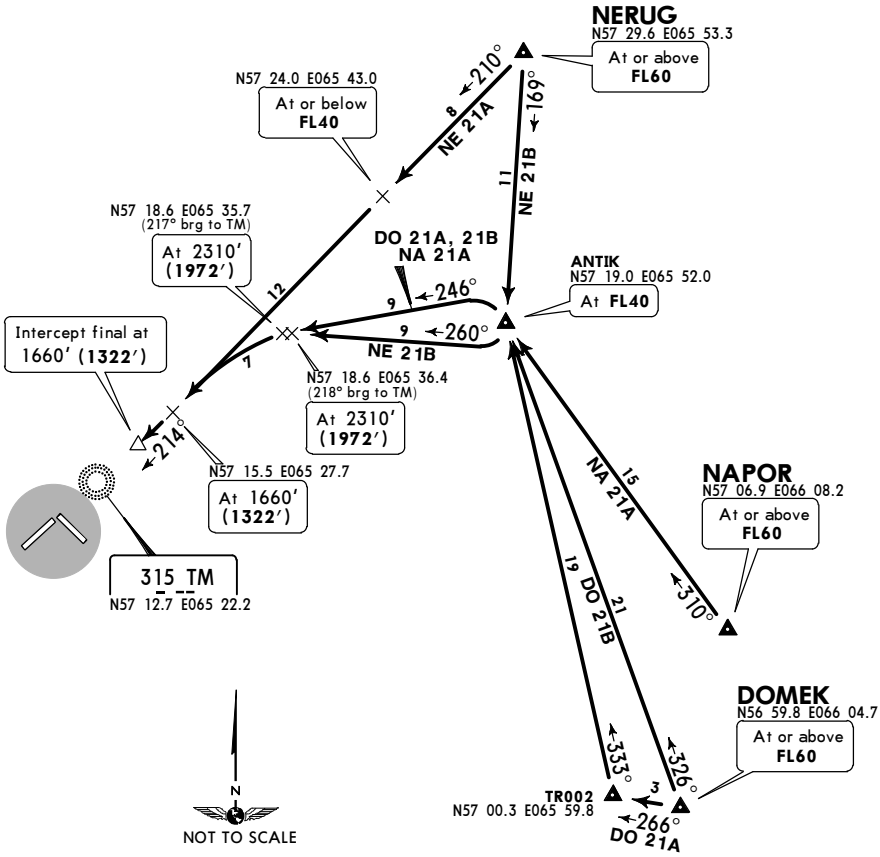
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2680′ (2342′)

2600′
MSA
ARP

DOMEK 21A (DO 21A), DOMEK 21B (DO 21B)
NAPOR 21A (NA 21A)
NERUG 21A (NE 21A), NERUG 21B (NE 21B)
RWY 21 ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	(2342′ -	700m)
2310′	(1972′ -	600m)
1660′	(1322′ -	400m)

CHANGES: Airway connection withdrawn.

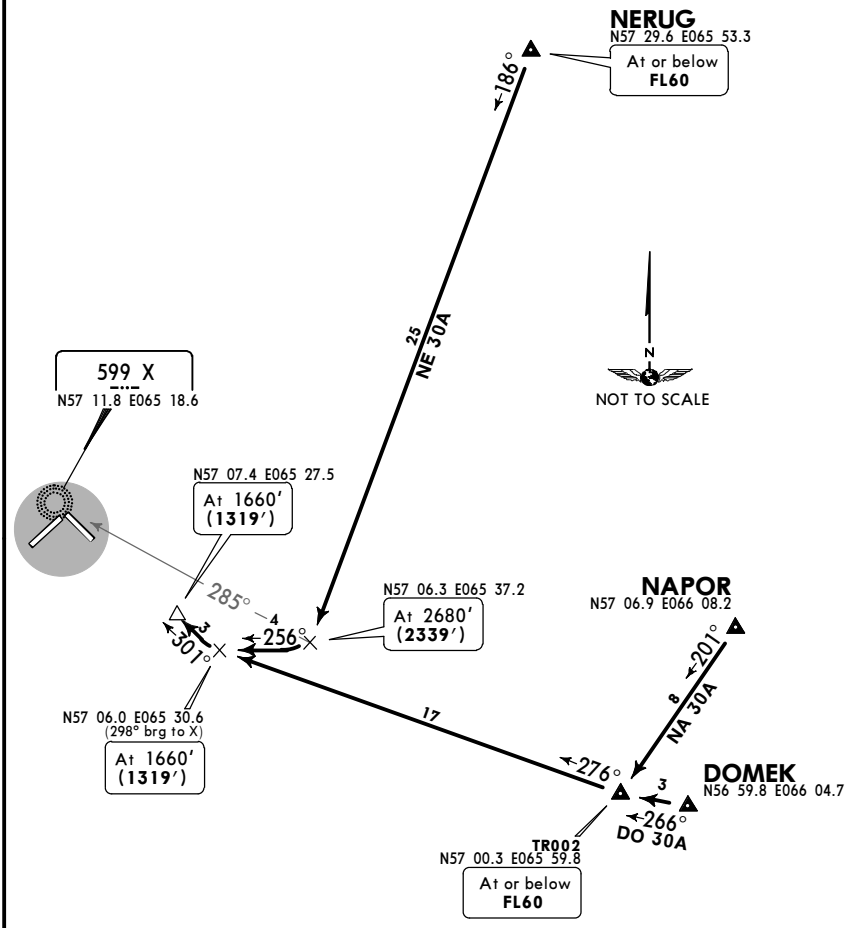
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)**

2600′
MSA
ARP

DOMEK 30A (DO 30A)
NAPOR 30A (NA 30A)
NERUG 30A (NE 30A)
RWY 30 ARRIVALS



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

CHANGES: Airway connection withdrawn.

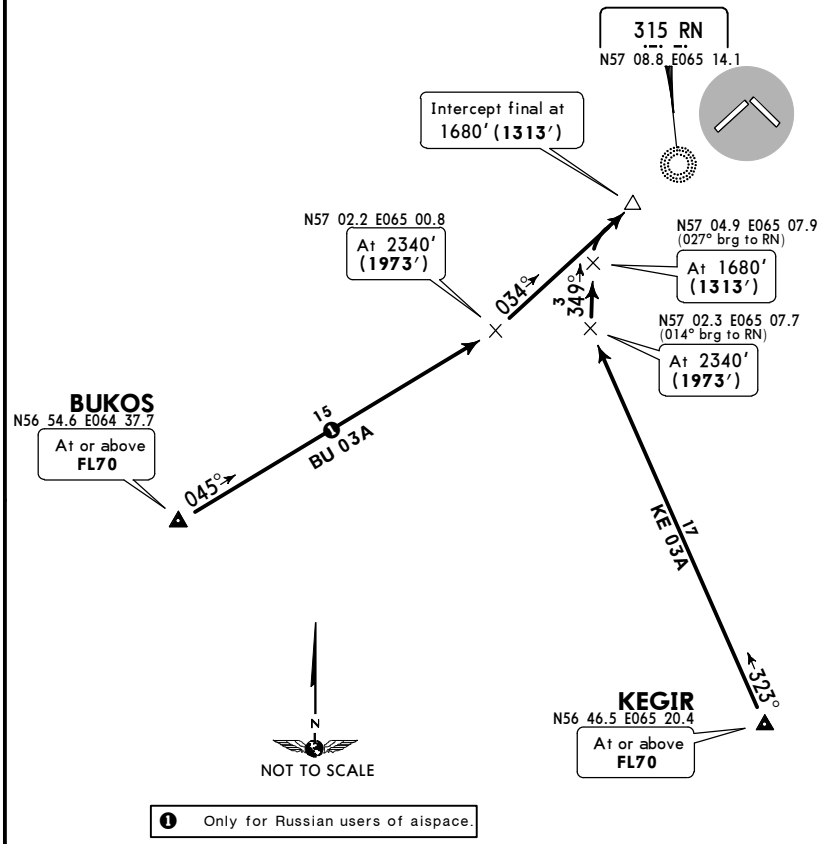
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2313′)**

2600′
MSA
ARP

BUKOS 03A (BU 03A)
KEGIR 03A (KE 03A)
RWY 03 ARRIVALS
BY ATC



❶ Only for Russian users of aispace.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	(2313′ -	700m)
2340′	(1973′ -	600m)
1680′	(1313′ -	400m)

CHANGES: Lead-in bearing at N57 04.9 E065 07.9 revised.

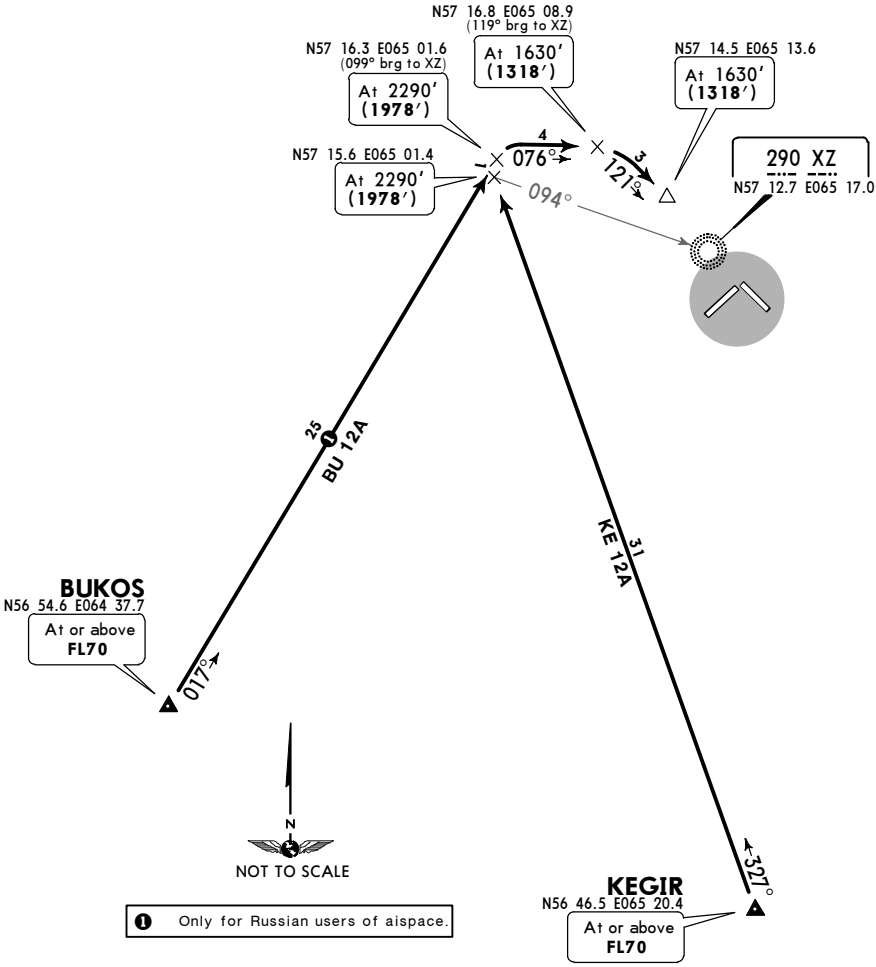
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2368′)**

2600′
MSA
ARP

BUKOS 12A (BU 12A)
KEGIR 12A (KE 12A)
RWY 12 ARRIVALS
BY ATC



❶ Only for Russian users of aispace.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	(2368′ -	700m)
2290′	(1978′ -	600m)
1630′	(1318′ -	400m)

CHANGES: None.

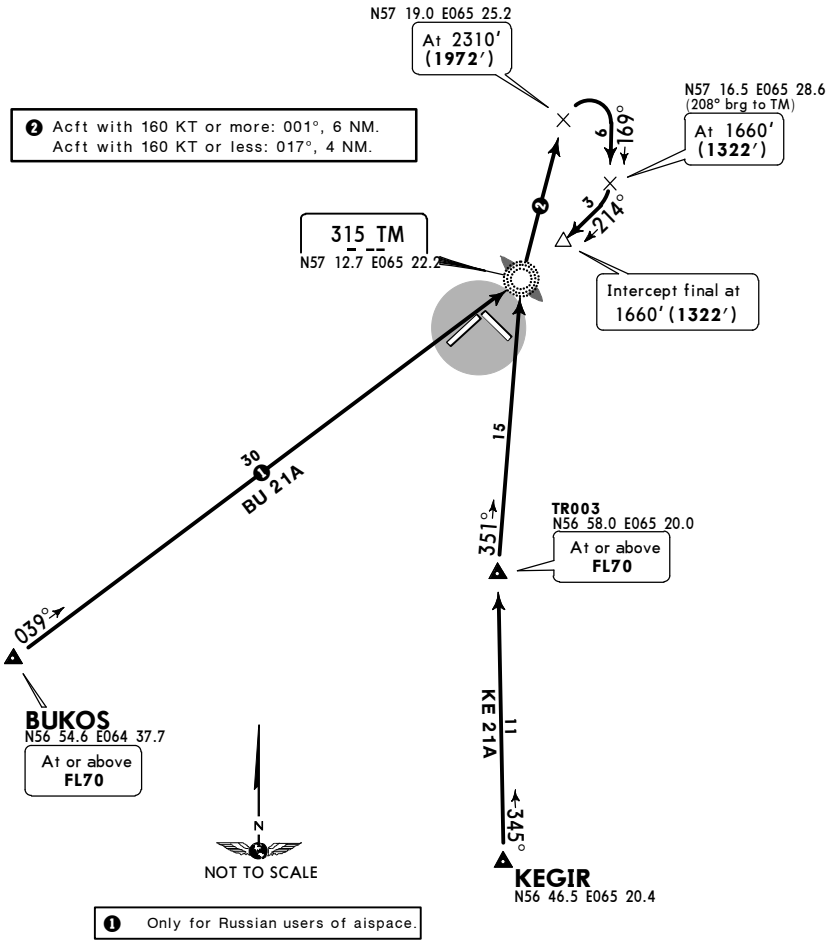
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2342′)**

2600′
MSA
ARP

BUKOS 21A (BU 21A)
KEGIR 21A (KE 21A)
RWY 21 ARRIVALS
BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2342′ - 700m)**
2310′	**(1972′ - 600m)**
1660′	**(1322′ - 400m)**

CHANGES: Crossing at intercept final modified.

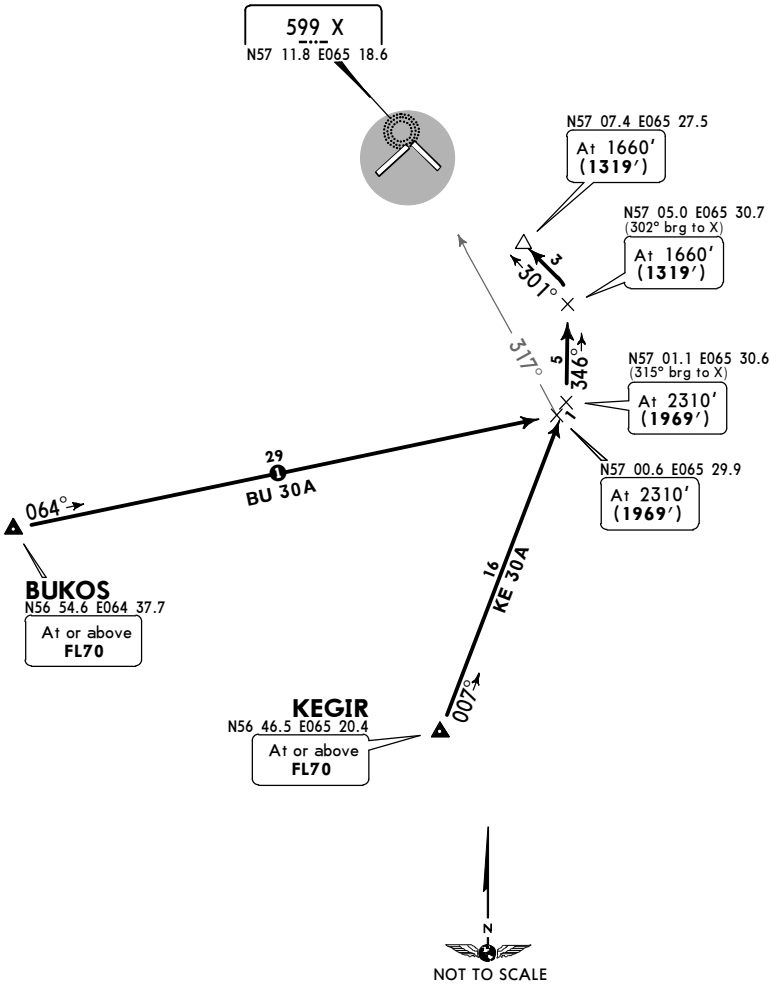
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)**

2600′
MSA
ARP

BUKOS 30A (BU 30A)
KEGIR 30A (KE 30A)
RWY 30 ARRIVALS
BY ATC



❶ Only for Russian users of aispace.

ALT/HEIGHT CONVERSION

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

CHANGES: None.

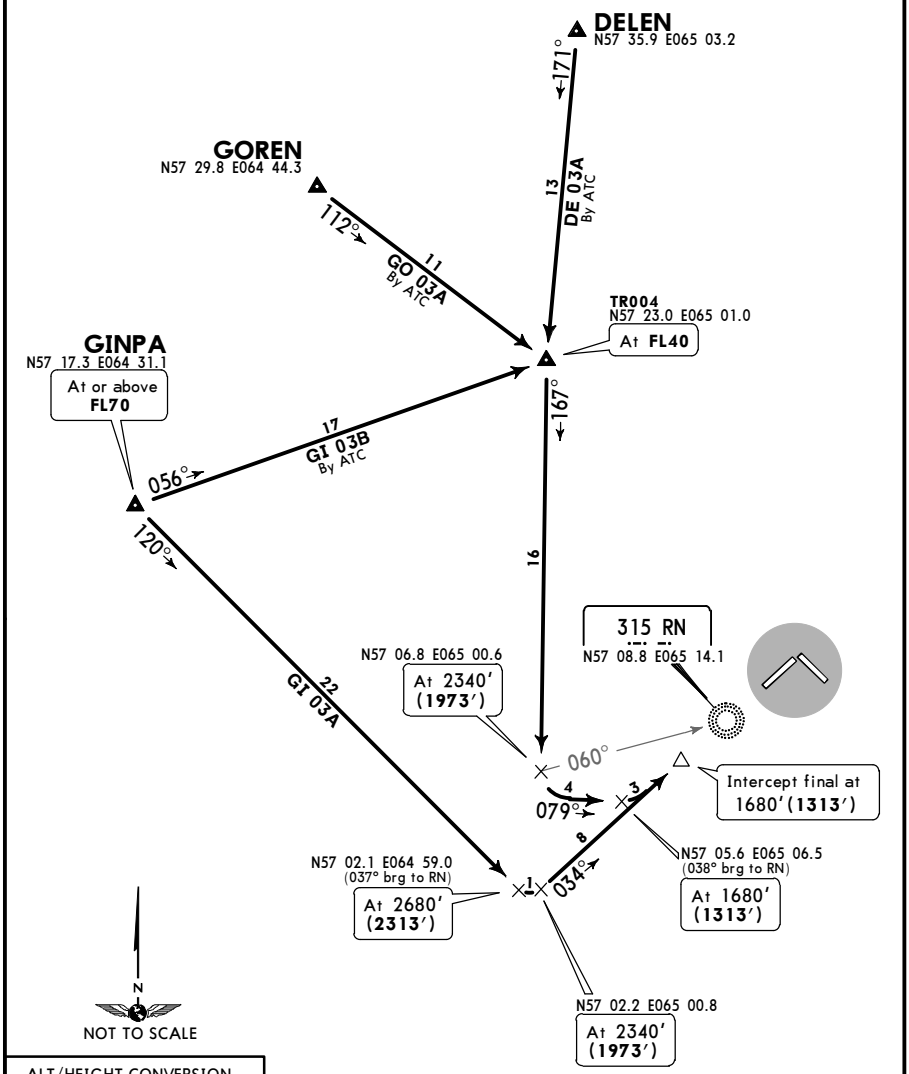
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2313′)**

2600′
MSA
ARP

DELEN 03A (DE 03A)
GINPA 03A (GI 03A), GINPA 03B (GI 03B)
GOREN 03A (GO 03A)
RWY 03 ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	(2313′ -	700m)
2340′	(1973′ -	600m)
1680′	(1313′ -	400m)

CHANGES: Crossing at intercept final modified.

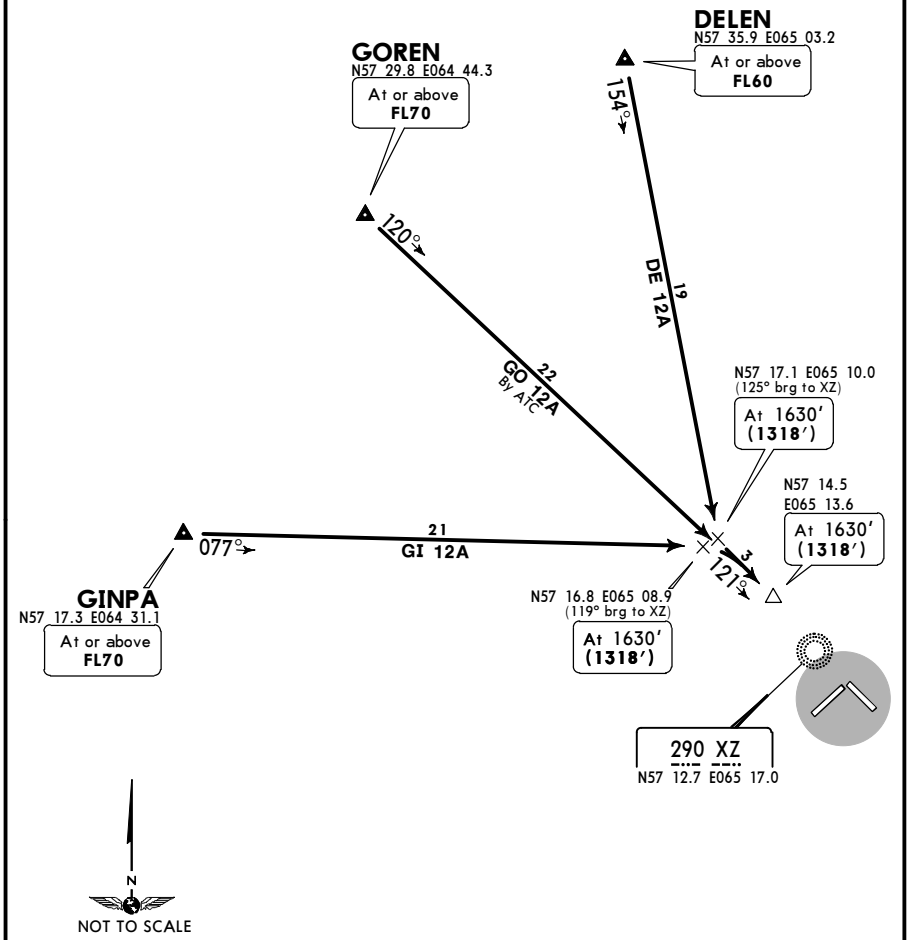
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2368′)**

2600′
MSA
ARP

DELEN 12A (DE 12A)
GINPA 12A (GI 12A)
GOREN 12A (GO 12A)
RWY 12 ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2680′	**(2368′ -**	**700m)**
1630′	**(1318′ -**	**400m)**

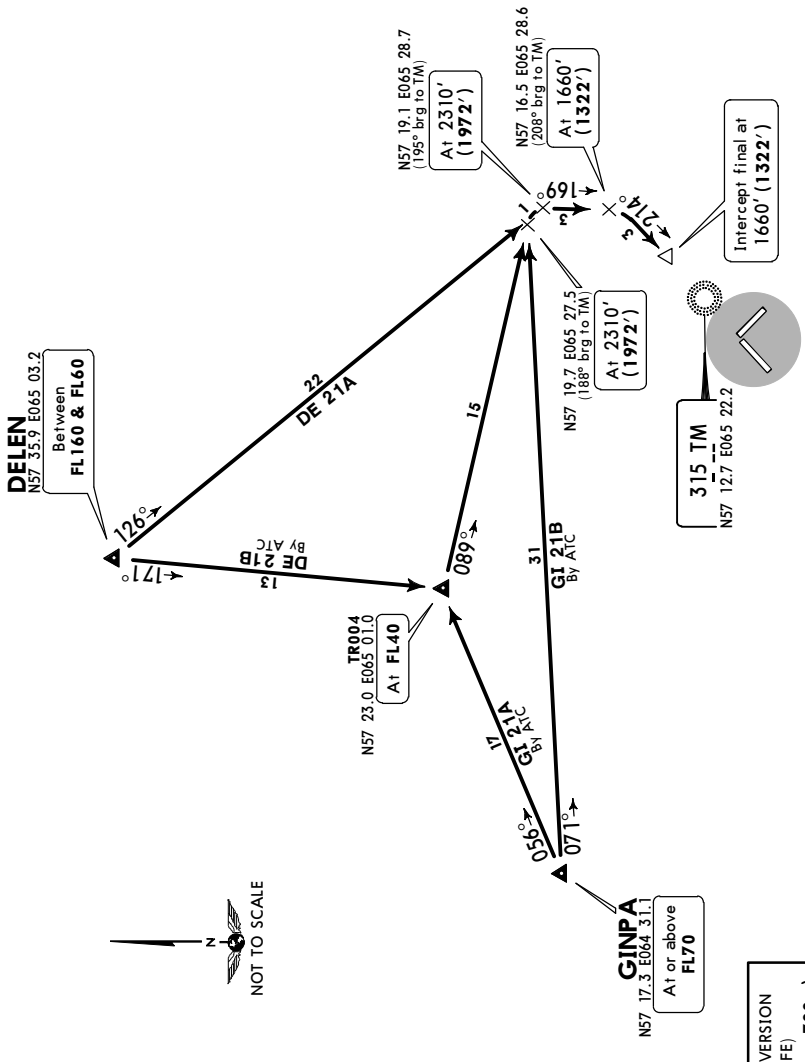
CHANGES: None.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2342′)**

DELEN 21A (DE 21A), DELEN 21B (DE 21B) GINPA 21A (GI 21A), GINPA 21B (GI 21B) RWY 21 ARRIVALS



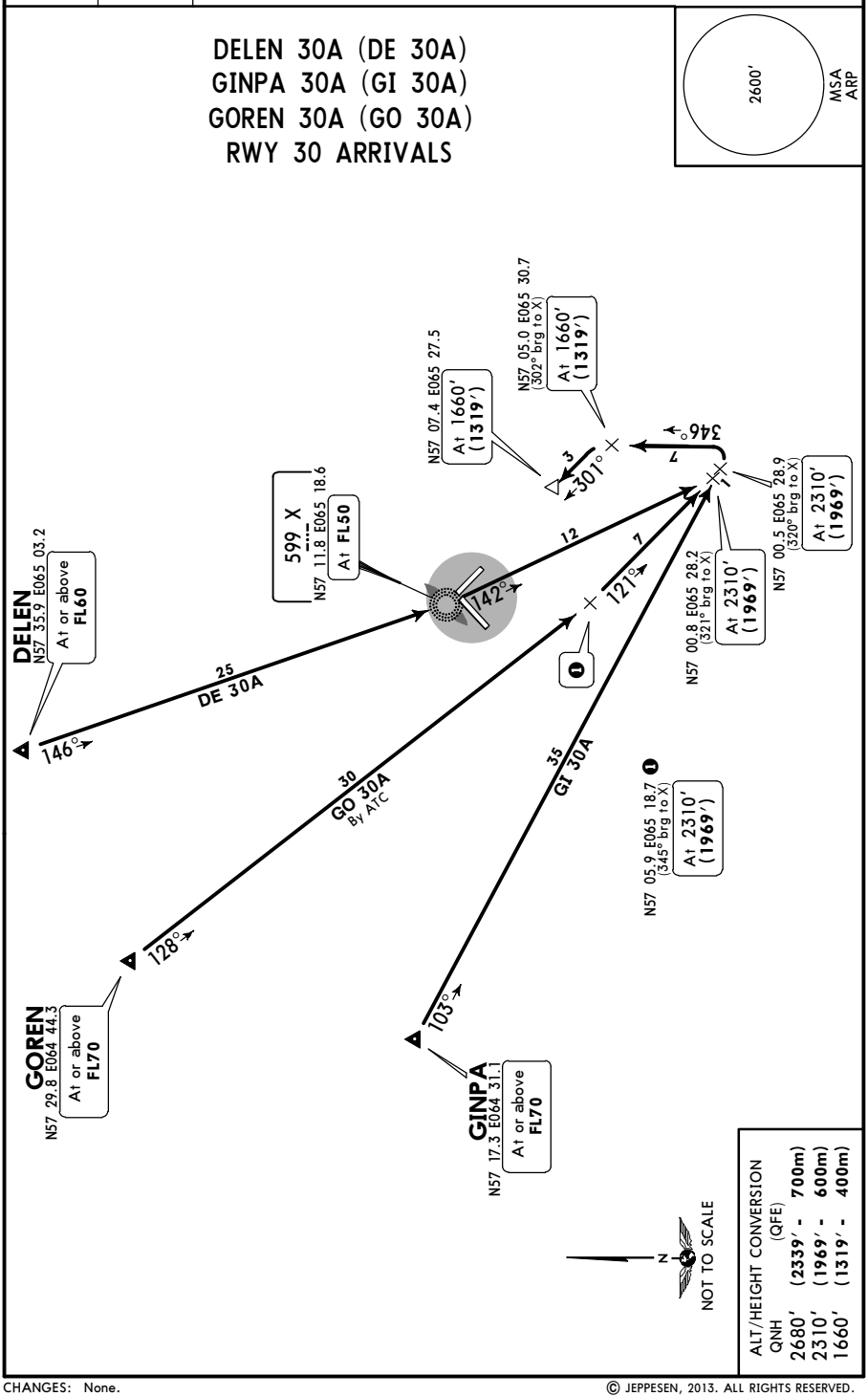
CHANGES: Crossing at intercept final modified.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
121.7	377′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)**

DELEN 30A (DE 30A)
GINPA 30A (GI 30A)
GOREN 30A (GO 30A)
RWY 30 ARRIVALS



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

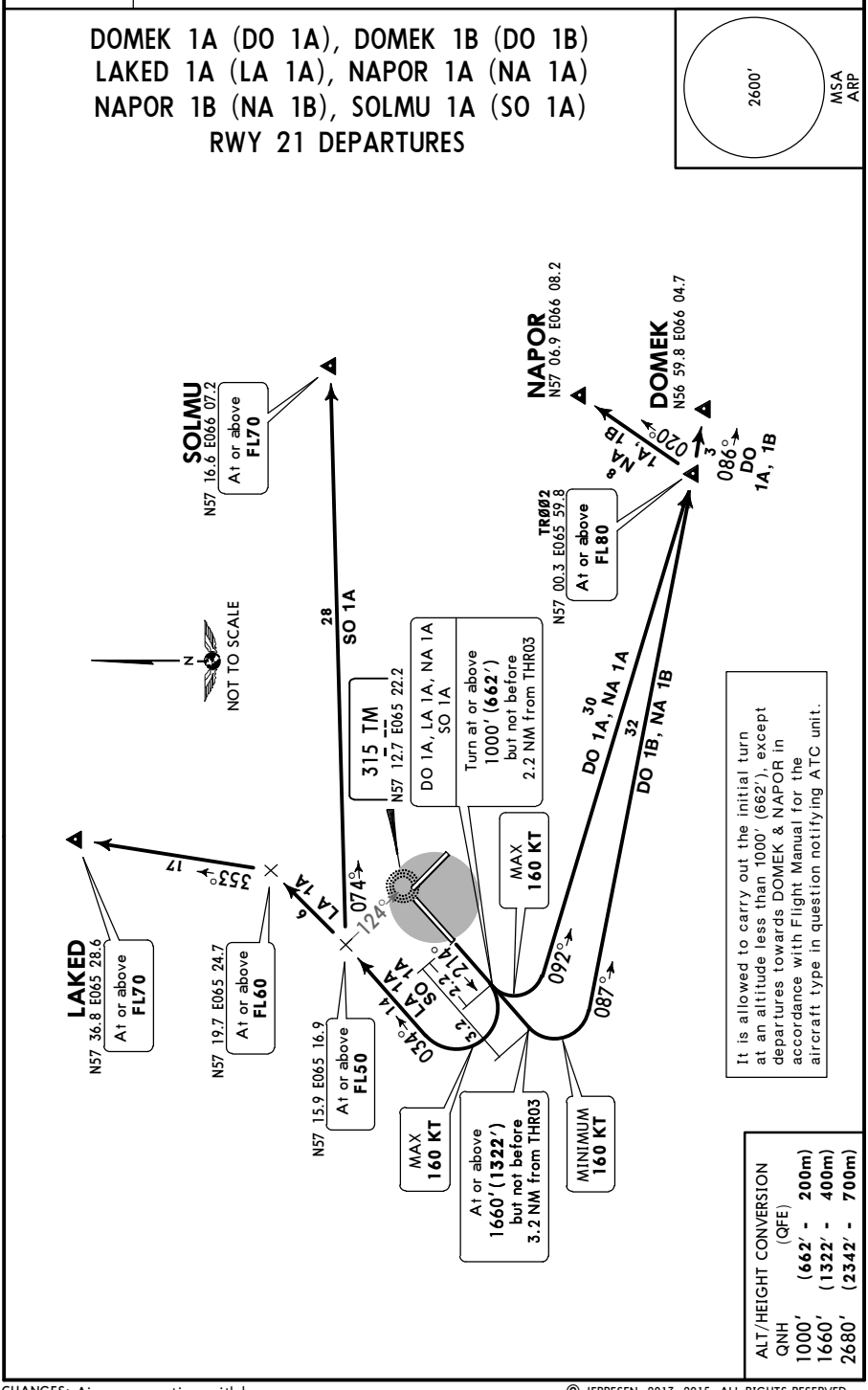
CHANGES: None.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2342′)**

DOMEK 1A (DO 1A), DOMEK 1B (DO 1B) LAKED 1A (LA 1A), NAPOR 1A (NA 1A) NAPOR 1B (NA 1B), SOLMU 1A (SO 1A) RWY 21 DEPARTURES



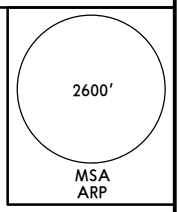
CHANGES: Airway connections withdrawn.

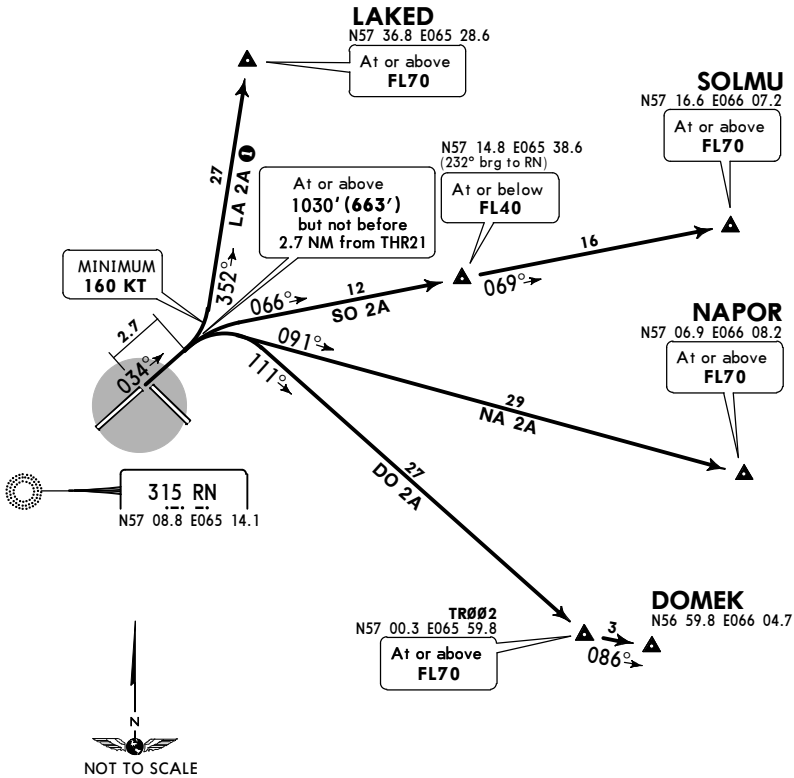
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2313′)**

DOMEK 2A (DO 2A), LAKED 2A (LA 2A) NAPOR 2A (NA 2A), SOLMU 2A (SO 2A) RWY 03 DEPARTURES





❶ For SID LA 2A it is allowed to carry out the initial turn at an altitude less than 1030′ (663′) in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030′	**(663′ - 200m)**
2680′	**(2313′ - 700m)**

CHANGES: Airway connections withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

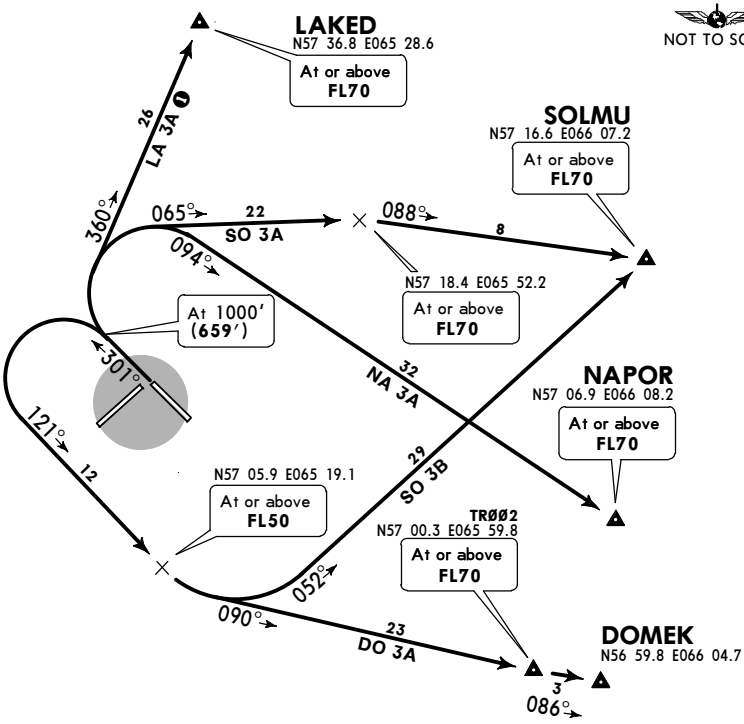
Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)**

DOMEK 3A (DO 3A), LAKED 3A (LA 3A) NAPOR 3A (NA 3A), SOLMU 3A (SO 3A)

SOLMU 3B (SO 3B)

BY ATC

RWY 30 DEPARTURES



❶ For SID LA 3A 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.

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

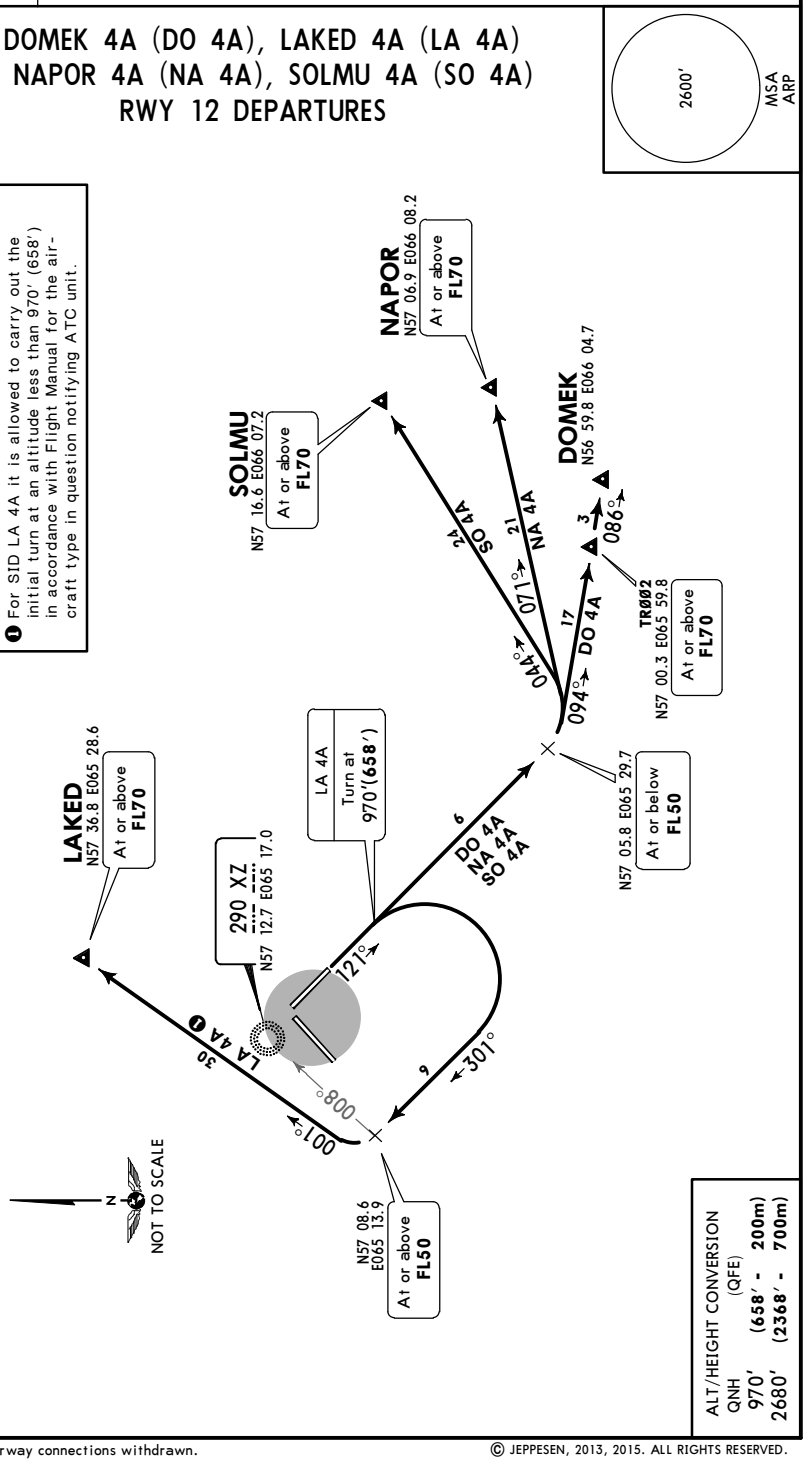
CHANGES: Airway connections withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2368′)**

DOMEK 4A (DO 4A), LAKED 4A (LA 4A) NAPOR 4A (NA 4A), SOLMU 4A (SO 4A) RWY 12 DEPARTURES



© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

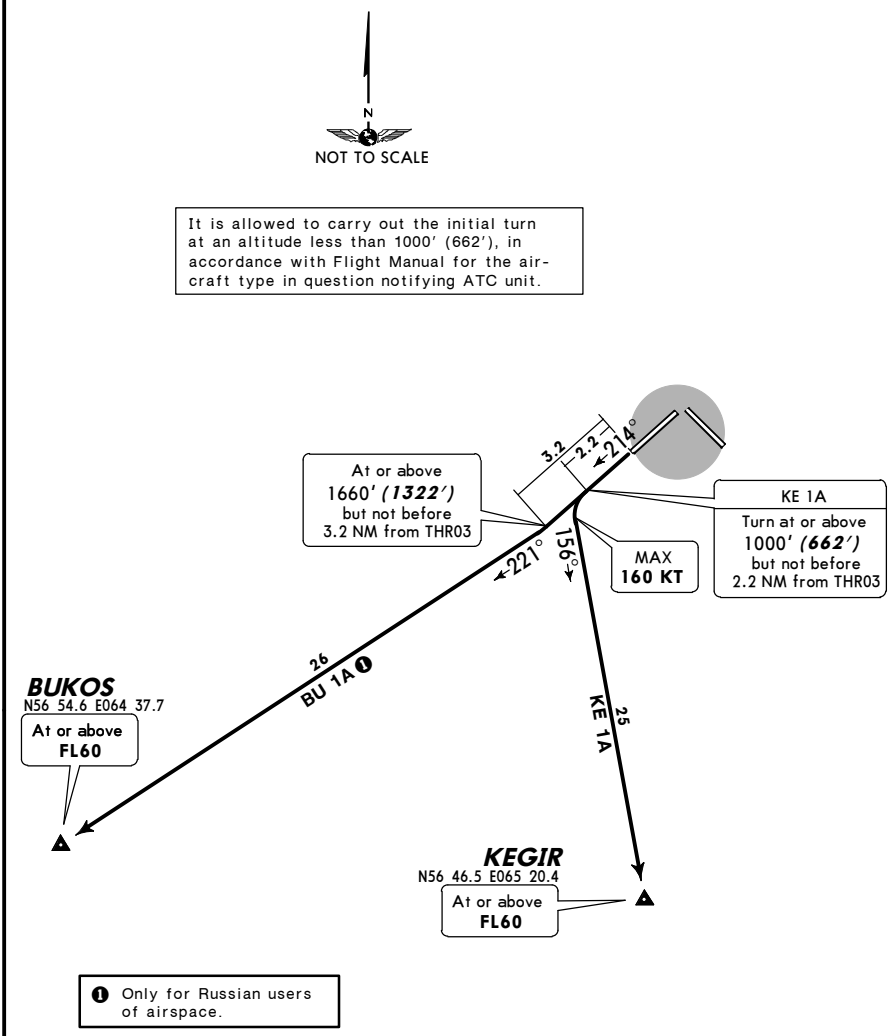
Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2342′)***

2600′
MSA ARP

BUKOS 1A (BU 1A), KEGIR 1A (KE 1A) RWY 21 DEPARTURES

BY ATC



ALT/HEIGHT CONVERSION

QNH	(QFE)
1000′	***(662′ - 200m)***
1660′	***(1322′ - 400m)***
2680′	***(2342′ - 700m)***

CHANGES: SIDs completely revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2313′)***

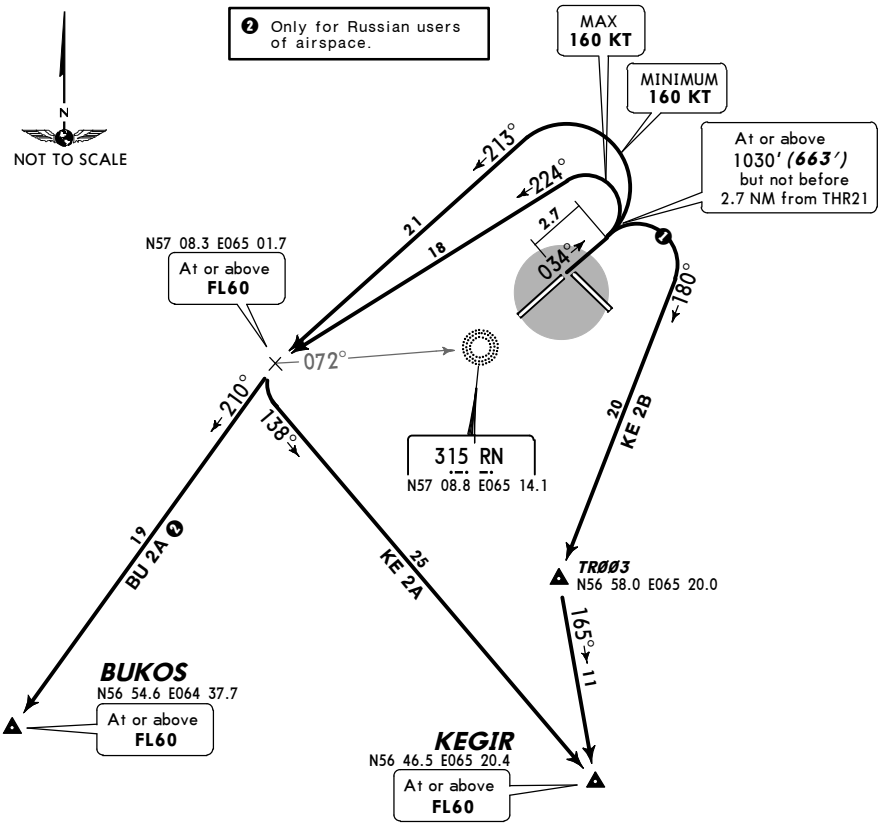
2600′
MSA
ARP

BUKOS 2A (BU 2A), KEGIR 2A (KE 2A)
KEGIR 2B (KE 2B)
RWY 03 DEPARTURES
BY ATC

It is allowed to carry out the initial turn at an altitude less than 1030′ (663′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

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

❷ Only for Russian users of airspace.



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1030′	***(663′ - 200m)***
2680′	***(2313′ - 700m)***

CHANGES: SIDs completely revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

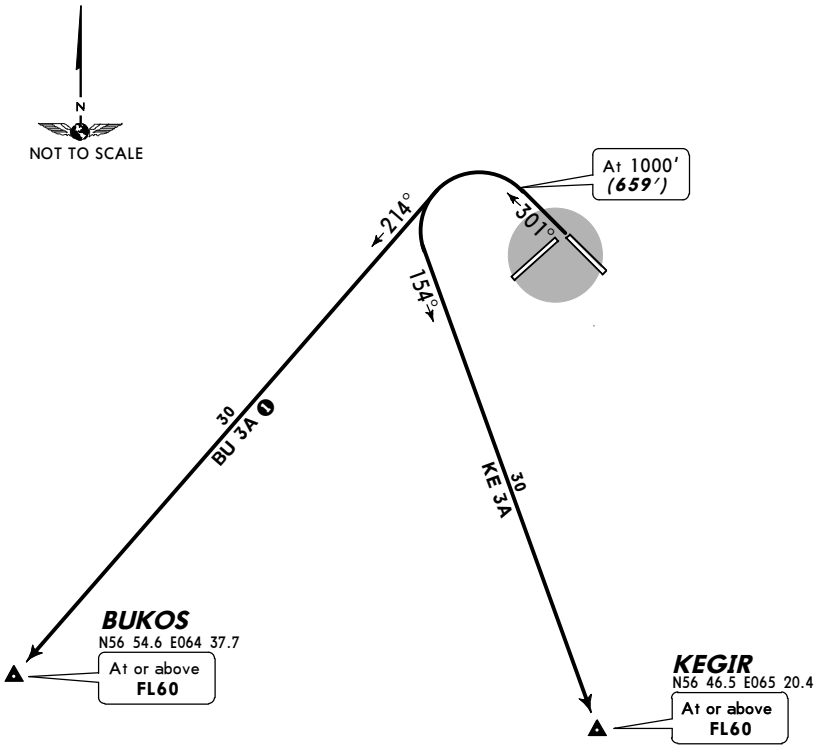
Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2339′)***

2600′
MSA
ARP

BUKOS 3A (BU 3A), KEGIR 3A (KE 3A)
RWY 30 DEPARTURES
BY ATC

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.

❶ Only for Russian users of airspace.



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

CHANGES: SIDs completely revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

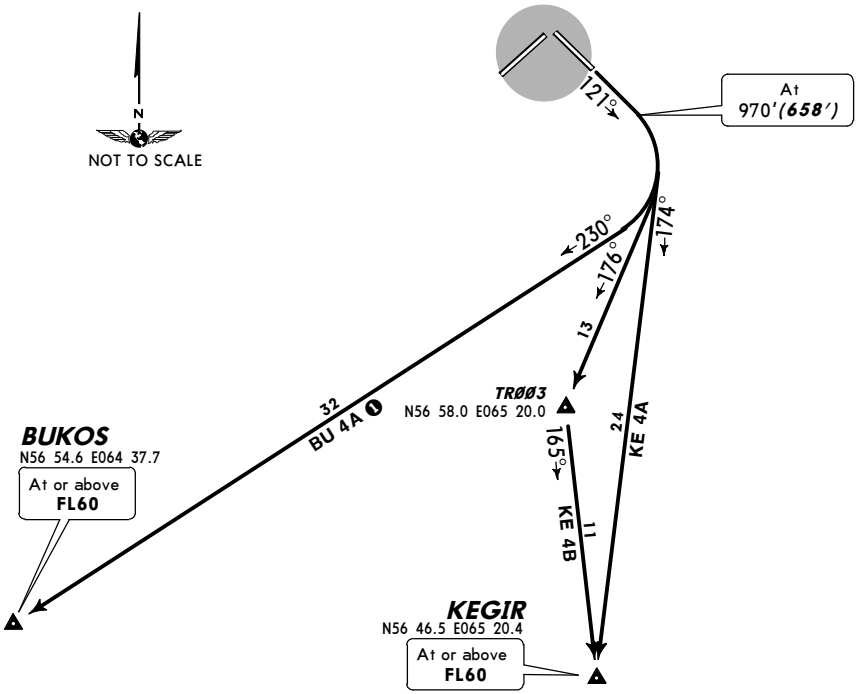
Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ ***(2368′)***

2600′
MSA
ARP

BUKOS 4A (BU 4A), KEGIR 4A (KE 4A)
KEGIR 4B (KE 4B)
RWY 12 DEPARTURES
BY ATC

It is allowed to carry out the initial turn at an altitude less than 970′ (658′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

❶ Only for Russian users of airspace.



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
970′	***(658′ - 200m)***
2680′	***(2368′ - 700m)***

CHANGES: SIDs completely revised.

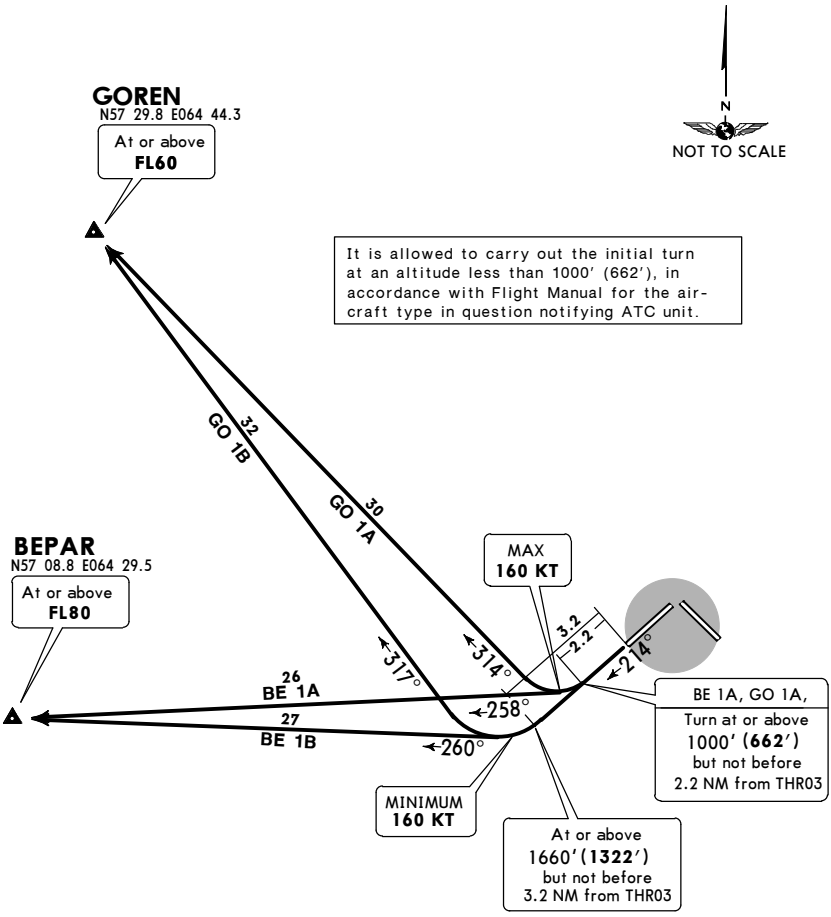
© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2342′)**

2600′
MSA
ARP

BEPAR 1A (BE 1A), BEPAR 1B (BE 1B)
GOREN 1A (GO 1A), GOREN 1B (GO 1B)
BY ATC
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1000′	(662′ - 200m)
1660′	(1322′ - 400m)
2680′	(2342′ - 700m)

CHANGES: Airway connection withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

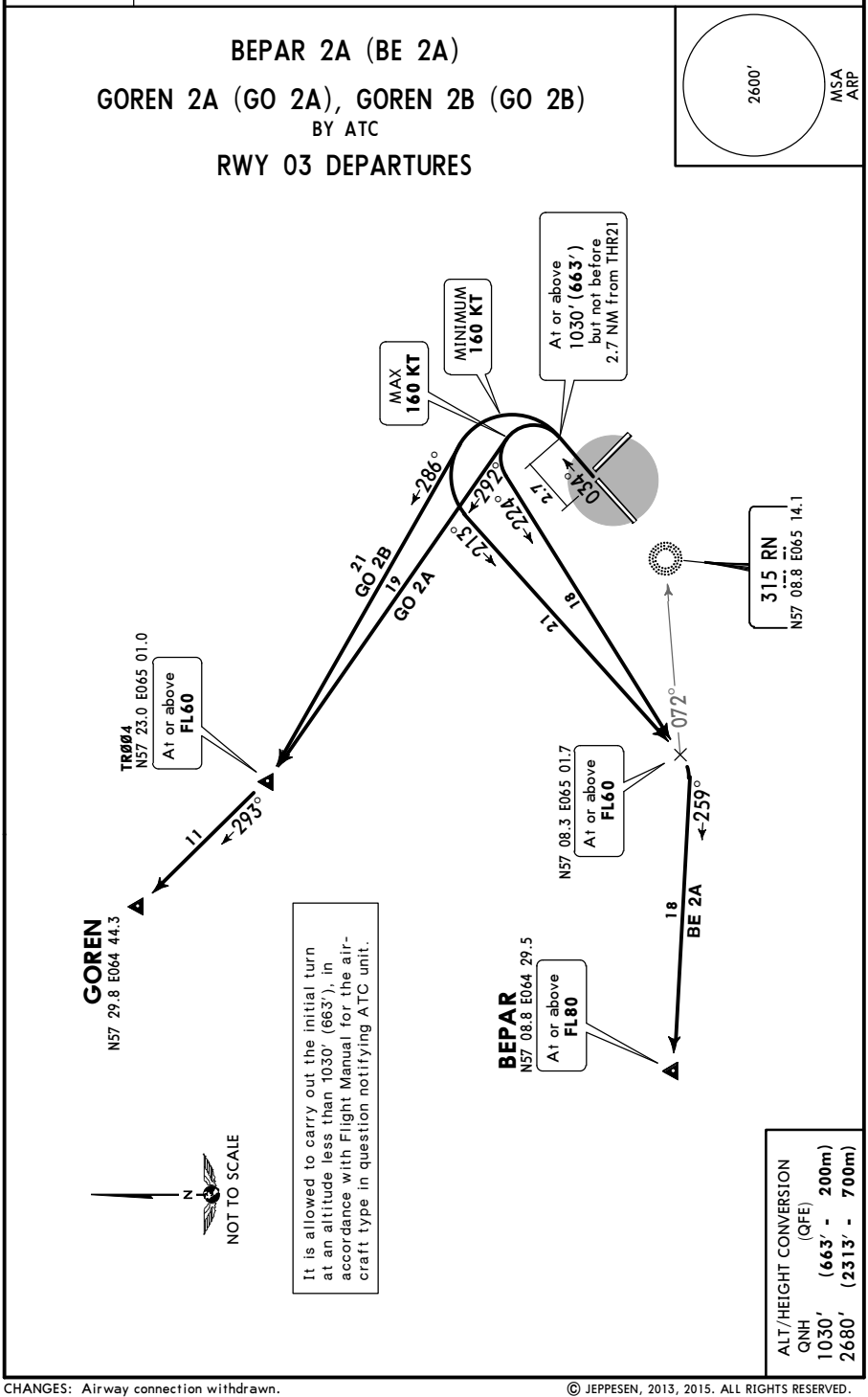
Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2313′)**

BEPAR 2A (BE 2A)

GOREN 2A (GO 2A), GOREN 2B (GO 2B)

BY ATC

RWY 03 DEPARTURES



CHANGES: Airway connection withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

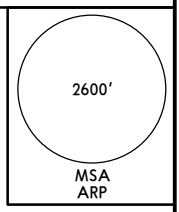
Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2339′)**

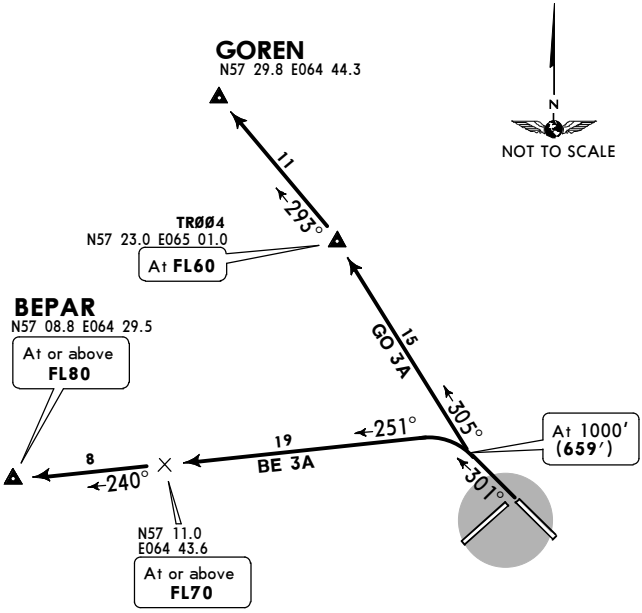
BEPAR 3A (BE 3A)

GOREN 3A (GO 3A)

BY ATC

RWY 30 DEPARTURES





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.

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

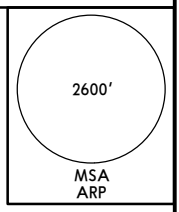
CHANGES: Airway connection withdrawn.

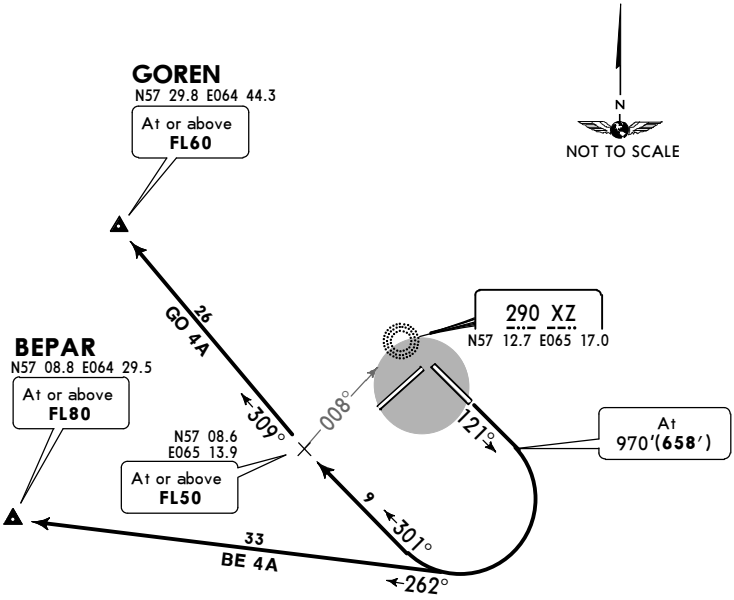
© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

Apt Elev	
377′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2680′ **(2368′)**

BEPAR 4A (BE 4A)
GOREN 4A (GO 4A)
BY ATC
RWY 12 DEPARTURES





It is allowed to carry out the initial turn at an altitude less than 970′ (658′), in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
970′	(658′ - 200m)
2680′	(2368′ - 700m)

CHANGES: Airway connection withdrawn.

© JEPPESEN, 2013, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM

Apt Elev **377′**

N57 10.1 E065 19.0

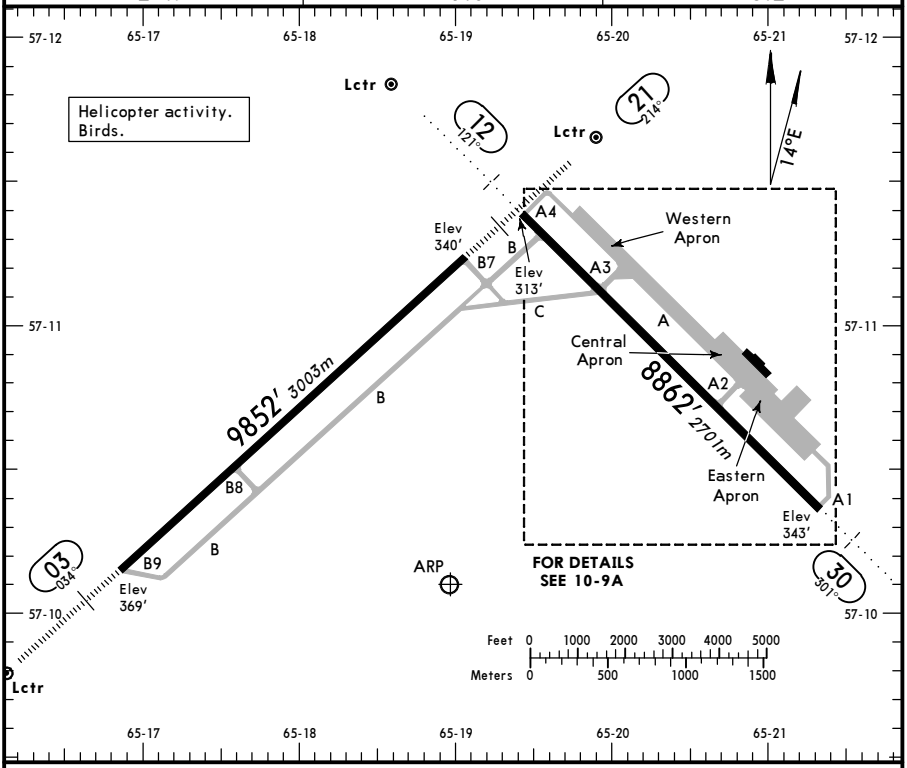
JEPPESEN

23 JAN 15 (10-9) **Eff 5 Feb**

TYUMEN, RUSSIA

ROSHCHINO

ATIS	TYUMEN Taxiing (GND)	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 (2.67°)	RVR		8819′ *2688m*	❶	148′ *45m*
21	HIRL *(60m)*	HIALS	PAPI-L (2.67°)	RVR		8941′ *2725m*		

❶ TAKE-OFF RUN AVAILABLE

RWY 03:

From rwy head 9852′ (3003m)

twy B8 int 6627′ (2020m)

12	RL *(50m)*	ALS	PAPI-L (2.67°)	RVR			❷	164′ *50m*
30	RL *(50m)*	ALS	PAPI-L (3.00°)	RVR				

❷ TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 8862′ (2701m)

twy A3 int 6532′ (1991m)

RWY 30:

From rwy head 8862′ (2701m)

twy A2 int 5745′ (1751m)

TAKE-OFF

AIR CARRIER (JAA)

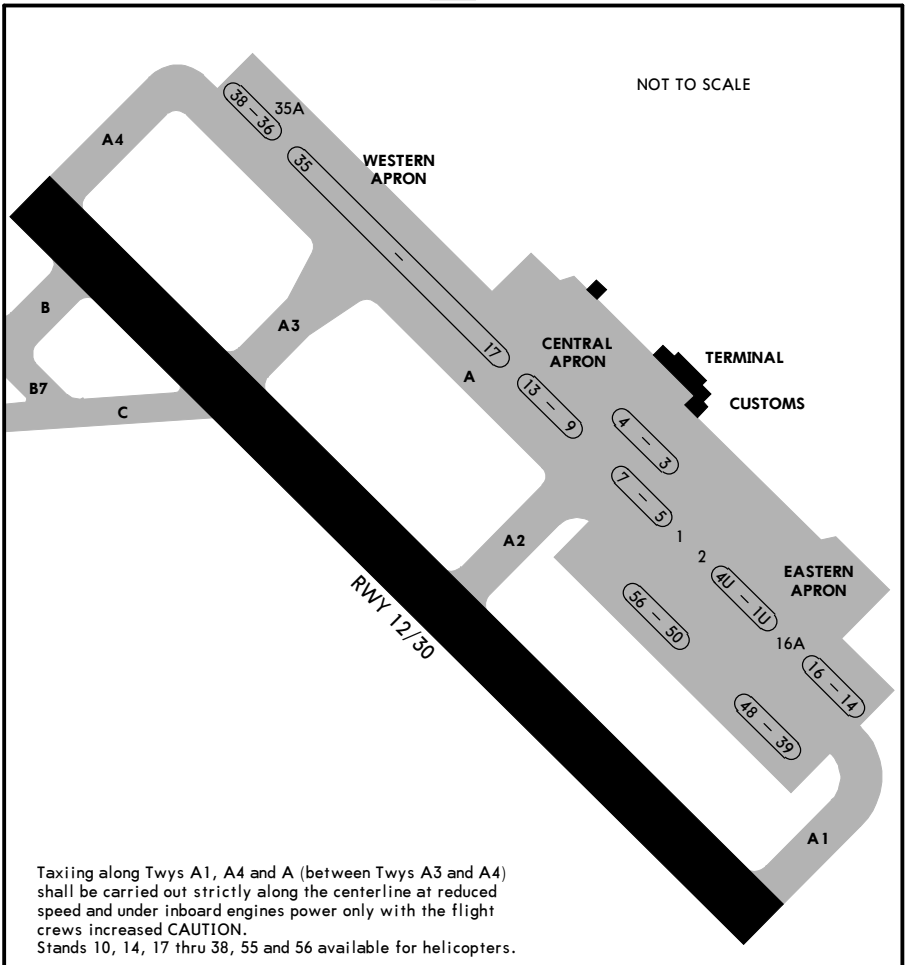
All Rwys

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

CHANGES: Usable lengths.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid



Taxiing along Twys A1, A4 and A (between Twys A3 and A4) shall be carried out strictly along the centerline at reduced speed and under inboard engines power only with the flight crews increased CAUTION.
Stands 10, 14, 17 thru 38, 55 and 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 11.0 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: None.

© JEPPESEN, 1999, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STRAIGHT-IN RWY		A	B	C	D
03	ILS	**567**′(200′)	**574**′(207′)	**584**′(217′)	**594**′(227′)
	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
	GLS	**567**′(200′)	**574**′(207′)	**584**′(217′)	**594**′(227′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV ❶	**680**′(313′)	**680**′(313′)	**680**′(313′)	**680**′(313′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	2 NDB ❶	**720**′(353′)	**720**′(353′)	**720**′(353′)	**720**′(353′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	RN NDB ❶	**720**′(353′)	**720**′(353′)	**720**′(353′)	**720**′(353′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	R Lctr	**960**′(593′)	**960**′(593′)	**960**′(593′)	**960**′(593′)
		C2200m	**C2200m**	**C2400m**	**C2400m**
	ALS out	C2900m	C2900m	C3100m	C3100m
12	GLS	**512**′(200′)	**512**′(200′)	**512**′(200′)	**512**′(200′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV ❶	**660**′(348′)	**660**′(348′)	**660**′(348′)	**660**′(348′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶	**670**′(358′)	**670**′(358′)	**670**′(358′)	**670**′(358′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	XZ NDB ❶	**670**′(358′)	**670**′(358′)	**670**′(358′)	**670**′(358′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	X Lctr	**910**′(598′)	**910**′(598′)	**910**′(598′)	**910**′(598′)
		C2700m	**C2700m**	**C2900m**	**C2900m**
	ALS out	C2900m	C2900m	C3100m	C3100m
21	ILS	**538**′(200′)	**538**′(200′)	**538**′(200′)	**538**′(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

❶ Continuous Descent Final Approach.

© JEPPESEN, 2011, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

STRAIGHT-IN RWY		A	B	C	D
21 (contd)	GLS	**538**′(200′)	**538**′(200′)	**538**′(200′)	**538**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV ❶	**650**′(312′)	**650**′(312′)	**650**′(312′)	**650**′(312′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	2 NDB ❶	**690**′(352′)	**690**′(352′)	**690**′(352′)	**690**′(352′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	TM NDB ❶	**700**′(362′)	**700**′(362′)	**700**′(362′)	**700**′(362′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1700m	R1700m	R1700m	R1700m
	T Lctr	**950**′(612′)	**950**′(612′)	**950**′(612′)	**950**′(612′)
		C2300m	**C2300m**	**C2500m**	**C2500m**
	ALS out	C3000m	C3000m	C3200m	C3200m
30	GLS	**541**′(200′)	**541**′(200′)	**541**′(200′)	**541**′(200′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNAV ❶	**710**′(369′)	**710**′(369′)	**710**′(369)	**710**′(369′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ❶	**1050**′(709′)	**1050**′(709′)	**1050**′(709′)	**1050**′(709′)
		C3100m	**C3100m**	**C3100m**	**C3100m**
	ALS out	C3300m	C3300m	C3300m	C3300m
	NDB	**1050**′(709′)	**1050**′(709′)	**1050**′(709′)	**1050**′(709′)
		C3300m	**C3300m**	**C3500m**	**C3500m**
	ALS out	C3500m	C3500m	C3700m	C3700m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	A	B	C	D
to rwy 03 ❸	**870**′(503′)	**870**′(503′)	**970**′(603′)	**1070**′(703′)
to rwy 12 ❹	**810**′(498′)	**820**′(508′)	**920**′(608′)	**1020**′(708′)
to rwy 21 ❺	**840**′(502′)	**840**′(502′)	**940**′(602′)	**1040**′(702′)
to rwy 30 ❻	**840**′(499′)	**850**′(509′)	**950**′(609′)	**1050**′(709′)
	V1500m❼	V1600m❼	V2400m❼	V3600m❼

❷ Circling area is 5.3 NM.
❸ Circling height based on rwy 03 thresh elev of 367′.
❹ Circling height based on rwy 12 thresh elev of 312′.
❺ Circling height based on rwy 21 elev of 338′.
❻ Circling height based on rwy 30 thresh elev of 341′.
❼ or higher minimums of preceding straight-in 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		

CHANGES: Minimums.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (11-1) Eff 2 Apr

TYUMEN, RUSSIA ILS Rwy 03

BRIEFING STRIP TM

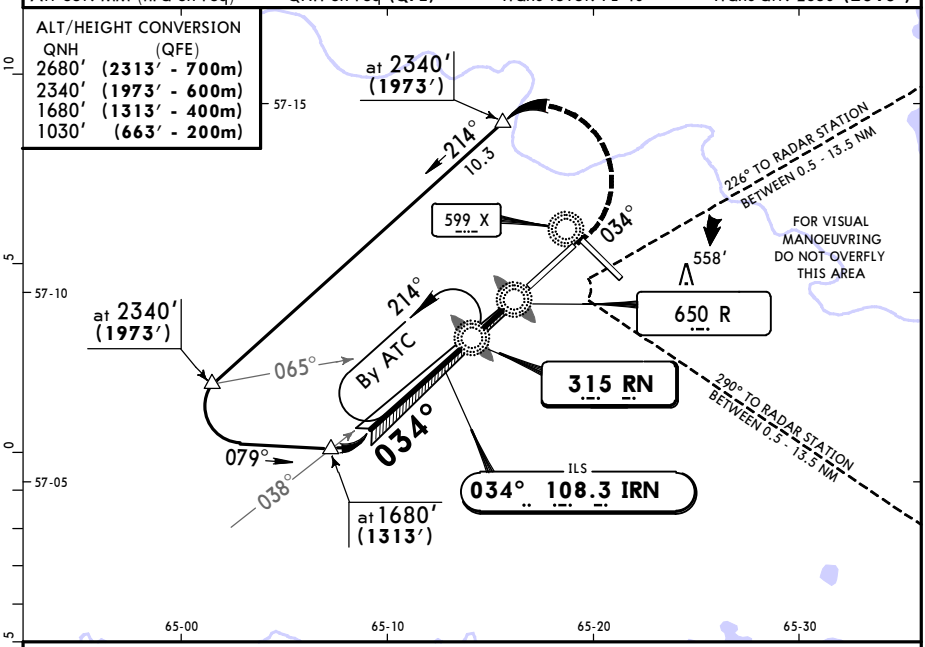
ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

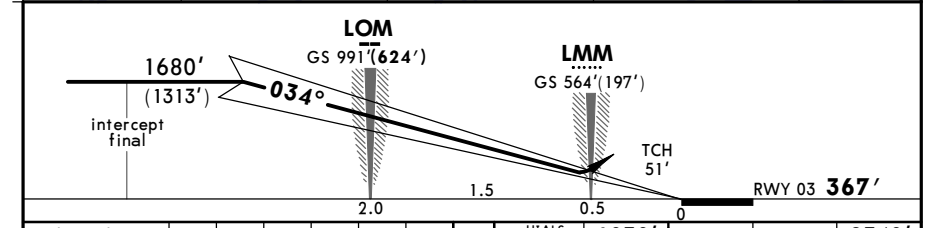
LOC IRN	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 377′ RWY 367′
108.3	034°	991′(624′)		

MISSED APCH: Climb on 034° to 1030′ (663′), then turn LEFT onto 214° climbing to 2340′ (1973′), then according to chart.

2600′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2680′(2313′)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	331	425	472	567	661	756

HIALS PAPI 1030′ (663′) on 034° 214° LT 2340′ (1973′)

STRAIGHT-IN LANDING RWY 03

	ILS FULL	ILS ALS out	LOC (GS out)
DA(H)	A:567′(200′) B:574′(207′)	C:584′(217′) D:594′(227′)	
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)	
A	870′(503′)	1600m
B		
C	960′(593′)	2400m
D	1060′(693′)	3600m

PANS OPS

1 Circling height based on rwy 03 thresh elev of 367′. 2 For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Procedure title. Bearings. Minimums.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (11-2) Eff 2 Apr

TYUMEN, RUSSIA ILS Rwy 21

BRIEFING STRIP TM

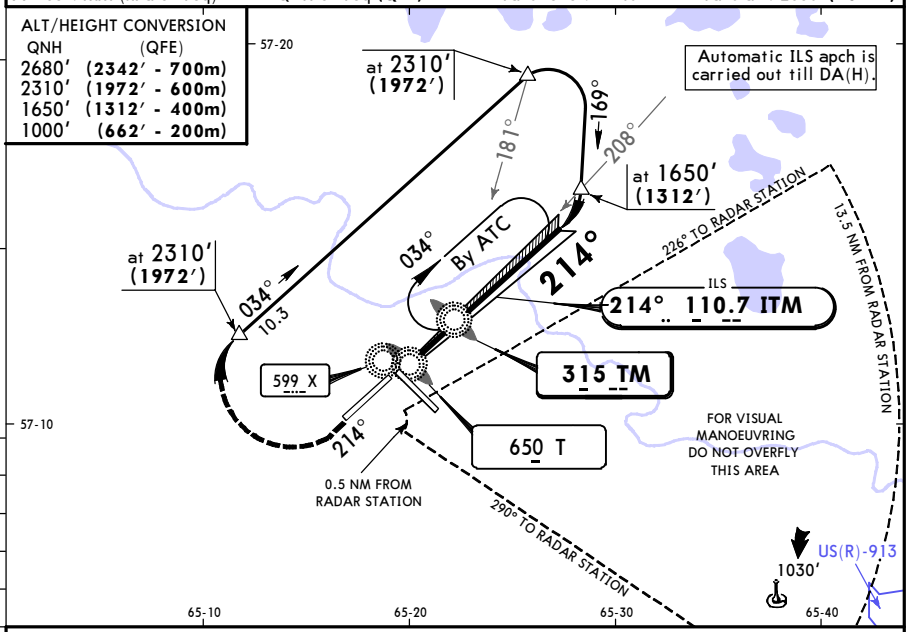
ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

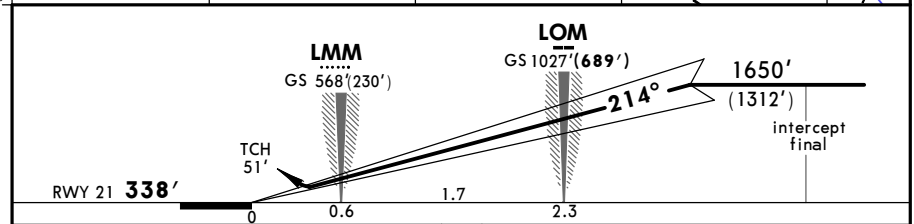
LOC ITM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
110.7	214°	1027′(689′)	538′(200′)	377′ / RWY 338′

MISSED APCH: Climb on 214° to 1000′ (662′), then turn RIGHT onto 034° climbing to 2310′ (1972′), then according to chart.

2600′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2680′ (2342′)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	331	425	472	567	661	756

HIALS PAPI 1000′ (662′) on 214° 034° RT 2310′ (1972′)

PANS OPS

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 538′(200′) FULL	ILS DA(H) 538′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)	
A	840′(502′)	1600m
B		
C	930′(592′)	2400m
D	1030′(692′)	3600m

1 Circling height based on rwy 21 thresh elev of 338′. 2 For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Procedure title. Bearing. Minimums.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (12-1) Eff 2 Apr

TYUMEN, RUSSIA RNAV (GNSS) Rwy 03

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	034°	TR341 1680′(1313′)	680′(313′)	Apt Elev 377′ RWY 367′

2600′ MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 1030′ (663′), then turn LEFT to proceed to TR345 climbing to 2340′ (1973′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′**(2313′)**

Special acft and aircrew authorization required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	**(2313′ - 700m)**
2340′	**(1973′ - 600m)**
1680′	**(1313′ - 400m)**
1030′	**(663′ - 200m)**

GLONASS and/or GPS required.

226° TO RADAR STATION BETWEEN 0.5 - 13.5 NM

558′

FOR VISUAL MANOEUVRING DO NOT OVERFLY THIS AREA

290° TO RADAR STATION BETWEEN 0.5 - 13.5 NM

RWØ3

TR341

(IAF) TR345 at 2340′ (1973′)

5.4 124°

034°

(IF) TR342 at 1680′ (1313′)

Aircrews shall request a permission for GNSS approach from APP controller.

3.6 034°

317°

(IAF) TR346 at 2340′ (1973′)

5.4

(IAF) TR343 at 2340′ (1973′)

10 5 0 5

57-10 57-00

64-50 65-00 65-10 65-20 65-30

DIST to RWØ3	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1650′(1283′)	1340′(973′)	1040′(673′)	730′ (369′)

TR342 1680′ (1313′) — 034° — TR341 — 2.67° — RWØ3

TCH 58′

9.9 5.4 4.5 4.5 0

RWY 03 367′

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′ (663′) TR345 2340′ (1973′) LT

PANS OPS

STRAIGHT-IN LANDING RWY 03

MDA(H) 680′(313′)

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

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)	
A	870′(503′)	1600m
B		
C	960′(593′)	2400m
D	1060′(693′)	3600m

1 Circling height based on rwy 03 thresh elev of 367′. 2 For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Airport and runway elevation. Minimums.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (12-2) Eff 2 Apr

TYUMEN, RUSSIA RNAV (GNSS) Rwy 12

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

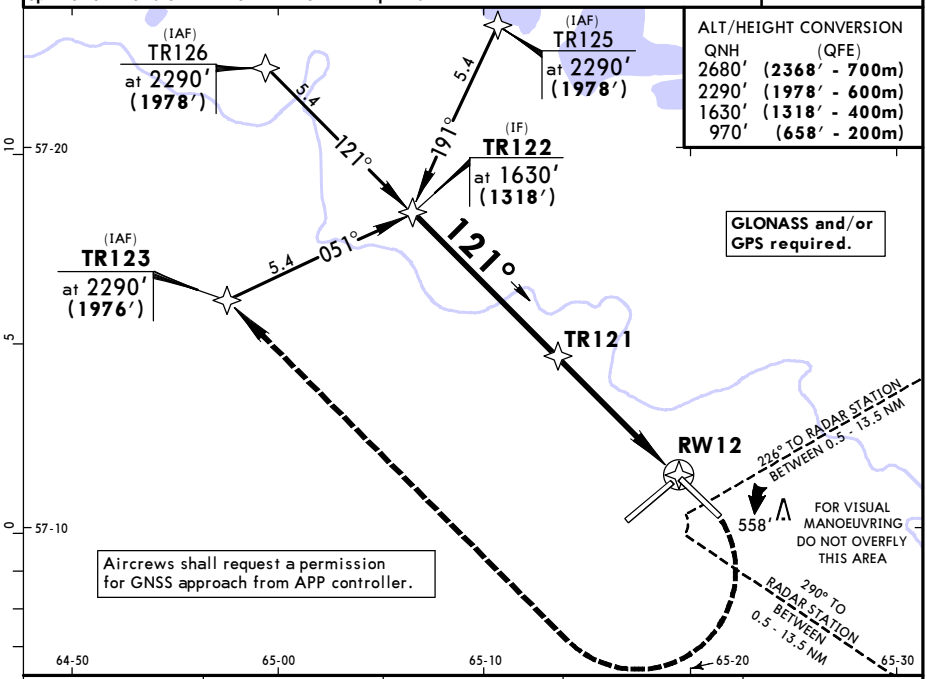
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	121°	TR121 1630′(1318′)	660′(348′)	Apt Elev 377′ RWY 312′

2600′ MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 970′ (658′), then turn RIGHT to proceed to TR123 climbing to 2290′ (1978′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′**(2368′)**

Special acft and aircrew authorization required.



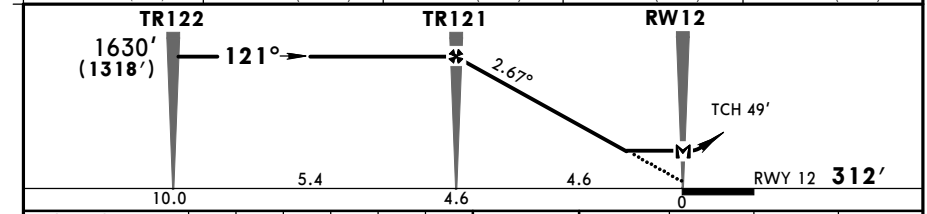
ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2368′ - 700m)
2290′	(1978′ - 600m)
1630′	(1318′ - 400m)
970′	(658′ - 200m)

GLONASS and/or GPS required.

Aircrews shall request a permission for GNSS approach from APP controller.

DIST to RW12	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1600′(1288′)	1280′(968′)	990′(678′)	680′(368′)



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

ALS PAPI

970′ (658′) TR123 RT 2290′ (1978′)

PANS OPS

STRAIGHT-IN LANDING RWY 12

MDA(H) 660′(348′)

ALS out

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

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)	
A	810′(498′)	1600m
B		
C	910′(598′)	2400m
D	1010′(698′)	3600m

1 Circling height based on rwy 12 thresh elev of 312′. 2 For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Airport and runway elevation. Minimums.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (12-3) Eff 2 Apr

TYUMEN, RUSSIA RNAV (GNSS) Rwy 21

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	214°	TR211 1660′(1322′)	650′(312′)	Apt Elev 377′ RWY 338′

2600′ MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 1000′ (662′), then turn RIGHT to proceed to TR213 climbing to 2310′ (1972′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′**(2342′)**

Special acft and aircrew authorization required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2342′ - 700m)
2310′	(1972′ - 600m)
1660′	(1322′ - 400m)
1000′	(662′ - 200m)

GLONASS and/or GPS required.

(IAF) **TR213** at 2310′ (1972′)

(IAF) TR215 at 2310′ (1972′)

(IF) **TR212** at 1660′ (1322′)

6.5 144° 5.4 214° 214°

TR211

RW21

226° TO RADAR STATION

13.5 NM FROM RADAR STATION

FOR VISUAL MANOEUVRING DO NOT OVERFLY THIS AREA

558′

Aircrews shall request a permission for GNSS approach from APP controller.

290° TO RADAR STATION

0.5 NM FROM RADAR STATION

10 5 0 5

57-20 57-10

65-10 65-20 65-30 65-40

DIST to RW21	1.1	2.2	3.2	4.3
ALTITUDE (HAT)	700′(362′)	1020′(682′)	1310′(972′)	1620′(1282′)

RW21 **TR211** **TR212**

2.67° 214° 1660′ (1322′)

TCH 51′

RWY 21 **338′**

0 4.5 4.5 5.4 9.9

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′ (662′) **TR213** RT 2310′ (1972′)

PANS OPS

STRAIGHT-IN LANDING RWY 21

MDA(H) 650′(312′)

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

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)	
A		
B	840′(502′)	1600m
C	930′(592′)	2400m
D	1030′(692′)	3600m

1 Circling height based on rwy 21 thresh elev of 338′. 2 For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Airport and runway elevation. Minimums.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (12-4) Eff 2 Apr

TYUMEN, RUSSIA RNAV (GNSS) Rwy 30

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	301°	TR3Ø1 2310′(1969′)	710′(369′)	Apt Elev 377′ RWY 341′

2600′ MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 1000′ (659′), then turn LEFT to proceed to TR3Ø3 climbing to 2310′ (1979′), then according to chart.

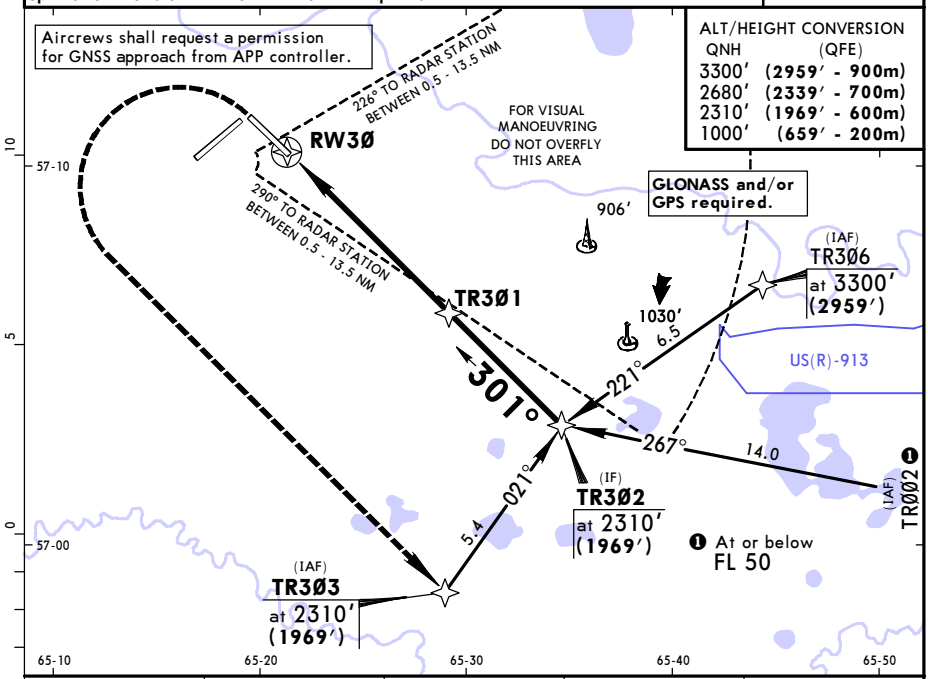
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′**(2339′)**

Special acft and aircrew authorization required.

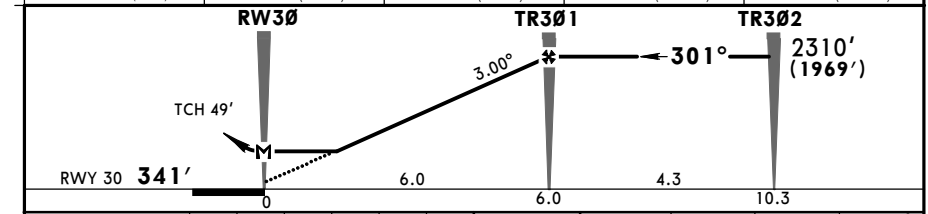
Aircrews shall request a permission for GNSS approach from APP controller.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3300′	(2959′ - 900m)
2680′	(2339′ - 700m)
2310′	(1969′ - 600m)
1000′	(659′ - 200m)



DIST to RW3Ø	1.1	2.2	4.3	5.4
ALTITUDE (HAT)	740′(399′)	1080′(739′)	1770′(1429′)	2120′(1779′)



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′ (659′) TR3Ø3 LT 2310′ (1979′)

PANS OPS

STRAIGHT-IN LANDING RWY 30	
MDA(H) 710′(369′)	
ALS out	
A	RVR 1500m VIS 1600m
B	
C	
D	RVR 1800m VIS 2000m

CIRCLE-TO-LAND ❶ ❷		
Max Kts	MDA(H)	
A	840′(499′)	1600m
B		
C	940′(599′)	2400m
D	1030′(689′)	3600m

❶ Circling height based on rwy 03 thresh elev of 341′. ❷ For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Airport and runway elevation. Minimums.

© JEPPESEN, 2009, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (12-40) Eff 2 Apr

TYUMEN, RUSSIA GLS Rwy 03

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

GLS	Final Apch Crs	Minimum Alt TR341	GLS DA(H) Refer to Minimums	Apt Elev / RWY
Ch 21898 TR03	034°	1680′ (1313′)		Apt Elev 377′ RWY 367′

MISSED APCH: Climb STRAIGHT AHEAD to 1030′ (663′), then turn LEFT to proceed to TR345 climbing to 2340′ (1973′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′**(2313′)**

Special acft and aircrew authorization required.

2600′ MSA ARP

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2313′ - 700m)
2340′	(1973′ - 600m)
1680′	(1313′ - 400m)
1030′	(663′ - 200m)

GLONASS and/or GPS required.

226° TO RADAR STATION BETWEEN 0.5 - 13.5 NM

558′ FOR VISUAL MANOEUVRING DO NOT OVERFLY THIS AREA

290° TO RADAR STATION BETWEEN 0.5 - 13.5 NM

RWØ3

GLS Ch 21898 TR03

TR341

034°

(IAF) TR345 at 2340′ (1973′)

5.4

124°

(IF) TR342 at 1680′ (1313′)

3.6 034°

317°

5.4

(IAF) TR346 at 2340′ (1973′)

(IAF) TR343 at 2340′ (1973′)

Aircrews shall request a permission for GNSS approach from APP controller.

10 5 0 5

57-10 57-00

64-50 65-00 65-10 65-20 65-30

(FAP) TR342 1680′ (1313′) — 034° — TR341 — RWØ3

TCH 51′

9.9 5.4 4.5 0

RWY 03 367′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.67°	331	425	472	567	661	756
MAP at DA						

HIALS PAPI

1030′ (663′) | TR345 LT | 2340′ (1973′)

STRAIGHT-IN LANDING RWY 03

DA(H) A: 567′(200′) B: 574′(207′) C: 584′(217′) D: 594′(227′)

PANS OPS

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)	
A	870′(503′)	1600m
B		
C	960′(593′)	2400m
D	1060′(693′)	3600m

1 Circling height based on rwy 03 thresh elev of 367′. 2 For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Minimums.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM
ROSHCHINO

JEPPESEN
20 MAR 15 (12-41) Eff 2 Apr

TYUMEN, RUSSIA
GLS Rwy 12

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

GLS	Final Apch Crs	Minimum Alt TR121	GLS DA(H)	Apt Elev / RWY
Ch 21487 TR12	121°	1630′(1318′)	512′(200′)	Apt Elev 377′ / RWY 312′

MISSED APCH: Climb STRAIGHT AHEAD to 970′ (658′), then turn RIGHT to proceed to TR123 climbing to 2290′ (1978′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′**(2368′)**

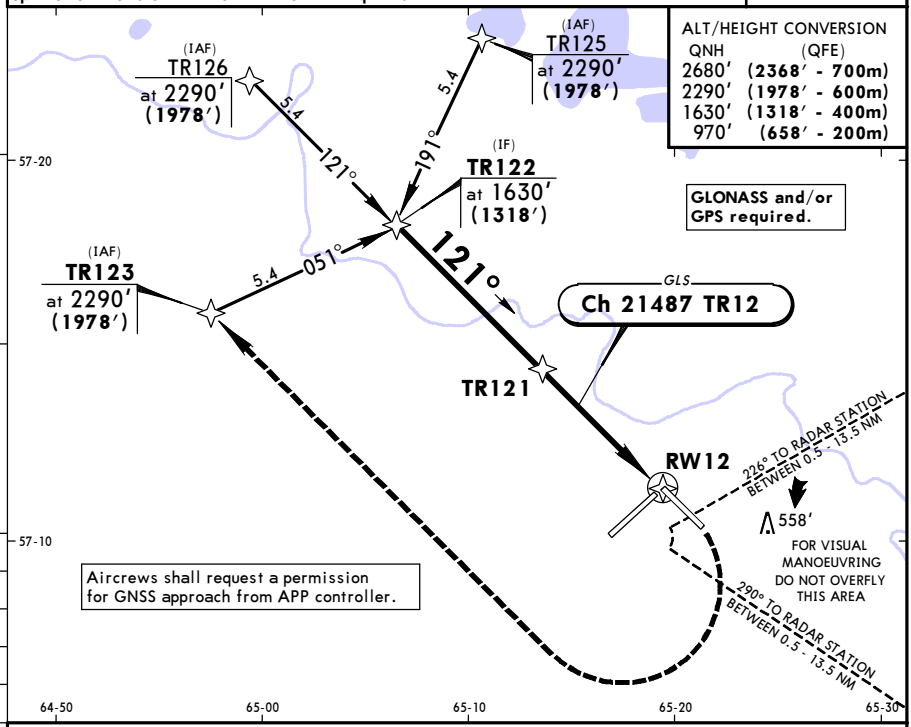
Special acft and aircrew authorization required.

2600′
MSA ARP

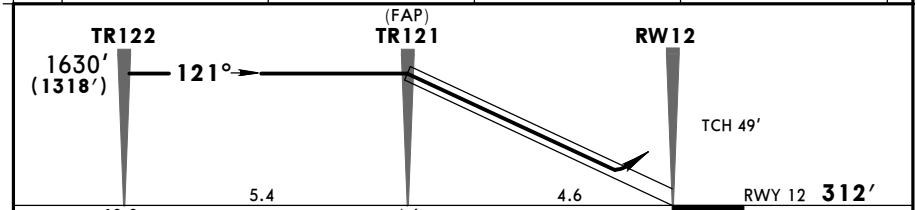
ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2368′ - 700m)
2290′	(1978′ - 600m)
1630′	(1318′ - 400m)
970′	(658′ - 200m)

GLONASS and/or GPS required.



Aircrews shall request a permission for GNSS approach from APP controller.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.67°	331	425	472	567	661	756
MAP at DA							

ALS
PAPI

970′ (658′) | TR123 RT | 2290′ (1978′)

STRAIGHT-IN LANDING RWY 12

DA(H) 512′(200′)

FULL	ALS out
1200m	

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)	
A, B	810′(498′)	1600m
C	910′(598′)	2400m
D	1010′(698′)	3600m

PANS OPS

1 Circling height based on rwy 12 thresh elev of 312′. 2 For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Minimums.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (12-42) Eff 2 Apr

TYUMEN, RUSSIA GLS Rwy 21

BRIEFING STRIP™

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

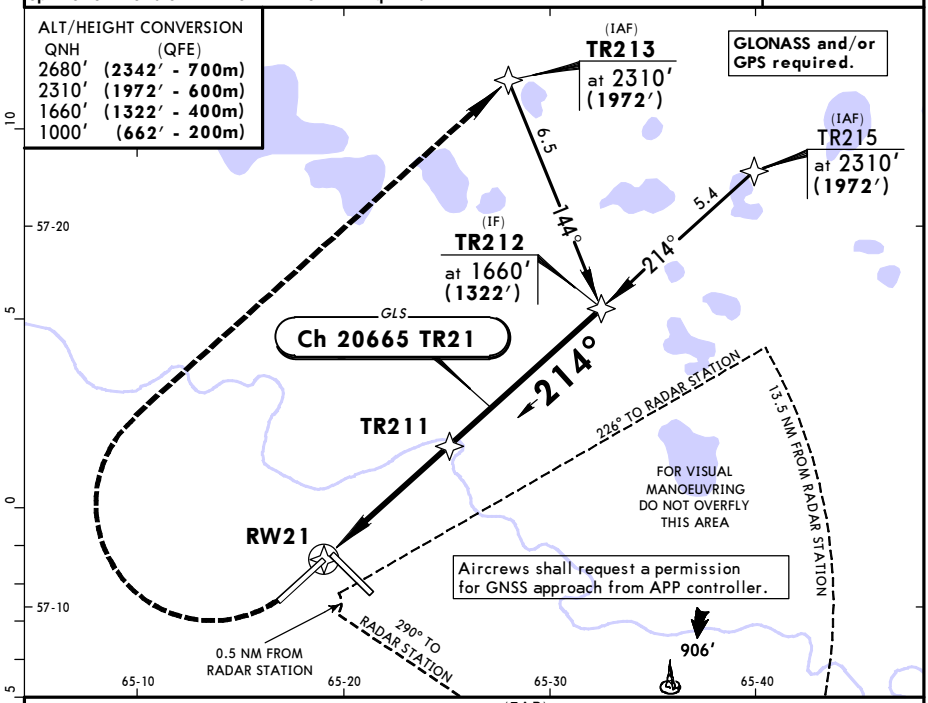
GLS	Final Apch Crs	Minimum Alt TR211	GLS DA(H)	Apt Elev / RWY
Ch 20665 TR21	214°	1660′ (1322′)	538′ (200′)	Apt Elev 377′ RWY 338′

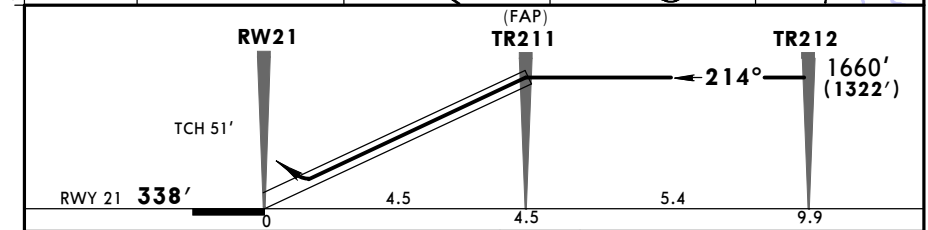
MISSED APCH: Climb STRAIGHT AHEAD to 1000′ (662′), then turn RIGHT to proceed to TR213 climbing to 2310′ (1972′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 40 Trans alt: 2680′**(2342′)**

Special acft and aircrew authorization required.

2600′ MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.67°	331	425	472	567	661	756
MAP at DA							

HIALS PAPI 1000′ (662′) ↑ TR213 RT 2310′ (1972′) ↑

PANS OPS

STRAIGHT-IN LANDING RWY 21

DA(H) 538′(200′)

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)	
A	840′(502′)	1600m
B		
C	930′(592′)	2400m
D	1030′(692′)	3600m

1 Circling height based on rwy 21 thresh elev of 338′. 2 For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Minimums.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (12-43) Eff 2 Apr

TYUMEN, RUSSIA GLS Rwy 30

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

GLS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 377′
Ch 21076 TR30	**301°**	**TR3Ø1** 2310′(**1969′**)	541′(**200′**)	RWY **341′**

MISSED APCH: Climb STRAIGHT AHEAD to 1000′ (659′), then turn LEFT to proceed to TR3Ø3 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′**)

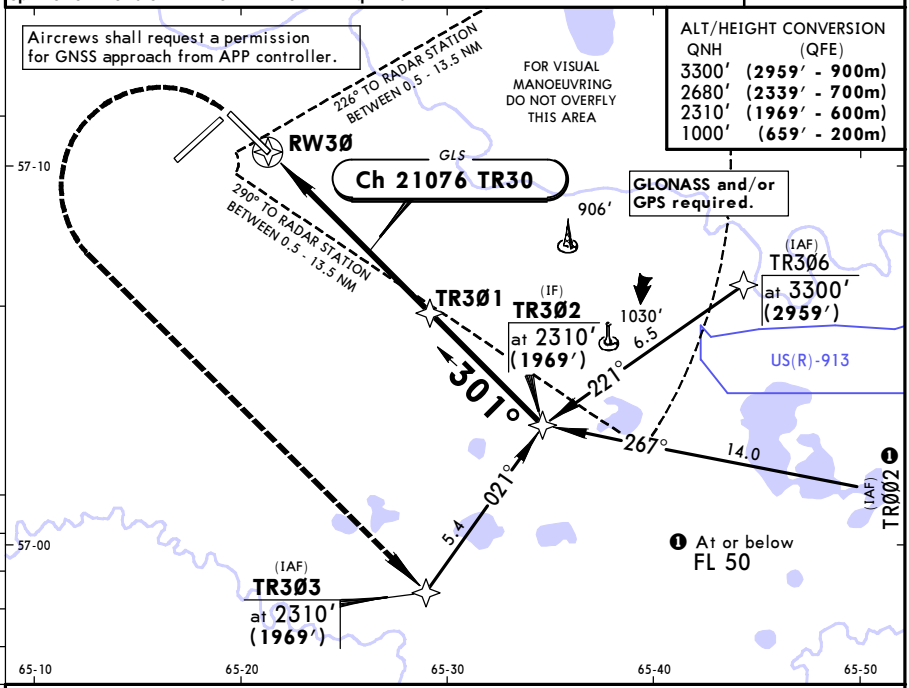
Special acft and aircrew authorization required.

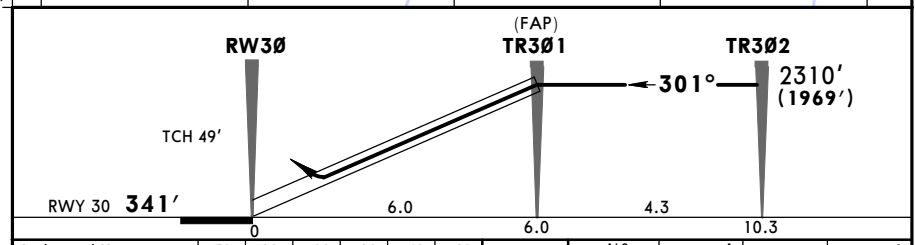
2600′ MSA ARP

Aircrews shall request a permission for GNSS approach from APP controller.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3300′	(**2959′ - 900m**)
2680′	(**2339′ - 700m**)
2310′	(**1969′ - 600m**)
1000′	(**659′ - 200m**)





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

ALS PAPI 1000′ (659′) TR3Ø3 LT 2310′ (1969′)

PANS OPS

STRAIGHT-IN LANDING RWY 30

DA(H) 541′(200′)

	FULL	ALS out
A	1200m	
B		
C		
D		

CIRCLE-TO-LAND ❶ ❷

Max Kts	MDA(H)	
A	840′(499′)	1600m
B		
C	940′(599′)	2400m
D	1030′(689′)	3600m

❶ Circling height based on rwy 30 thresh elev of 341′. ❷ For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Minimums.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15
Eff 2 Apr
(16-1)

TYUMEN, RUSSIA
2 NDB or NDB Rwy 03

BRIEFING STRIP TM

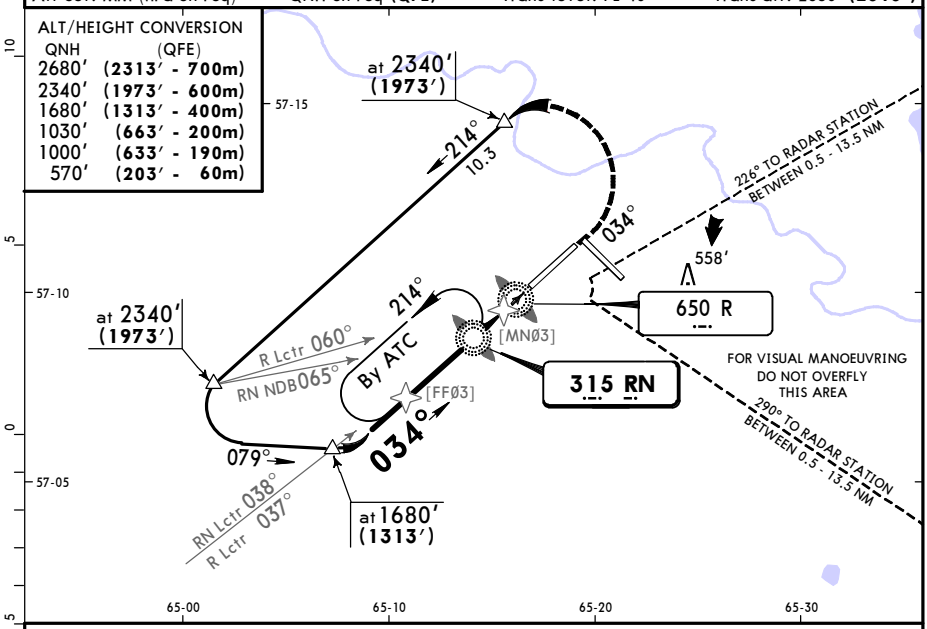
ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

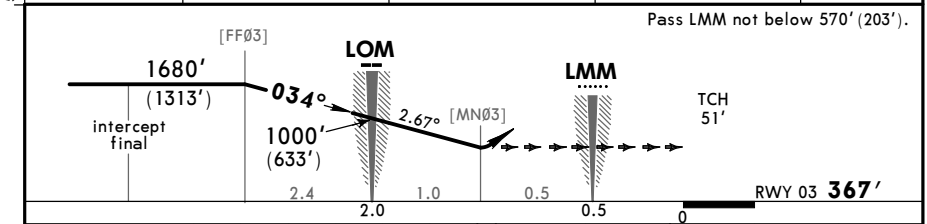
NDB RN	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev / RWY
315	034°			Apt Elev 377′ RWY 367′

MISSED APCH: Climb on 034° to 1030′ (663′), then turn LEFT onto 214° climbing to 2340′ (1973′), then according to chart.

2600′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2680′ (2313′)





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756

HIALS PAPI 1030′ (663′) on 034° 214° LT 2340′ (1973′)

STRAIGHT-IN LANDING RWY 03

	2 NDB MDA(H) 690′(323′)	ALS out	RN NDB MDA(H) 720′(353′)	ALS out	R Lctr MDA(H) 960′(593′)	ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m	2400m	3200m
B						
C						
D	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		2800m	

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)
A B	870′(503′) 3 1600m
C	960′(593′) 3 2400m
D	1060′(693′) 3600m

PANS OPS

1 Circling height based on rwy 03 thresh elev of 367′. 2 For CAT A, B, C and D: Circling area is 5.3 NM. 3 or higher minimums of preceding straight-in approach.

CHANGES: Proc transferred from 11-1. Bearings. Descent angle. Minimums.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM
ROSHCHINO

JEPPESEN
20 MAR 15
Eff 2 Apr
(16-2)

TYUMEN, RUSSIA
2 NDB or NDB Rwy 12

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

NDB XZ	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 377′ RWY 312′
290	121°			

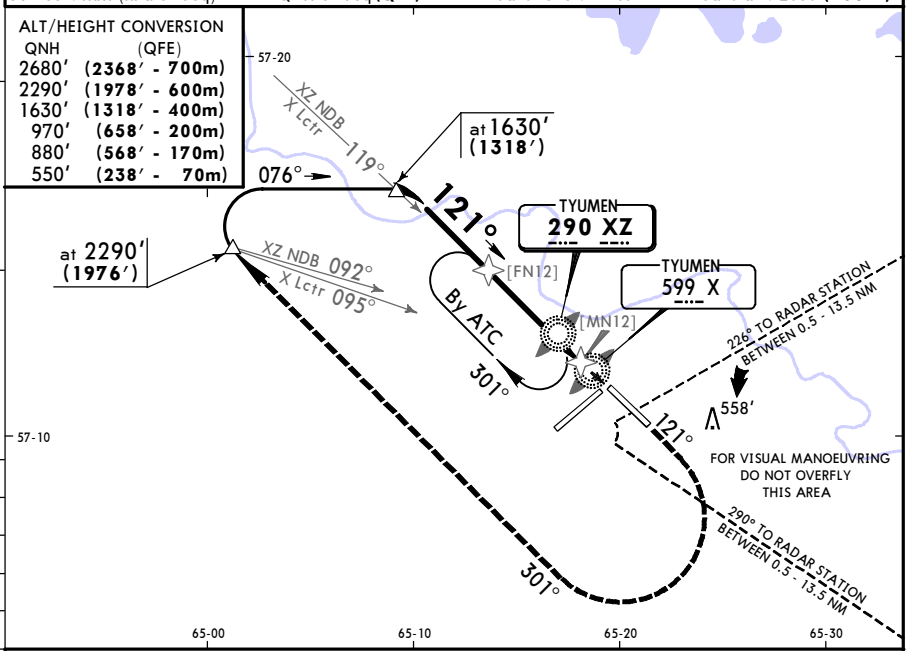
MISSED APCH: Climb on 121° to 970′(658′), then turn RIGHT onto 301° climbing to 2290′ (1978′), then according to chart.

2600′ MSA ARP

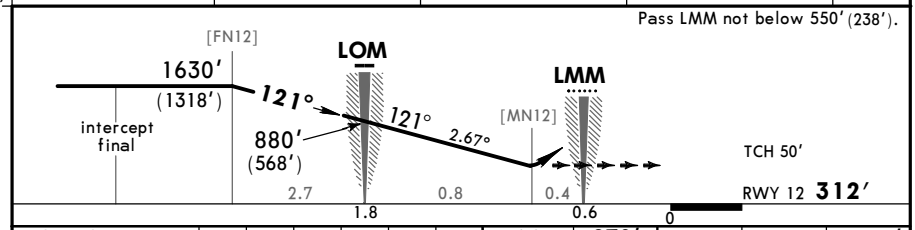
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 40 | Trans alt: 2680′(**2368′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2368′ - 700m)
2290′	(1978′ - 600m)
1630′	(1318′ - 400m)
970′	(658′ - 200m)
880′	(568′ - 170m)
550′	(238′ - 70m)



Pass LMM not below 550′(238′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756

ALS | 970′ (658′) on 121° | 301° RT | 2290′ (1978′)

PANS OPS

STRAIGHT-IN LANDING RWY 12

	2 NDB	XZ NDB	X Lctr
MDA(H)	640′(323′) ALS out	670′(358′) ALS out	910′(598′) ALS out
A	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3200m
B			
C			
D			

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)
A	810′(498′) 3 1600m
B	
C	910′(598′) 3 2400m
D	1010′(698′) 3600m

1 Circling height based on rwy 12 thresh elev of 312′. 2 For CAT A, B, C and D: Circling area is 5.3 NM.
3 or higher minimums of preceding straight-in approach.

CHANGES: Procedure title. Minimums.

© JEPPESEN, 2001, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (16-3) Eff 2 Apr

TYUMEN, RUSSIA
2 NDB or NDB Rwy 21

BRIEFING STRIP TM

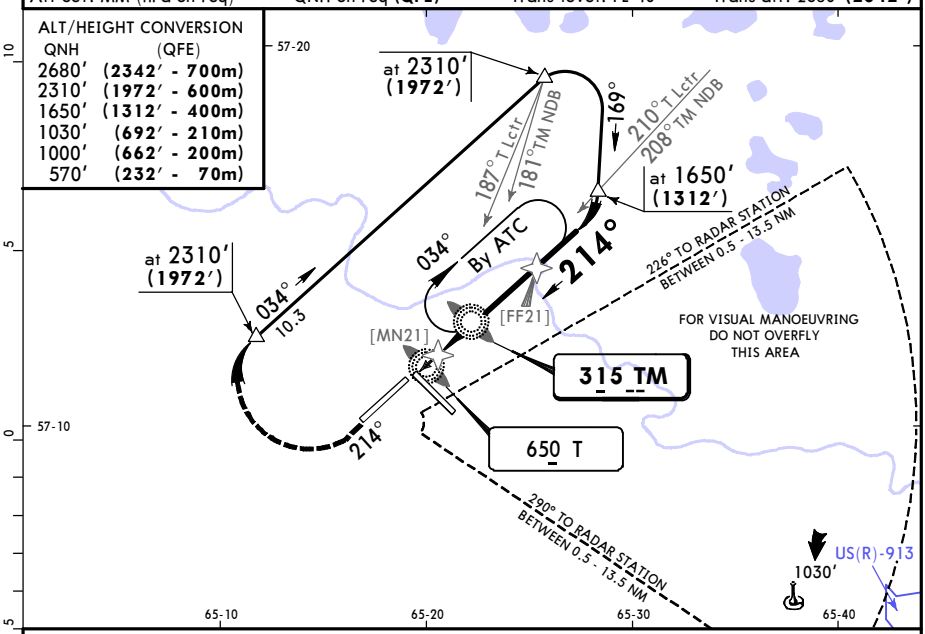
ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

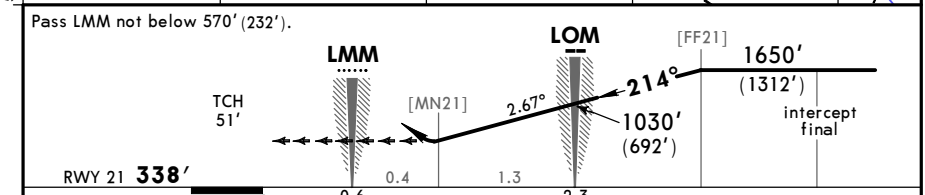
NDB TM	Final Apch Crs	No FAF	MDA(H) Refer to Minimums	Apt Elev 377′ RWY 338′
315	214°			

MISSED APCH: Climb on 214° to 1000′ (662′), then turn RIGHT onto 034° climbing to 2310′ (1972′), then according to chart.

2600′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2680′ (2342′)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756

HIALS PAPI

1000′ (662′) on 214° | 034° RT | 2310′ (1972′)

PANS OPS

STRAIGHT-IN LANDING RWY 21

	2 NDB MDA(H) 670′(332′)		TM NDB MDA(H) 700′(362′)		T Lctr MDA(H) 950′(612′)	
		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1800m VIS 2000m	2400m	3200m
B						
C						
D	RVR 1500m VIS 1600m		RVR 1500m VIS 1600m		2800m	

CIRCLE-TO-LAND 1 2

Max Kts	MDA(H)
A	
B	840′(502′) 3 1600m
C	930′(592′) 3 2400m
D	1030′(692′) 3600m

1 Circling height based on rwy 21 thresh elev of 338′. 2 For CAT A, B, C and D: Circling area is 5.3 NM. 3 or higher minimums of preceding straight-in approach.

CHANGES: Proc transferred from 11-2. Bearing. Descent angle. Minimums.

© JEPPESEN, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

USTR/TJM ROSHCHINO

JEPPESEN

20 MAR 15 (16-4) Eff 2 Apr

TYUMEN, RUSSIA NDB Rwy 30

BRIEFING STRIP TM

ATIS	TYUMEN Approach (R)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	118.2	119.0

Lctr X	Final Apch Crs	No FAF	MDA(H)	Apt Elev / RWY
599	**301°**		1050′(**709′**)	377′ / **341′**

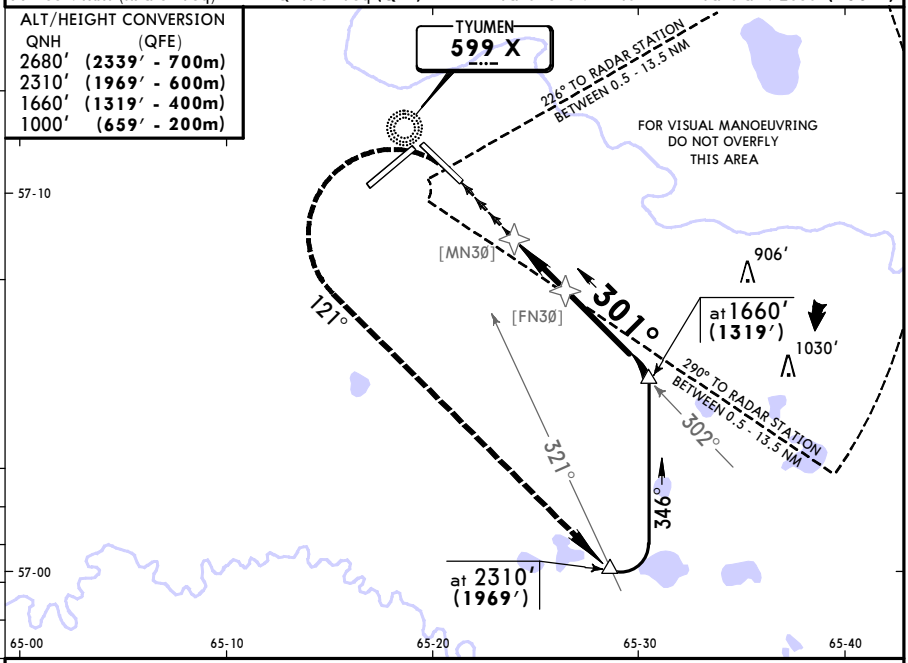
MISSED APCH: Turn LEFT onto 121° climbing to 2310′ (1969′), then according to chart.

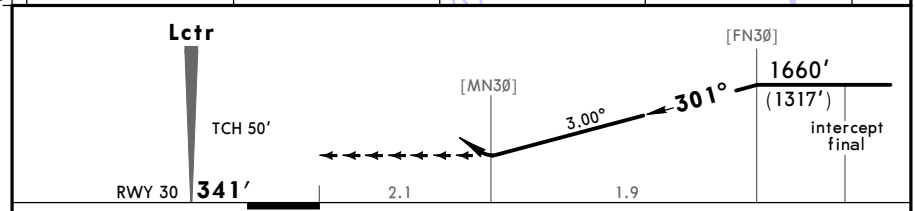
2600′ MSA ARP

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

ALT/HEIGHT CONVERSION

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

PANS OPS

STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND 1 2		
MDA(H) 1050′(**709′**)	ALS out	Max Kts	MDA(H)	
A	3200m	A		
B		B	1050′(709′)	3200m
C		C		
D	3600m	D	1050′(709′)	3600m

1 Circling height based on rwy 30 thresh elev of 341′. **2** For CAT A, B, C and D: Circling area is 5.3 NM.

CHANGES: Apt and rwy elev. Minimums.

© JEPPESEN, 2001, 2015. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

TYUMEN, (ROSHCHINO - USTR)

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USTR