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Airport Information For USTR

Terminal Charts For USTR

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: TYUMEN RUS
ICAO/IATA: USTR / TJM
Lat/Long: N57° 10.10', E065° 18.97'
Elevation: 378 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 15.0° 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: 2342 Z
Sunset: 1529 Z

Runway Information

Runway: 03
Length x Width: 9846 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 378 ft
Lighting: Edge, ALS

Runway: 12
Length x Width: 8858 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 324 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 9846 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 356 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 8858 ft x 164 ft
Surface Type: asphalt
TDZ-Elev: 353 ft
Lighting: Edge, ALS

Communication Information

ATIS: 121.700

Tyumen Start Tower: 118.200

Tyumen Start Tower: 129.000 Secondary

Tyumen Ground: 119.000

Tyumen Ground: 129.000 Secondary

Tyumen Apron Ramp/Taxi: 118.900

Tyumen Radar: 129.000 Secondary

Tyumen Transit Operations: 131.800

Tyumen Radar: 126.100

1. GENERAL

1.1. ATIS

ATIS 121.7 (Russian)
123.7 (English)

1.2. COMMUNICATION FAILURE PROCEDURES

In all cases:

- Use mobile communication with Flight Control Officer: +7 (3452) 79-91-75.
- Listen to the information and ATC controller's instructions on LOM frequency of the operational RWY.

1.3. NOISE ABATEMENT PROCEDURES

Noise abatement procedures are divided into two parts:

1. Noise abatement procedures during take-off and climb.
2. Noise abatement procedures during approach.

Operational measures to reduce noise at and in the vicinity of the aerodrome:

- Include ACFT traffic schedule which reduces flights of the noisiest ACFT types at NIGHT to a minimum.
- Ensure flight crews employ flight modus which enable to reduce noise as prescribed in the Flight Manual specific for each ACFT type.
- Prohibit engines run-ups from 2300-0700LT.
- Prohibit training and practice flights from 2300-0700LT.
- Limit flight operations of Il-76 ACFT from 2300-0700LT.
- During DAY-light hours, whenever practicable avoid assigning heading 033° (to be followed by a right turn onto heading 104°) to departing Il-76 ACFT.
- Ensure use of take-off heading 213° as noise preferential regarding the impact on the environment.

1.4. LOW VISIBILITY PROCEDURE (LVP)

LVP applied when RVR is less than 550m.

The flight crew will be informed when LVP are in progress via ATIS or by ATS unit by phrase: "LVP in progress, check your minimum."

Flight crew of arriving ACFT must report RWY vacation.

Flight crew is not allowed to hold closer to the RWY than the RWY holding position limit designated by marking and RWY designation signs unless otherwise instructed.

Take-off using RWY shortened length is prohibited.

Take-off without stop at line-up position is prohibited.

ACFT movement is prohibited at the presence of other ACFT or vehicle (excluding Follow-me) on its taxi route (on one TWY or RWY).

Flight crew is responsible to maintain assigned taxi route.

Taxi speed is determined by pilot-in-command.

1. GENERAL

1.5. OPERATIONS OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

1.5.1. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS)

Flight crew of ACFT equipped with Mode S transponder must ensure that Mode S transponder is capable of operating during movement on the maneuvering area, allowing to support ground traffic control system.

Before departure the flight crew shall:

- set transponder to code (squawk) assigned by ATS unit and activate Mode S when requesting clearance for towing or taxiing, whichever is earlier.

After landing the flight crew shall:

- keep Mode S activated until ACFT is parked on the stand.
- set Mode A code 2000 immediately after parking on the stand and before selecting OFF or STAND-BY mode.

Mode S transponder is activated when AUTO, ON, XPNDR mode or the equivalent mode of transponder installed on this ACFT is selected. Selection of STAND-BY mode does not activate the transponder. The flight crew of Mode S equipped ACFT having an ACFT identification feature shall set the ACFT identification, specified in item 7 of the ICAO flight plan, on the transponder.

The ACFT identification shall be set through FMS or on the transponder control panel before the request for towing or taxiing whichever is earlier.

1.6. TAXI PROCEDURES

Taxiing, towing and push-back about the airfield shall be carried out only by ATS unit permission along centerlines and guidelines of TWYs.

Taxi (tow) operations are subject to GND controller's instruction.

Flight crews must observe with increased caution, when taxiing through hot spots - places of possible RWY incursion.

Taxiing along TWYs A1, A4 and segment from TWY A3 to A4 shall be carried out strictly along centerline (taxi guideline) at reduced speed and with flight crew's increased CAUTION.

1.7. PARKING INFORMATION

ACFT shall taxi into/out of stand following the signals of the aerodrome engineering service specialist.

Stands 4 thru 11, 54 and 55 or other stands as directed available for de-icing.

Stands 14 and 17 thru 38 available for helicopters.

1.8. OTHER INFORMATION

Birds in vicinity of RWY.

RWY 03/21 and RWY 12/30 may be used simultaneously:

RWY 30 for take-off operations, RWY 03 for landing operations, flight crew is informed through ATIS broadcast or by ATC.

In the event of simultaneous operations on two RWYs, RNAV SIDs, RNAV STARs are used. If unable to comply flight crew must inform the controller.

USTR/TJM
ROSHCHINO

JEPPESEN

16 JAN 26

10-1P2

Eff 22 Jan

TYUMEN, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

In case of communication failure during descending phase, reach FL (altitude) previously assigned by ATC and fly to landing aerodrome at this FL (height) with subsequent approach according to the established procedure.

2.2. TAXI PROCEDURES

Taxi routes for A330 ACFT:

- to stand 5: TWY A2/A3 - apron;
- to stand 10A: TWY A3 - apron.

Taxi routes for A330 and B777-200/300 ACFT:

- TWY B - segment of RWY 12/30 from TWY B to TWY A3 - TWY A3 - apron - stand 10A.

Taxi routes for A300 and B747-400 ACFT:

- TWY B - RWY 12/30 - TWY A2 - apron - stand 5;
- TWY B - RWY 12/30 - TWY A3 - apron - stand 10A.

Taxi into stands 3, 4a, 6 thru 10 with Visual Docking Guidance System (VGDS) or by marshaller instruction.

2.3. OTHER INFORMATION

Flight crew must report the latest ATIS information code letter on initial contact with ATS unit, when entering Tyumen/Roshchino CTA.

3. DEPARTURE

3.1. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.1.1. CLEARANCE FOR ENGINES START-UP, TOWING (PUSH-BACK) AND TAXIING

During preparing for departure the flight crew shall monitor ATIS information, report code letter of the latest ATIS broadcast, stand number and ready to obtain departure clearance to Delivery controller.

If hold on RWY for more than 1 minute is required, flight crew shall inform ATS unit about the time needed to prepare for take-off before occupying the RWY. If more than 1 minute passed after issuance of take-off clearance, flight crew must request new clearance for take-off.

3.1.2. TAXI PROCEDURES

Taxi routes for A330 ACFT:

- from stand 10A: apron - TWY A2.

Taxi routes for A330 and B777-200/300 ACFT:

- apron - TWY A2 - segment of RWY 12/30 from TWY A2 to TWY B - TWY B.

Taxi routes for A300 and B747-400 ACFT:

- stand 5: by towing to apron (abeam stand 9) - TWY A2 - RWY 12/30 - TWY B;
- stand 10A: by towing to apron (abeam stand 12) - TWY A2 - RWY 12/30 - TWY B.

3.2. RWY OPERATIONS

RWY 03

All ACFT types (except helicopters) shall take off using RWY full length.

USTR/TJM ROSHCHINO



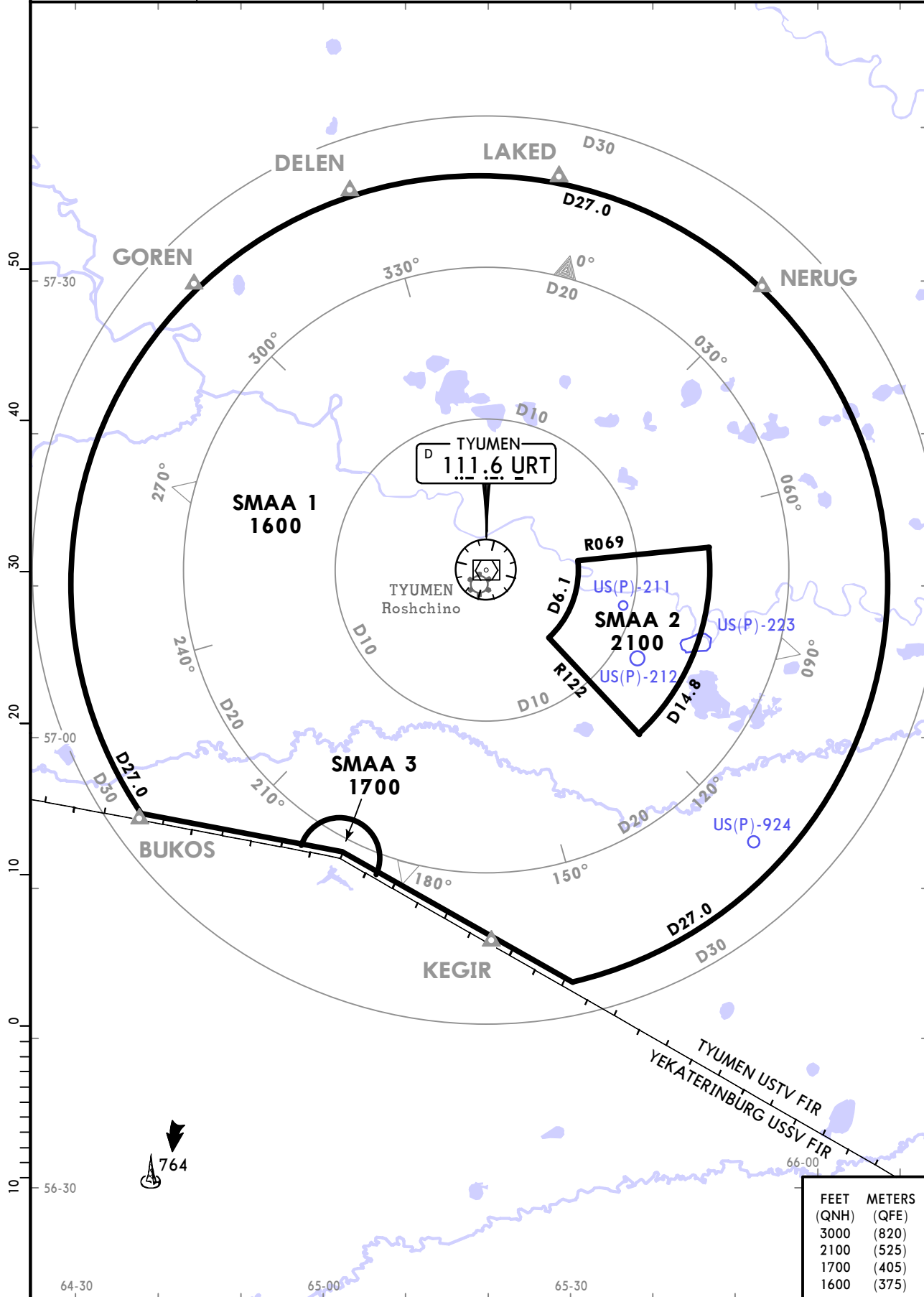
TYUMEN, RUSSIA

16 JAN 26 (10-1R)

Eff 22 Jan

RADAR MINIMUM ALTITUDES

<p>TYUMEN Radar (TWR) 126.1</p>	<p>Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is less than 1013 hPa (760 mm) FL060 if pressure is less than 977 hPa (733 mm)</p>
<p>Apt Elev 378</p>	<p>Trans alt: 3000 1. This chart may only be used for cross-checking of altitudes assigned while under RADAR control. 2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.</p>



FEET	METERS
(QNH)	(QFE)
3000	(820)
2100	(525)
1700	(405)
1600	(375)

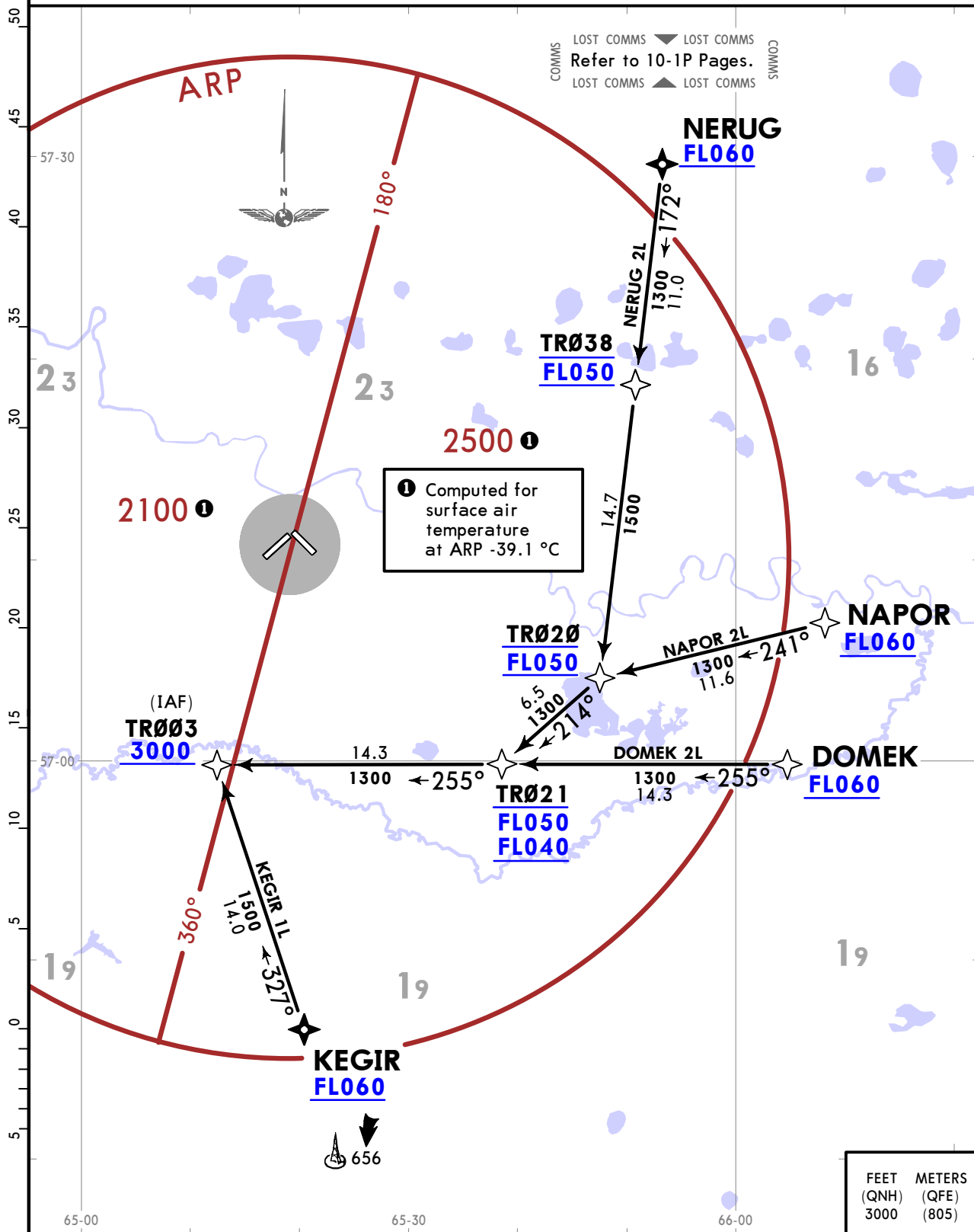
USTR/TJM
ROSHCHINO

JEPPESEN
20 FEB 26 **10-2**

TYUMEN, RUSSIA
RNAV STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	RNAV 1 GNSS required ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 2L [DOME2L], KEGIR 1L [KEGI1L]
NAPOR 2L [NAPO2L], NERUG 2L [NERU2L]
RNAV ARRIVALS
(RWY 03)**



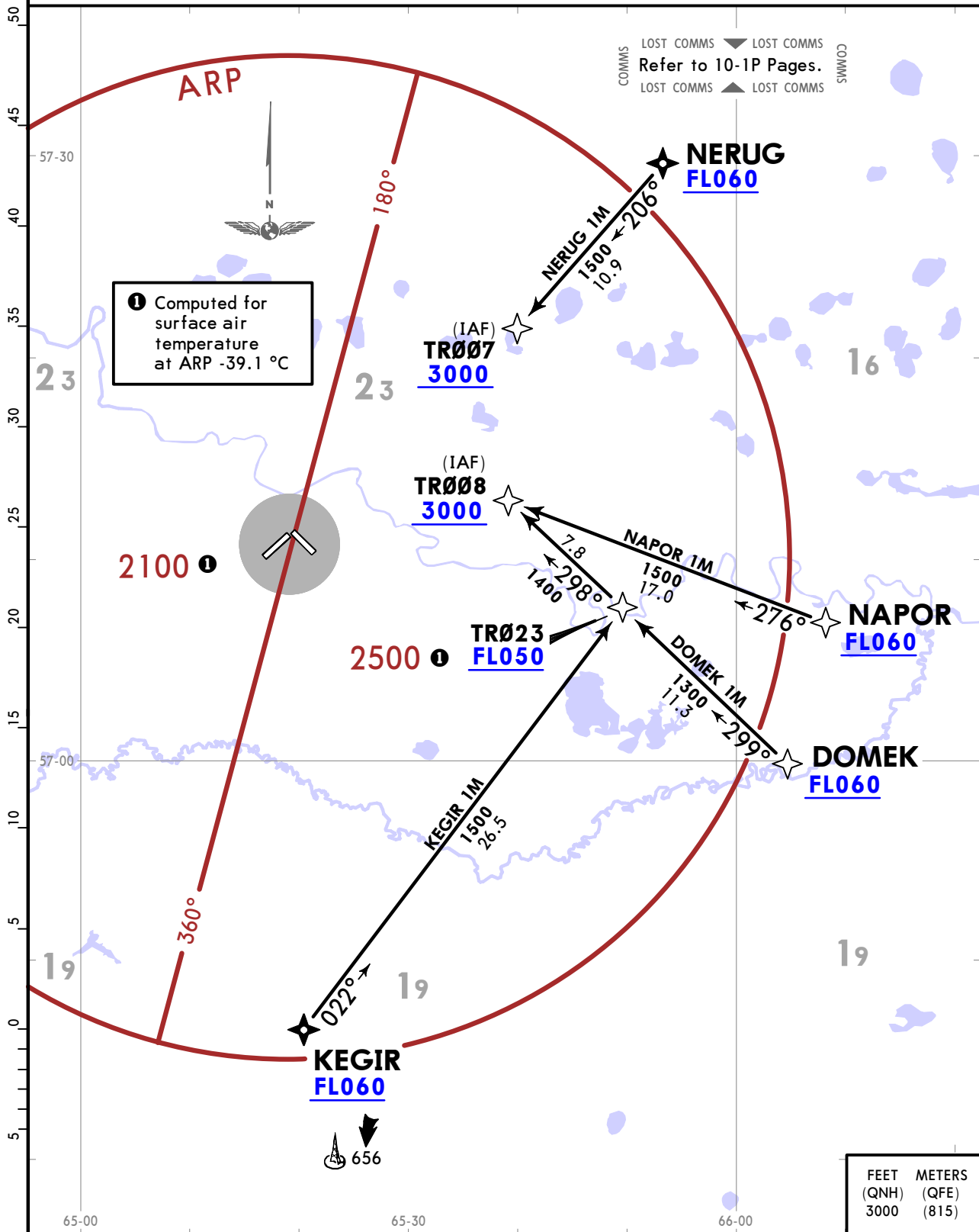
USTR/TJM
ROSHCHINO

JEPPESEN
20 FEB 26 **(10-2A)**

TYUMEN, RUSSIA
RNAV STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FLO40 FLO50 if pressure is at or below 1013 hPa (760 mm) FLO60 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	RNAV 1 GNSS required ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 1M [DOME1M], KEGIR 1M [KEGI1M]
NAPOR 1M [NAPO1M], NERUG 1M [NERU1M]
RNAV ARRIVALS
(RWY 21)**



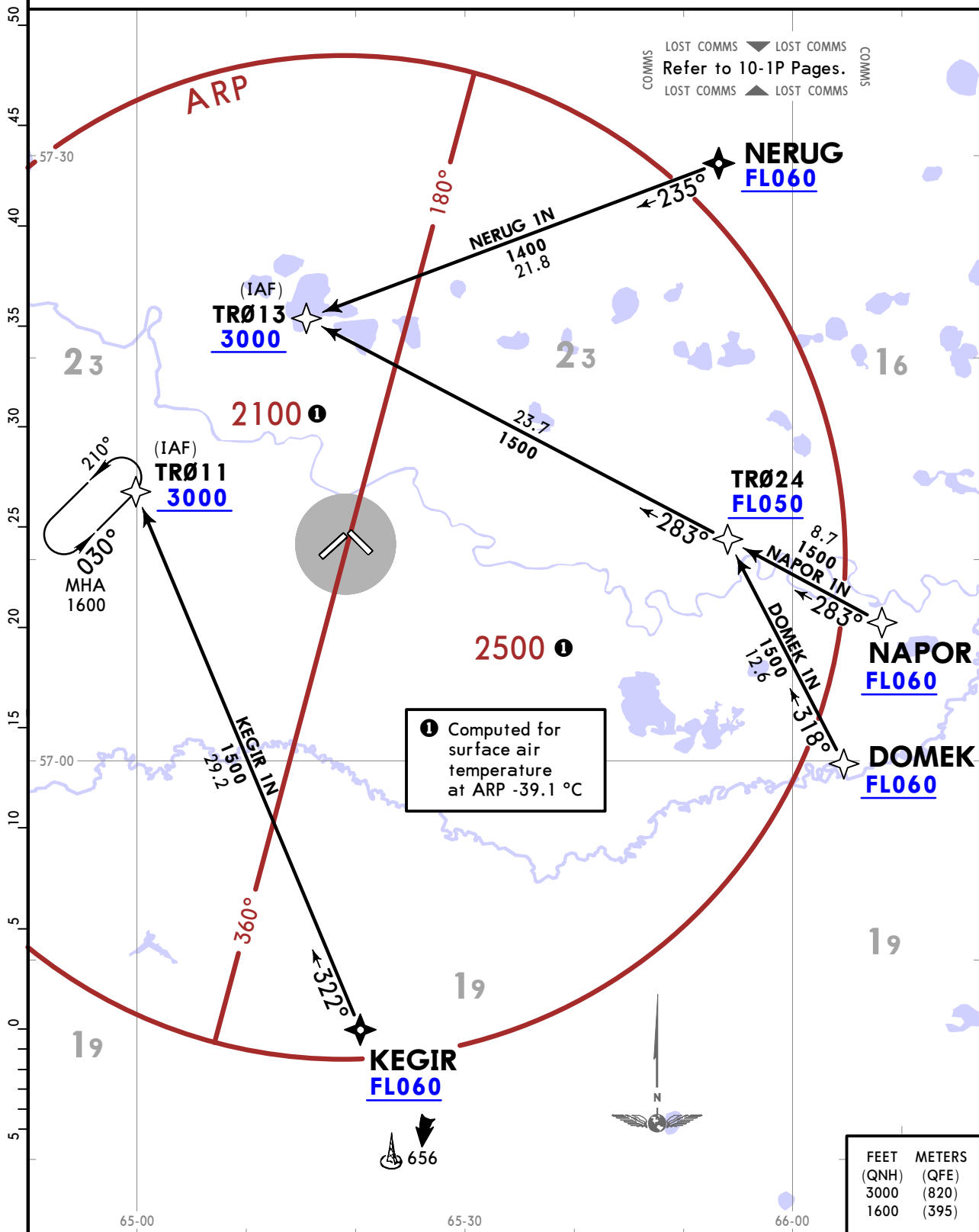
USTR/TJM
ROSHCHINO

JEPPESEN
20 FEB 26 **(10-2B)**

TYUMEN, RUSSIA
RNAV STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	RNAV 1 GNSS required ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 1N [DOME1N], KEGIR 1N [KEGI1N]
NAPOR 1N [NAPO1N], NERUG 1N [NERU1N]
RNAV ARRIVALS
(RWY 12)**



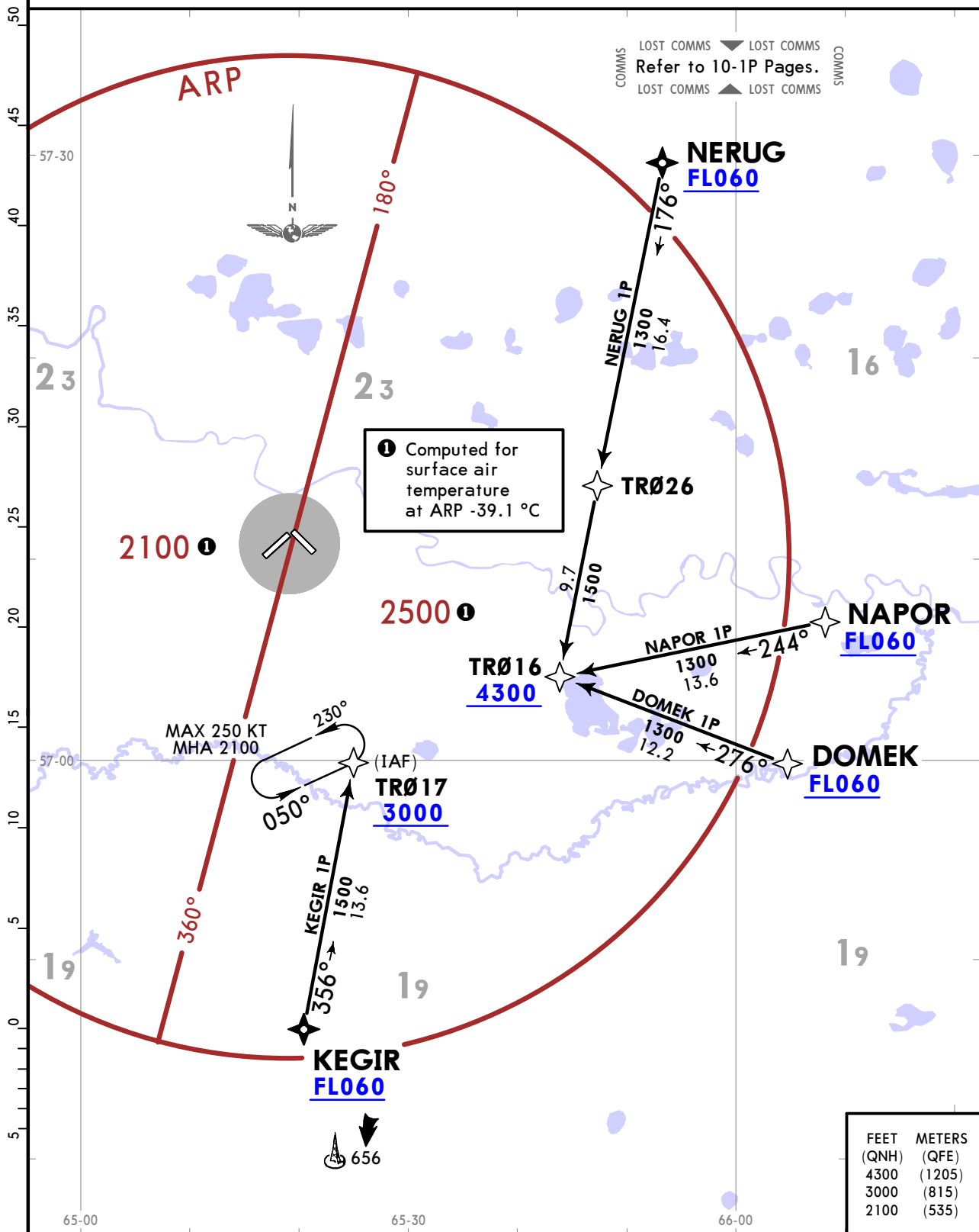
USTR/TJM
ROSHCHINO

JEPPESEN
20 FEB 26 **(10-2C)**

TYUMEN, RUSSIA
RNAV STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	RNAV 1 GNSS required ATS unit may instruct flight crews to proceed "Direct to".

DOMEK 1P [DOME1P], KEGIR 1P [KEGI1P]
NAPOR 1P [NAPO1P], NERUG 1P [NERU1P]
RNAV ARRIVALS
(RWY 30)



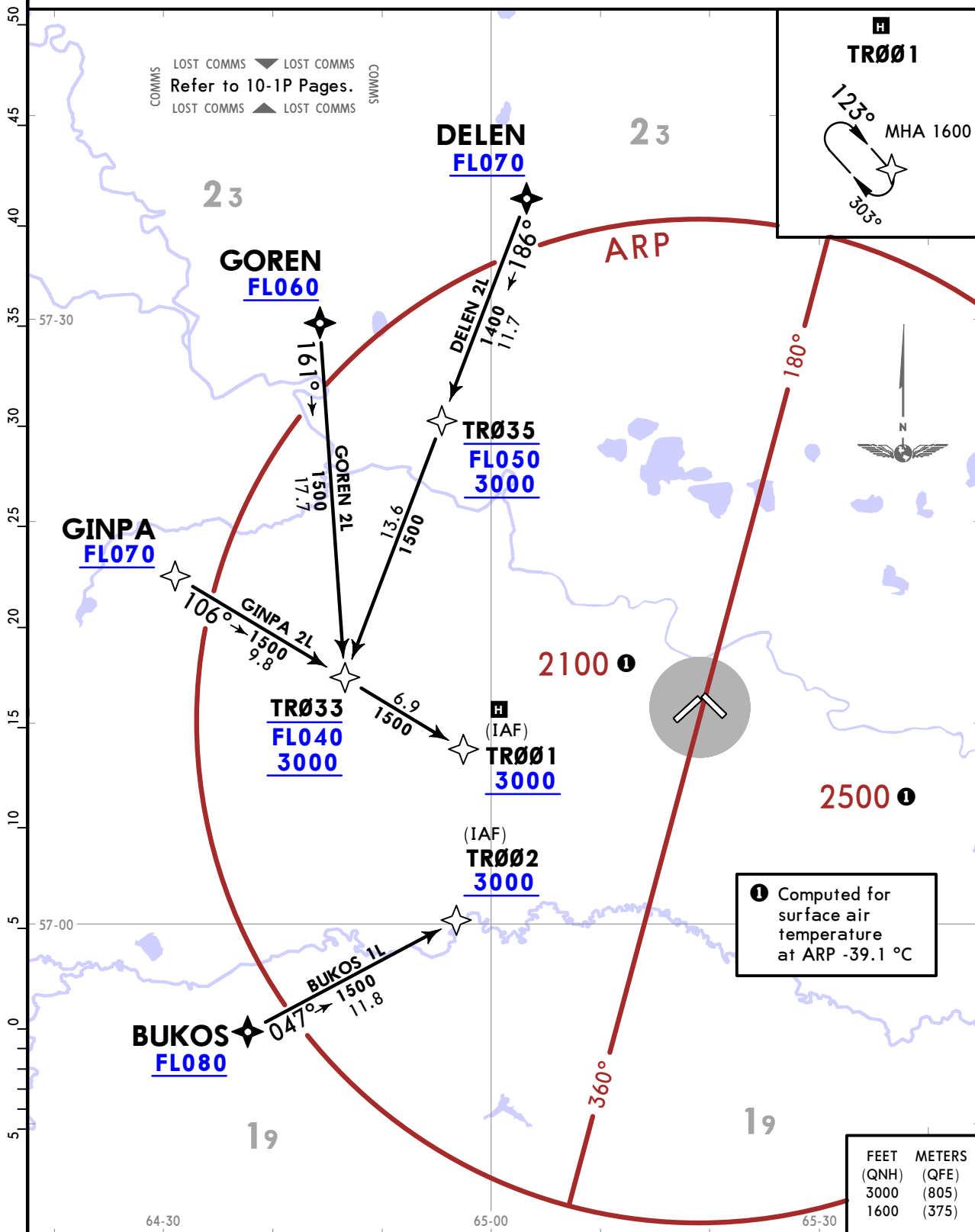
USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 (10-2D)

TYUMEN, RUSSIA
RNAV STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	RNAV 1 GNSS required
	ATS unit may instruct flight crews to proceed "Direct to".

BUKOS 1L [BUKO1L], DELEN 2L [DELE2L]
GINPA 2L [GINP2L], GOREN 2L [GORE2L]
RNAV ARRIVALS
(RWY 03)



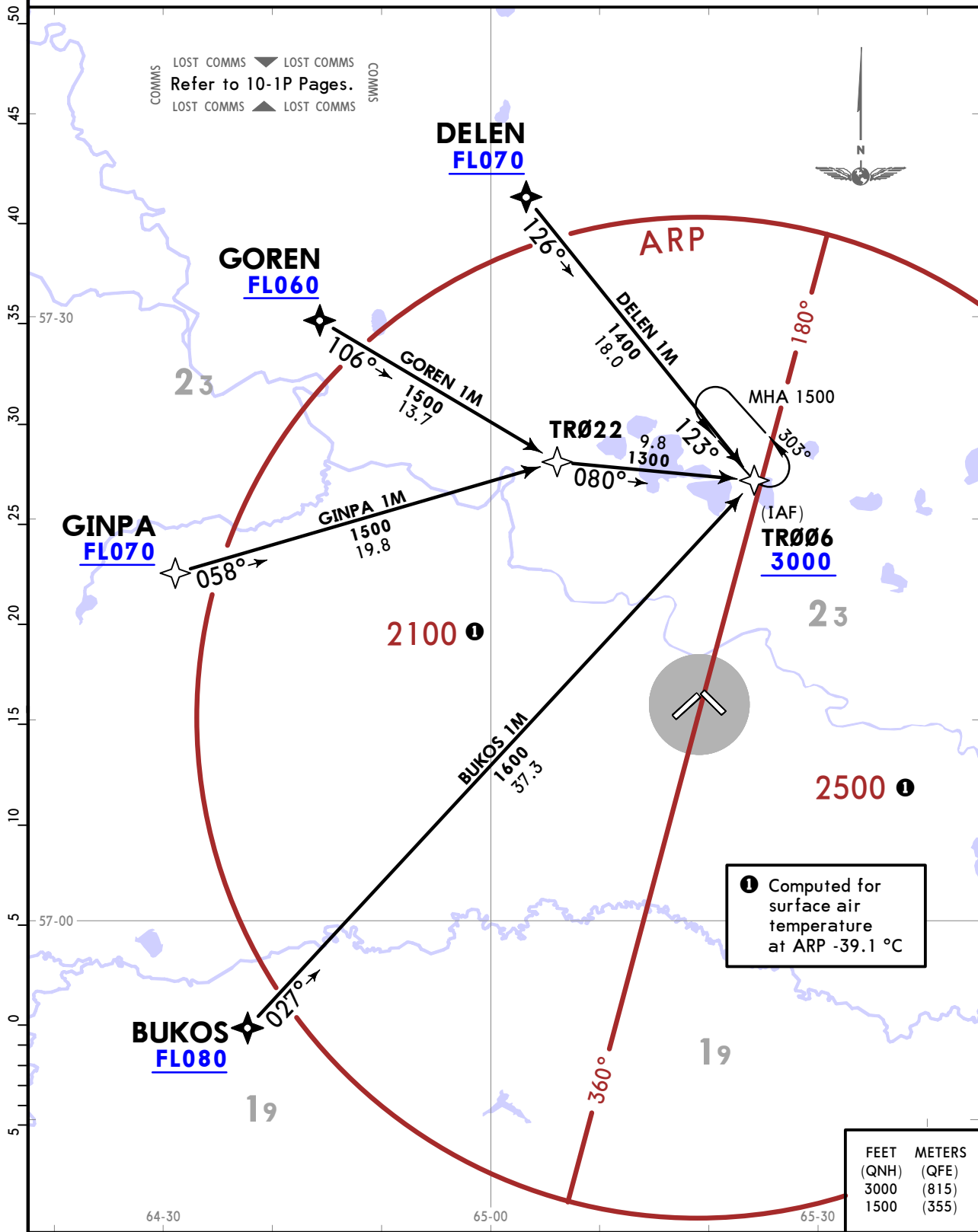
USTR/TJM
ROSHCHINO

JEPPESEN
20 FEB 26 (10-2E)

TYUMEN, RUSSIA
RNAV STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	RNAV 1 GNSS required ATS unit may instruct flight crews to proceed "Direct to".

BUKOS 1M [BUKO1M], DELEN 1M [DELE1M]
GINPA 1M [GINP1M], GOREN 1M [GORE1M]
RNAV ARRIVALS
(RWY 21)



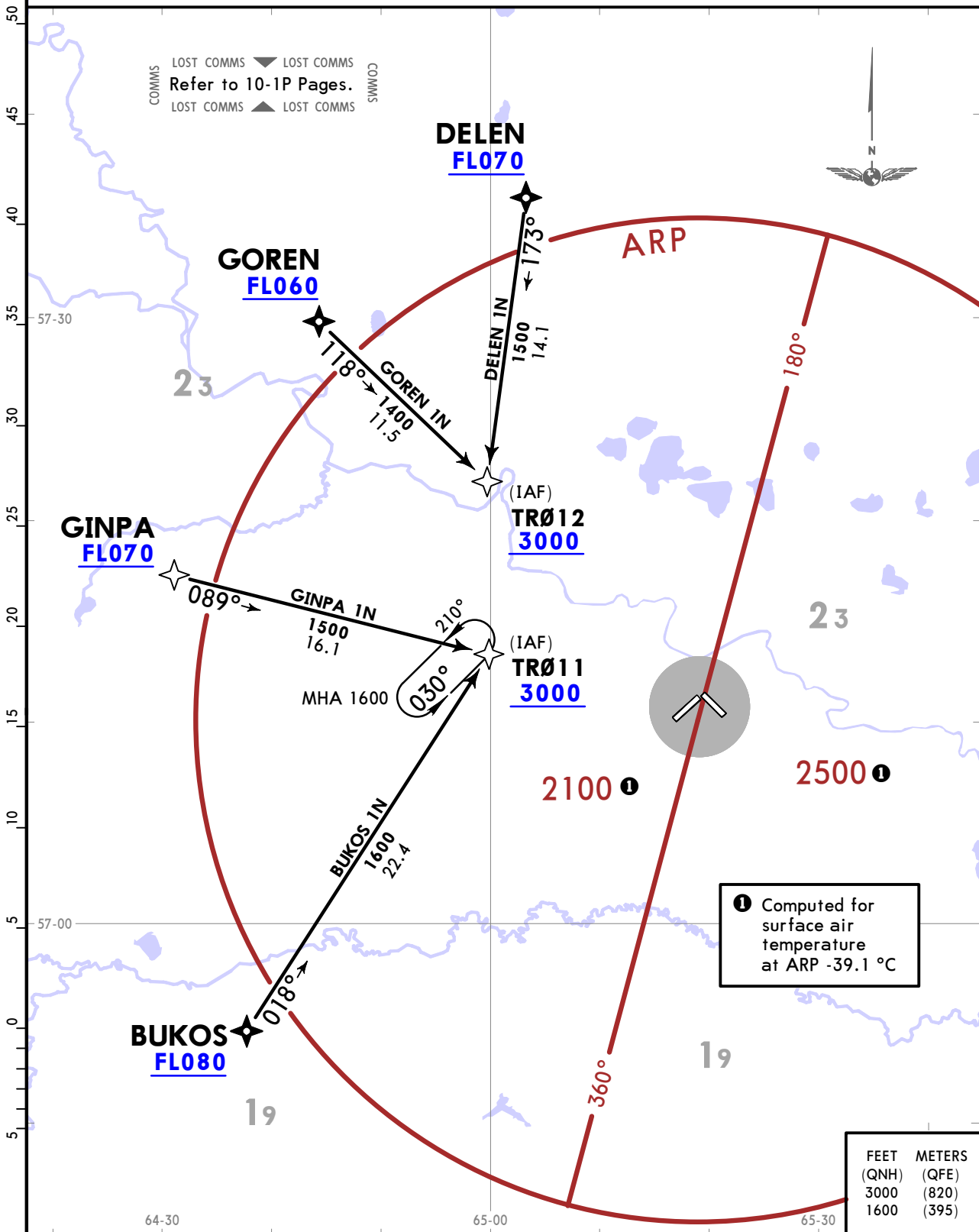
USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 **10-2F**

TYUMEN, RUSSIA
RNAV STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	RNAV 1 GNSS required ATS unit may instruct flight crews to proceed "Direct to".

**BUKOS 1N [BUKO1N], DELEN 1N [DELE1N]
GINPA 1N [GINP1N], GOREN 1N [GORE1N]
RNAV ARRIVALS
(RWY 12)**



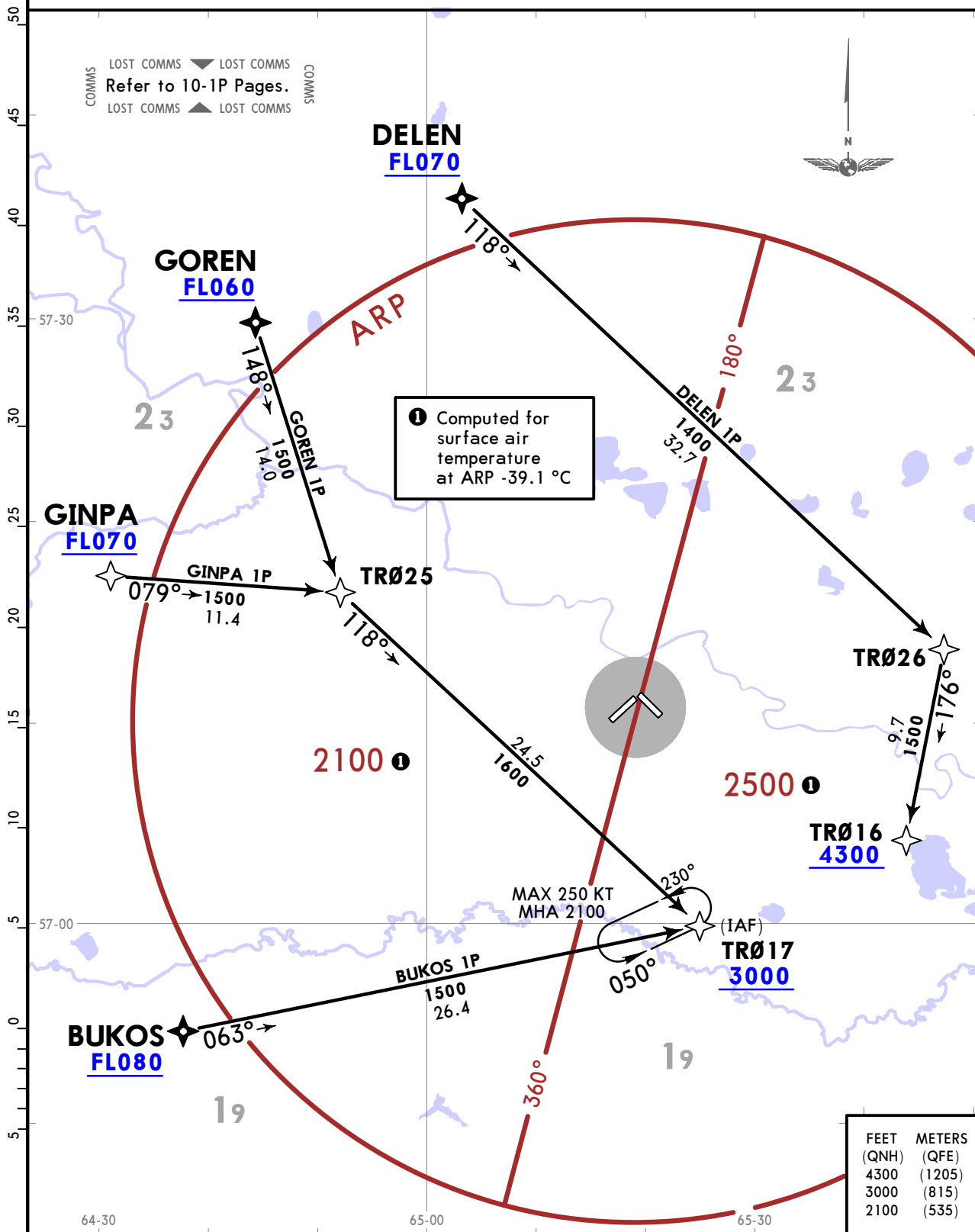
USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 (10-2G)

TYUMEN, RUSSIA
RNAV STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	RNAV 1 GNSS required
	ATS unit may instruct flight crews to proceed "Direct to".

BUKOS 1P [BUKO1P], DELEN 1P [DELE1P]
GINPA 1P [GINP1P], GOREN 1P [GORE1P]
RNAV ARRIVALS
(RWY 30)



USTR/TJM
ROSHCHINO

JEPPESEN
20 FEB 26 (10-2H)

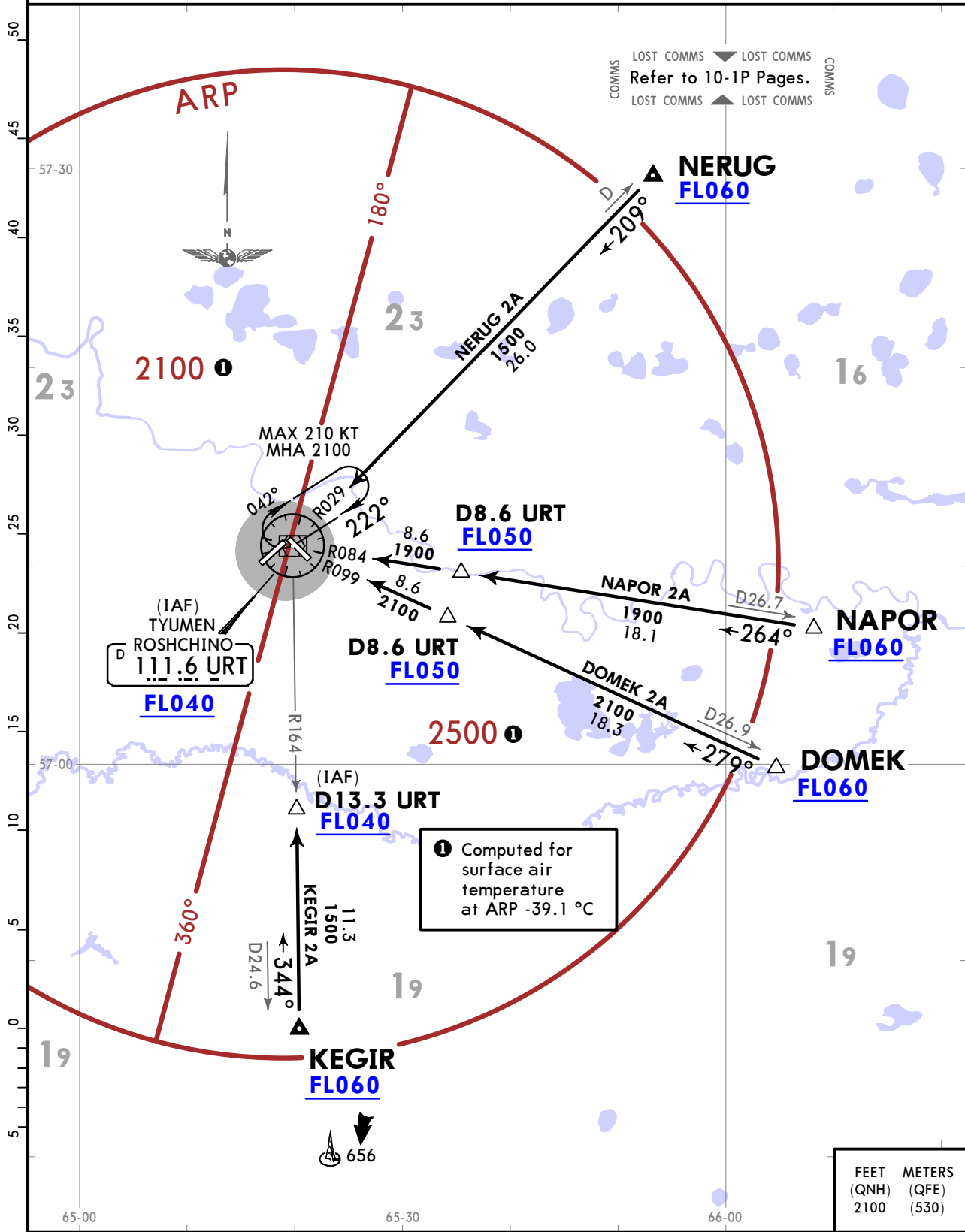
TYUMEN, RUSSIA
STAR

ATIS 123.7 (Russian 121.7)
Apt Elev 378

Alt Set: hPa (MM on request)
 Trans level: FL040
 FL050 if pressure is at or below 1013 hPa (760 mm)
 FL060 if pressure is at or below 977 hPa (733 mm)

1. DME required.
2. ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 2A [DOME2A], KEGIR 2A [KEGI2A]
 NAPOR 2A [NAPO2A], NERUG 2A [NERU2A]
 ARRIVALS
 (RWY 03)**



USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 (10-2J)

TYUMEN, RUSSIA
STAR

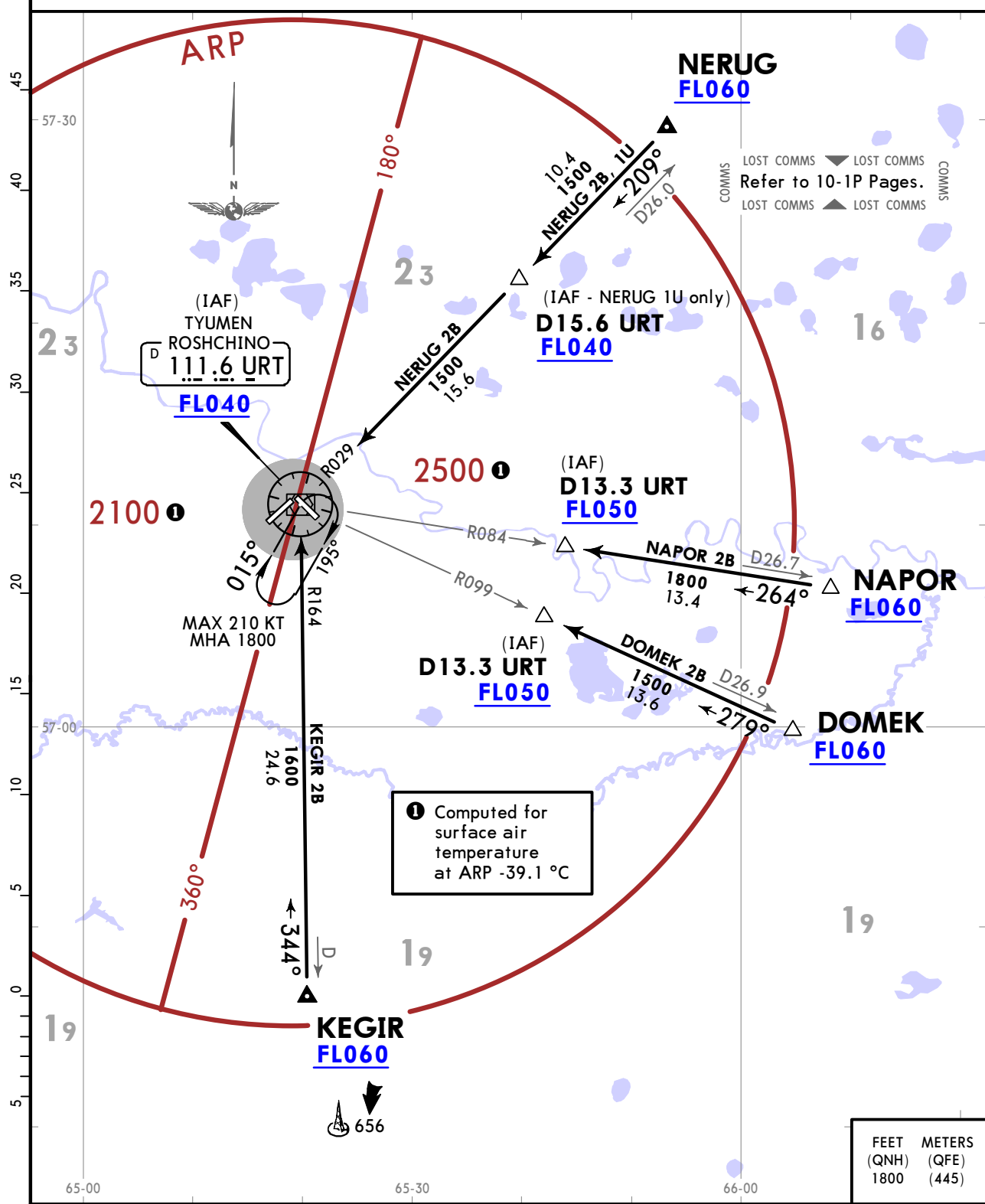
ATIS
123.7 (Russian 121.7)

Apt Elev
378

Alt Set: hPa (MM on request)
Trans level: **FL040**
FL050 if pressure is at or below 1013 hPa (760 mm)
FL060 if pressure is at or below 977 hPa (733 mm)

1. DME required.
2. STAR NERUG 1U available for VOR/DME approach.
3. ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 2B [DOME2B], KEGIR 2B [KEGI2B]
NAPOR 2B [NAPO2B], NERUG 2B [NERU2B]
NERUG 1U [NERU1U]
ARRIVALS
(RWY 21)**



USTR/TJM
ROSHCHINO

JEPPESEN
20 FEB 26 (10-2K)

TYUMEN, RUSSIA
STAR

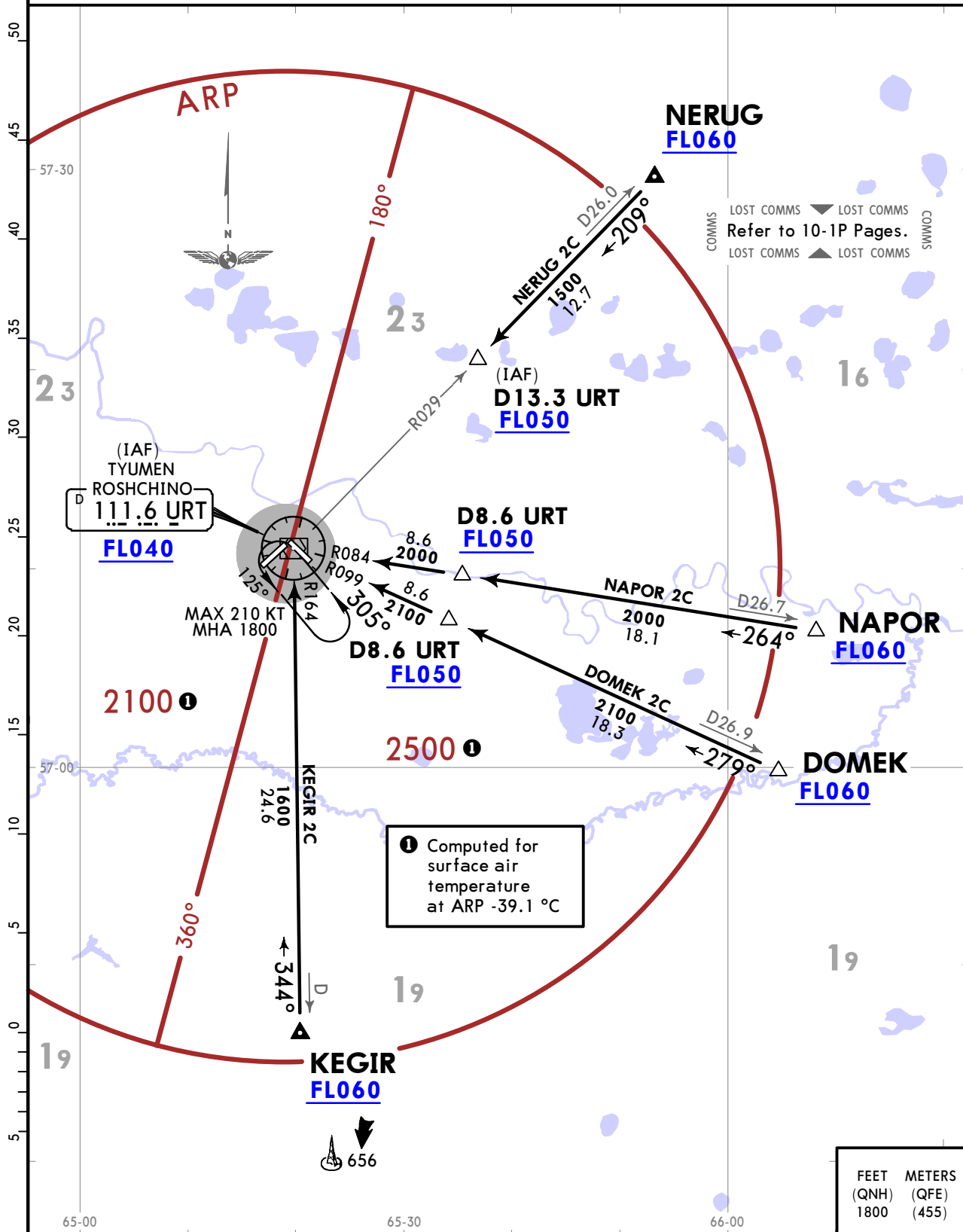
ATIS
123.7 (Russian 121.7)

Apt Elev
378

Alt Set: hPa (MM on request)
Trans level: FL040
FL050 if pressure is at or below 1013 hPa (760 mm)
FL060 if pressure is at or below 977 hPa (733 mm)

1. DME required.
2. ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 2C [DOME2C], KEGIR 2C [KEGI2C]
NAPOR 2C [NAPO2C], NERUG 2C [NERU2C]
ARRIVALS
(RWY 12)**



USTR/TJM
ROSHCHINO

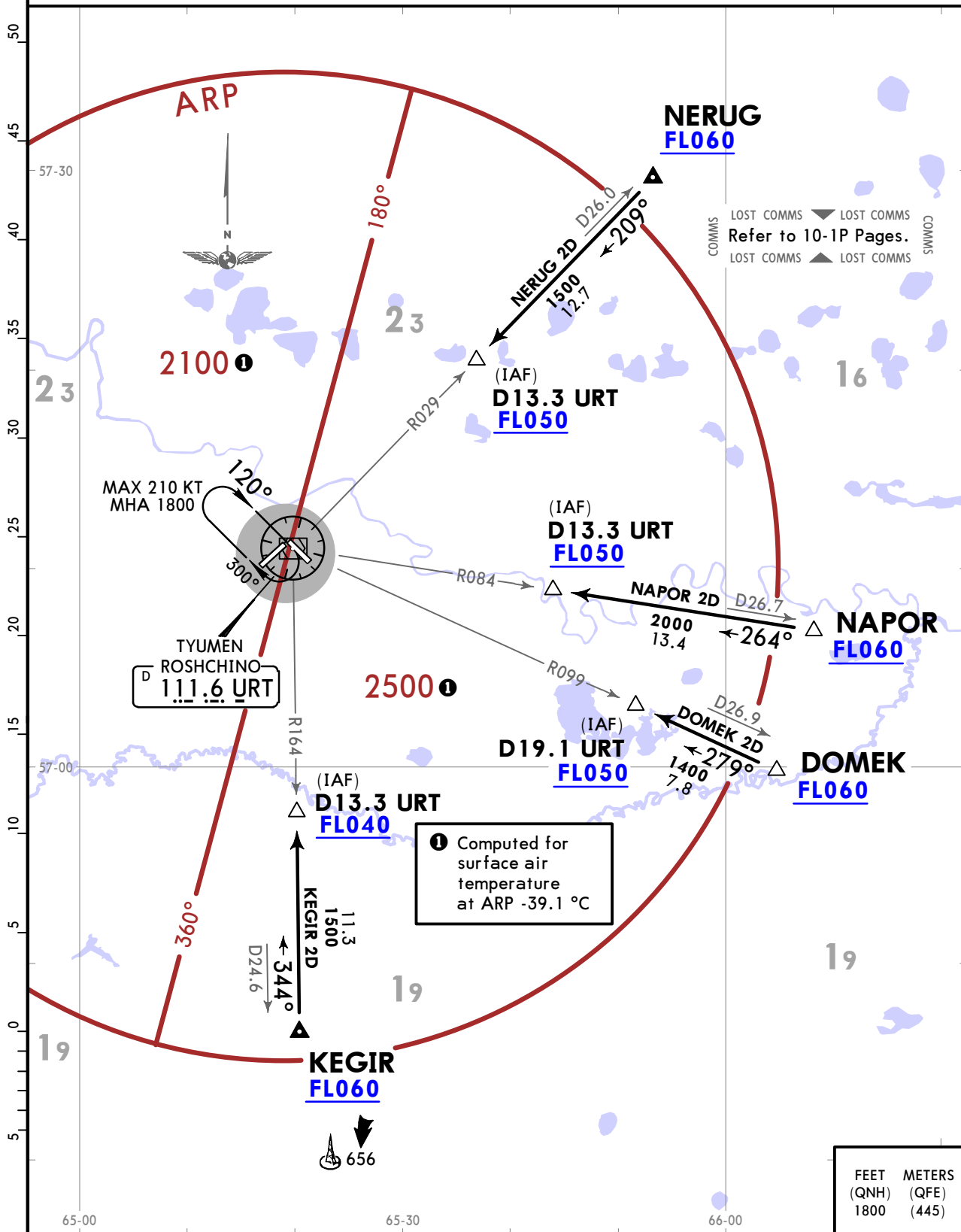
JEPPESEN
20 FEB 26 (10-2L)

TYUMEN, RUSSIA
STAR

ATIS
123.7 (Russian 121.7)
Apt Elev
378

Alt Set: hPa (MM on request)
Trans level: FL040
FL050 if pressure is at or below 1013 hPa (760 mm)
FL060 if pressure is at or below 977 hPa (733 mm)
1. DME required.
2. ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 2D [DOME2D], KEGIR 2D [KEGI2D]
NAPOR 2D [NAPO2D], NERUG 2D [NERU2D]
ARRIVALS
(RWY 30)**



① Computed for surface air temperature at ARP -39.1 °C

USTR/TJM
ROSHCHINO

JEPPESSEN

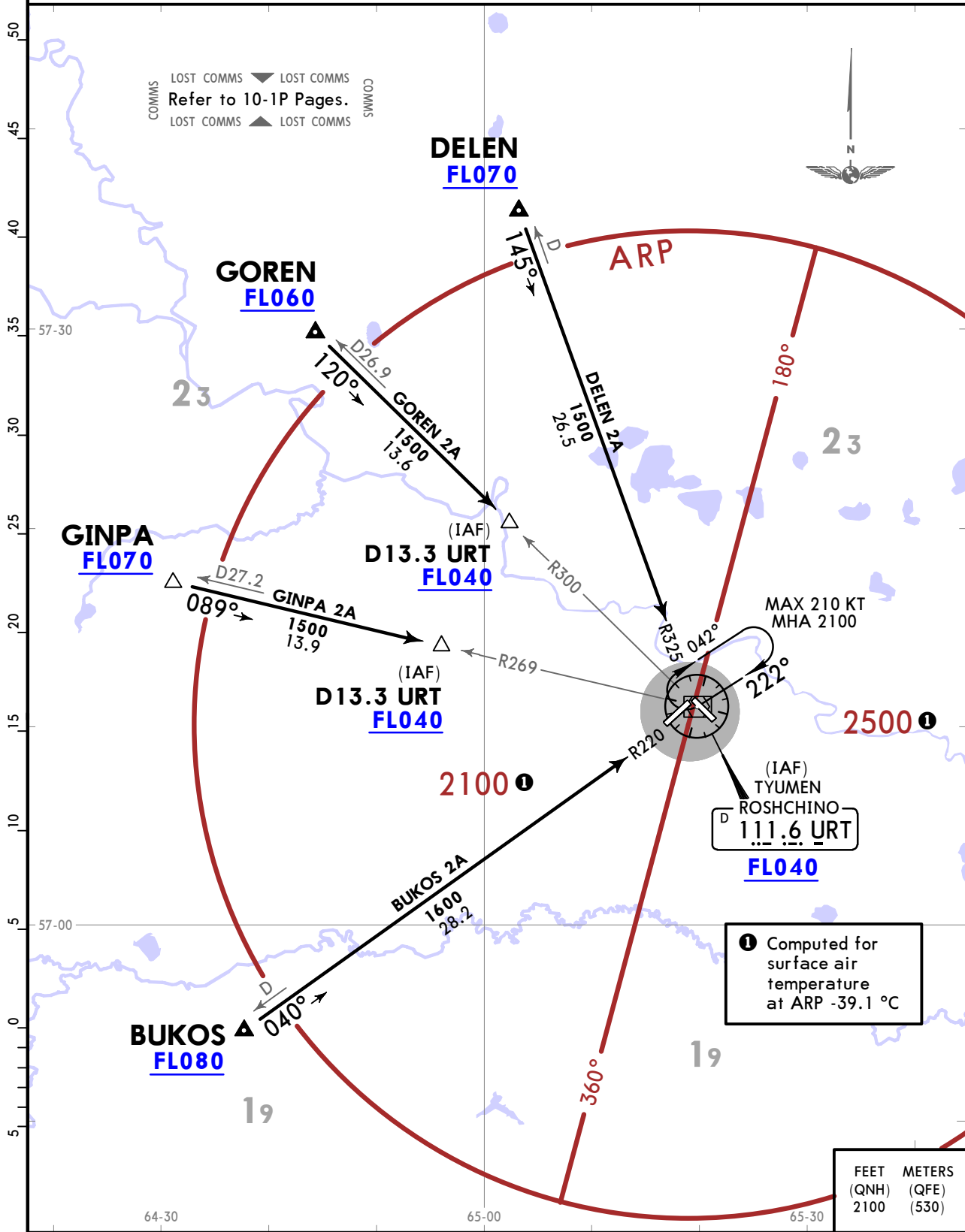
TYUMEN, RUSSIA

20 FEB 26 (10-2M)

STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FLO40 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	1. DME required. 2. ATS unit may instruct flight crews to proceed "Direct to".

**BUKOS 2A [BUK02A], DELEN 2A [DELE2A]
GINPA 2A [GINP2A], GOREN 2A [GORE2A]
ARRIVALS
(RWY 03)**



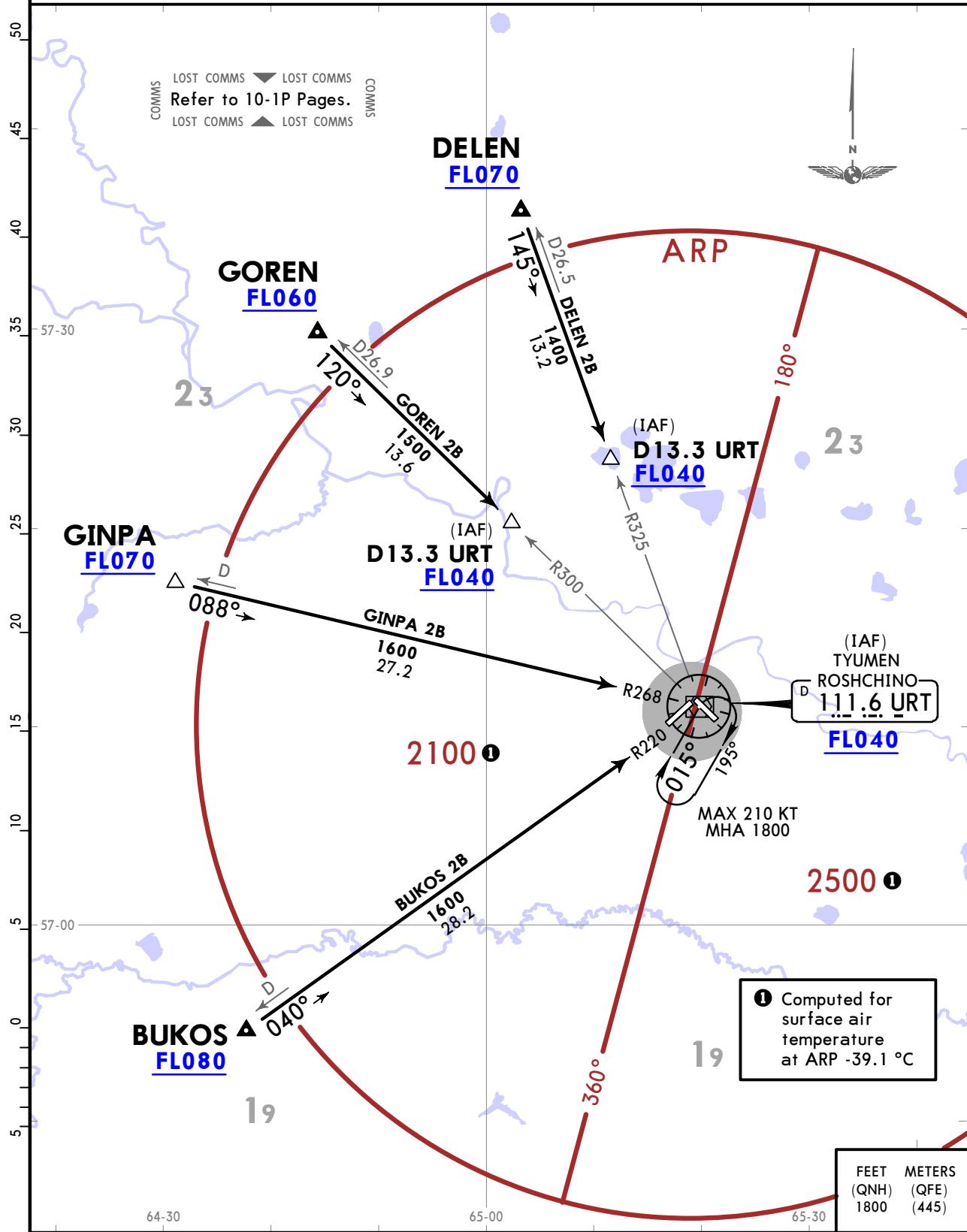
USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 (10-2N)

TYUMEN, RUSSIA
STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm)
Apt Elev 378	1. DME required. 2. ATS unit may instruct flight crews to proceed "Direct to".

BUKOS 2B [BUKO2B], DELEN 2B [DELE2B]
GINPA 2B [GINP2B], GOREN 2B [GORE2B]
ARRIVALS
(RWY 21)



USTR/TJM
ROSHCHINO

JEPPESEN

TYUMEN, RUSSIA

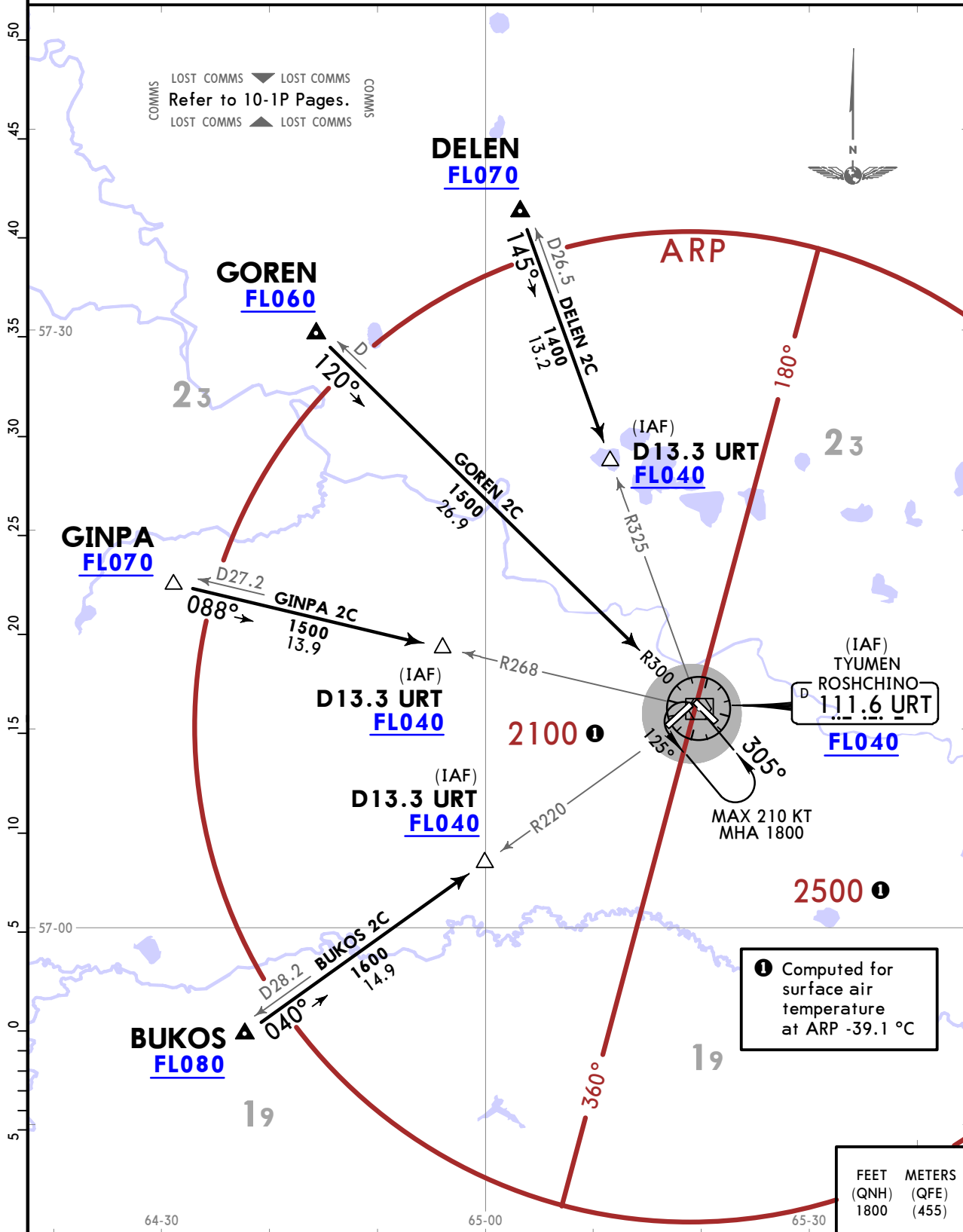
20 FEB 26 (10-2P)

STAR

ATIS 123.7 (Russian 121.7)
Apt Elev 378

Alt Set: hPa (MM on request)
 Trans level: FL040
 FL050 if pressure is at or below 1013 hPa (760 mm)
 FL060 if pressure is at or below 977 hPa (733 mm)
 1. DME required.
 2. ATS unit may instruct flight crews to proceed "Direct to".

**BUKOS 2C [BUK02C], DELEN 2C [DELE2C]
 GINPA 2C [GINP2C], GOREN 2C [GORE2C]
 ARRIVALS
 (RWY 12)**



USTR/TJM
ROSHCHINO

JEPPESSEN

TYUMEN, RUSSIA

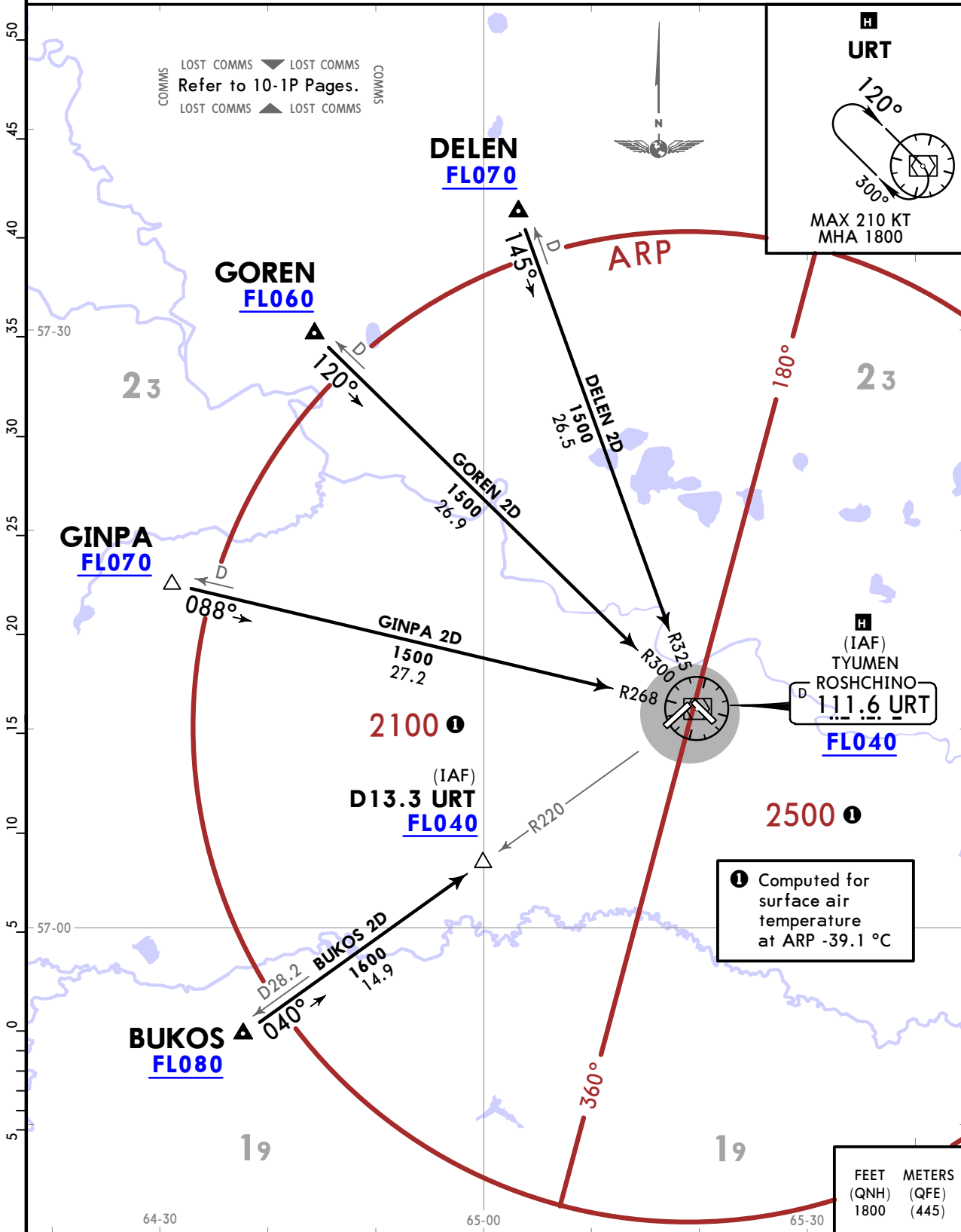
20 FEB 26 (10-2Q)

STAR

ATIS 123.7 (Russian 121.7)
Apt Elev 378

Alt Set: hPa (MM on request)
 Trans level: FL040
 FL050 if pressure is at or below 1013 hPa (760 mm)
 FL060 if pressure is at or below 977 hPa (733 mm)
 1. DME required.
 2. ATS unit may instruct flight crews to proceed "Direct to".

**BUKOS 2D [BUKO2D], DELEN 2D [DELE2D]
 GINPA 2D [GINP2D], GOREN 2D [GORE2D]
 ARRIVALS
 (RWY 30)**



LOST COMMS Refer to 10-1P Pages.

URT

120°
300°

MAX 210 KT
MHA 1800

1 Computed for surface air temperature at ARP -39.1 °C

FEET (QNH)	METERS (QFE)
1800	(445)

USTR/TJM
ROSHCHINO

JEPPESEN

TYUMEN, RUSSIA

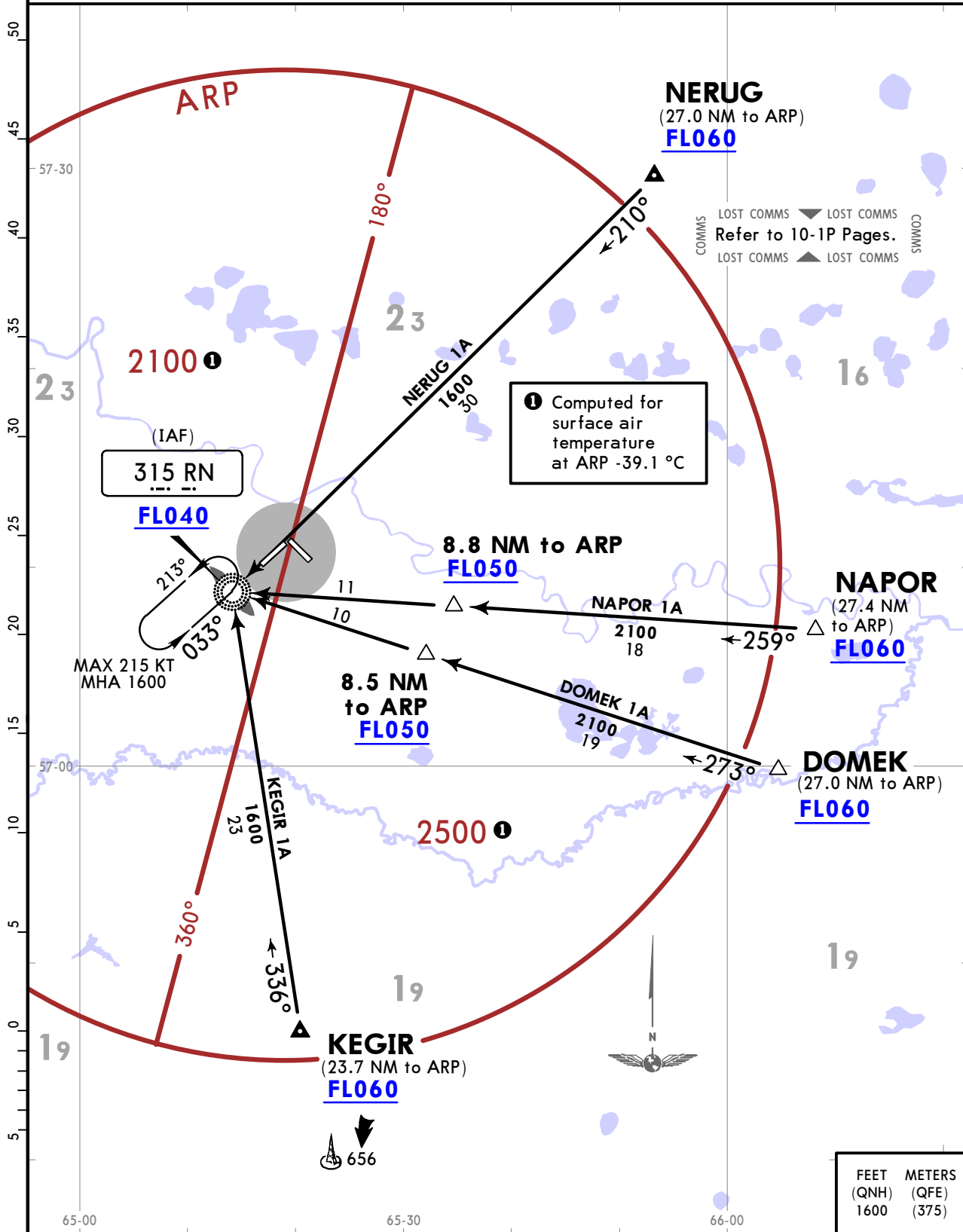
20 FEB 26 (10-2S)

STAR

ATIS 123.7 (Russian 121.7)
Apt Elev 378

Alt Set: hPa (MM on request)
 Trans level: FL040
 FL050 if pressure is at or below 1013 hPa (760 mm)
 FL060 if pressure is at or below 977 hPa (733 mm)
 ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 1A [DOME1A], KEGIR 1A [KEGI1A]
 NAPOR 1A [NAPO1A], NERUG 1A [NERU1A]
 ARRIVALS
 (RWY 03)
 RADAR CONTROL REQUIRED**



USTR/TJM
ROSHCHINO

JEPPESEN

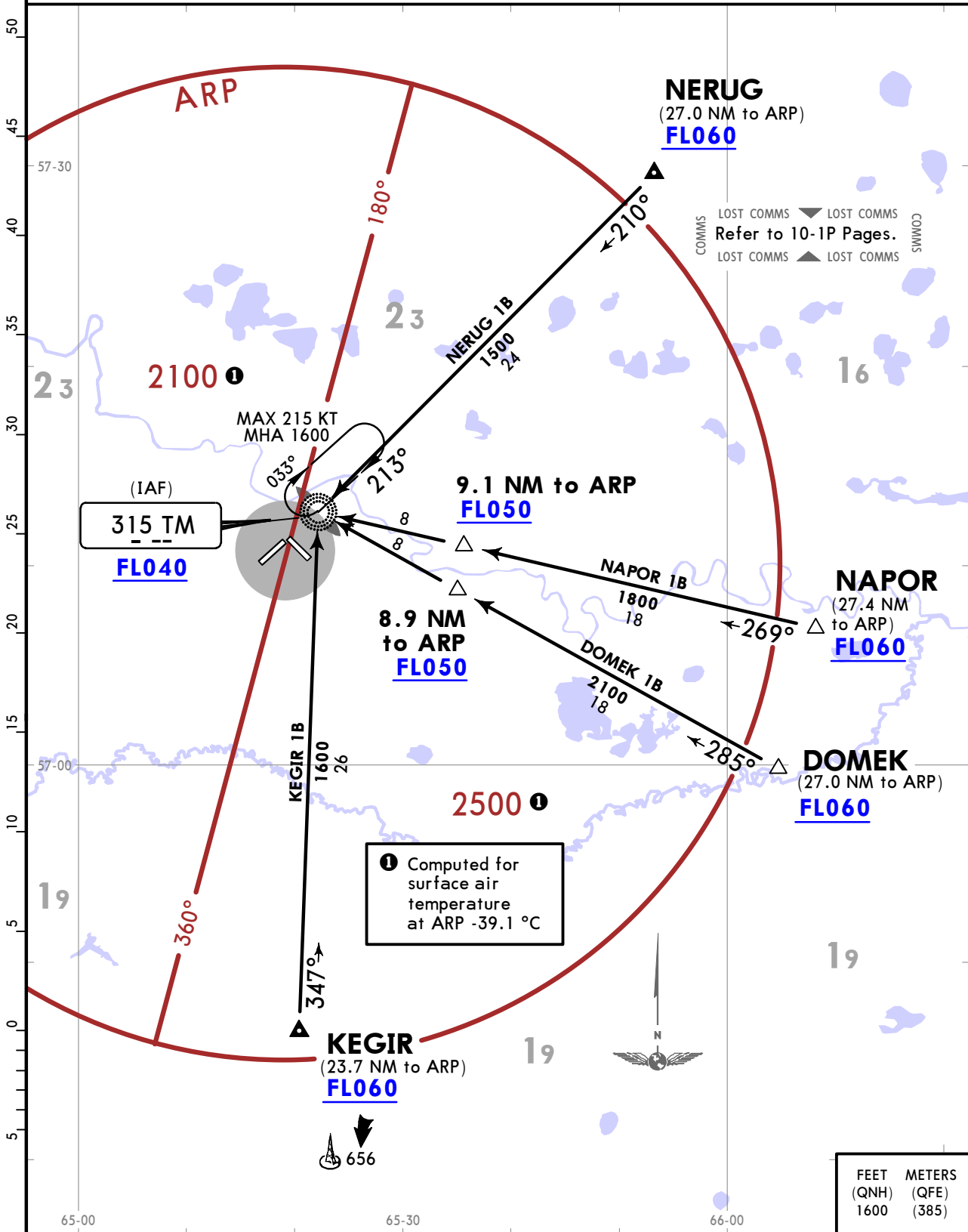
TYUMEN, RUSSIA

20 FEB 26 **(10-2T)**

STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm) ATS unit may instruct flight crews to proceed "Direct to".
Apt Elev 378	

**DOMEK 1B [DOME1B], KEGIR 1B [KEGI1B]
NAPOR 1B [NAPO1B], NERUG 1B [NERU1B]
ARRIVALS
(RWY 21)
RADAR CONTROL REQUIRED**



USTR/TJM
ROSHCHINO

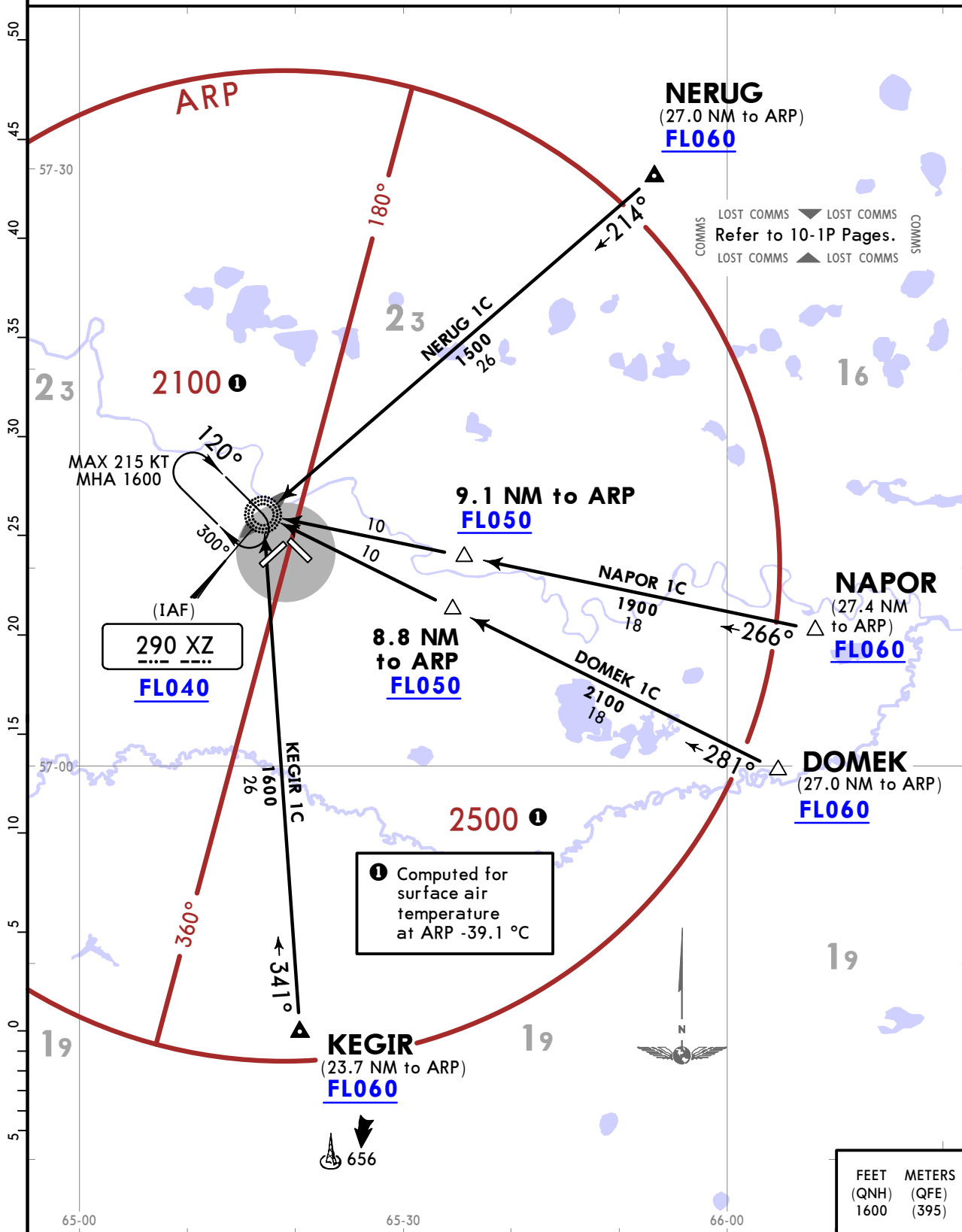
JEPPESEN
20 FEB 26 (10-2U)

TYUMEN, RUSSIA
STAR

ATIS
123.7 (Russian 121.7)
Apt Elev
378

Alt Set: hPa (MM on request)
Trans level: FL040
FL050 if pressure is at or below 1013 hPa (760 mm)
FL060 if pressure is at or below 977 hPa (733 mm)
ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 1C [DOME1C], KEGIR 1C [KEGI1C]
NAPOR 1C [NAP01C], NERUG 1C [NERU1C]
ARRIVALS
(RWY 12)
RADAR CONTROL REQUIRED**



USTR/TJM
ROSHCHINO

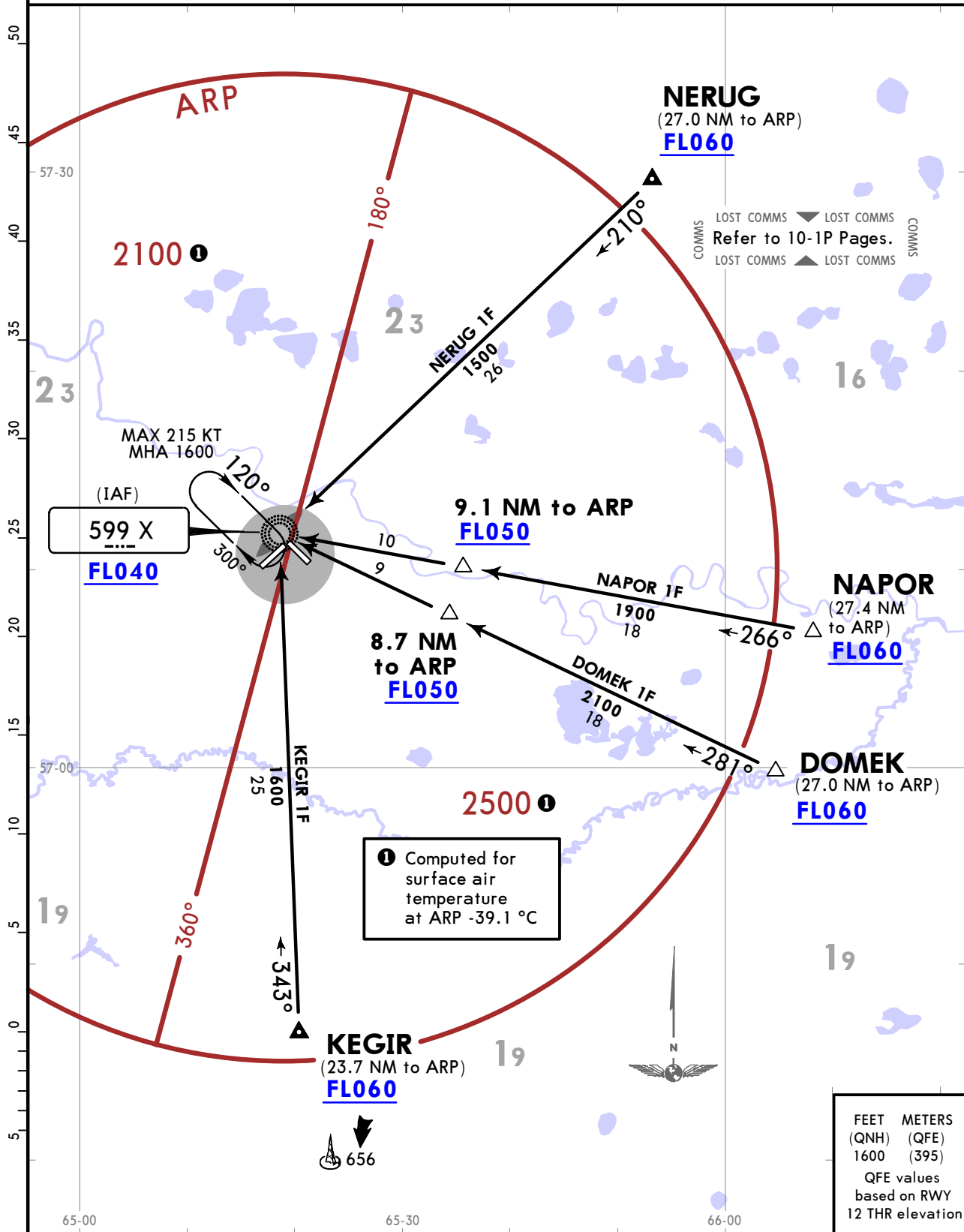
JEPPESEN
20 FEB 26 **(10-2V)**

TYUMEN, RUSSIA
STAR

ATIS
123.7 (Russian 121.7)
Apt Elev
378

Alt Set: hPa (MM on request)
Trans level: **FL040**
FL050 if pressure is at or below 1013 hPa (760 mm)
FL060 if pressure is at or below 977 hPa (733 mm)
ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 1F [DOME1F], KEGIR 1F [KEGI1F]
NAPOR 1F [NAP01F], NERUG 1F [NERU1F]
ARRIVALS
(ALL RWYS)
RADAR CONTROL REQUIRED**



USTR/TJM
ROSHCHINO

JEPPESEN

TYUMEN, RUSSIA

20 FEB 26

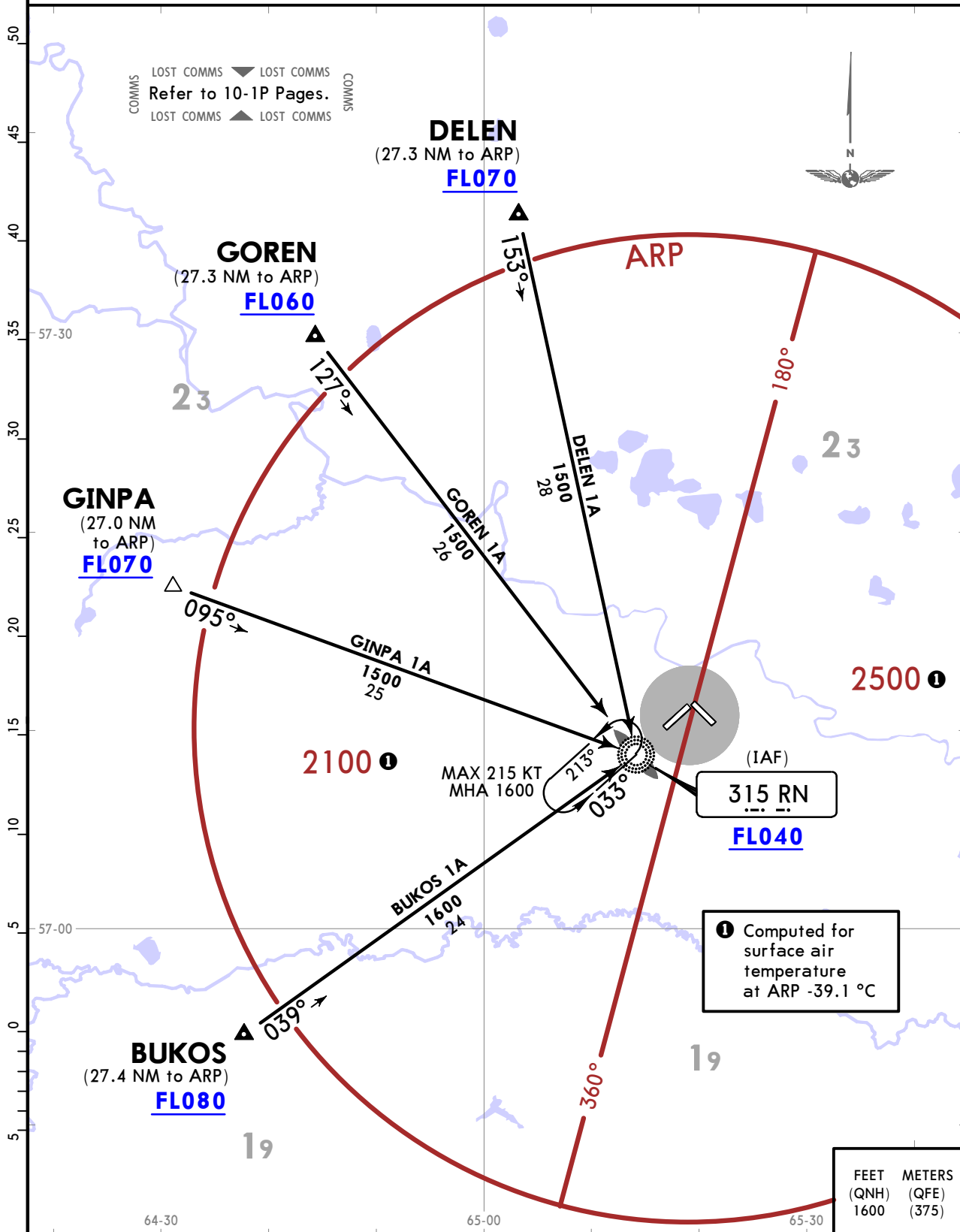
10-2W

STAR

ATIS 123.7 (Russian 121.7)
Apt Elev 378

Alt Set: hPa (MM on request)
 Trans level: FL040
 FL050 if pressure is at or below 1013 hPa (760 mm)
 FL060 if pressure is at or below 977 hPa (733 mm)
 ATS unit may instruct flight crews to proceed "Direct to".

**BUKOS 1A [BUK01A], DELEN 1A [DELE1A]
 GINPA 1A [GINP1A], GOREN 1A [GORE1A]
 ARRIVALS
 (RWY 03)
 RADAR CONTROL REQUIRED**



USTR/TJM
ROSHCHINO

JEPPESSEN

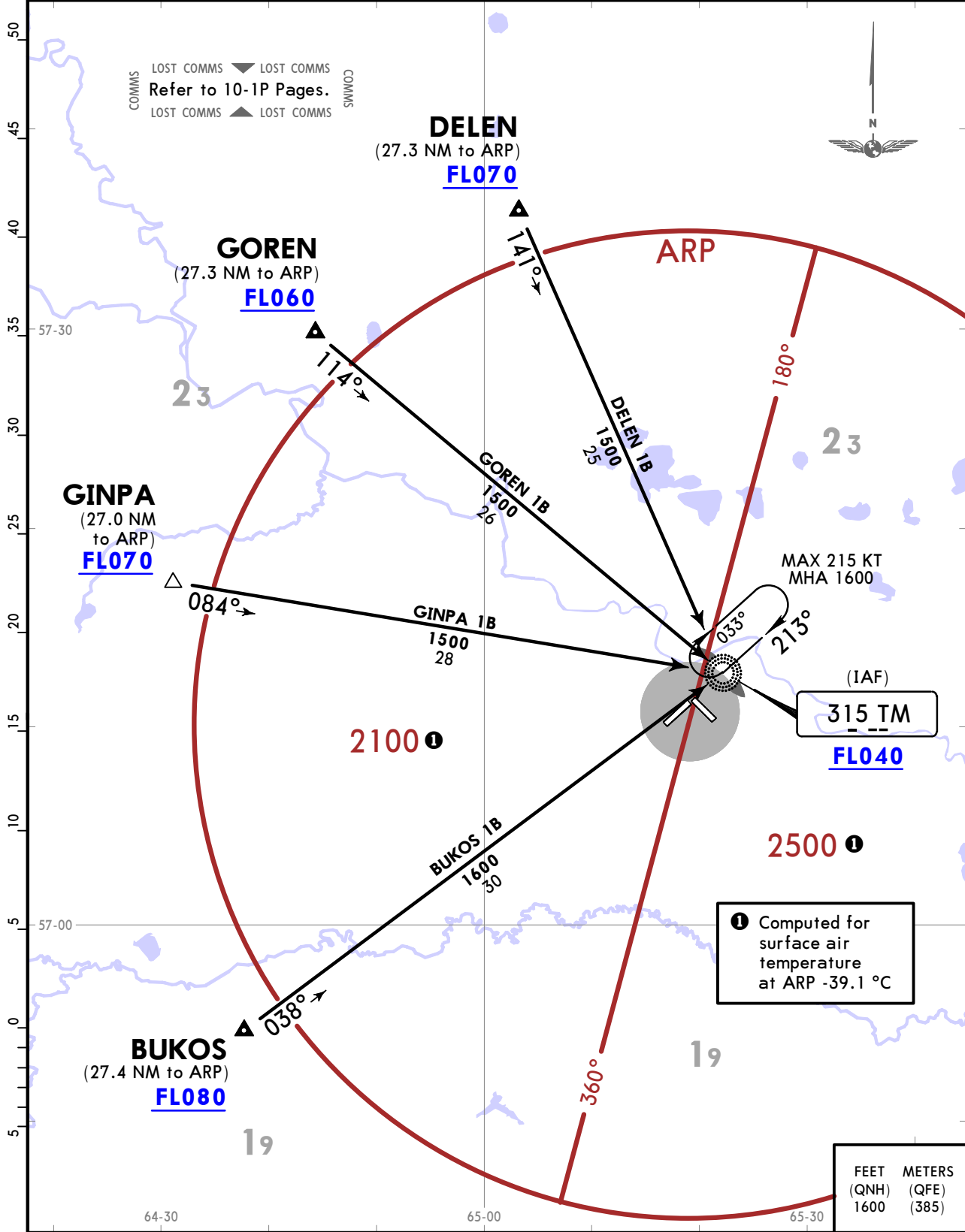
TYUMEN, RUSSIA

20 FEB 26 10-2X

STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm) ATS unit may instruct flight crews to proceed "Direct to".
Apt Elev 378	

**BUKOS 1B [BUKO1B], DELEN 1B [DELE1B]
GINPA 1B [GINP1B], GOREN 1B [GORE1B]
ARRIVALS
(RWY 21)
RADAR CONTROL REQUIRED**



USTR/TJM
ROSHCHINO

JEPPESSEN

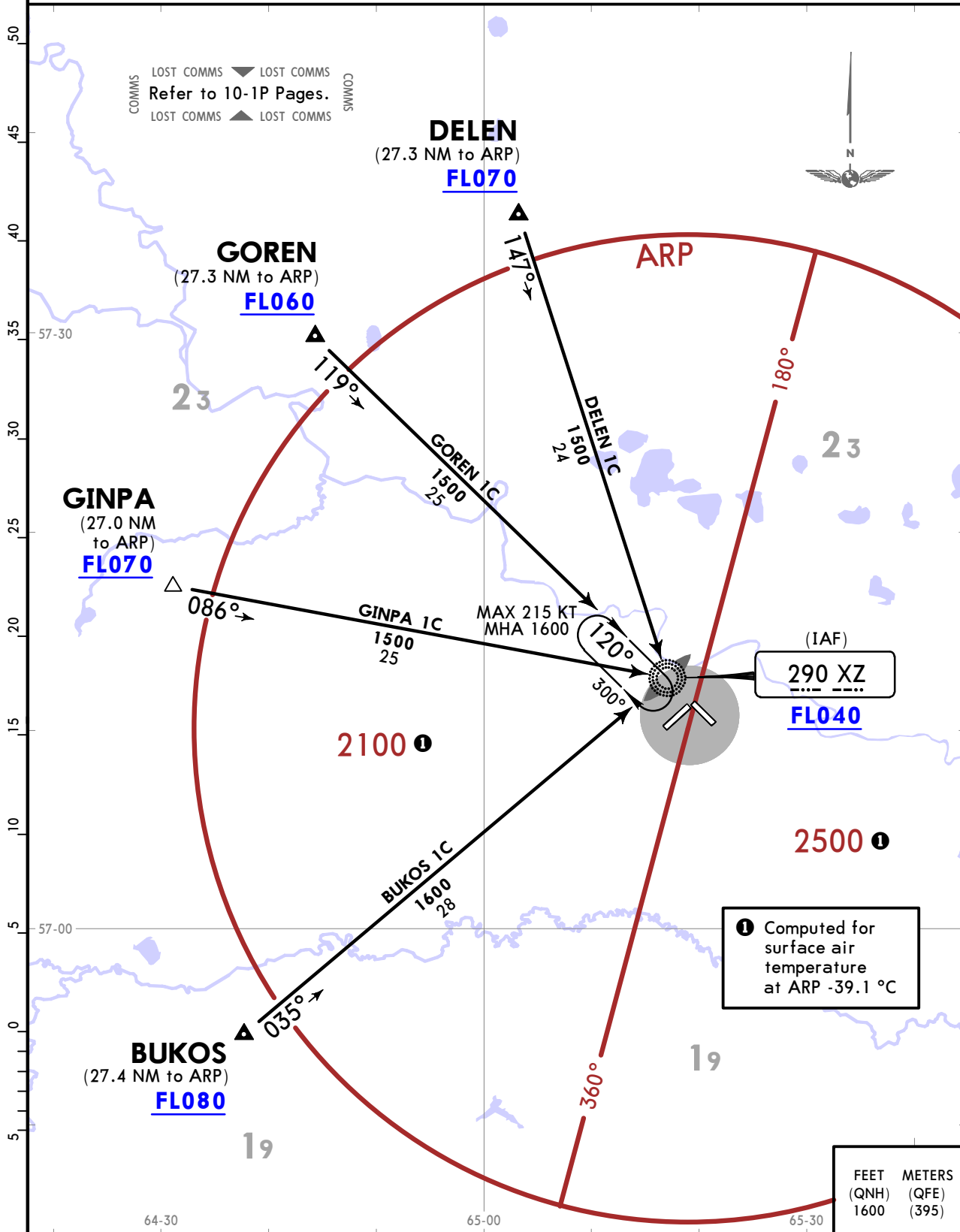
TYUMEN, RUSSIA

20 FEB 26 **10-2X1**

STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm) ATS unit may instruct flight crews to proceed "Direct to".
Apt Elev 378	

BUKOS 1C [BUKO1C], DELEN 1C [DELE1C]
GINPA 1C [GINP1C], GOREN 1C [GORE1C]
ARRIVALS
(RWY 12)
RADAR CONTROL REQUIRED



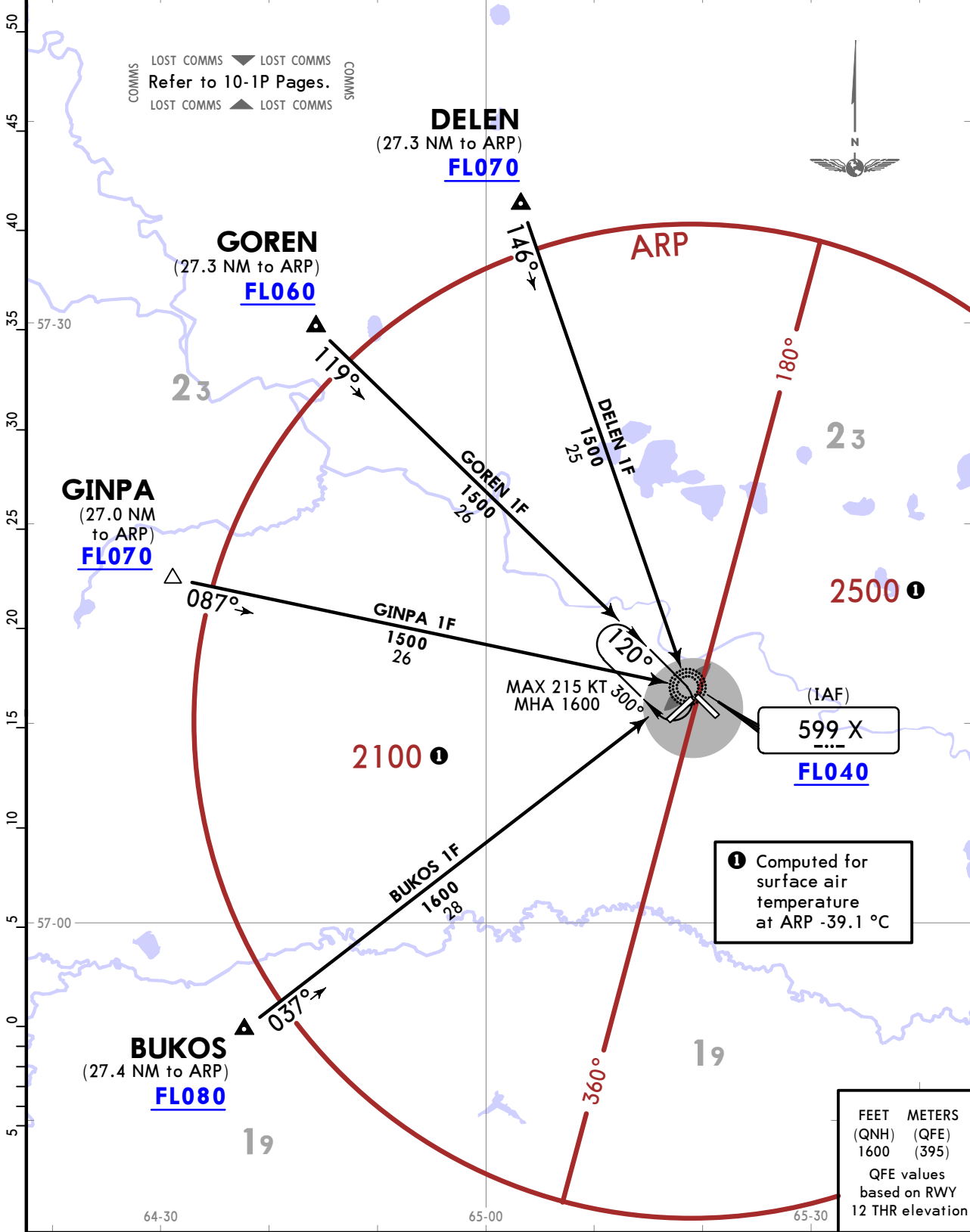
USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 10-2X2

TYUMEN, RUSSIA
STAR

ATIS 123.7 (Russian 121.7)	Alt Set: hPa (MM on request) Trans level: FL040 FL050 if pressure is at or below 1013 hPa (760 mm) FL060 if pressure is at or below 977 hPa (733 mm) ATS unit may instruct flight crews to proceed "Direct to".
Apt Elev 378	

**BUKOS 1F [BUKO1F], DELEN 1F [DELE1F]
GINPA 1F [GINP1F], GOREN 1F [GORE1F]
ARRIVALS
(ALL RWYS)
RADAR CONTROL REQUIRED**



USTR/TJM
ROSHCHINO

JEPPESEN

TYUMEN, RUSSIA

16 JAN 26

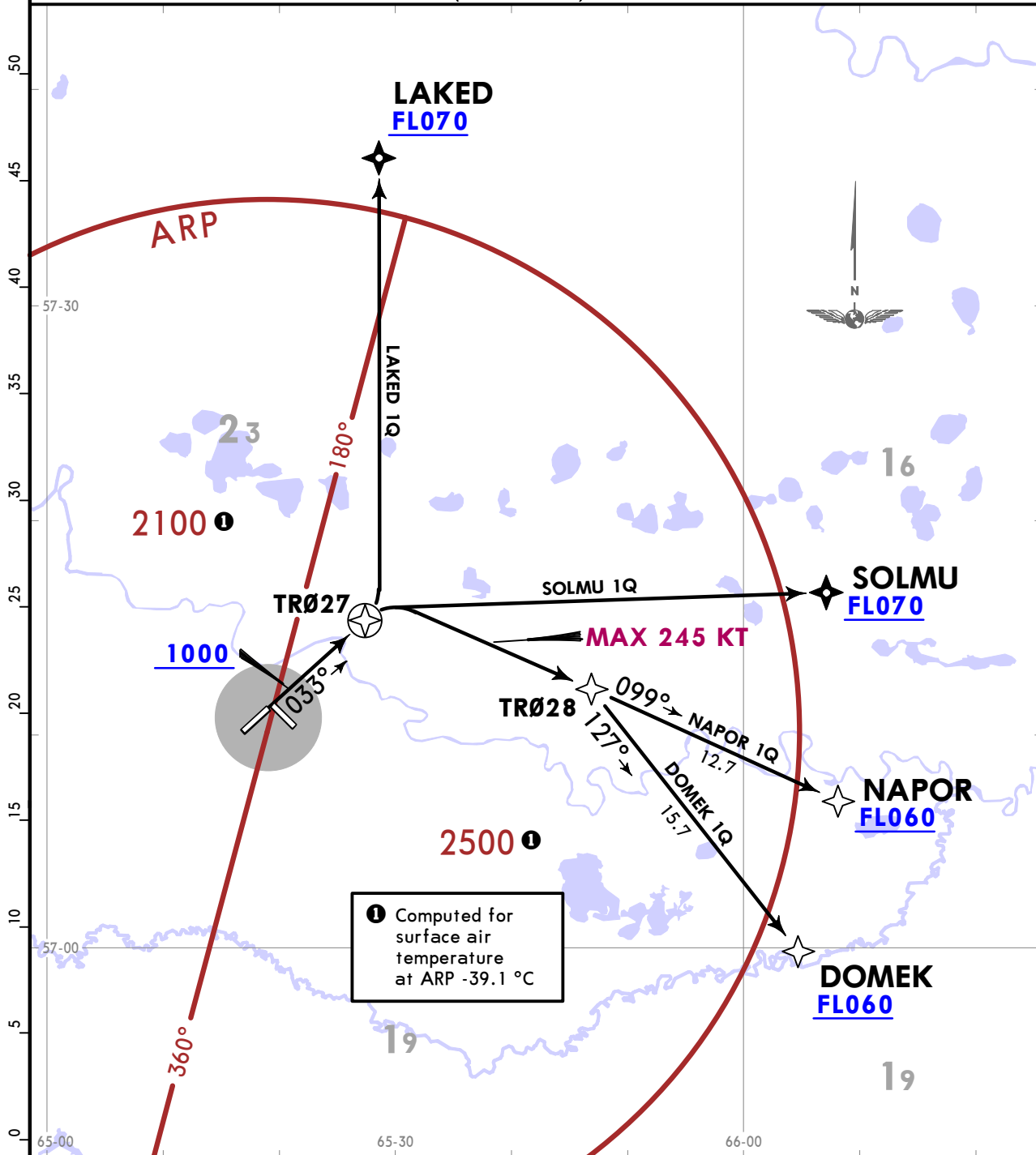
10-3

Eff 22 Jan

RNAV SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		RNAV 1 GNSS required
1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.		

**DOMEK 1Q [DOME1Q], LAKED 1Q [LAKE1Q]
NAPOR 1Q [NAP01Q], SOLMU 1Q [SOLM1Q]
RNAV DEPARTURES
(RWY 03)**



These SIDs require minimum climb gradients of
 LAKED 1Q: 4.0% up to FL070 due to airspace structure.
 SOLMU 1Q: 3.9% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.0% V/V (fpm)	304	405	608	810	1013	1215

LOST COMMS ▼ LOST COMMS
 Refer to 10-1P Pages.
 LOST COMMS ▲ LOST COMMS

FEET	METERS
(QNH)	(QFE)
3000	(820)
1000	(195)

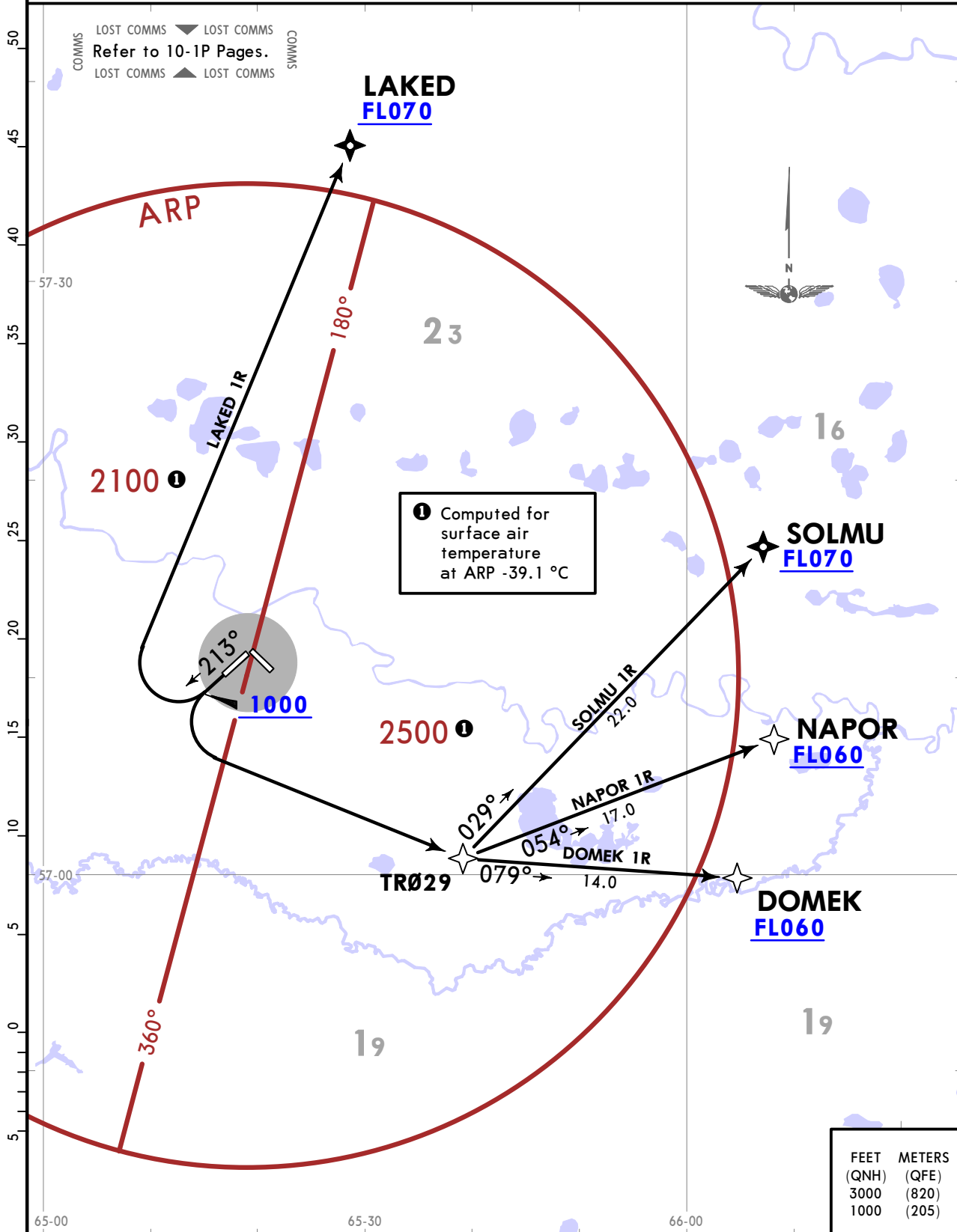
USTR/TJM
ROSHCHINO

JEPPESEN
16 JAN 26 (10-3A) Eff 22 Jan

TYUMEN, RUSSIA
RNAV SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		RNAV 1 GNSS required
		<ol style="list-style-type: none"> Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. ATS unit may instruct flight crews to proceed "Direct to". Turn before DER is prohibited. Warning: EXPECT close-in obstacles of 450 MAX to the RIGHT of take-off heading at 0.1 - 0.4NM from DER.

**DOMEK 1R [DOME1R], LAKED 1R [LAKE1R]
NAPOR 1R [NAPO1R], SOLMU 1R [SOLM1R]
RNAV DEPARTURES (RWY 21)**



USTR/TJM
ROSHCHINO

JEPPESSEN

TYUMEN, RUSSIA

16 JAN 26

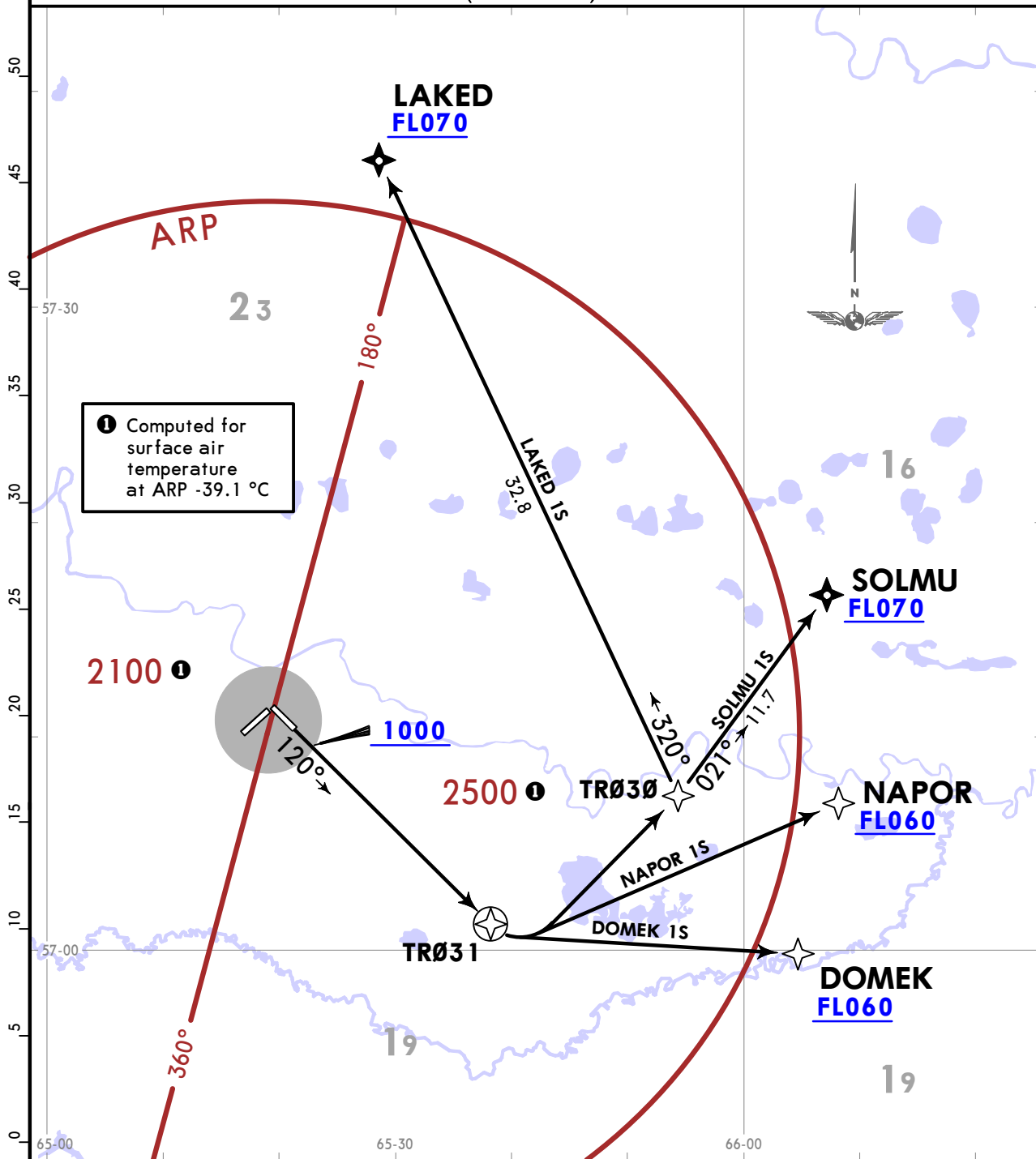
10-3B

Eff 22 Jan

RNAV SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		RNAV 1 GNSS required
1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.		

DOMEK 1S [DOME1S], LAKED 1S [LAKE1S]
NAPOR 1S [NAP01S], SOLMU 1S [SOLM1S]
RNAV DEPARTURES
(RWY 12)



LAKED 1S, NAPOR 1S, SOLMU 1S:
These SIDs require a minimum climb gradient of 4.0% up to FL040 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

Refer to 10-1P Pages.

FEET (QNH)	METERS (QFE)
3000	(820)
1000	(210)

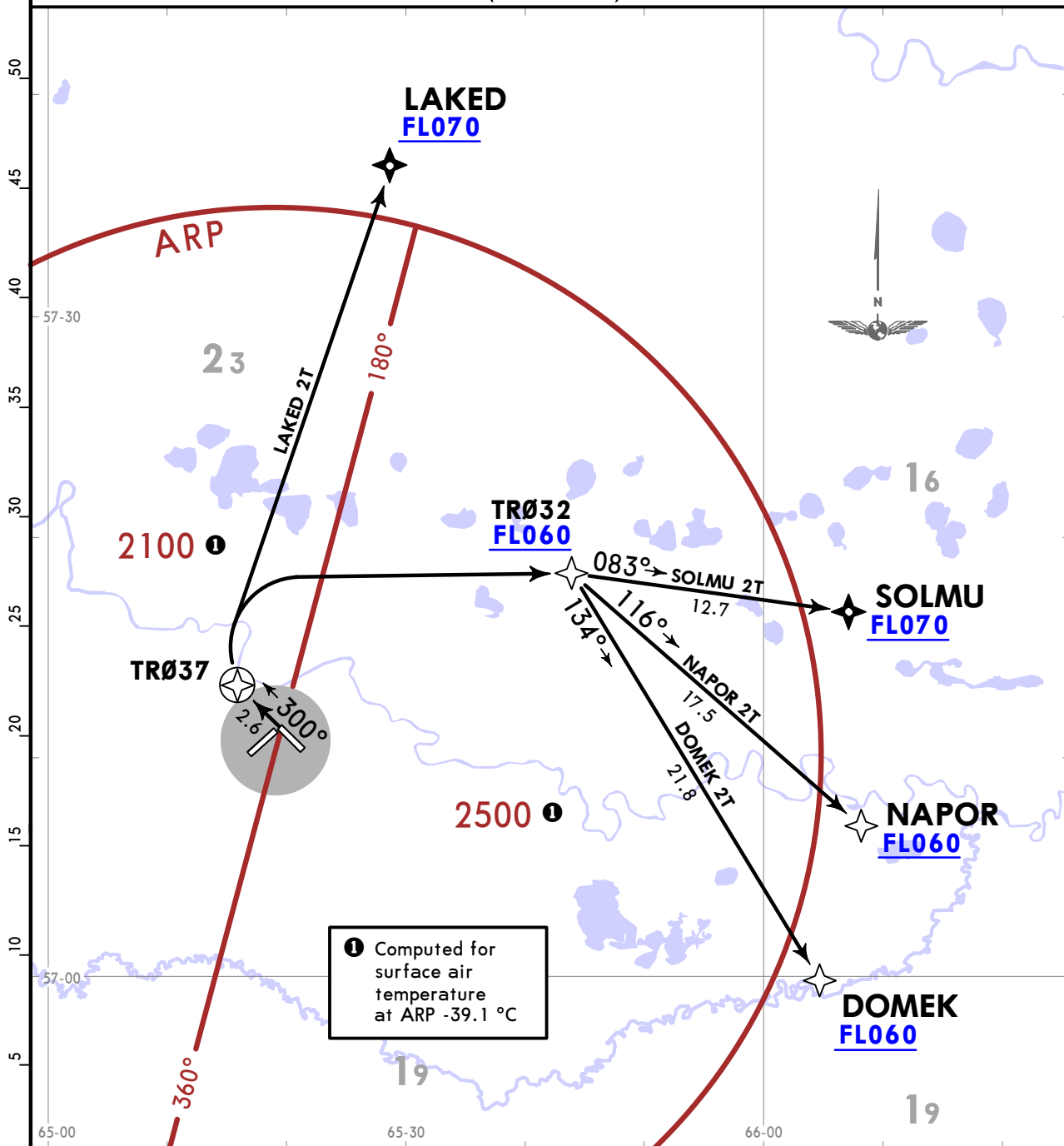
USTR/TJM
ROSHCHINO

JEPPESEN
16 JAN 26 **(10-3C)** **Eff 22 Jan**

TYUMEN, RUSSIA
RNAV SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to".

**DOMEK 2T [DOME2T], LAKED 2T [LAKE2T]
NAPOR 2T [NAPO2T], SOLMU 2T [SOLM2T]
RNAV DEPARTURES
(RWY 30)**



These SIDs require minimum climb gradients of
LAKED 2T: 3.9% up to FL070 due to airspace structure.
DOMEK 2T, NAPOR 2T, SOLMU 2T: 3.6% up to FL060 due to airspace structure.
If unable to maintain report to ATS.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.9% V/V (fpm)	296	395	592	790	987	1185

LOST COMMS LOST COMMS
Refer to 10-1P Pages.
LOST COMMS LOST COMMS

FEET	METERS
(QNH)	(QFE)
3000	(820)

USTR/TJM
ROSHCHINO

JEPPESEN

TYUMEN, RUSSIA

16 JAN 26

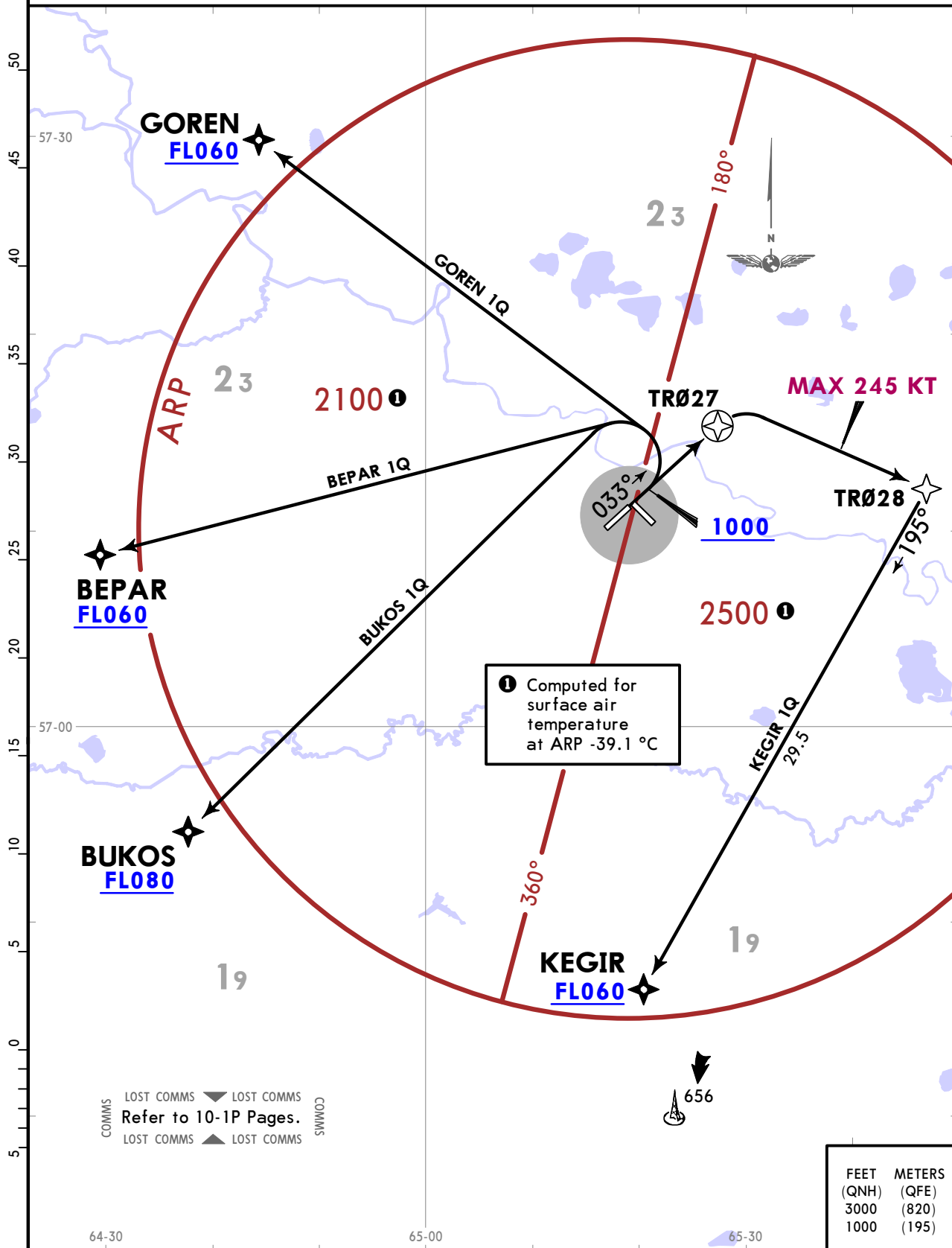
10-3D

Eff 22 Jan

RNAV SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.

BEPAR 1Q [BEP1Q], BUKOS 1Q [BUK01Q]
 GOREN 1Q [GORE1Q], KEGIR 1Q [KEGI1Q]
 RNAV DEPARTURES (RWY 03)



USTR/TJM
ROSHCHINO

JEPPESEN

TYUMEN, RUSSIA

16 JAN 26

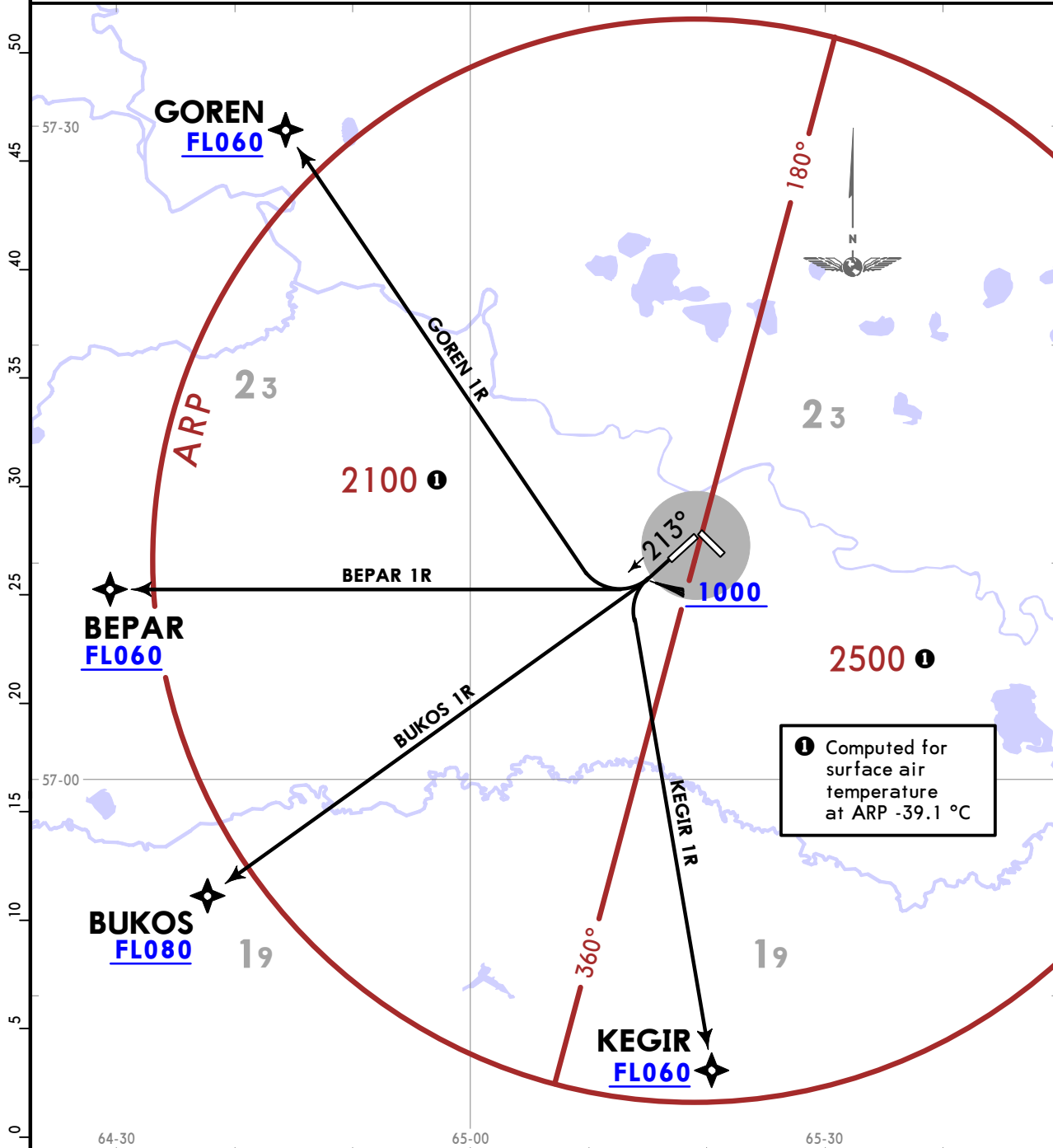
10-3E

Eff 22 Jan

RNAV SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited. 4. Warning: EXPECT close-in obstacles of 450 MAX to the RIGHT of take-off heading at 0.1 - 0.4NM from DER.

**BEPAR 1R [BEPAR1R], BUKOS 1R [BUKOS1R]
GOREN 1R [GORE1R], KEGIR 1R [KEGI1R]
RNAV DEPARTURES (RWY 21)**



These SIDs require minimum climb gradients of
BEPAR 1R: 4.8% up to FL080 due to airspace structure.
KEGIR 1R: 3.6% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
4.8% V/V (fpm)	365	486	729	972	1215	1458

Refer to 10-1P Pages.

FEET	METERS
(QNH)	(QFE)
3000	(820)
1000	(205)

USTR/TJM
ROSHCHINO

JEPPESEN

TYUMEN, RUSSIA

16 JAN 26

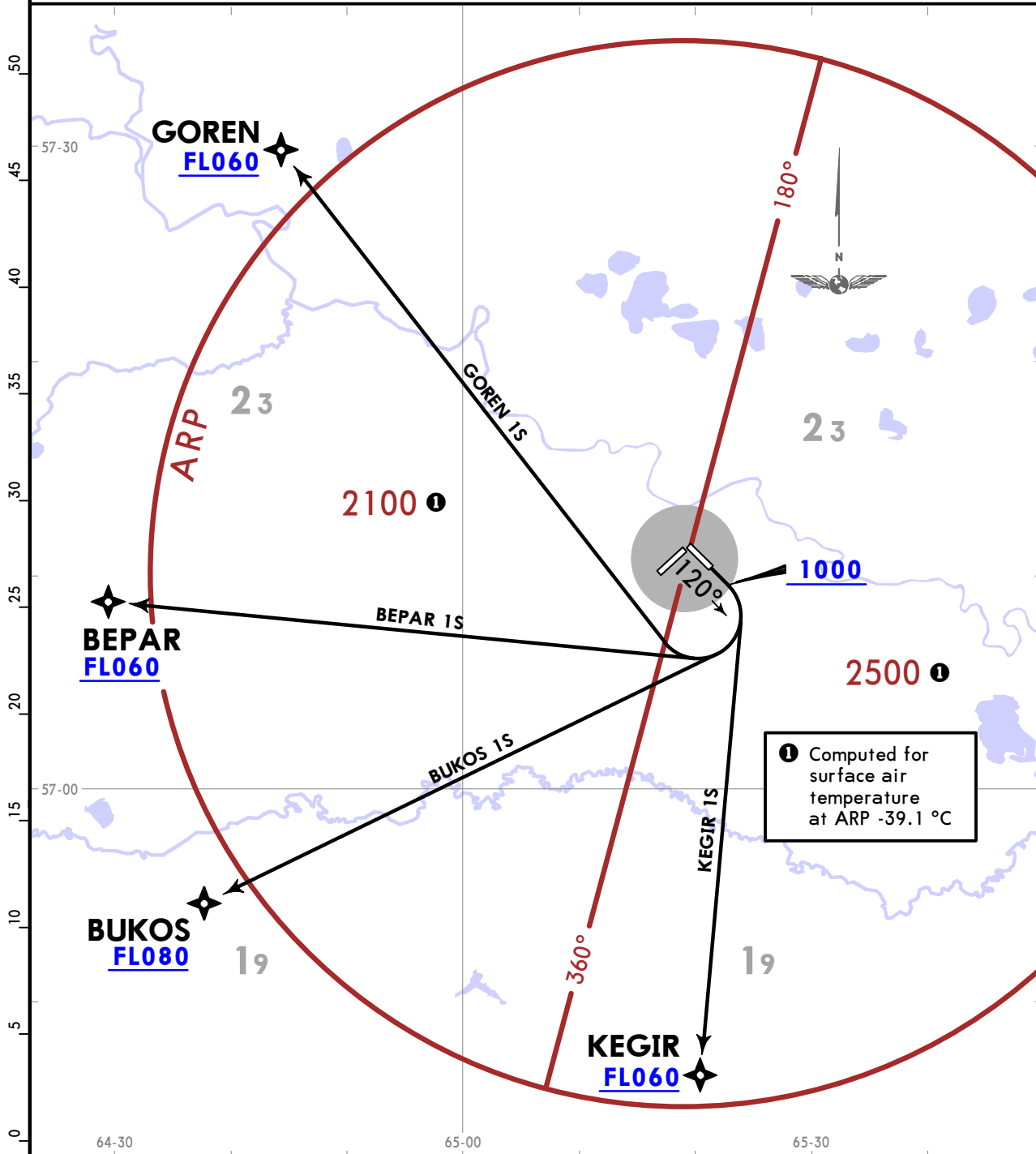
10-3F

Eff 22 Jan

RNAV SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.

BEPAR 1S [BEPA1S], BUKOS 1S [BUKO1S]
GOREN 1S [GORE1S], KEGIR 1S [KEGI1S]
RNAV DEPARTURES (RWY 12)



These SIDs require minimum climb gradients of
 BUKOS 1S: 3.5% up to FL080 due to airspace structure.
 KEGIR 1S: 3.7% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
3.7% V/V (fpm)	281	375	562	749	937	1124

LOST COMMS Refer to 10-1P Pages.

FEET (QNH)	METERS (QFE)
3000	(820)
1000	(210)

USTR/TJM
ROSHCHINO

JEPPESSEN

TYUMEN, RUSSIA

16 JAN 26

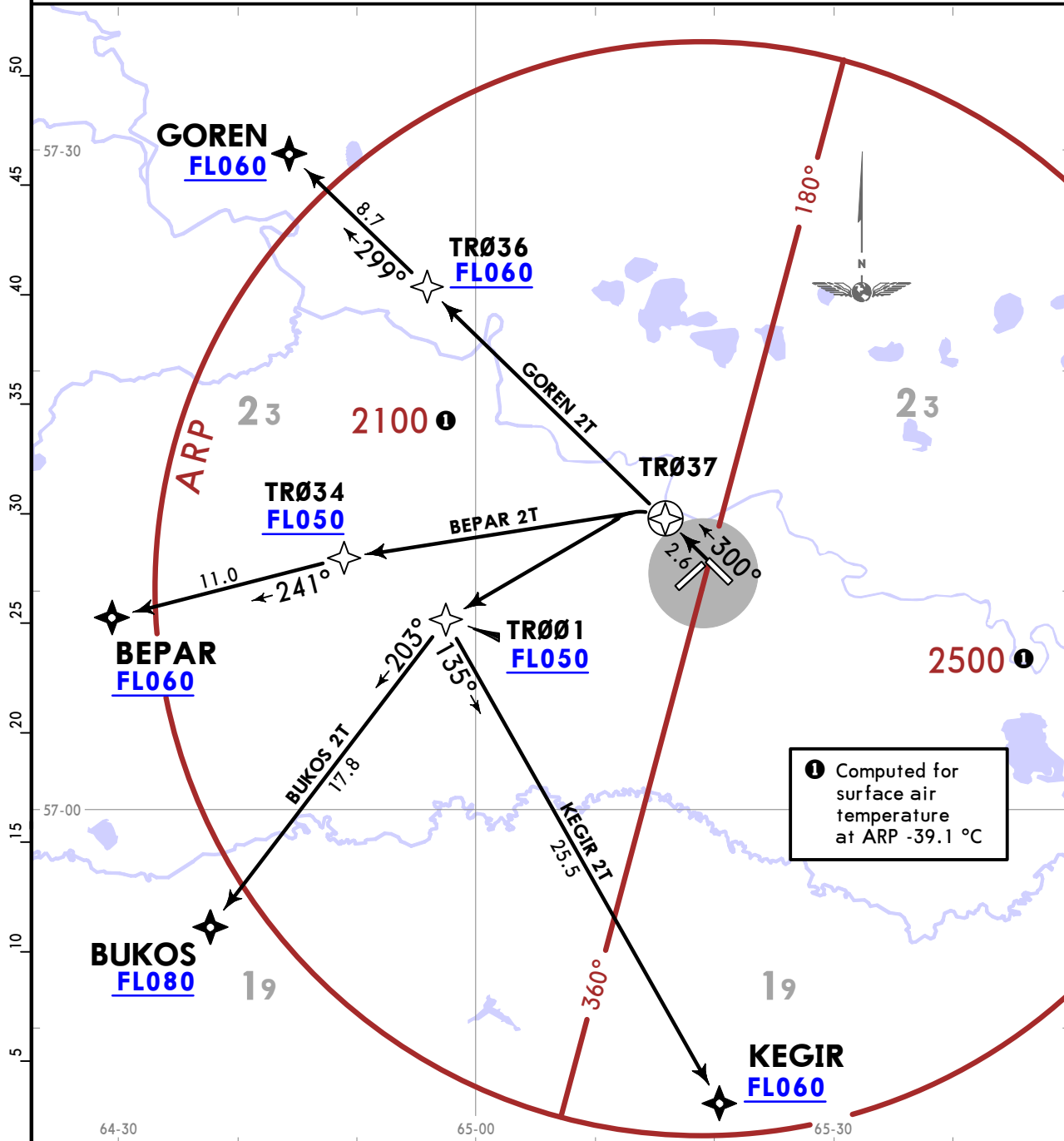
10-3G

Eff 22 Jan

RNAV SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		RNAV 1 GNSS required
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to".

BEPAR 2T [BEPA2T], BUKOS 2T [BUKO2T]
GOREN 2T [GORE2T], KEGIR 2T [KEGI2T]
RNAV DEPARTURES
(RWY 30)



These SIDs require minimum climb gradients of
 BEPAR 2T: 4.3% up to FL050 due to airspace structure.
 BUKOS 2T, KEGIR 2T: 5.3% up to FL050 due to airspace structure.
 GOREN 2T: 5.3% up to FL060 due to airspace structure.
 If unable to maintain report to ATS.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.3% V/V (fpm)	403	537	805	1073	1342	1610

LOST COMMS ▼ LOST COMMS
 Refer to 10-1P Pages.
 LOST COMMS ▲ LOST COMMS

FEET	METERS
(QNH)	(QFE)
3000	(820)

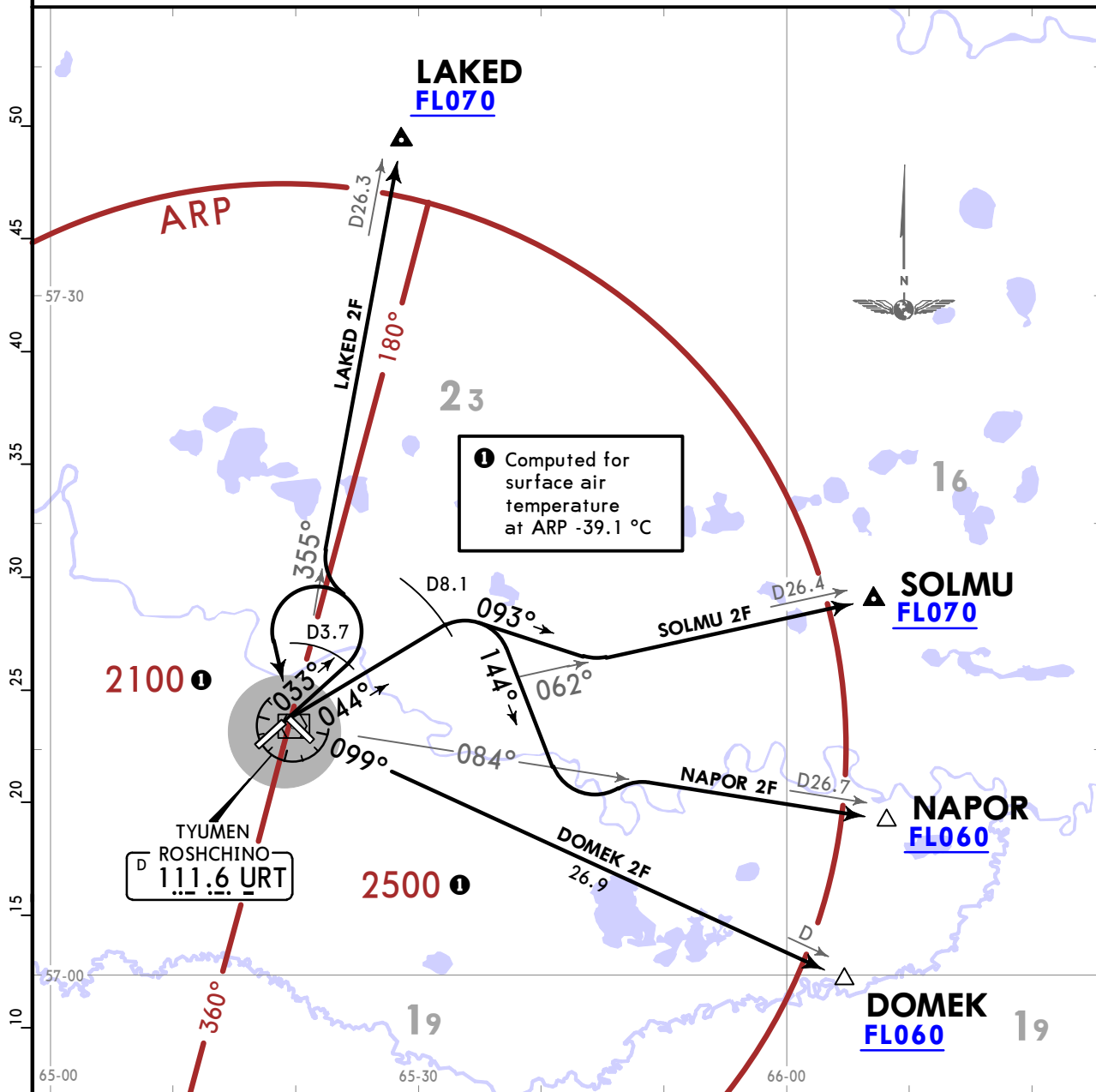
USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 (10-3H)

TYUMEN, RUSSIA
SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request) 1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. DME required. 3. ATS unit may instruct flight crews to proceed "Direct to".
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**DOMEK 2F [DOME2F], LAKED 2F [LAKE2F]
NAPOR 2F [NAPO2F], SOLMU 2F [SOLM2F]
DEPARTURES (RWY 03)**



These SIDs require minimum climb gradients of
LAKED 2F: 4.1% up to FL070 due to airspace structure.
SOLMU 2F: 4.0% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.1% V/V (fpm)	311	415	623	830	1038	1246

LOST COMMS
Refer to 10-1P Pages.
LOST COMMS

FEET	METERS
(QNH)	(QFE)
3000	(820)

SID	ROUTING
DOMEK 2F	Climb on 033° track to D3.7 URT, turn LEFT to URT VOR, URT R099 to DOMEK.
LAKED 2F	Climb on 033° track to D3.7 URT, turn LEFT to intercept URT R355 to LAKED.
NAPOR 2F	Climb on 044° track to D8.1 URT, turn RIGHT, 144° track until crossing URT R084, turn LEFT, intercept URT R084 to NAPOR.
SOLMU 2F	Climb on 044° track to D8.1 URT, turn RIGHT, 093° track to intercept URT R062 to SOLMU.

USTR/TJM
ROSHCHINO

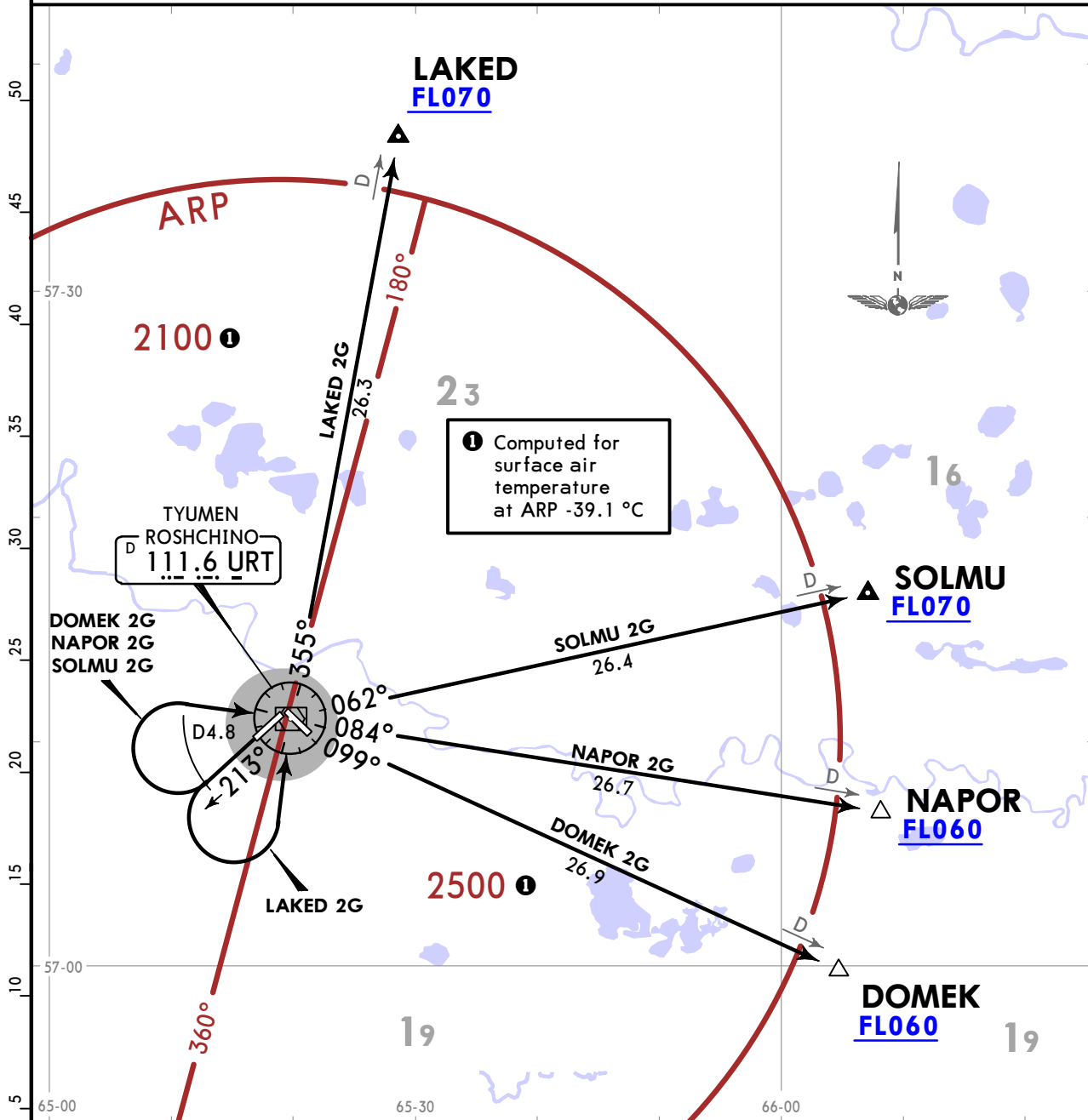
JEPPESEN
20 FEB 26 (10-3J)

TYUMEN, RUSSIA
SID

TYUMEN Radar (TWR)
126.1
Apt Elev
378

- Trans alt: 3000 QNH (QFE on request)
1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude.
 2. DME required.
 3. ATS unit may instruct flight crews to proceed "Direct to".
 4. Turn before DER is prohibited.
 5. EXPECT close-in obstacles.

DOMEK 2G [DOME2G], LAKED 2G [LAKE2G]
NAPOR 2G [NAPO2G], SOLMU 2G [SOLM2G]
DEPARTURES (RWY 21)



FEET	METERS
(QNH)	(QFE)
3000	(820)

LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS

SID	ROUTING
DOMEK 2G	Climb on 213° track to D4.8 URT, turn RIGHT to URT VOR, URT R099 to DOMEK.
LAKED 2G	Climb on 213° track to D4.8 URT, turn LEFT to URT VOR, URT R355 to LAKED.
NAPOR 2G	Climb on 213° track to D4.8 URT, turn RIGHT to URT VOR, URT R084 to NAPOR.
SOLMU 2G	Climb on 213° track to D4.8 URT, turn RIGHT to URT VOR, URT R062 to SOLMU.

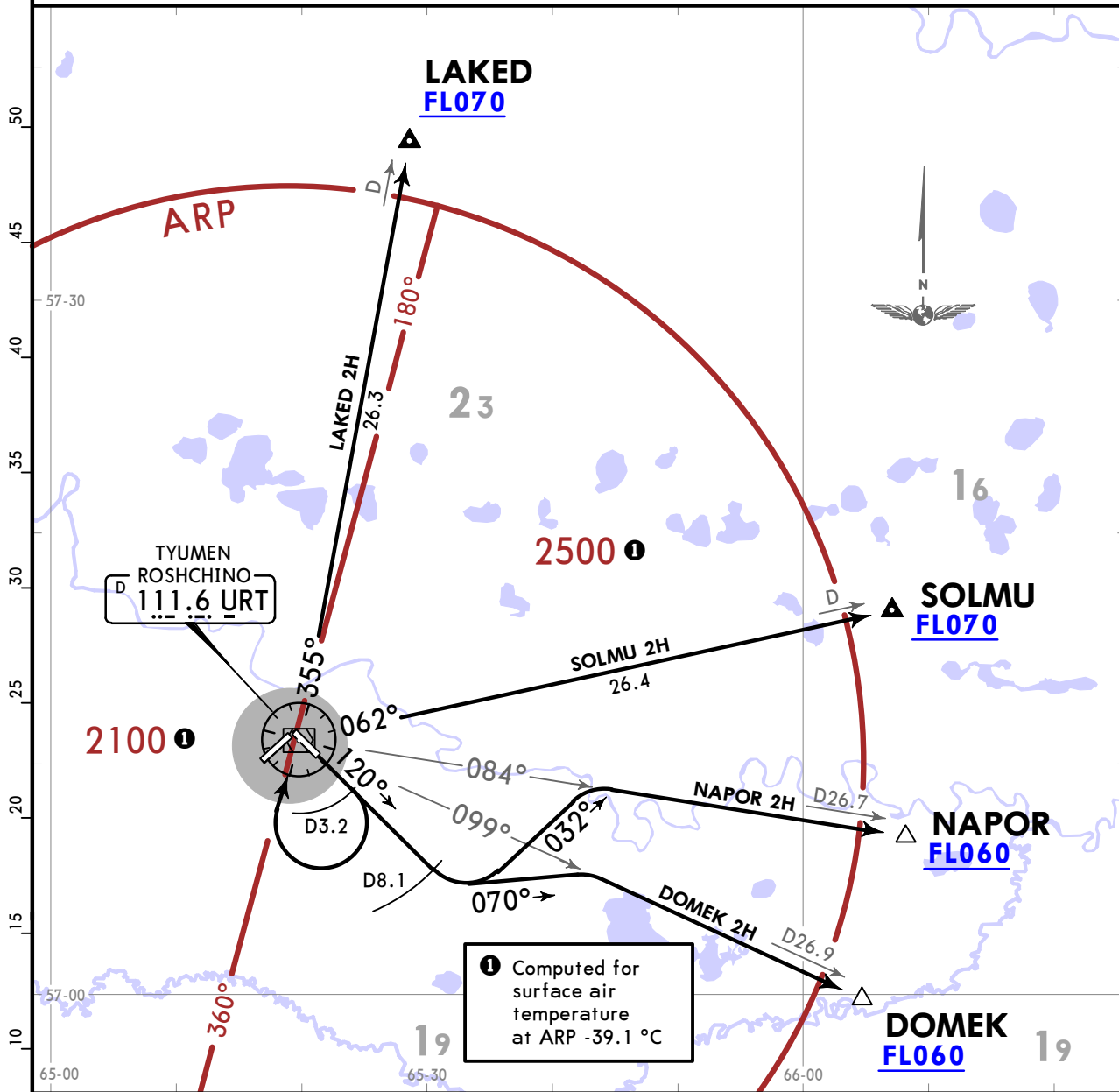
USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 (10-3K)

TYUMEN, RUSSIA
SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request) 1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. DME required. 3. ATS unit may instruct flight crews to proceed "Direct to".
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**DOMEK 2H [DOME2H], LAKED 2H [LAKE2H]
NAPOR 2H [NAPO2H], SOLMU 2H [SOLM2H]
DEPARTURES (RWY 12)**



These SIDs require minimum climb gradients of
DOMEK 2H: 3.5% up to FL060 due to airspace structure.
NAPOR 2H: 4.0% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.0% V/V (fpm)	304	405	608	810	1013	1215

LOST COMMS
Refer to 10-1P Pages.
LOST COMMS

FEET	METERS
(QNH)	(QFE)
3000	(820)

SID	ROUTING
DOMEK 2H By ATC	Climb on 120° track to D8.1 URT, turn LEFT, 070° track, turn RIGHT, intercept URT R099 to DOMEK.
LAKED 2H	Climb on 120° track to D3.2 URT, turn RIGHT to URT VOR, URT R355 to LAKED.
NAPOR 2H By ATC	Climb on 120° track to D8.1 URT, turn LEFT, 032° track, turn RIGHT, intercept URT R084 to NAPOR.
SOLMU 2H	Climb on 120° track to D3.2 URT, turn RIGHT to URT VOR, URT R062 to SOLMU.

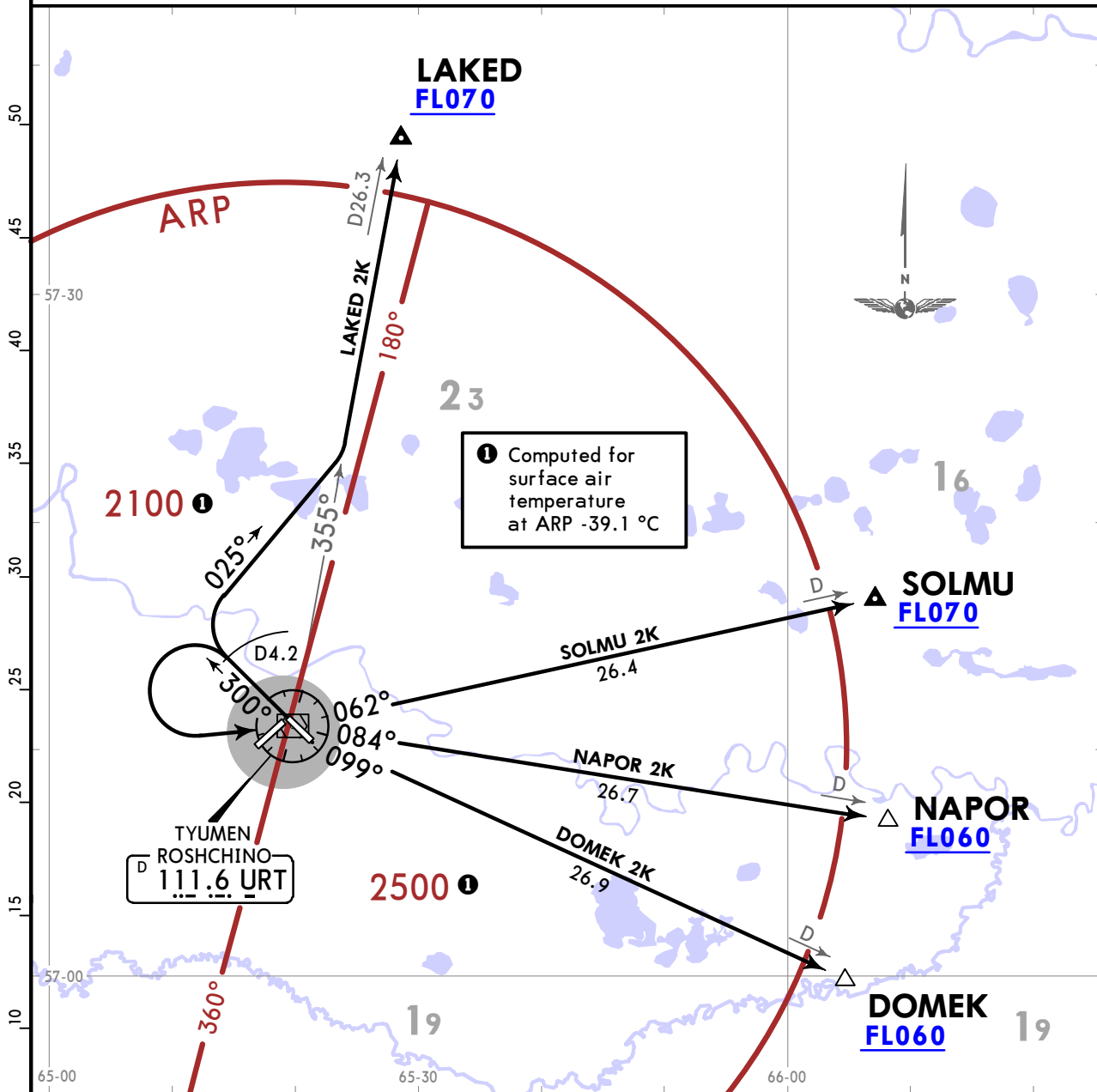
USTR/TJM
ROSHCHINO

JEPPesen
20 FEB 26 **(10-3L)**

TYUMEN, RUSSIA
SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request) 1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. DME required. 3. ATS unit may instruct flight crews to proceed "Direct to".
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**DOMEK 2K [DOME2K], LAKED 2K [LAKE2K]
NAPOR 2K [NAPO2K], SOLMU 2K [SOLM2K]
DEPARTURES (RWY 30)**



LAKED 2K:
This SID requires a minimum climb gradient of 3.7% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

COMMS LOST COMMS
Refer to 10-1P Pages.
COMMS LOST COMMS

FEET	METERS
(QNH)	(QFE)
3000	(820)

SID	ROUTING
DOMEK 2K	Climb on 300° track to D4.2 URT, turn LEFT to URT VOR, URT R099 to DOMEK.
LAKED 2K	Climb on 300° track to D4.2 URT, turn RIGHT, 025° track, turn LEFT to intercept URT R355 to LAKED.
NAPOR 2K	Climb on 300° track to D4.2 URT, turn LEFT to URT VOR, URT R084 to NAPOR.
SOLMU 2K	Climb on 300° track to D4.2 URT, turn LEFT to URT VOR, URT R062 to SOLMU.

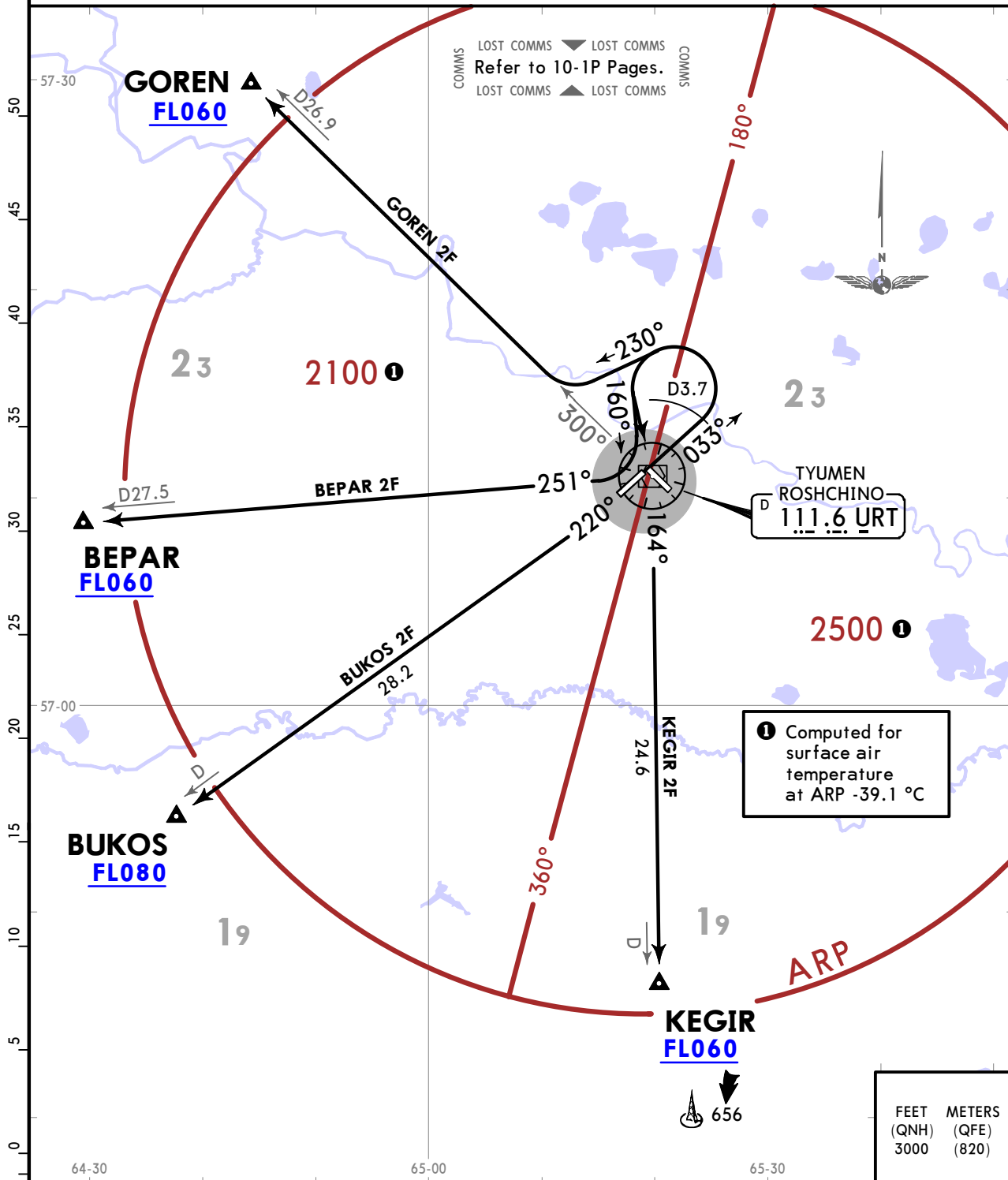
USTR/TJM
ROSHCHINO

JEPPESEN
20 FEB 26 (10-3M)

TYUMEN, RUSSIA
SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request) 1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. DME required. 3. ATS unit may instruct flight crews to proceed "Direct to".
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BEPAR 2F [BEP2F], BUKOS 2F [BUK2F]
GOREN 2F [GORE2F], KEGIR 2F [KEGI2F]
DEPARTURES (RWY 03)



SID	ROUTING
BEPAR 2F	Climb on 033° track to D3.7 URT, turn LEFT, 160° track, turn RIGHT to intercept URT R251 to BEPAR.
BUKOS 2F	Climb on 033° track to D3.7 URT, turn LEFT to URT VOR, URT R220 to BUKOS.
GOREN 2F	Climb on 033° track to D3.7 URT, turn LEFT, 230° track, turn RIGHT to intercept URT R300 to GOREN.
KEGIR 2F	Climb on 033° track to D3.7 URT, turn LEFT to URT VOR, URT R164 to KEGIR.

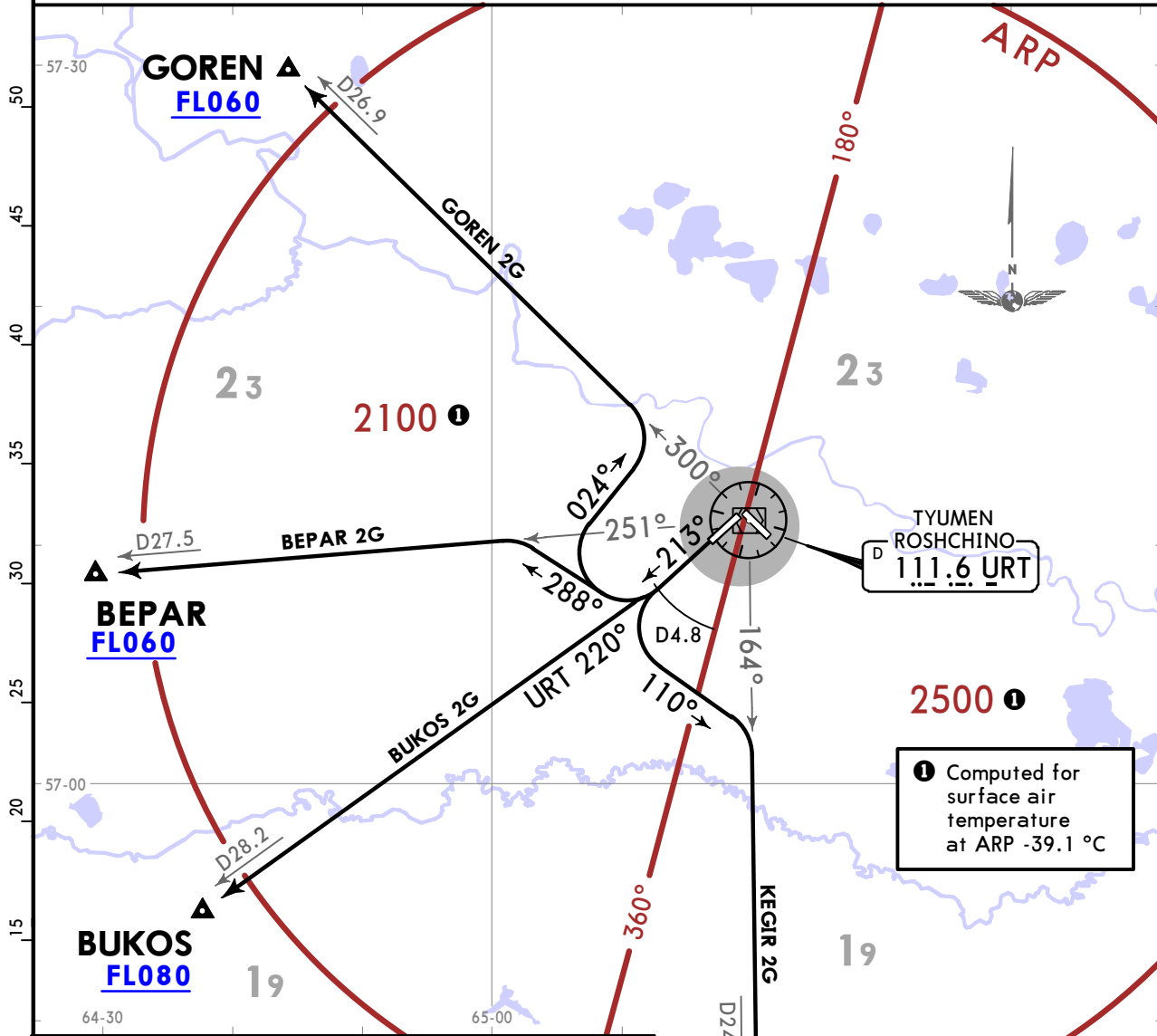
USTR/TJM
ROSHCHINO

JEPPESEN
20 FEB 26 (10-3N)

TYUMEN, RUSSIA
SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request) 1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. DME required. 3. ATS unit may instruct flight crews to proceed "Direct to". 4. Turn before DER is prohibited. 5. EXPECT close-in obstacles.
--------------------------------	-----------------	--

**BEPAR 2G [BEPA2G], BUKOS 2G [BUKO2G]
GOREN 2G [GORE2G], KEGIR 2G [KEGI2G]
DEPARTURES (RWY 21)**



These SIDs require minimum climb gradients of
 BUKOS 2G: 4.8% up to FL080 due to airspace structure.
 GOREN 2G: 3.9% up to FL060 due to airspace structure.
 KEGIR 2G: 5.3% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.8% V/V (fpm)	365	486	729	972	1215	1458
5.3% V/V (fpm)	403	537	805	1073	1342	1610

LOST COMMS ▼ LOST COMMS
 Refer to 10-1P Pages.
 LOST COMMS ▲ LOST COMMS

FEET METERS
 (QNH) (QFE)
 3000 (820)

SID	ROUTING
BEPAR 2G	Climb on 213° track to D4.8 URT, turn RIGHT, 288° track, turn LEFT to intercept URT R251 to BEPAR.
BUKOS 2G	Climb on 213° track to D4.8 URT, turn RIGHT to intercept URT R220 to BUKOS.
GOREN 2G	Climb on 213° track to D4.8 URT, turn RIGHT, 024° track, turn LEFT to intercept URT R300 to GOREN.
KEGIR 2G	Climb on 213° track to D4.8 URT, turn LEFT, 110° track, turn RIGHT to intercept URT R164 to KEGIR.

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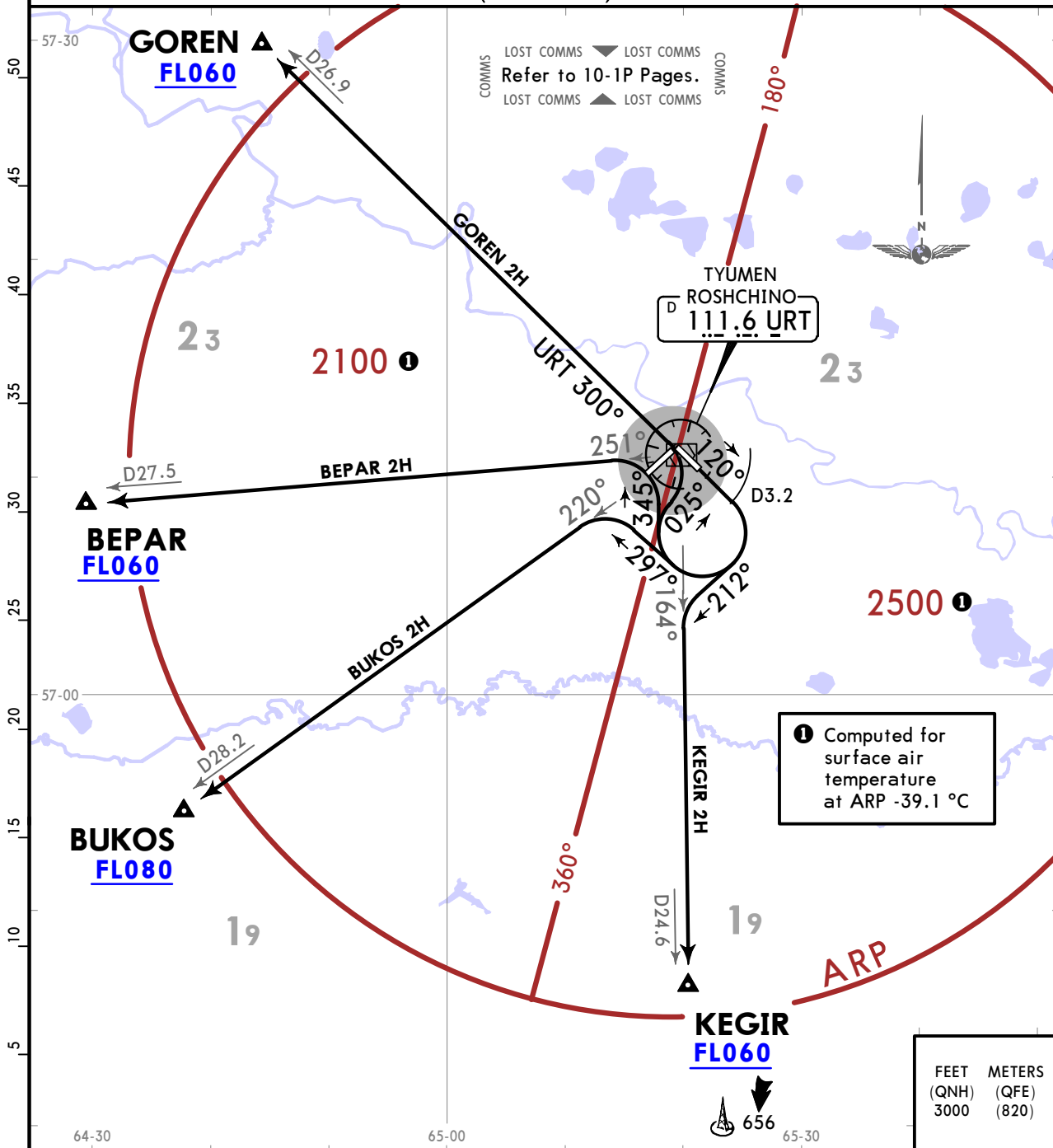
TYUMEN, RUSSIA

20 FEB 26 (10-3P)

SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		<ol style="list-style-type: none"> Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. DME required. ATS unit may instruct flight crews to proceed "Direct to".

**BEPAR 2H [BEPA2H], BUKOS 2H [BUKO2H]
GOREN 2H [GORE2H], KEGIR 2H [KEGI2H]
DEPARTURES
(RWY 12)**



SID	ROUTING
BEPAR 2H	Climb on 120° track to D3.2 URT, turn RIGHT, 345° track, turn LEFT to intercept URT R251 to BEPAR.
BUKOS 2H	Climb on 120° track to D3.2 URT, turn RIGHT, 297° track, turn LEFT to intercept URT R220 to BUKOS.
GOREN 2H	Climb on 120° track to D3.2 URT, turn RIGHT, 025° track, turn LEFT to intercept URT R300 to GOREN.
KEGIR 2H	Climb on 120° track to D3.2 URT, turn RIGHT, 212° track, turn LEFT to intercept URT R164 to KEGIR.

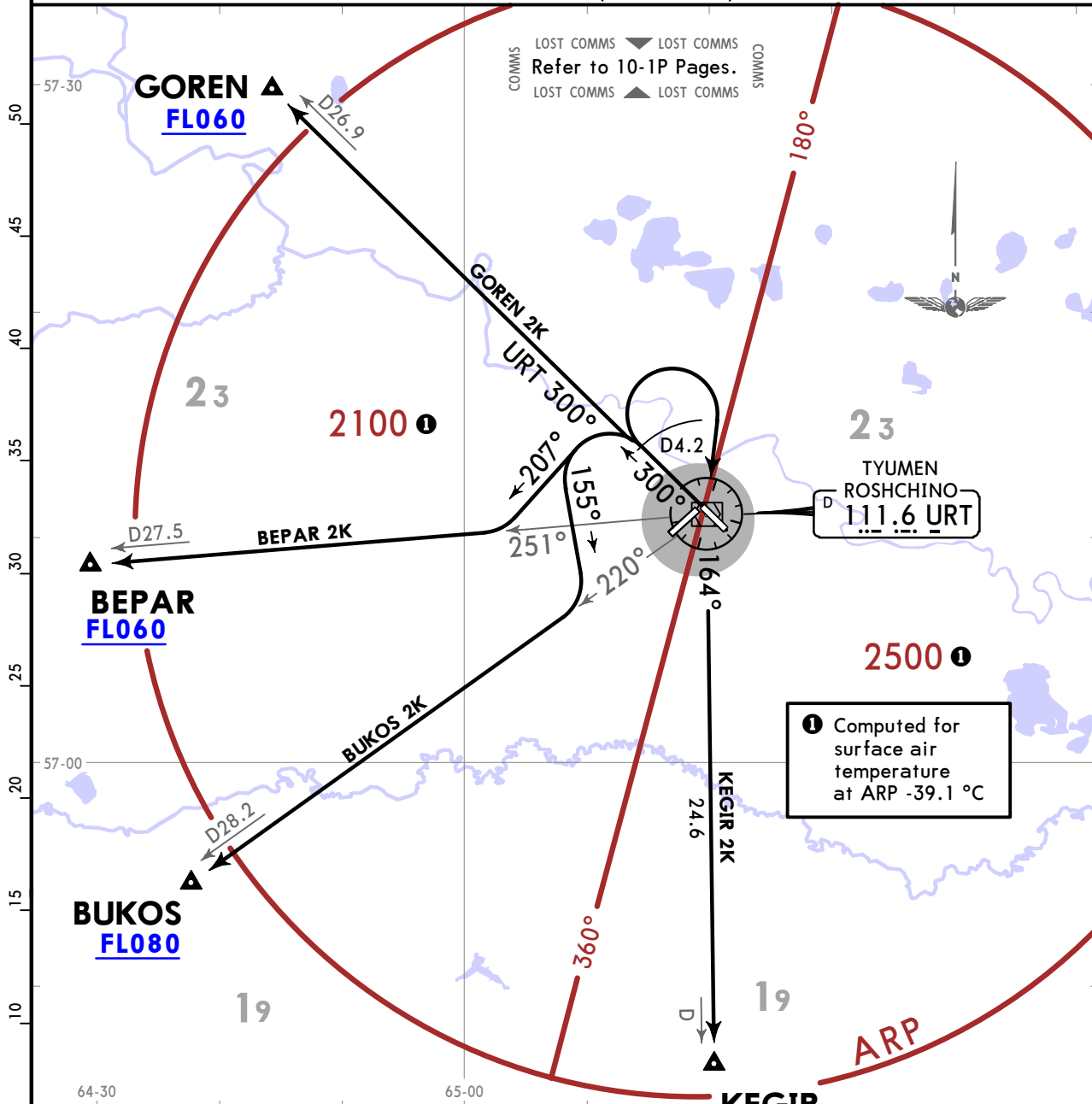
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ROSHCHINO

JEPPESSEN
20 FEB 26 (10-3Q)

TYUMEN, RUSSIA
SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. DME required. 3. ATS unit may instruct flight crews to proceed "Direct to".

**BEPAR 2K [BEPA2K], BUKOS 2K [BUKO2K]
GOREN 2K [GORE2K], KEGIR 2K [KEGI2K]
DEPARTURES (RWY 30)**



GOREN 2K:
This SID requires a minimum climb gradient of 3.6% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

FEET (QNH)	METERS (QFE)
3000	(820)

SID	ROUTING
BEPAR 2K	Climb on 300° track to D4.2 URT, turn LEFT, 207° track, turn RIGHT to intercept URT R251 to BEPAR.
BUKOS 2K	Climb on 300° track to D4.2 URT, turn LEFT, 155° track, turn RIGHT to intercept URT R220 to BUKOS.
GOREN 2K	Climb on 300° track to D4.2 URT, on URT R300 to GOREN.
KEGIR 2K	Climb on 300° track to D4.2 URT, turn RIGHT to URT VOR, URT R164 to KEGIR.

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TYUMEN, RUSSIA

16 JAN 26

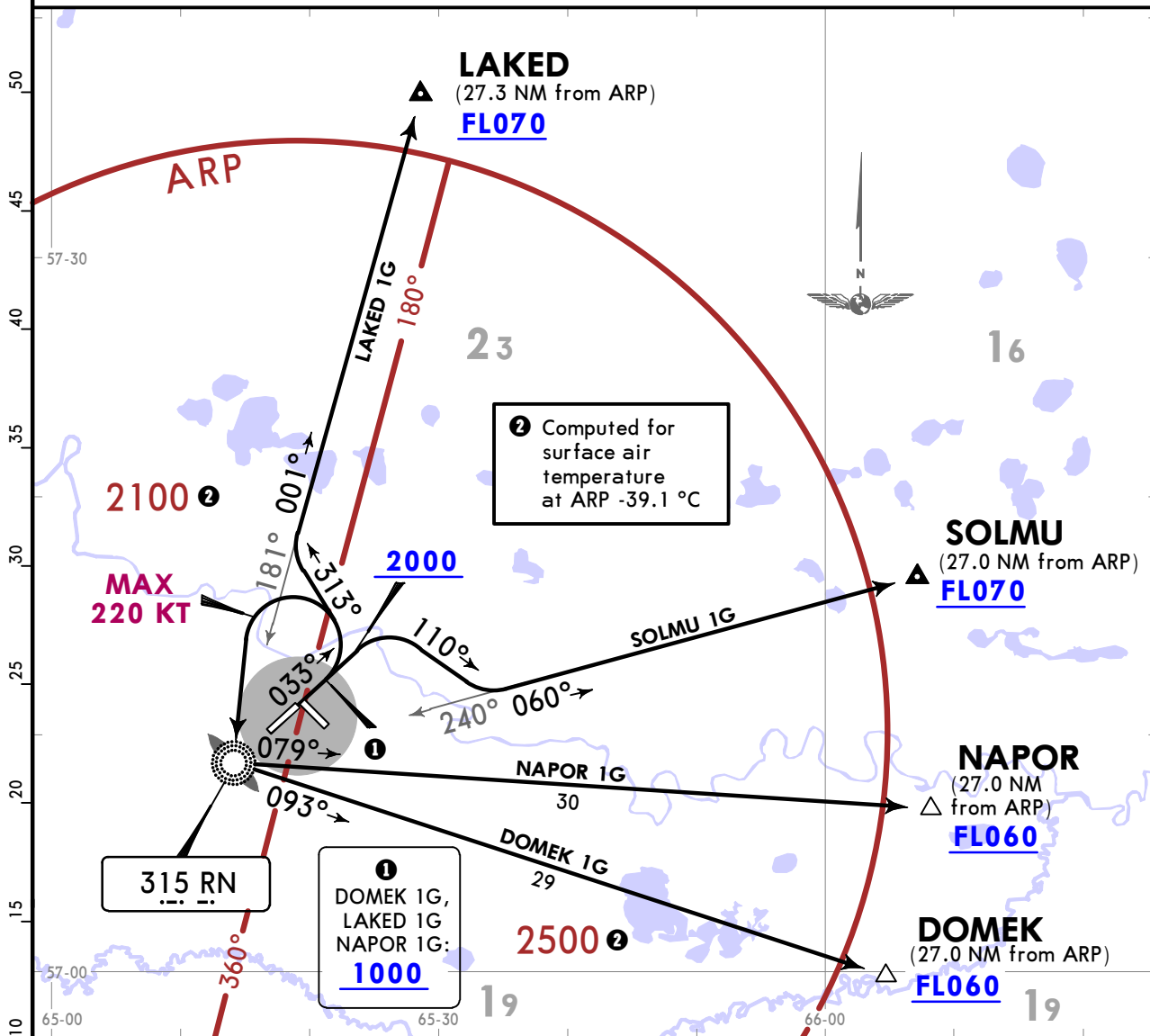
10-3S

Eff 22 Jan

SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.

**DOMEK 1G [DOME1G], LAKED 1G [LAKE1G]
NAPOR 1G [NAP01G], SOLMU 1G [SOLM1G]
DEPARTURES (RWY 03)
RADAR CONTROL REQUIRED**



These SIDs require minimum climb gradients of
LAKED 1G: 4.3% up to FL070 due to airspace structure.
SOLMU 1G: 3.6% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
4.3% V/V (fpm)	327	435	653	871	1089	1306

Refer to 10-1P Pages.

FEET (QNH)	METERS (QFE)
1000	(195)
2000	(500)
3000	(820)

SID	ROUTING
DOMEK 1G	Climb on 033° track to 1000 or above, turn LEFT to RN Lctr, 093° bearing from RN Lctr to DOMEK.
LAKED 1G	Climb on 033° track to 1000 or above, turn LEFT, 313° track, turn RIGHT to intercept 001° bearing from RN Lctr to LAKED.
NAPOR 1G	Climb on 033° track to 1000 or above, turn LEFT to RN Lctr, 079° bearing from RN Lctr to NAPOR.
SOLMU 1G	Climb on 033° track to 2000 or above, turn RIGHT, 110° track, turn LEFT to intercept 060° bearing from RN Lctr to SOLMU.

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TYUMEN, RUSSIA

16 JAN 26

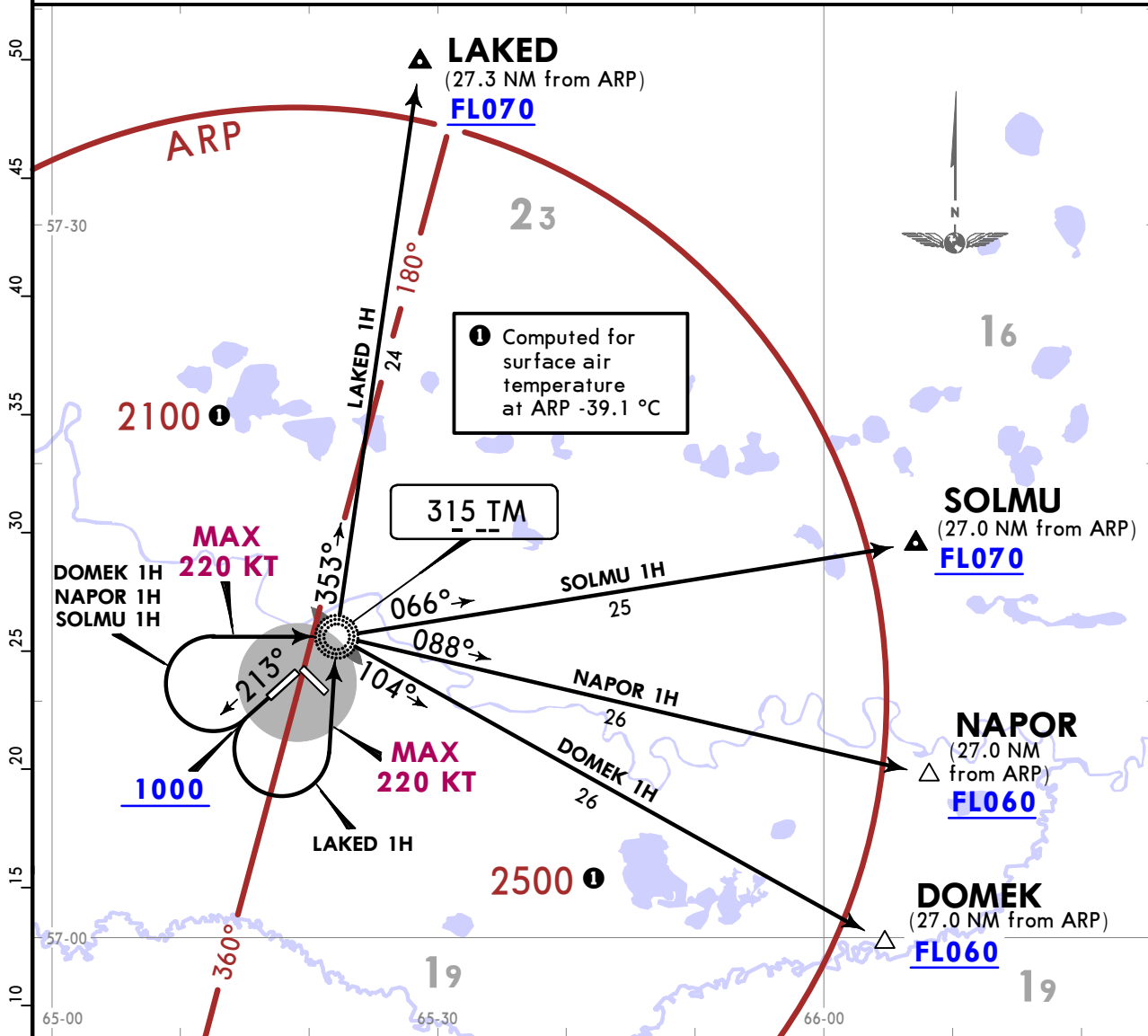
10-3T

Eff 22 Jan

SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		<ol style="list-style-type: none"> Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. ATS unit may instruct flight crews to proceed "Direct to". Turn before DER is prohibited. EXPECT close-in obstacles.

**DOMEK 1H [DOME1H], LAKED 1H [LAKE1H]
NAPOR 1H [NAP01H], SOLMU 1H [SOLM1H]
DEPARTURES (RWY 21)
RADAR CONTROL REQUIRED**



FEET (QNH)	METERS (QFE)
1000	(205)
3000	(820)

COMMS LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
COMMS LOST COMMS ▲ LOST COMMS

SID	ROUTING
DOMEK 1H	Climb on 213° track to 1000 or above, turn RIGHT to TM Lctr, 104° bearing from TM Lctr to DOMEK.
LAKED 1H	Climb on 213° track to 1000 or above, turn LEFT to TM Lctr, 353° bearing from TM Lctr to LAKED.
NAPOR 1H	Climb on 213° track to 1000 or above, turn RIGHT to TM Lctr, 088° bearing from TM Lctr to NAPOR.
SOLMU 1H	Climb on 213° track to 1000 or above, turn RIGHT to TM Lctr, 066° bearing from TM Lctr to SOLMU.

CHANGES: Trans alt QFE, note added.

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16 JAN 26

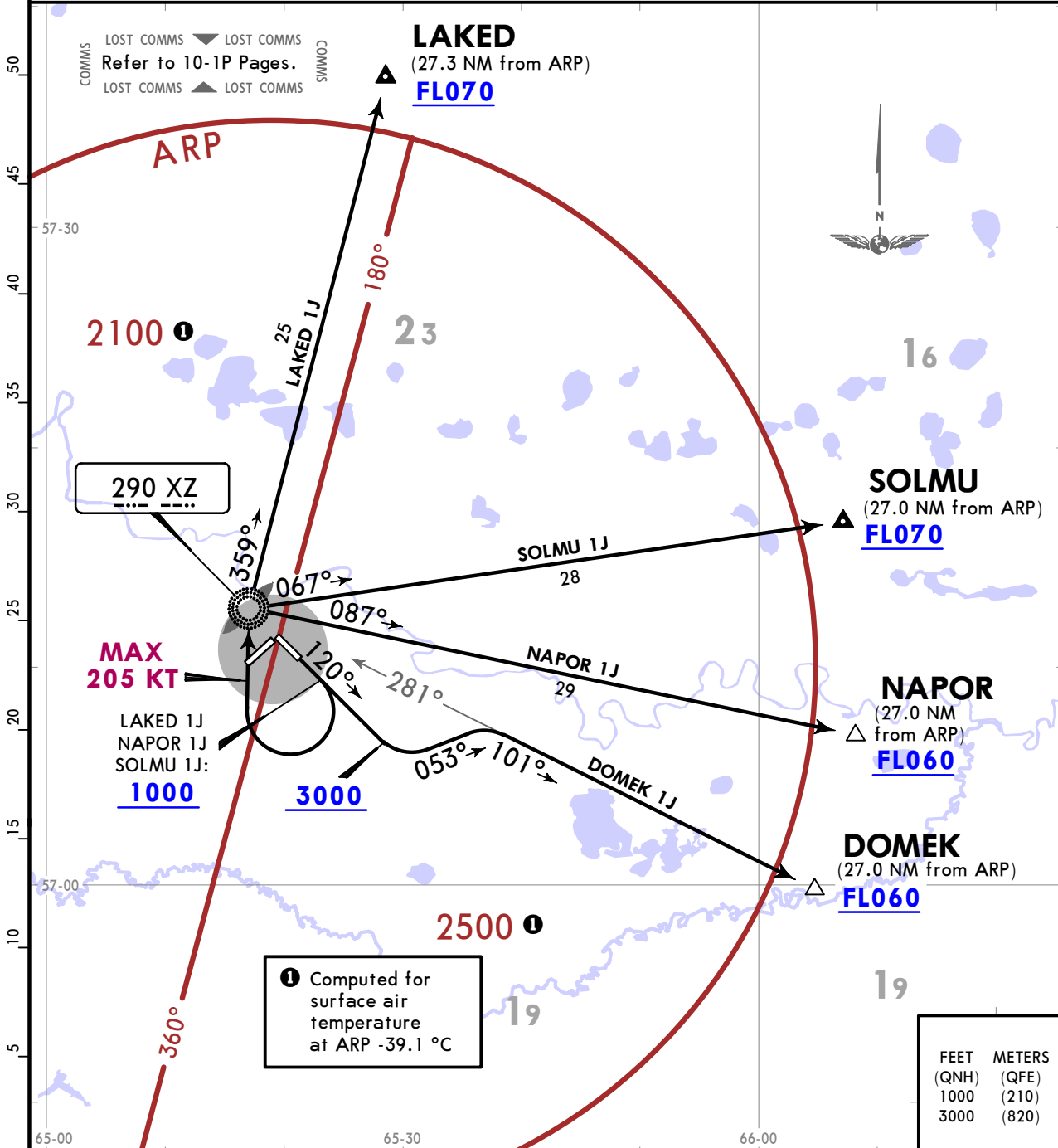
10-3U

Eff 22 Jan

SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.

**DOMEK 1J [DOME1J], LAKED 1J [LAKE1J]
NAPOR 1J [NAPO1J], SOLMU 1J [SOLM1J]
DEPARTURES (RWY 12)
RADAR CONTROL REQUIRED**



SID	ROUTING
DOMEK 1J	Climb on 120° track to 3000 or above, turn LEFT, 053° track, turn RIGHT to intercept 101° bearing from XZ Lctr to DOMEK.
LAKED 1J	Climb on 120° track to 1000 or above, turn RIGHT to XZ Lctr, 359° bearing from XZ Lctr to LAKED.
NAPOR 1J	Climb on 120° track to 1000 or above, turn RIGHT to XZ Lctr, 087° bearing from XZ Lctr to NAPOR.
SOLMU 1J	Climb on 120° track to 1000 or above, turn RIGHT to XZ Lctr, 067° bearing from XZ Lctr to SOLMU.

CHANGES: Trans alt QFE, note added.

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16 JAN 26

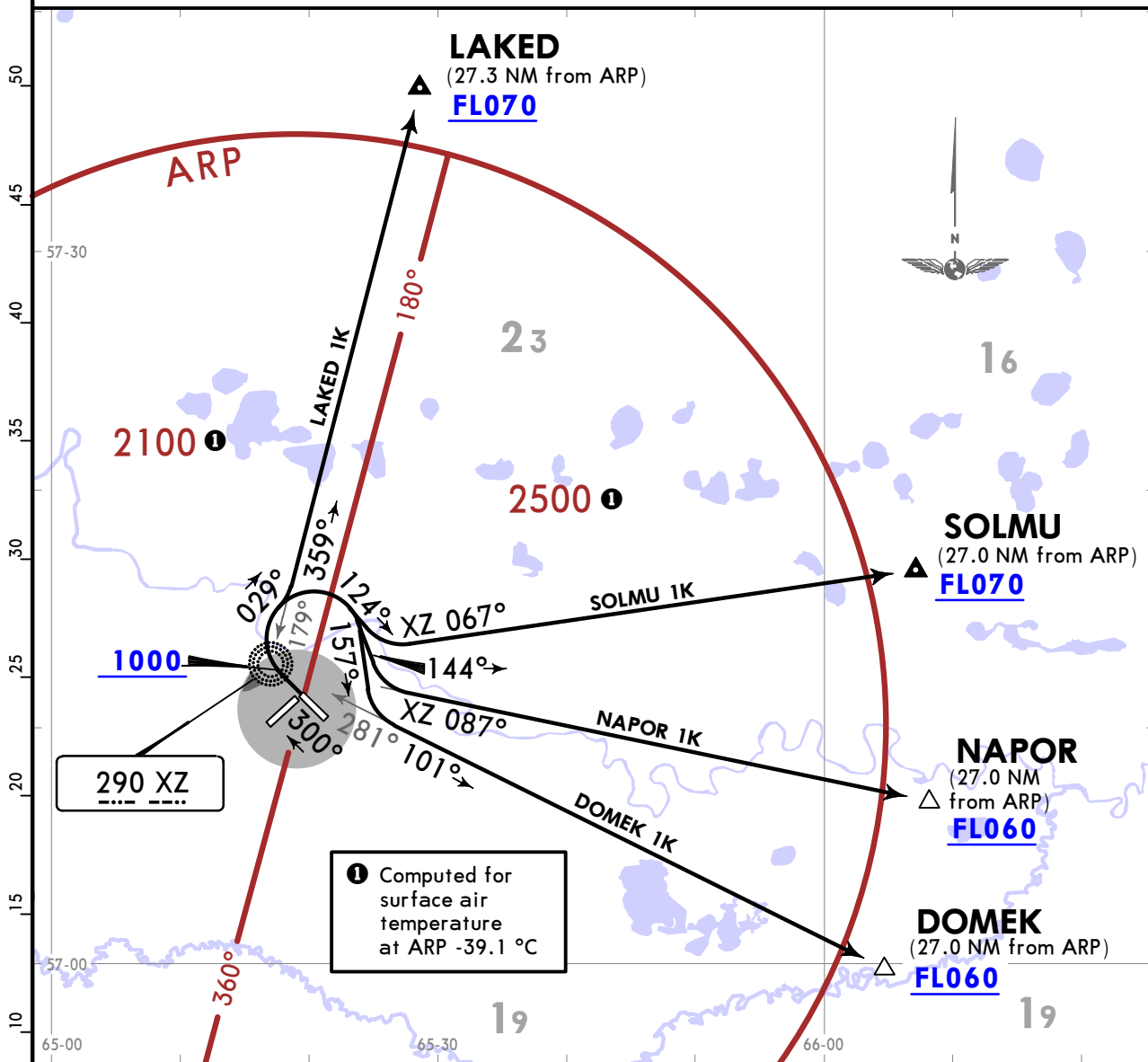
10-3V

Eff 22 Jan

SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.

**DOMEK 1K [DOME1K], LAKED 1K [LAKE1K]
NAPOR 1K [NAPO1K], SOLMU 1K [SOLM1K]
DEPARTURES (RWY 30)**



LAKED 1K:
This SID requires a minimum climb gradient of 3.9% up to FL070 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

LOST COMMS ▼ LOST COMMS
Refer to 10-1P Pages.
LOST COMMS ▲ LOST COMMS

FEET	METERS
(QNH)	(QFE)
1000	(200)
3000	(820)

SID	ROUTING
DOMEK 1K	Climb on 300° track to 1000 or above, turn RIGHT, 157° track, turn LEFT to intercept 101° bearing from XZ Lctr to DOMEK.
LAKED 1K	Climb on 300° track to 1000 or above, turn RIGHT, 029° track, turn LEFT to intercept 359° bearing from XZ Lctr to LAKED.
NAPOR 1K	Climb on 300° track to 1000 or above, turn RIGHT, 144° track, turn LEFT to intercept 087° bearing from XZ Lctr to NAPOR.
SOLMU 1K	Climb on 300° track to 1000 or above, turn RIGHT, 124° track, turn LEFT to intercept 067° bearing from XZ Lctr to SOLMU.

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16 JAN 26

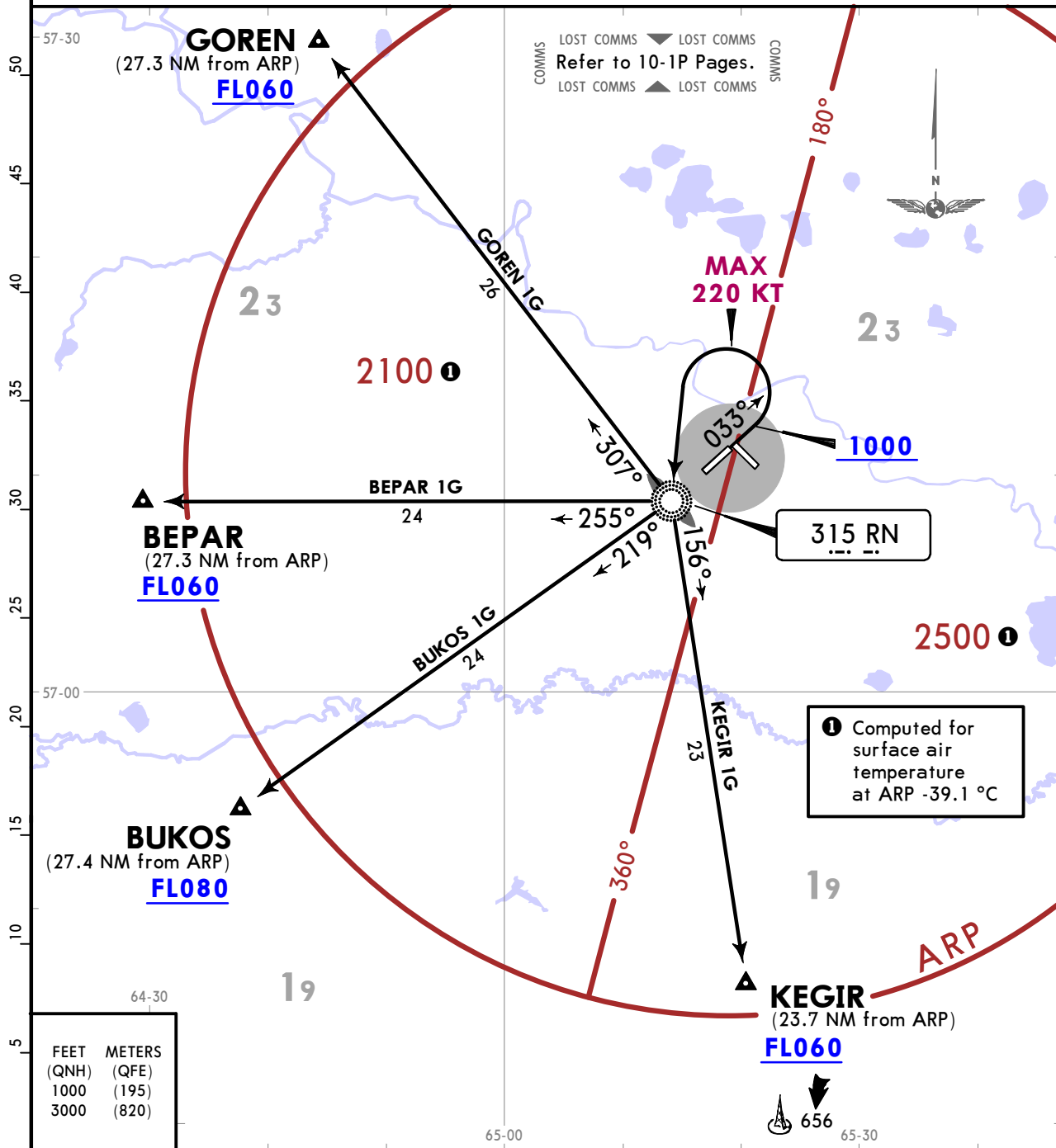
10-3W

Eff 22 Jan

SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		<ol style="list-style-type: none"> 1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.

**BEPAR 1G [BEPA1G], BUKOS 1G [BUKO1G]
GOREN 1G [GORE1G], KEGIR 1G [KEGI1G]
DEPARTURES (RWY 03)
RADAR CONTROL REQUIRED**



SID	ROUTING
BEPAR 1G	Climb on 033° track to 1000 or above, turn LEFT to RN Lctr, 255° bearing from RN Lctr to BEPAR.
BUKOS 1G	Climb on 033° track to 1000 or above, turn LEFT to RN Lctr, 219° bearing from RN Lctr to BUKOS.
GOREN 1G	Climb on 033° track to 1000 or above, turn LEFT to RN Lctr, 307° bearing from RN Lctr to GOREN.
KEGIR 1G	Climb on 033° track to 1000 or above, turn LEFT to RN Lctr, 156° bearing from RN Lctr to KEGIR.

CHANGES: Trans alt QFE, note added.

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16 JAN 26

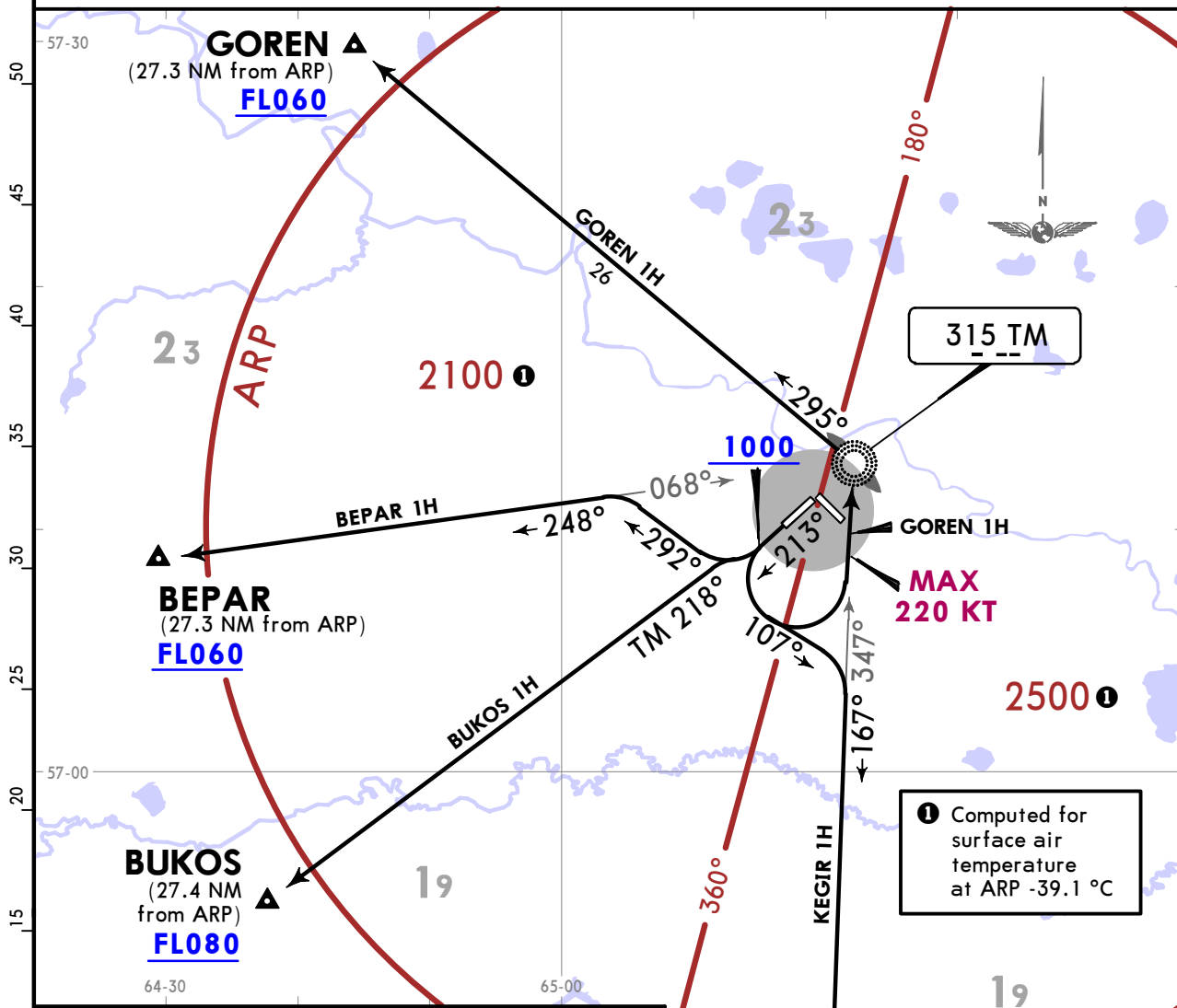
(10-3X)

Eff 22 Jan

SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		<ol style="list-style-type: none"> Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. ATS unit may instruct flight crews to proceed "Direct to". Turn before DER is prohibited. EXPECT close-in obstacles.

**BEPAR 1H [BEPA1H], BUKOS 1H [BUKO1H]
GOREN 1H [GORE1H], KEGIR 1H [KEGI1H]
DEPARTURES (RWY 21)
RADAR CONTROL REQUIRED**



These SIDs require minimum climb gradients of
 BEPAR 1H: 4.5% up to FL080 due to airspace structure.
 BUKOS 1H: 4.8% up to FL080 due to airspace structure.
 KEGIR 1H: 3.4% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.8% V/V (fpm)	365	486	729	972	1215	1458

COMMS	LOST COMMS	▼	LOST COMMS	COMMS	FEET (QNH)	METERS (QFE)
					1000	(205)
					3000	(820)

SID	ROUTING
BEPAR 1H	Climb on 213° track to 1000 or above, turn RIGHT, 292° track, turn LEFT to intercept 248° bearing from TM Lctr to BEPAR.
BUKOS 1H	Climb on 213° track to 1000 or above, turn RIGHT to intercept 218° bearing from TM Lctr to BUKOS.
GOREN 1H	Climb on 213° track to 1000 or above, turn LEFT to TM Lctr, 295° bearing from TM Lctr to GOREN.
KEGIR 1H	Climb on 213° track to 1000 or above, turn LEFT, 107° track, turn RIGHT to intercept 167° bearing from TM Lctr to KEGIR.

CHANGES: Trans alt QFE, note added.

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TYUMEN, RUSSIA

16 JAN 26

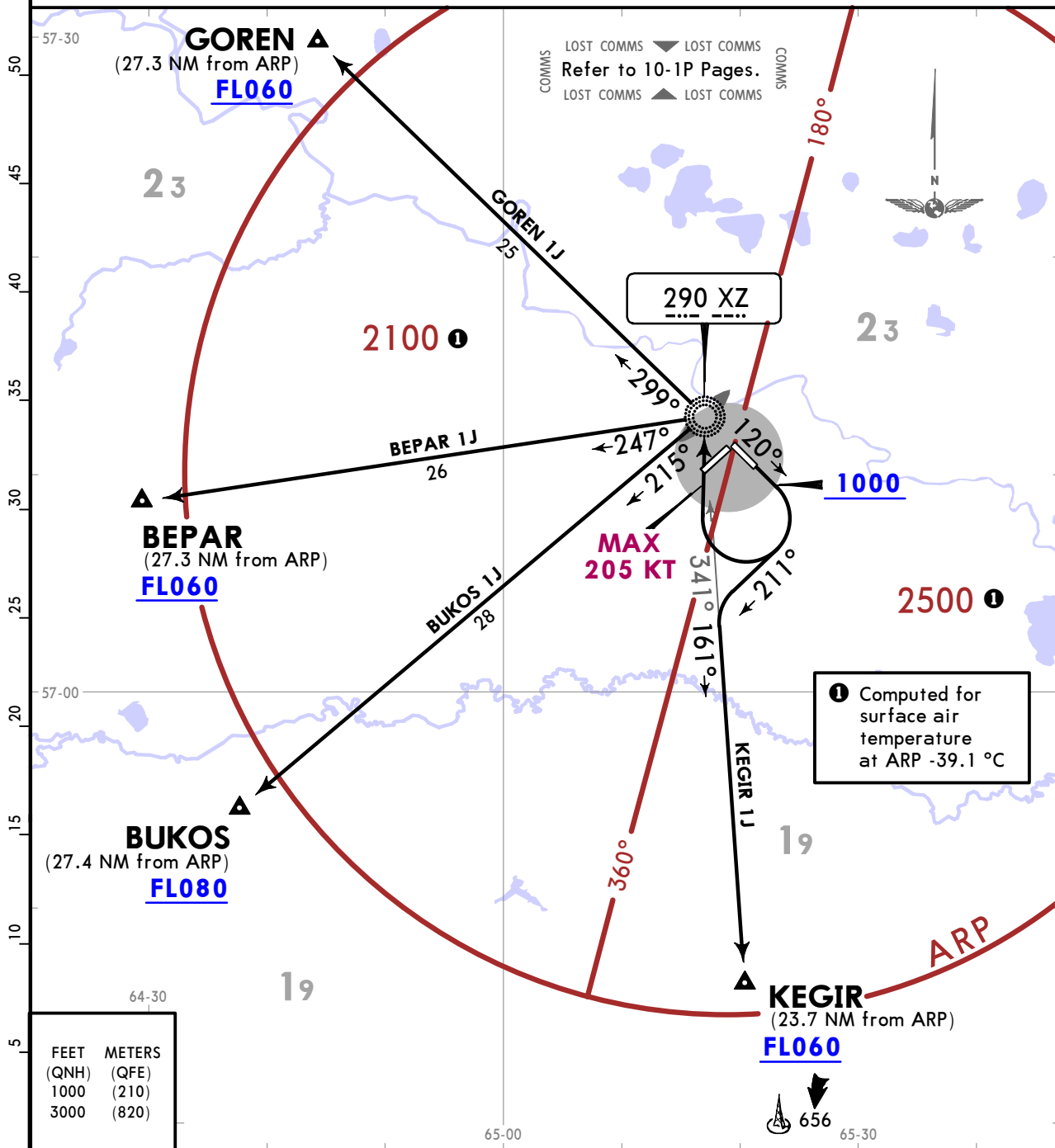
10-3X1

Eff 22 Jan

SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.

**BEPAR 1J [BEPA1J], BUKOS 1J [BUKO1J]
GOREN 1J [GORE1J], KEGIR 1J [KEGI1J]
DEPARTURES (RWY 12)
RADAR CONTROL REQUIRED**



FEET (QNH)	METERS (QFE)
1000	(210)
3000	(820)

SID	ROUTING
BEPAR 1J	Climb on 120° track to 1000 or above, turn RIGHT to XZ Lctr, 247° bearing from XZ Lctr to BEPAR.
BUKOS 1J	Climb on 120° track to 1000 or above, turn RIGHT to XZ Lctr, 215° bearing from XZ Lctr to BUKOS.
GOREN 1J	Climb on 120° track to 1000 or above, turn RIGHT to XZ Lctr, 299° bearing from XZ Lctr to GOREN.
KEGIR 1J	Climb on 120° track to 1000 or above, turn RIGHT, 211° track, turn LEFT to intercept 161° bearing from XZ Lctr to KEGIR.

CHANGES: Trans alt QFE, note added.

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16 JAN 26

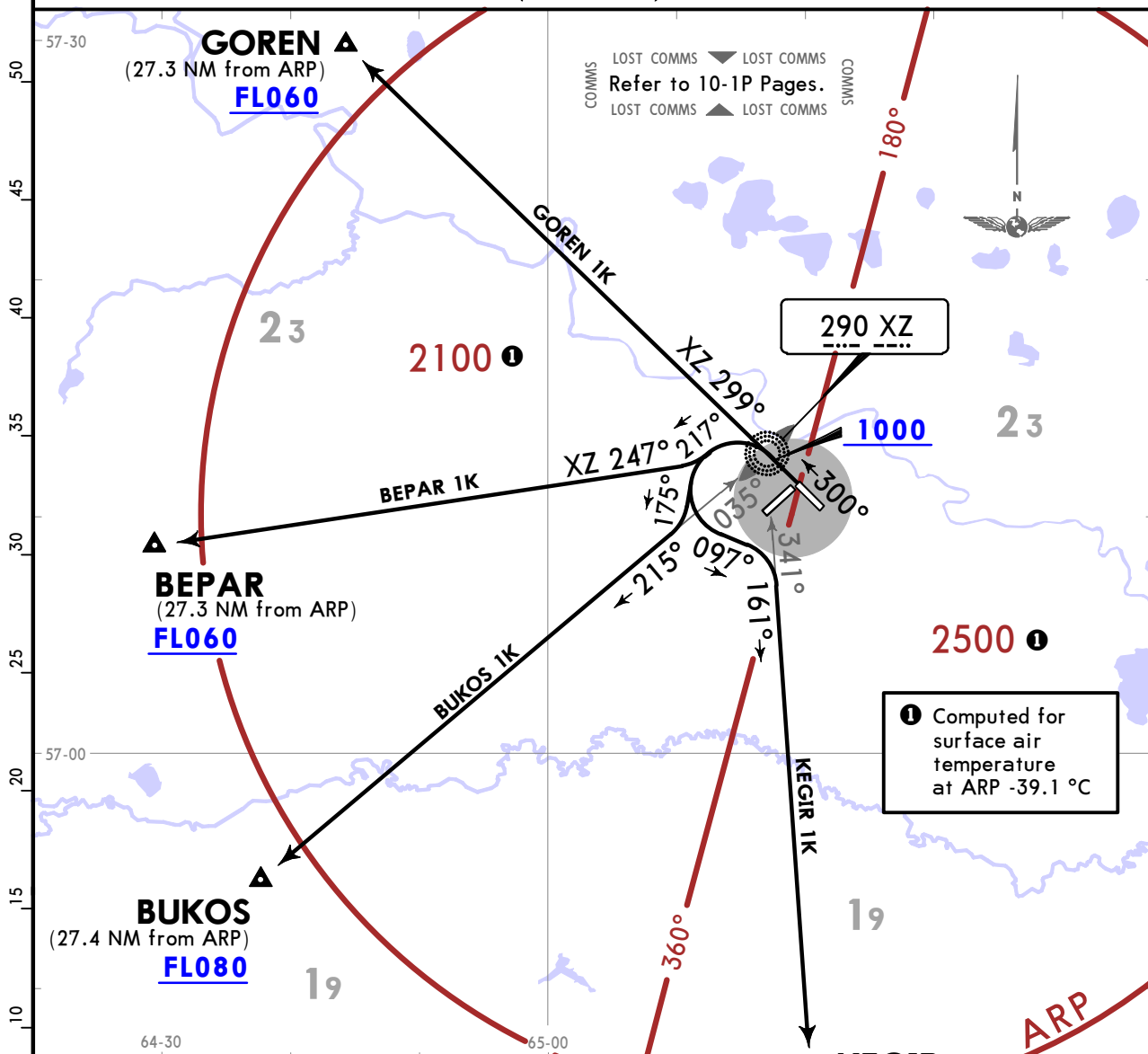
10-3X2

Eff 22 Jan

SID

TYUMEN Radar (TWR) 126.1	Apt Elev 378	Trans alt: 3000 QNH (QFE on request)
		1. Unless otherwise instructed, after take-off flight crew shall contact TYUMEN Radar and report take-off execution, assigned SID and present altitude. 2. ATS unit may instruct flight crews to proceed "Direct to". 3. Turn before DER is prohibited.

**BEPAR 1K [BEPA1K], BUKOS 1K [BUKO1K]
GOREN 1K [GORE1K], KEGIR 1K [KEGI1K]
DEPARTURES
(RWY 30)**



These SIDs require minimum climb gradients of
 BUKOS 1K: 3.7% up to FL080 due to airspace structure.
 GOREN 1K: 3.6% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
3.7% V/V (fpm)	281	375	562	749	937	1124

FEET (QNH)	METERS (QFE)
1000	(200)
3000	(820)

SID	ROUTING
BEPAR 1K	Climb on 300° track to 1000 or above, turn LEFT, 217° track, turn RIGHT to intercept 247° bearing from XZ Lctr to BEPAR.
BUKOS 1K	Climb on 300° track to 1000 or above, turn LEFT, 175° track, turn RIGHT to intercept 215° bearing from XZ Lctr to BUKOS.
GOREN 1K	Climb on 300° track to 1000 or above, on 299° bearing from XZ Lctr to GOREN.
KEGIR 1K	Climb on 300° track to 1000 or above, turn LEFT, 097° track, turn RIGHT to intercept 161° bearing from XZ Lctr to KEGIR.

USTR/TJM

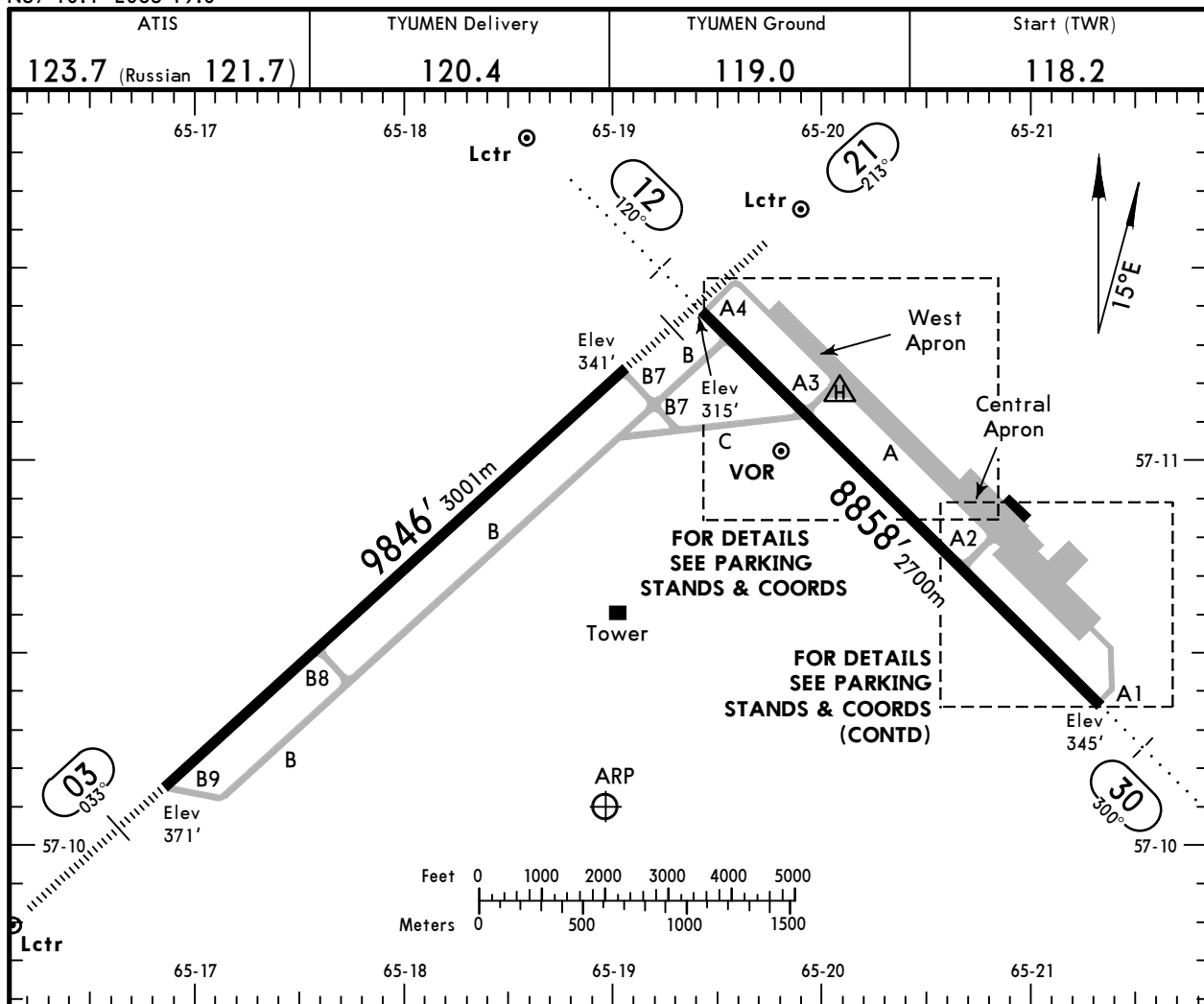
Apt Elev **378'**
N57 10.1 E065 19.0



20 FEB 26 **(10-9)**

TYUMEN, RUSSIA

ROSHCHINO



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (50-60m)	PALS CAT	PAPI-L	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
03 21	HIRL (50-60m)	① PALS CAT I	PAPI-L ③	RVR		8813' 2686m		148' 45m
		② PALS CAT I	PAPI-L ④	RVR		8996' 2742m		

- ① length 899m
- ② length 900m
- ③ (angle 2.67°)
- ④ (angle 3.00°)

12 30	RL (50-60m)	⑤ SALS	PAPI-L (angle 2.67°)	RVR		7887' 2404m	⑥	164' 50m
	RL (50-60m)	⑤ SALS	PAPI-L (angle 3.00°)	RVR				

- ⑤ length 900m
- ⑥ TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head 8858' (2700m)
twy A3 int 6588' (2008m)

RWY 30:

From rwy head 8858' (2700m)
twy A2 int 5817' (1773m)

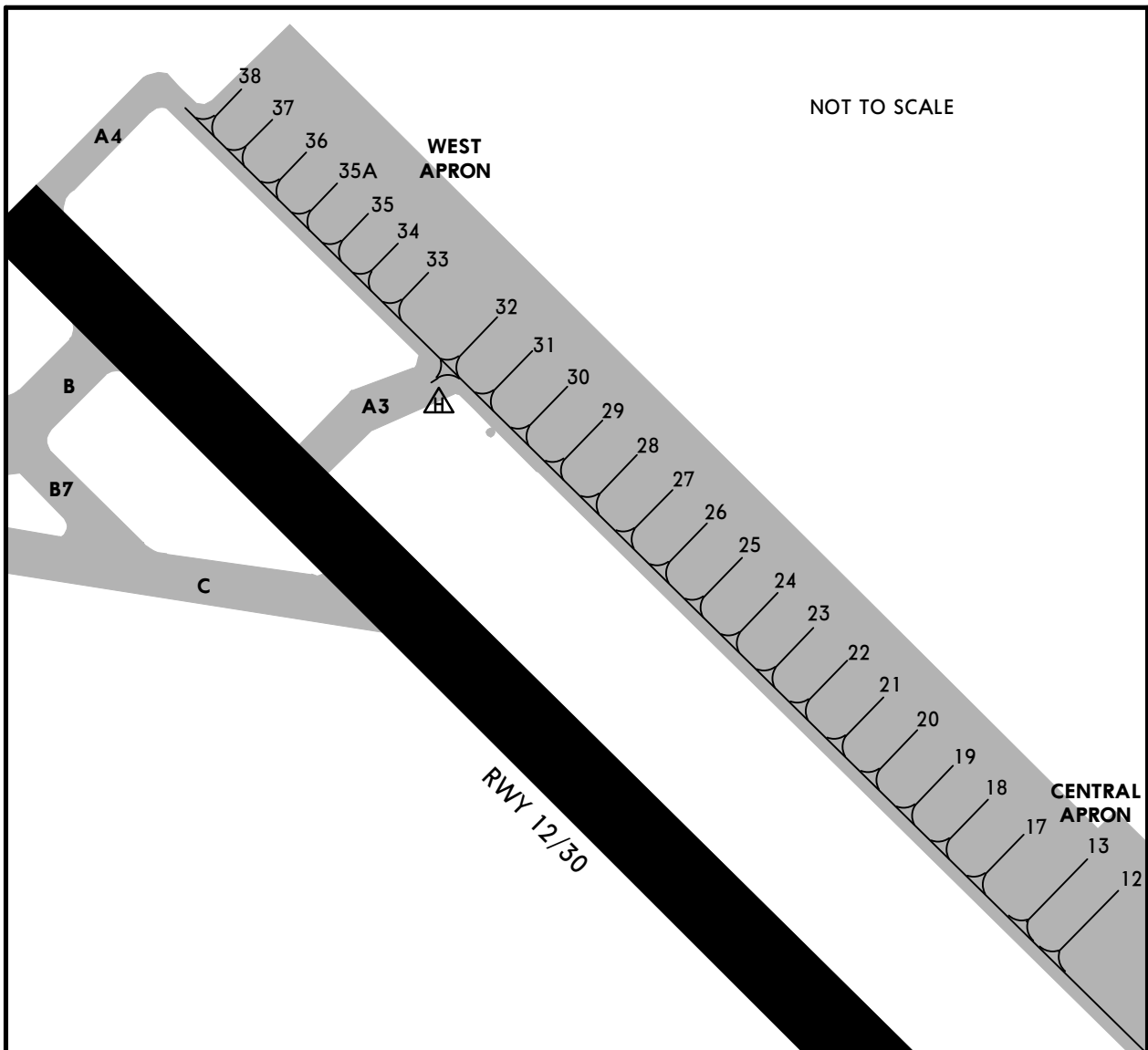
Std TAKE-OFF			
① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
		DAY	NIGHT
R/V300m	R/V400m	R/V500m	NA

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

USTR/TJM

JEPPESEN
20 FEB 26 (10-9A)

TYUMEN, RUSSIA
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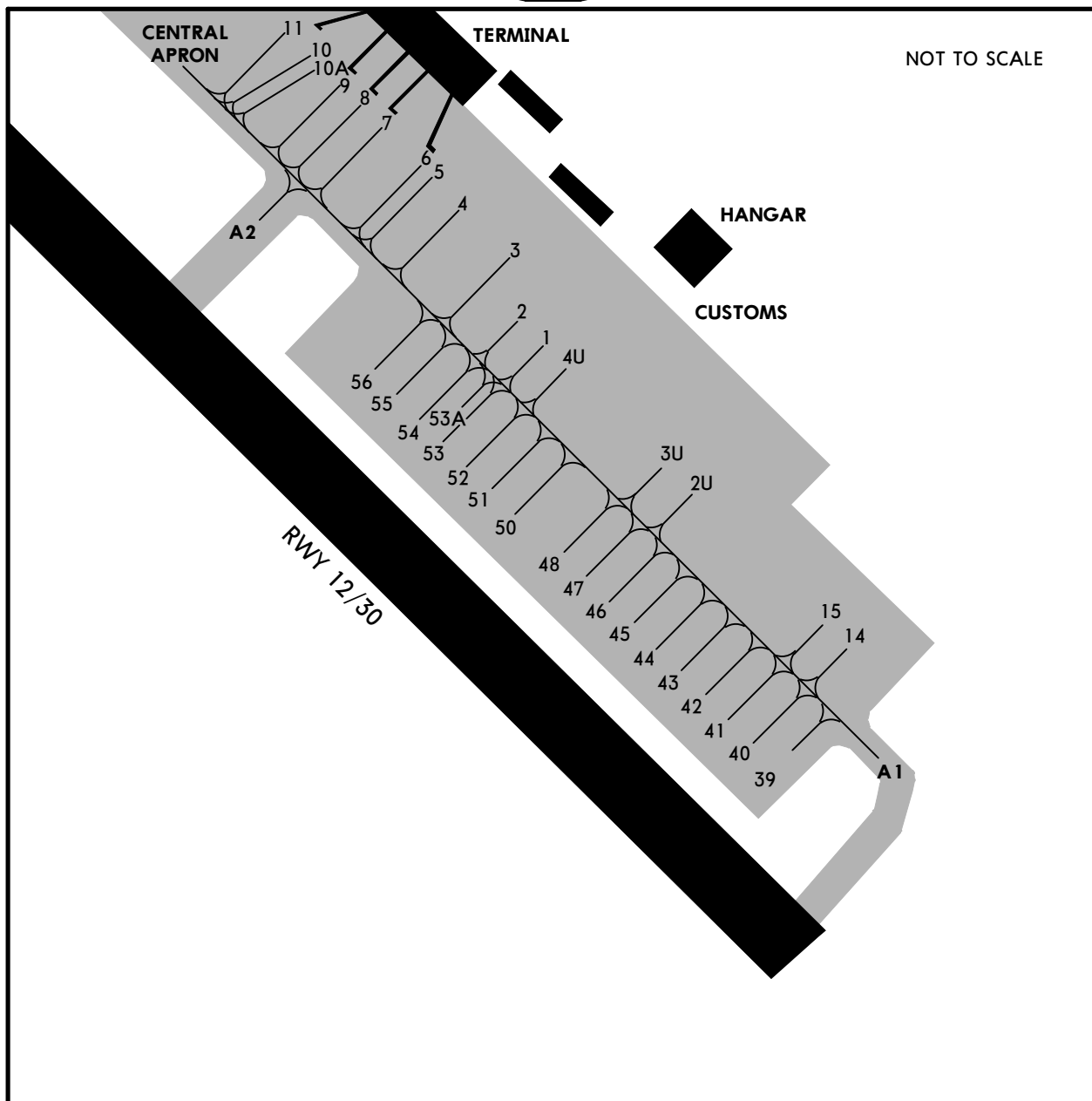
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
12, 13	N57 10.9 E065 20.7	34 thru 35A	N57 11.3 E065 20.0
14 thru 16A	N57 10.6 E065 21.3	36, 37	N57 11.3 E065 19.9
17	N57 11.0 E065 20.7	38	N57 11.4 E065 19.8
18, 19	N57 11.0 E065 20.6		
20 thru 22	N57 11.0 E065 20.5		
23 thru 26	N57 11.1 E065 20.4		
27, 28	N57 11.1 E065 20.3		
29	N57 11.2 E065 20.3		
30 thru 32	N57 11.2 E065 20.2		
33	N57 11.2 E065 20.1		

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JEPPESEN
28 FEB 25 (10-9B)

TYUMEN, RUSSIA
ROSHCHINO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N57 10.7 E065 21.1	42	N57 10.6 E065 21.3
2	N57 10.7 E065 21.0	43 thru 45	N57 10.6 E065 21.2
2U	N57 10.7 E065 21.2	46 thru 48	N57 10.6 E065 21.1
3	N57 10.8 E065 21.0	50	N57 10.7 E065 21.1
3U	N57 10.7 E065 21.2	51 thru 54	N57 10.7 E065 21.0
4	N57 10.8 E065 21.0	55	N57 10.7 E065 20.9
4U	N57 10.7 E065 21.1	56	N57 10.8 E065 20.9
5, 6	N57 10.8 E065 21.0		
7	N57 10.8 E065 20.9		
8, 9	N57 10.9 E065 20.9		
10, 10A, 11	N57 10.9 E065 20.8		
12, 13	N57 10.9 E065 20.7		
14, 15	N57 10.6 E065 21.3		
17	N57 11.0 E065 20.7		
39 thru 41	N57 10.5 E065 21.3		

USTR/TJM

JEPPESEN
22 DEC 23 **10-9S** Eff 28 Dec

EASA AIR OPS
TYUMEN, RUSSIA
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STRAIGHT-IN RWY		A	B	C	D
03	ILS Z, Y, X	571' (200') ① R550m	571' (200') ① R550m	578' (207') ① R550m	589' (218') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	571' (200') ① R550m	571' (200') ① R550m	579' (208') ① R550m	590' (219') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNP LNAV/VNAV ALS out	621' (250') ① R550m R1300m	621' (250') ① R550m R1300m	621' (250') ① R550m R1300m	621' (250') ① R550m R1300m
	② RNP LNAV ALS out	710' (339') R800m R1500m	710' (339') R800m R1500m	710' (339') R800m R1500m	710' (339') R800m R1500m
② NDB ALS out	730' (359') R900m R1500m	730' (359') R900m R1500m	730' (359') R900m R1600m	730' (359') R900m R1600m	
12	GLS	515' (200') R1000m	517' (202') R1000m	525' (210') R1000m	535' (220') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV ALS out	565' (250') R1000m R1300m	565' (250') R1000m R1300m	565' (250') R1000m R1300m	575' (260') R1100m R1300m
	② RNP LNAV ALS out	660' (345') R1400m R1500m	660' (345') R1400m R1500m	660' (345') R1400m R1600m	660' (345') R1400m R1600m
	② NDB ALS out	680' (365') R1500m R1500m	680' (365') R1500m R1500m	680' (365') R1500m R1700m	680' (365') R1500m R1700m

- ① RVR 750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.

USTR/TJM

JEPPESEN
22 DEC 23 **(10-9S1)** Eff 28 Dec

EASA AIR OPS
TYUMEN, RUSSIA
ROSHCHINO

STRAIGHT-IN RWY		A	B	C	D
21	ILS Z, Y, X	541' (200') ① R550m R1200m	548' (207') ① R550m R1200m	556' (215') ① R550m R1200m	566' (225') ① R550m R1200m
	ALS out				
	GLS	541' (200') ① R550m R1200m	548' (207') ① R550m R1200m	556' (215') ① R550m R1200m	566' (225') ① R550m R1200m
	ALS out				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNP LNAV/VNAV ALS out	671' (330') R800m R1500m	691' (350') R900m R1500m	691' (350') R900m R1600m	701' (360') R900m R1600m
	② RNP LNAV ALS out	780' (439') R1300m R1500m	780' (439') R1300m R1500m	780' (439') R1300m R2000m	780' (439') R1300m R2000m
② VOR ALS out	790' (449') R1400m R1500m	790' (449') R1400m R1500m	NOT AUTHORIZED	NOT AUTHORIZED	
② NDB ALS out	790' (449') R1400m R1500m	790' (449') R1400m R1500m	790' (449') R1400m R2100m	790' (449') R1400m R2100m	
30	ILS Z, Y, X	545' (200') R1000m R1200m	545' (200') R1000m R1200m	580' (235') R1000m R1200m	590' (245') R1000m R1300m
	ALS out				
	GLS	545' (200') R1000m R1200m	545' (200') R1000m R1200m	585' (240') R1000m R1200m	595' (250') R1000m R1300m
	ALS out				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNP LNAV/VNAV ALS out	605' (260') R1100m R1300m	615' (270') R1100m R1300m	625' (280') R1100m R1300m	635' (290') R1200m R1400m
	② RNP LNAV ALS out	720' (375') R1500m R1500m	720' (375') R1500m R1500m	720' (375') R1500m R1700m	720' (375') R1500m R1700m
② VOR ALS out	770' (425') R1500m R1500m	770' (425') R1500m R1500m	770' (425') R1800m R2000m	770' (425') R1800m R2000m	
② NDB ALS out	810' (465') R1500m R1500m	810' (465') R1500m R1500m	810' (465') R2000m R2200m	810' (465') R2000m R2200m	

- ① RVR 750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.

USTR/TJM

JEPPESEN
 22 DEC 23 **(10-9S2)** Eff 28 Dec

EASA AIR OPS

TYUMEN, RUSSIA
ROSHCHINO

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	780' (402')	880' (502')	980' (602')	1080' (702')
After VOR 30	① 780' (402')	880' (502')	980' (602')	1080' (702')
After NDB 30	810' (432')	880' (502')	980' (602')	1080' (702')
After ILS Z, Y, X 03 & ILS Z, Y, X, RNP, GLS or NDB 21	840' (462')	880' (502')	980' (602')	1080' (702')
After VOR 21	① 840' (462')	880' (502')	NOT AUTH	NOT AUTH
	V1500m	V1600m	V2400m	V3600m

① or higher minimums of preceding straight-in approach

TAKE-OFF

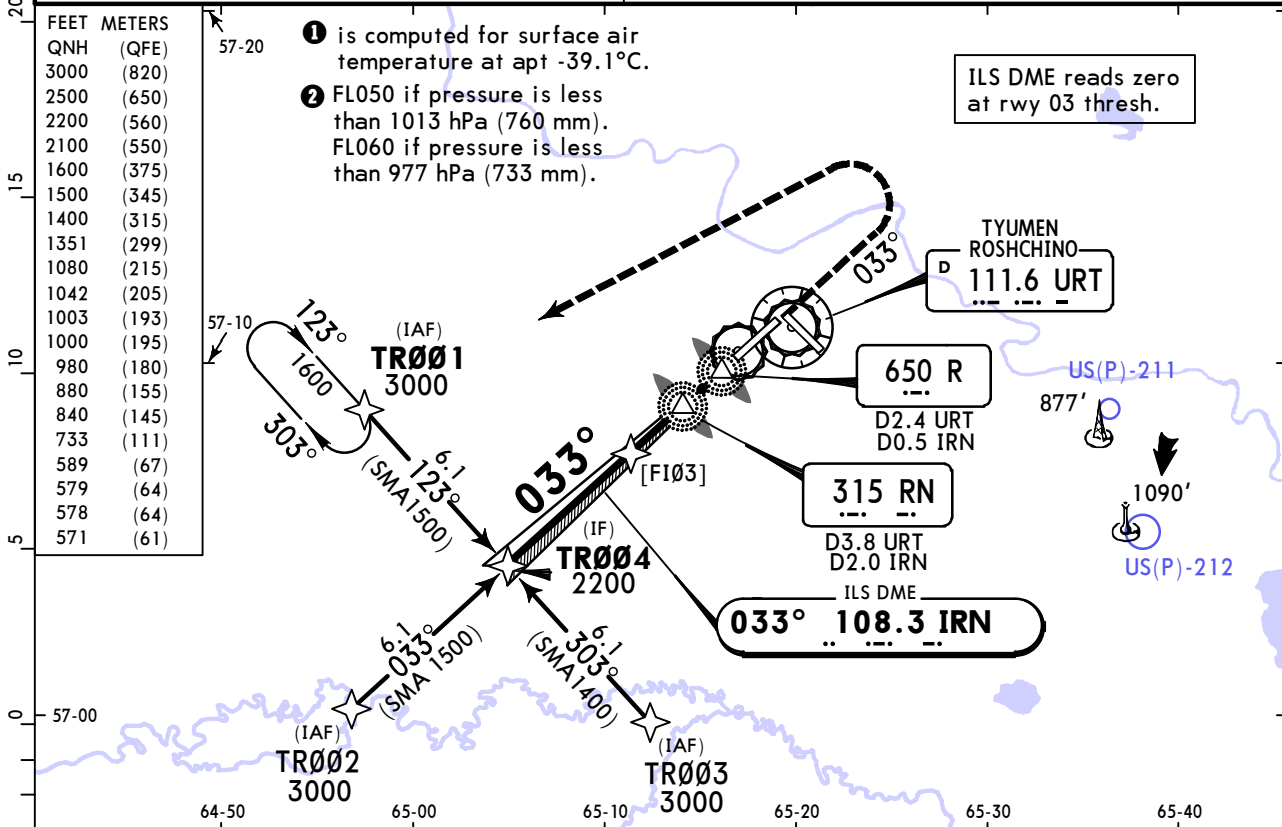
Low Visibility Procedures required		RCLM or RL	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

USTR/TJM
ROSHCHINO

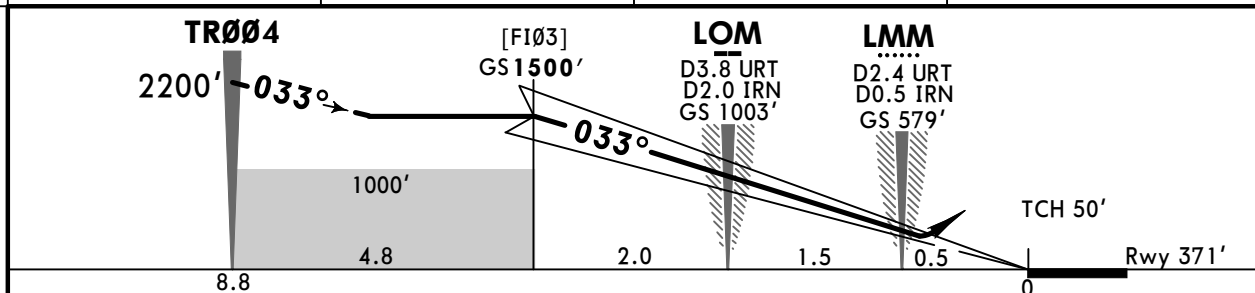
JEPPesen
20 FEB 26 **(11-1)**

TYUMEN, RUSSIA
ILS Z Rwy 03

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1		TYUMEN Start (TWR) 118.2		Ground 119.0	
ILS IRN 108.3		Final Apch Crs 033°		[FIØ3] 1500' (1129')		ILS DA(H) Refer to Minimums Apt Elev 378' Rwy 371'	
MISSED APCH: Climb on 033° to 1500' or above, then turn LEFT to TRØØ1 climbing to 1600' or above.							
Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL040 ② Trans alt: 3000'							
RNAV 1 required for initial and missed approach.				1. DME required. 2. GNSS required.			



IRN DME	3.2	2.2	1.1
ALTITUDE	1351'	1042'	733'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	MIN 1500' on 033°
Gs	2.70°	334	430	478	573	764		

PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND		
	DA(H) C: 578' (207') AB: 571' (200') D: 589' (218')		Max KT		
	ALS out		MDA(H)		
	A	1 R550m	R1200m	100	840' (462') V1500m
	B			135	880' (502') V1600m
C			180	980' (602') V2400m	
D			205	1080' (702') V3600m	

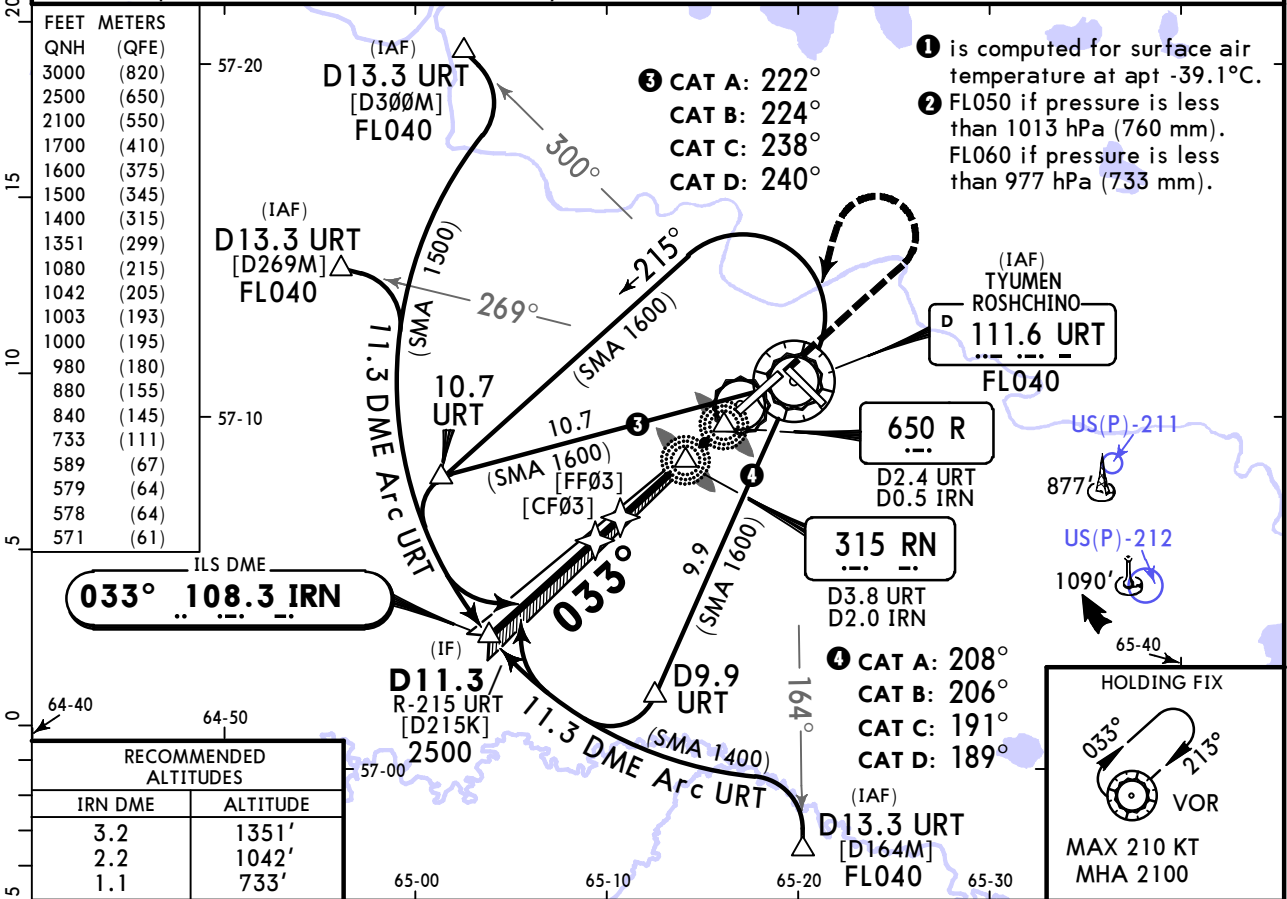
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

USTR/TJM
ROSHCHINO

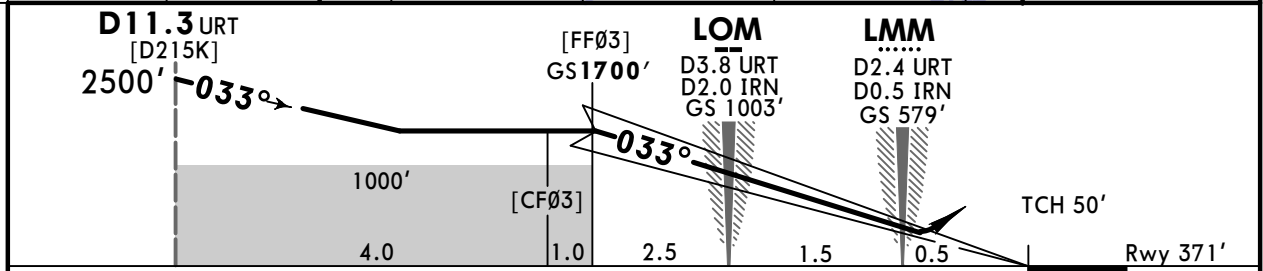
JEPPESSEN
20 FEB 26 **(11-2)**

TYUMEN, RUSSIA
ILS Y Rwy 03

ATIS 123.7 (Russian 121.7)	TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
ILS IRN 108.3	Final Apch Crs 033°	[FF03] 1700' (1329')	ILS DA(H) Refer to Minimums Apt Elev 378' Rwy 371'
MISSED APCH: Climb on 033° to 1600' or above, then turn LEFT (MAX 215 KT), to VOR climbing to FL040 or above.			
Alt Set: hPa (MM on req)			Trans alt: 3000'
Rwy Elev: 14 hPa		Trans level: FL040 ②	
1. DME required. 2. ILS DME reads zero at rwy 03 thresh.			



RECOMMENDED ALTITUDES	
IRN DME	ALTITUDE
3.2	1351'
2.2	1042'
1.1	733'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	MIN 1600' on 033°
GS	2.70°	334	430	478	573	764		

	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H)	ALS out	Max KT	MDA(H)
C: 578' (207')	AB: 571' (200')	D: 589' (218')		
A	R550m	R1200m	100	840' (462') V1500m
B			135	880' (502') V1600m
C			180	980' (602') V2400m
D			205	1080' (702') V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
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USTR/TJM ROSHCHINO

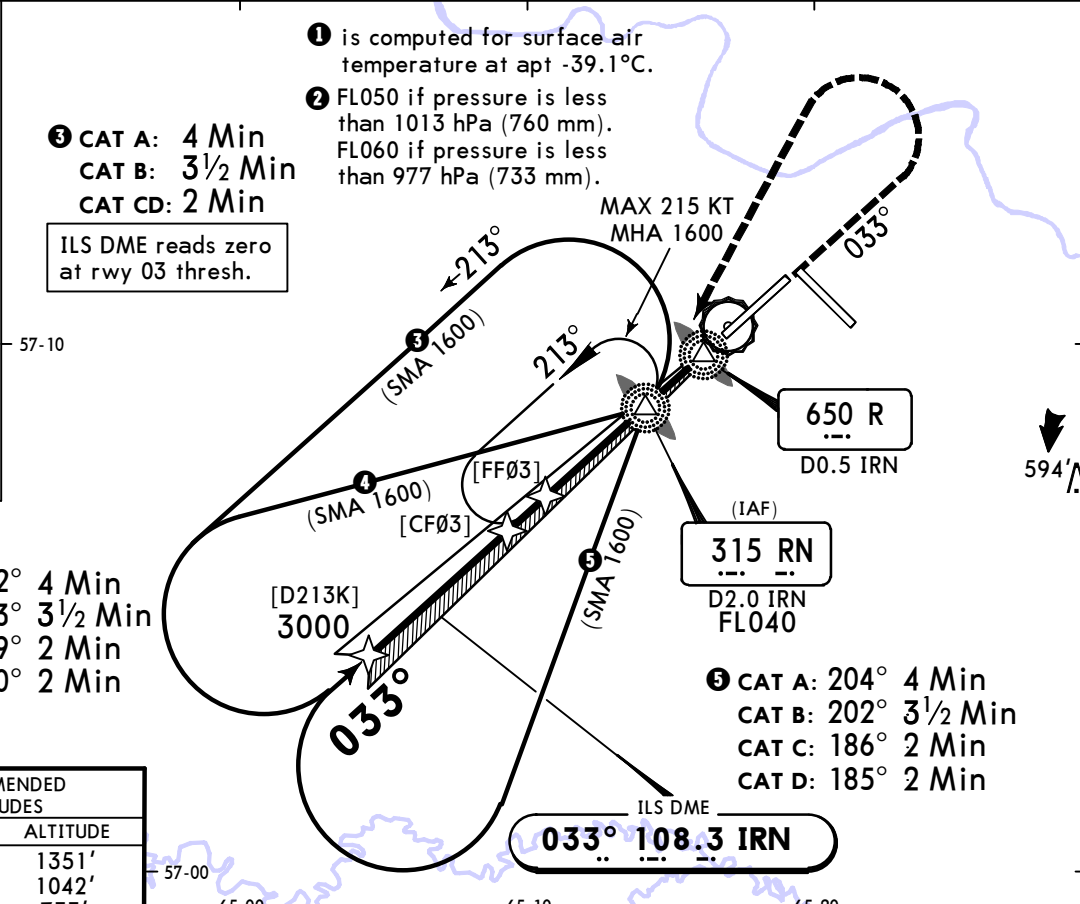
JEPPesen
20 FEB 26 **(11-3)**

TYUMEN, RUSSIA ILS X Rwy 03

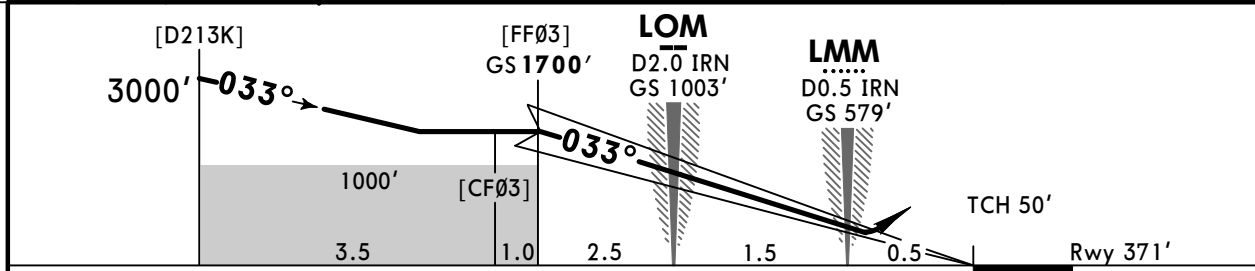
ATIS 123.7 (Russian 121.7)	TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
ILS IRN 108.3	Final Apch Crs 033°	[FF03] 1700' (1329')	ILS DA(H) Refer to Minimums Apt Elev 378' Rwy 371'
MISSED APCH: Climb on 033° to 1500' or above, then turn LEFT (MAX 240 KT), to RN NDB climbing to FL040 or above.			<p>1 MSA ARP</p>

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL040 **2** Trans alt: 3000'

FEET	METERS
3000	(820)
2500	(650)
2100	(550)
1700	(410)
1600	(375)
1500	(345)
1351	(299)
1080	(215)
1042	(205)
1003	(193)
1000	(195)
980	(180)
880	(155)
840	(145)
733	(111)
589	(67)
578	(64)
571	(61)



RECOMMENDED ALTITUDES	
IRN DME	ALTITUDE
3.2	1351'
2.2	1042'
1.1	733'



Gnd speed-KT	70	90	100	120	140	160	
GS	2.70°	334	430	478	573	669	764

PALS CAT I
PAPI
MIN **1500'** on **033°**

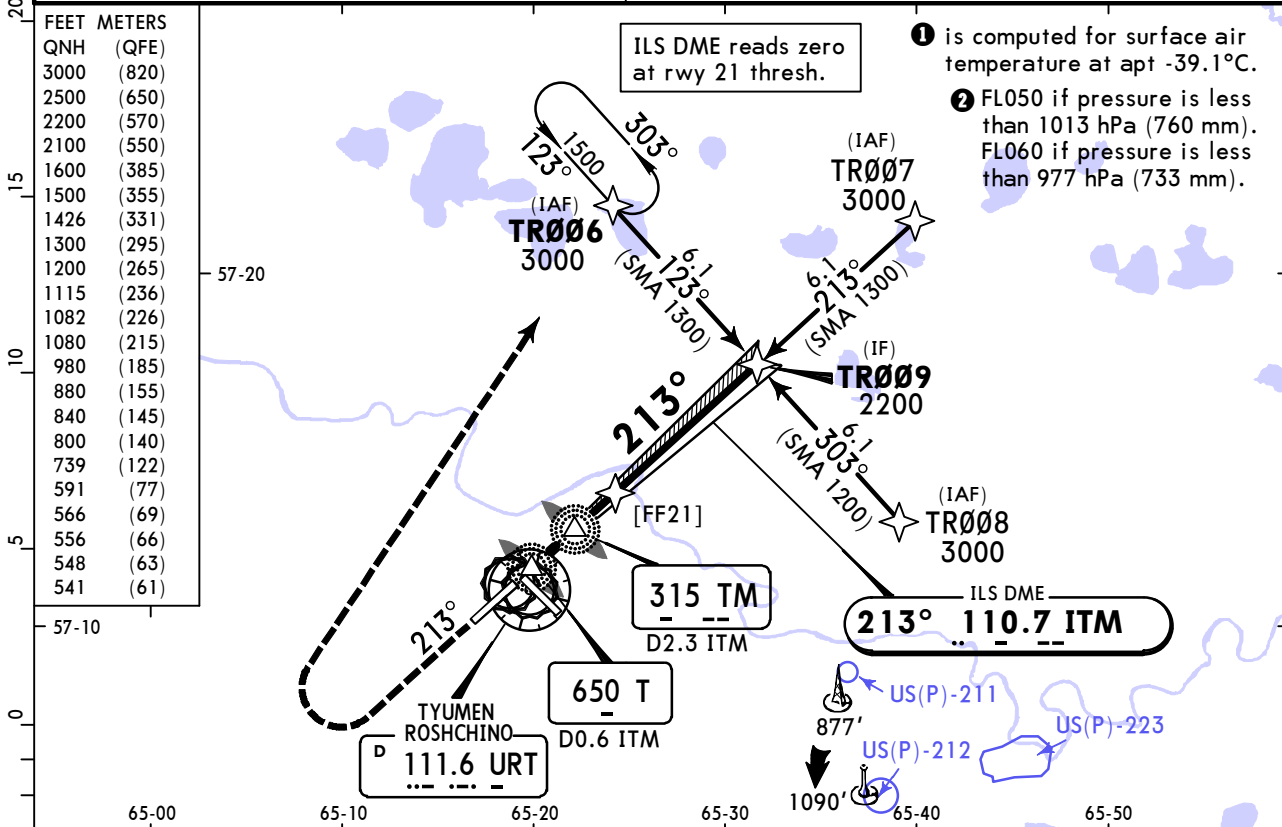
PANS OPS	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H) AB: 571' (200') C: 578' (207') D: 589' (218')	ALS out	Max KT	MDA(H)
A	1 R550m	R1200m	100	840' (462') V1500m
B			135	880' (502') V1600m
C			180	980' (602') V2400m
D			205	1080' (702') V3600m
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.				

USTR/TJM ROSHCHINO

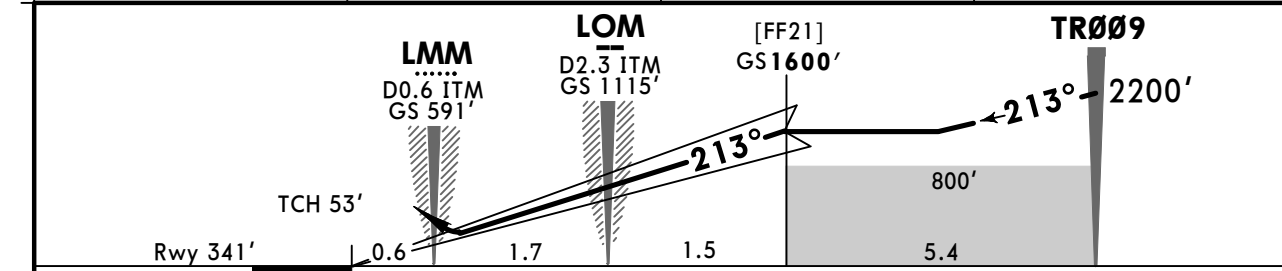
JEPPesen
20 FEB 26 **(11-4)**

TYUMEN, RUSSIA ILS Z Rwy 21

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
ILS ITM 110.7	Final Apch Crs 213°	[FF21] 1600' (1259')	ILS DA(H) Refer to Minimums	Apt Elev 378' Rwy 341'
MISSED APCH: Climb on 213° to 2200' or above, then turn RIGHT to TR006 climbing to 3000' or above.				
Alt Set: hPa (MM on req) Rwy Elev: 12 hPa Trans level: FL040 ②				Trans alt: 3000'
RNAV 1 required for initial and missed approach.			GNSS required.	



DIST to RW21	1.1	2.2	3.2
ALTITUDE	739'	1082'	1426'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	MIN 2200' on 213°
GS	3.00°	372	478	531	637	743		

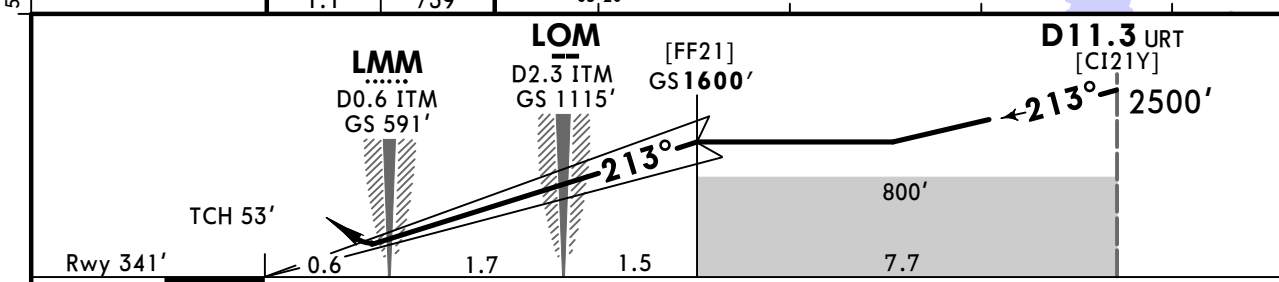
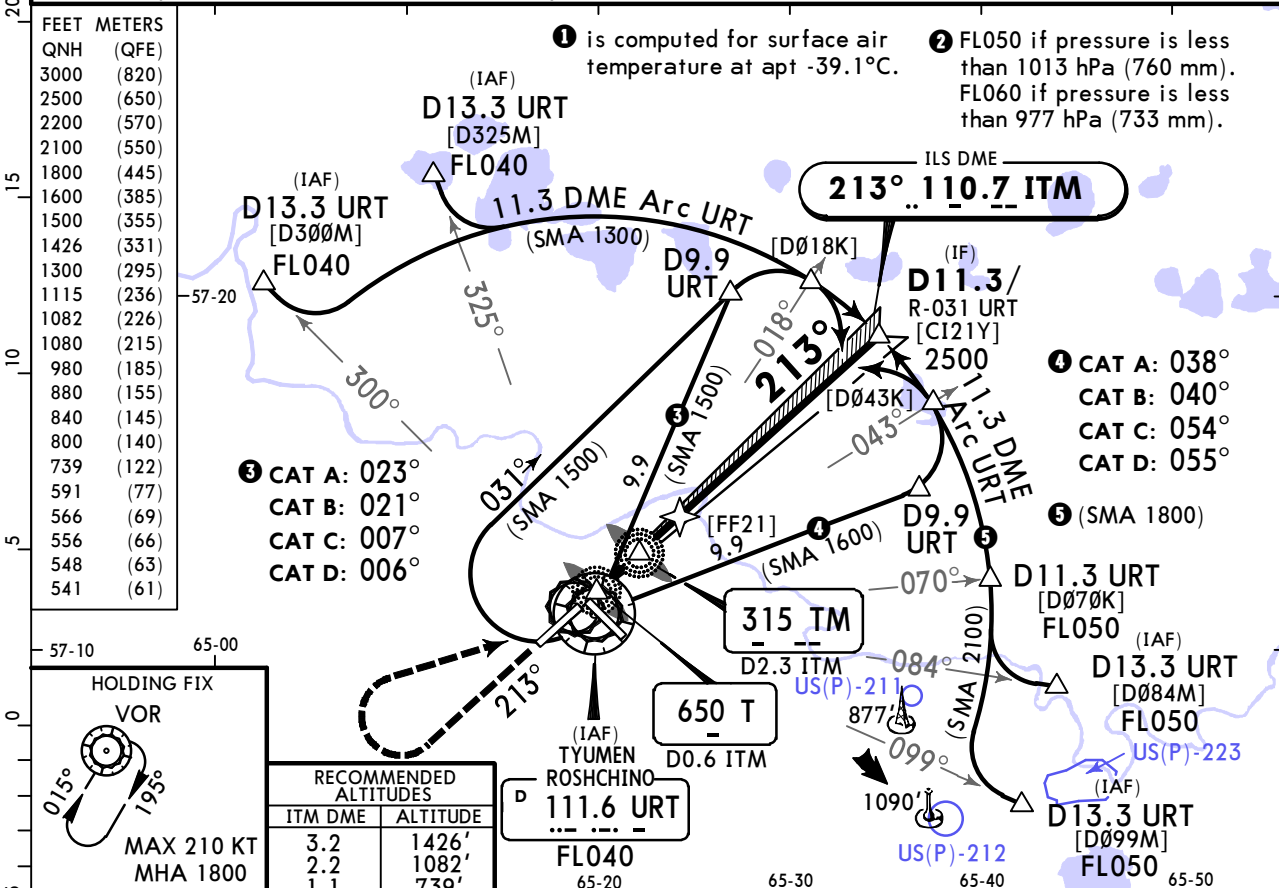
PANS OPS	Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND		
	DA(H) A: 541' (200') B: 548' (207')	C: 556' (215') D: 566' (225')	ALS out	Max KT	MDA(H)
A	1 R550m	R1200m	100	840' (462')	V1500m
B			135	880' (502')	V1600m
C			180	980' (602')	V2400m
D			205	1080' (702')	V3600m
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.					

USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 **(11-5)**

TYUMEN, RUSSIA
ILS Y Rwy 21

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
ILS ITM 110.7	Final Apch Crs 213°	[FF21] 1600' (1259')	ILS DA(H) Refer to Minimums	Apt Elev 378' Rwy 341'
MISSED APCH: Climb on 213° to 2200' or above, then turn RIGHT (MAX 215 KT) to VOR climbing to FL040 or above.				
Alt Set: hPa (MM on req)				Trans alt: 3000'
Rwy Elev: 12 hPa		Trans level: FL040 ②		
1. DME required. 2. ILS DME reads zero at rwy 21 thresh.				



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I MIN 2200' on 213°
GS	3.00°	372	478	531	637	743	

PANS OPS	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H)	ALS out	Max KT	MDA(H)
A	A: 541' (200') B: 548' (207')	R1200m	100	840' (462') V1500m
B	① R550m	R1200m	135	880' (502') V1600m
C			180	980' (602') V2400m
D			205	1080' (702') V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

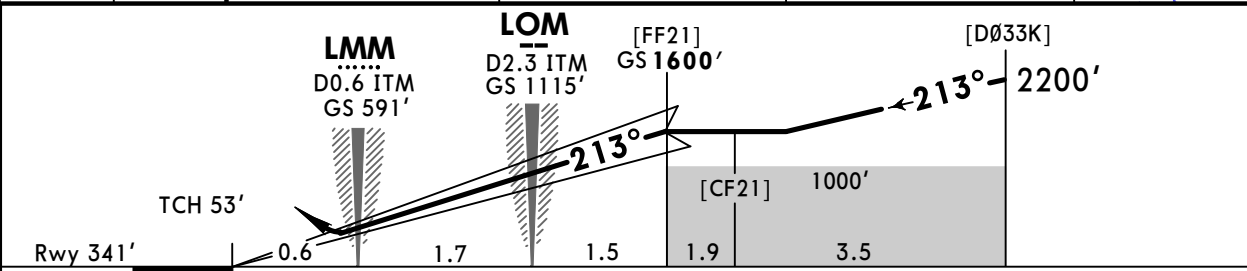
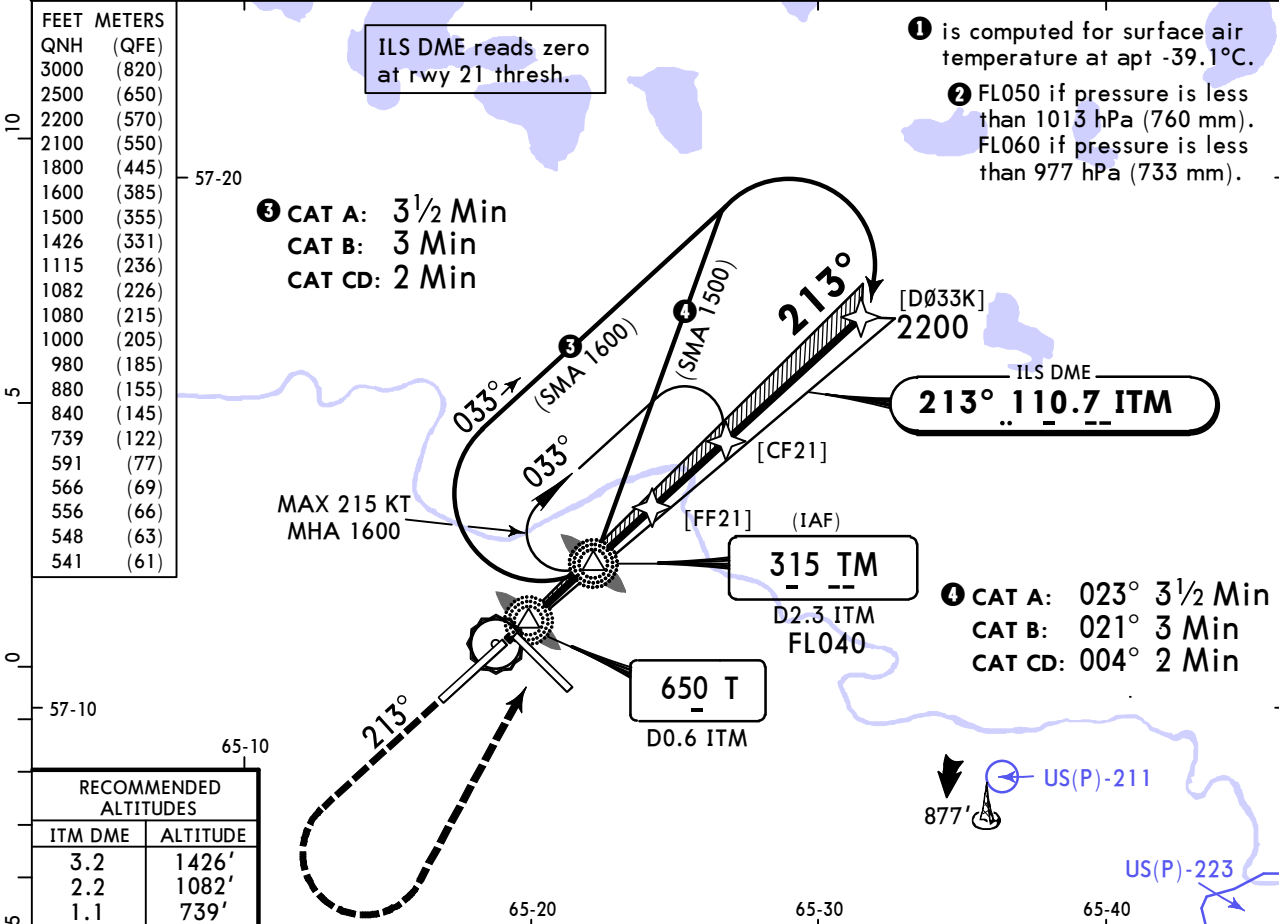
USTR/TJM
ROSHCHINO

JEPPesen
20 FEB 26 **(11-6)**

TYUMEN, RUSSIA
ILS X Rwy 21

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
ILS ITM 110.7	Final Apch Crs 213°	[FF21] 1600' (1259')	ILS DA(H) Refer to Minimums	Apt Elev 378' Rwy 341'
MISSED APCH: Climb on 213° to 2200' or above, then turn LEFT (MAX 215 KT) to TM NDB climbing to FL040 or above.				
				① MSA ARP

Alt Set: hPa (MM on req) Rwy Elev: 12 hPa Trans level: FL040 **②** Trans alt: 3000'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	MIN 2200' on 213°
GS	3.00°	372	478	531	637	743		

PANS OPS	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H)	ALS out	Max KT	MDA(H)
A	A: 541' (200') B: 548' (207')		100	840' (462') V1500m
B			135	880' (502') V1600m
C			180	980' (602') V2400m
D			205	1080' (702') V3600m

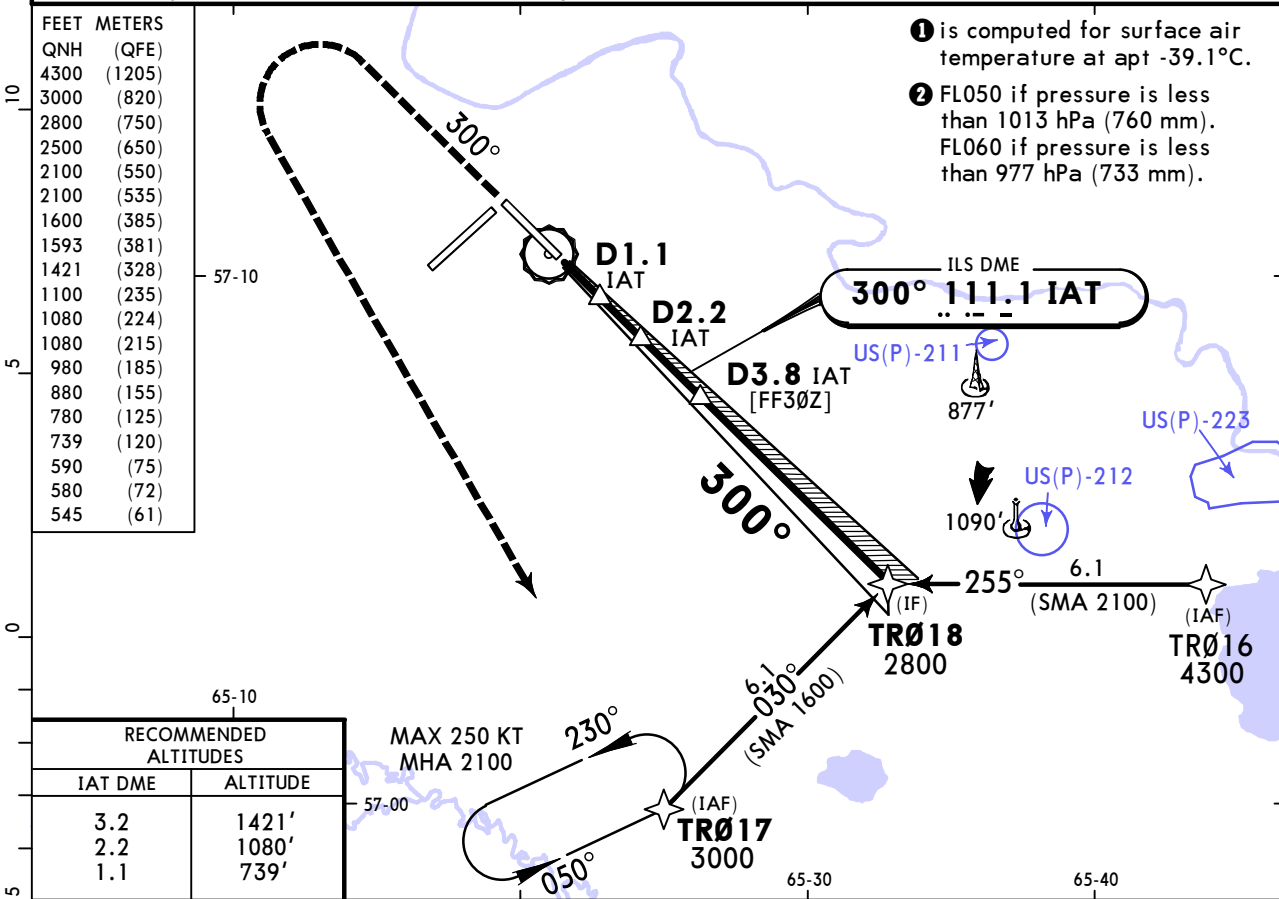
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

USTR/TJM
ROSHCHINO



TYUMEN, RUSSIA
ILS Z Rwy 30

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
LOC IAT 111.1	Final Apch Crs 300°	D3.8 IAT 1600' (1255')	ILS DA(H) Refer to Minimums	Apt Elev 378' Rwy 345'
MISSED APCH: Climb on 300° to 1600' or above, then turn LEFT to TR017 climbing to 3000' or above, then to holding area or according to chart.				
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL040 ② Trans alt: 3000'				① MSA ARP
RNAV 1 required for initial, intermediate and missed approach.				
1. GNSS required. 2. ILS DME reads zero at rwy 30 threshold.				



D1.1 IAT GS 739'		D2.2 IAT GS 1080'		D3.8 IAT [FF30Z]		TR018 2800'		
TCH 53'		1600'		300°		1100'		
Rwy 345'		1.1		1.6		5.0		
0		1.1		1.6		8.8		
Gnd speed-KT	70	90	100	120	140	160		
GS	3.00°	372	478	531	637	849		
							SALS	MIN 1600' on 300°
							PAPI	

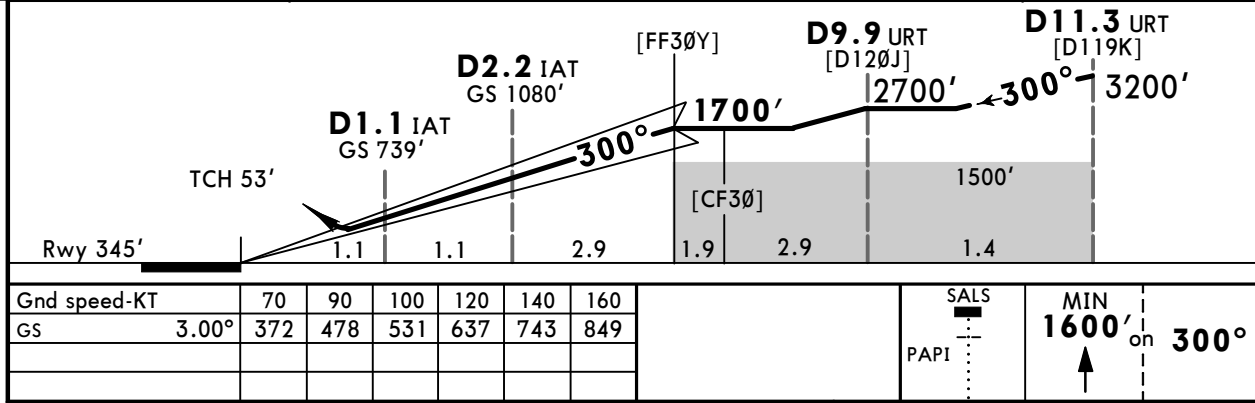
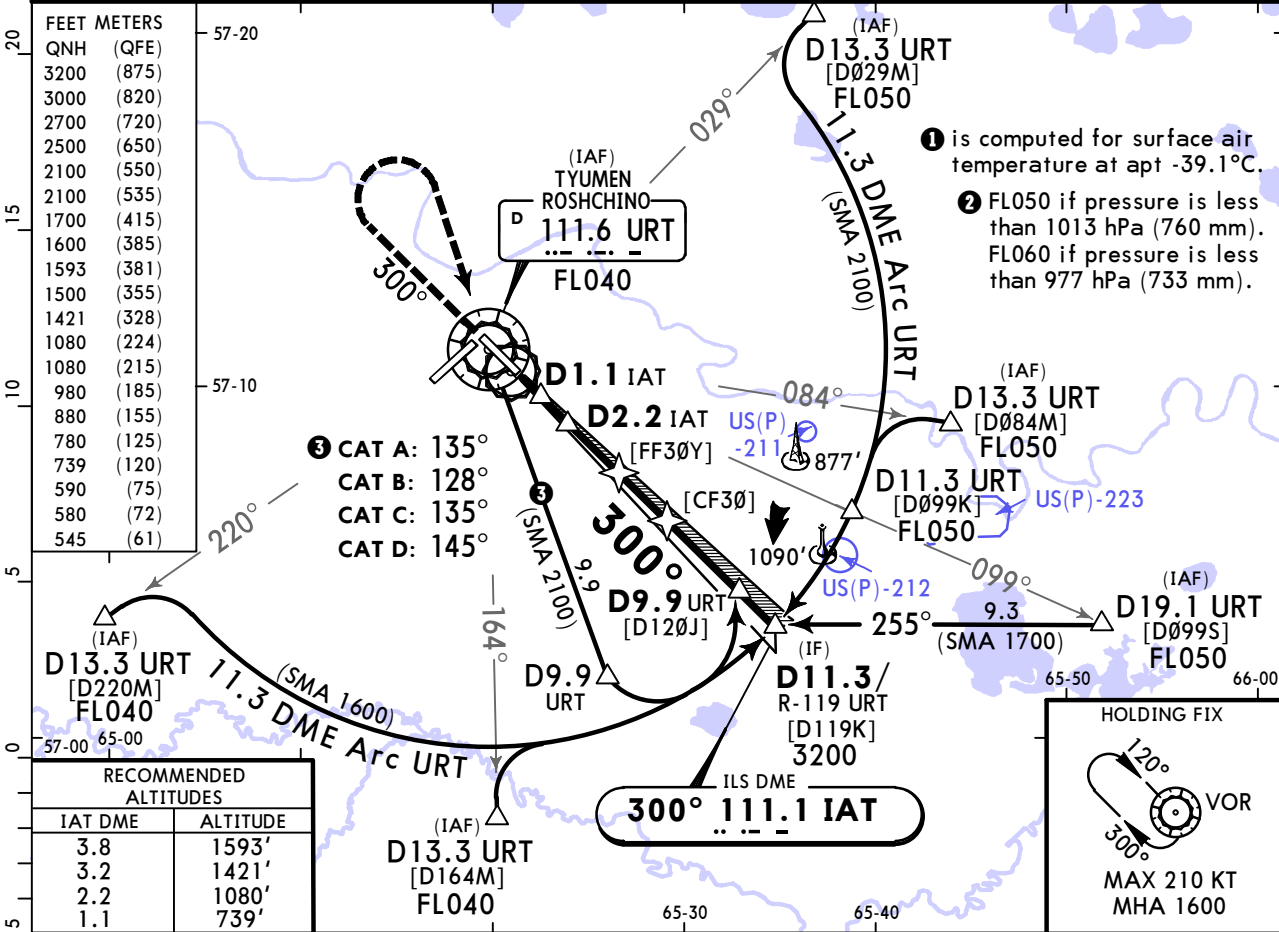
PANS OPS	Std STRAIGHT-IN LANDING ILS			CIRCLE-TO-LAND		
	C: 580' (235')			Max KT		
	DA(H) AB: 545' (200') D: 590' (245')			MDA(H)		
	ALS out					
A	R1000m	R1200m		100	780' (402')	V1500m
B		R1200m		135	880' (502')	V1600m
C		R1200m		180	980' (602')	V2400m
D		R1300m		205	1080' (702')	V3600m

USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 **(11-8)**

TYUMEN, RUSSIA
ILS Y Rwy 30

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
LOC IAT 111.1	Final Apch Crs 300°	[FF30Y] 1700' (1355')	ILS DA(H) Refer to Minimums	Apt Elev 378' Rwy 345'
MISSED APCH: Climb on 300° to 1600' or above, then turn RIGHT (MAX 215 KT) to VOR climbing to FL040 or above, then according to chart or to holding area.				<p>1 MSA ARP</p>
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL040 2 Trans alt: 3000'				
1. DME required. 2. ILS DME reads zero at rwy 30 threshold.				



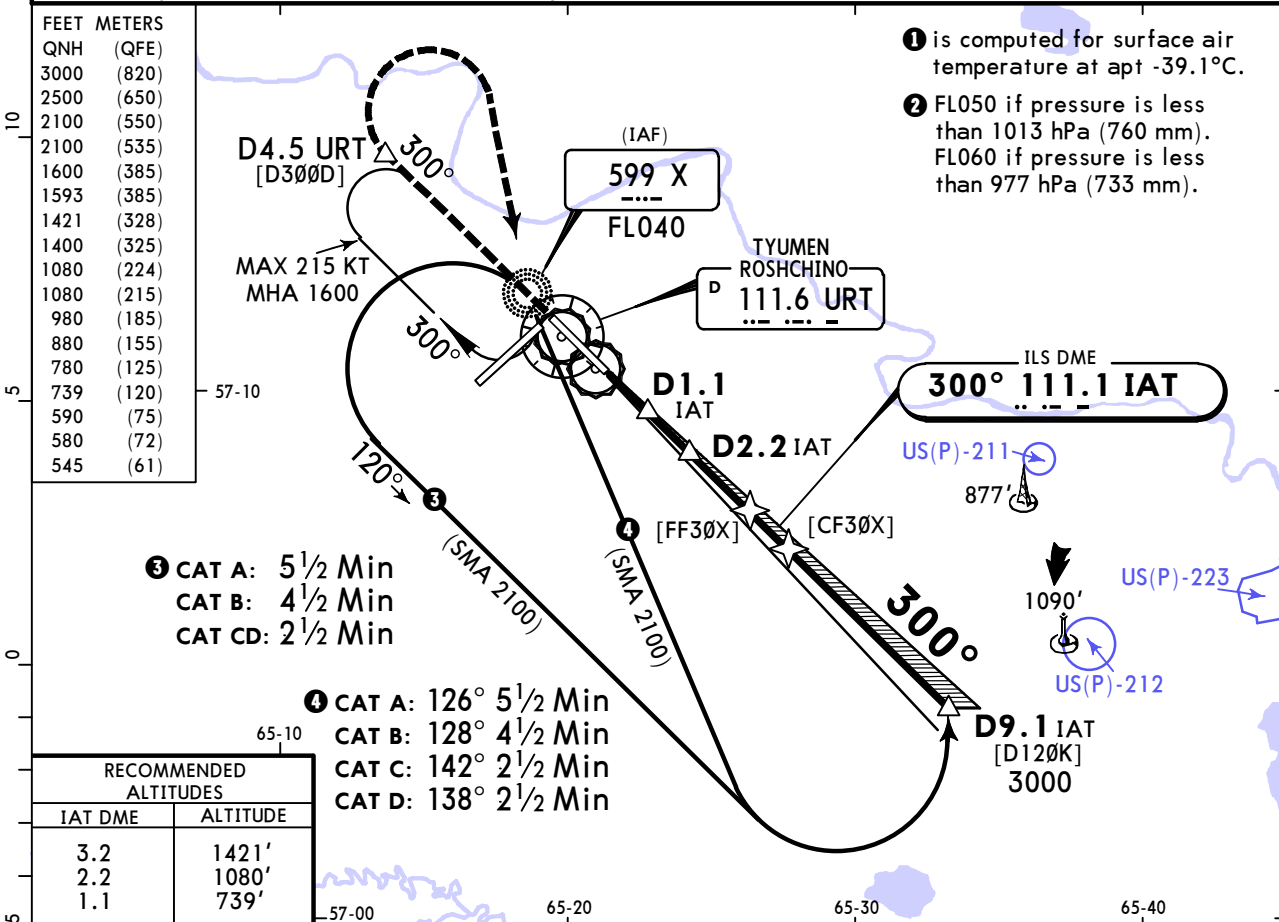
Std STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
C: 580' (235')		Max KT	
DA(H) AB: 545' (200') D: 590' (245')		MDA(H)	
A	ALS out	100	780' (402') V1500m
B	R1000m	135	880' (502') V1600m
C	R1200m	180	980' (602') V2400m
D	R1300m	205	1080' (702') V3600m

USTR/TJM
ROSHCHINO

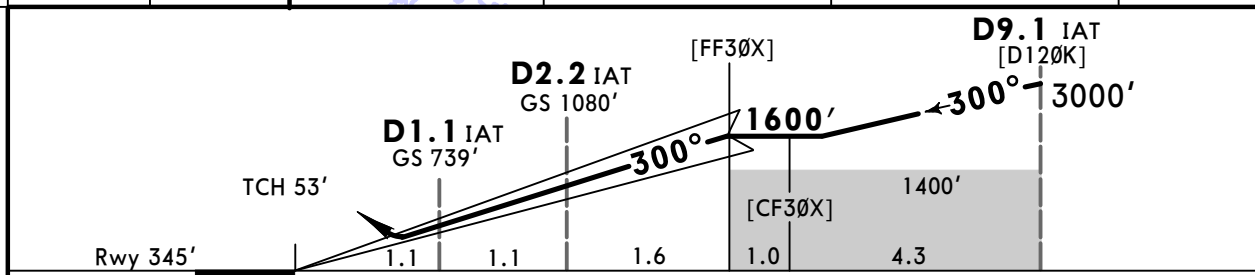
JEPPesen
20 FEB 26 **(11-9)**

TYUMEN, RUSSIA
ILS X Rwy 30

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
LOC IAT 111.1	Final Apch Crs 300°	[FF30X] 1600' (1255')	ILS DA(H) Refer to Minimums	Apt Elev 378' Rwy 345'
MISSED APCH: Climb on 300° to D4.5 URT, then turn RIGHT to NDB (MAX 190 KT) climbing to FL040 or above, then according to chart or to holding area.				
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL040 ② Trans alt: 3000'				
1. DME required. 2. ILS DME reads zero at rwy 30 threshold.				



RECOMMENDED ALTITUDES	
IAT DME	ALTITUDE
3.2	1421'
2.2	1080'
1.1	739'



Gnd speed-KT	70	90	100	120	140	160	
GS	3.00°	372	478	531	637	849	

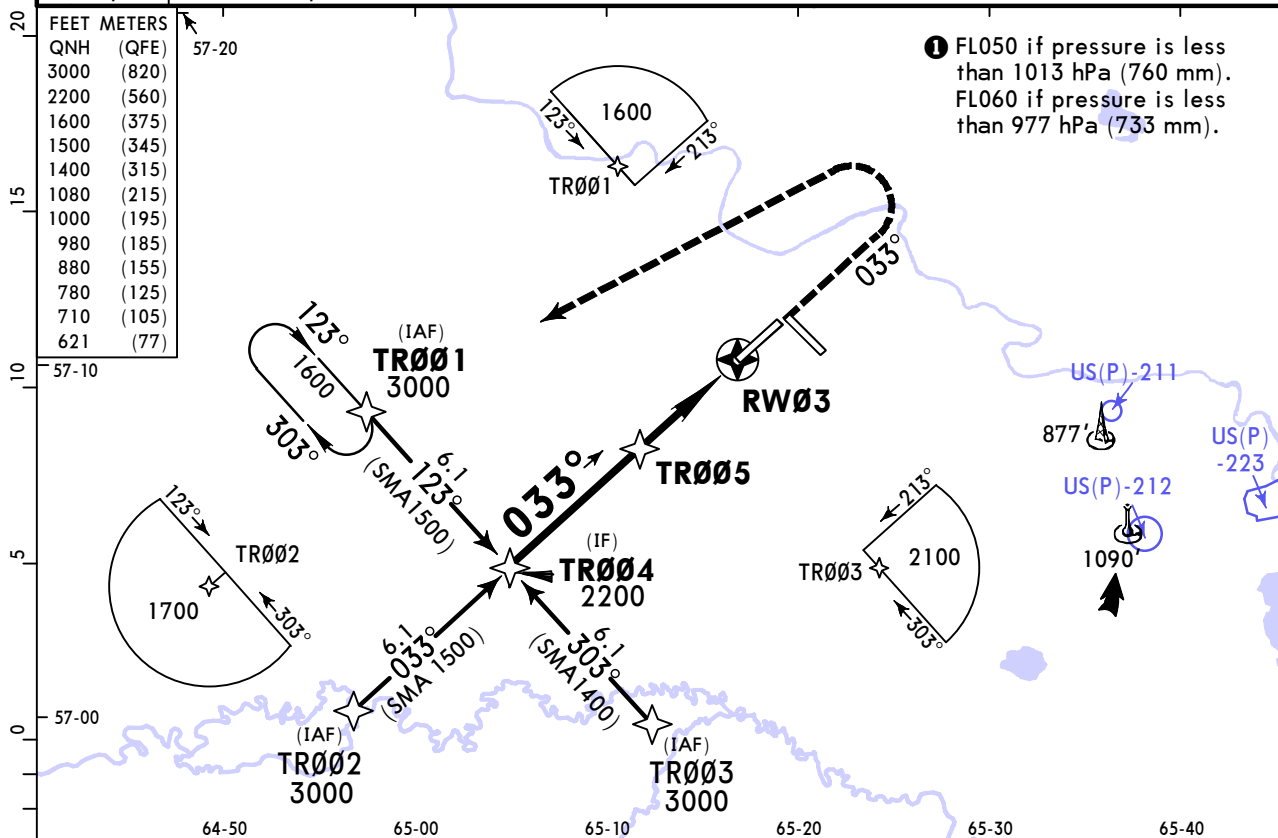
PANS OPS	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	ALS out	Max KT	MDA(H)	
A	R1000m	100	780' (402')	V1500m
B		135	880' (502')	V1600m
C		180	980' (602')	V2400m
D		205	1080' (702')	V3600m

USTR/TJM
ROSHCHINO

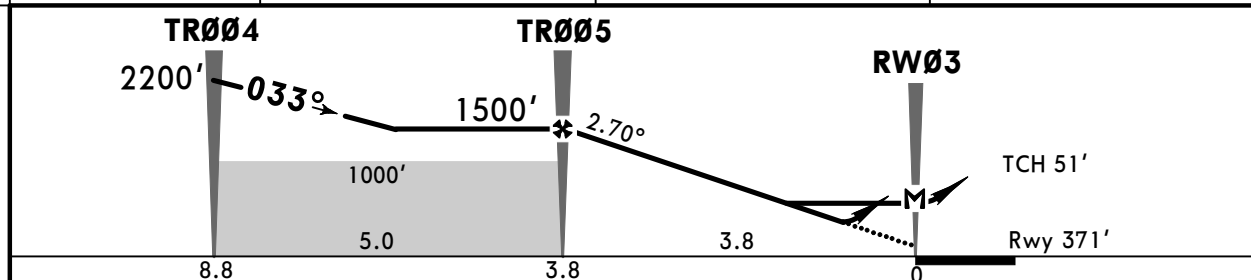
JEPPESSEN
20 FEB 26 (12-1)

TYUMEN, RUSSIA
RNP Rwy 03

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
RNAV	Final Apch Crs 033°	TR005 1500' (1129')	LNAV/VNAV DA(H) 621' (250')	Apt Elev 378' Rwy 371'
MISSED APCH: Climb on 033° to 1500' or above, then turn LEFT to TR001 climbing to 3000' or above, then to holding area or according to chart. Do not turn before MAP.				TAA 25 NM IAF
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa	Trans level: FL040 ①	Trans alt: 3000'
RNP apch.	1. GNSS required. 2. Baro-VNAV not authorized below -6°C.			



DIST to RW03	3.2	2.2	1.1
ALTITUDE	1350'	1040'	730'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I PAPI	MIN 1500' on 033°	
Glide Path Angle	2.70°	334	430	478	573	669			764
MAP at RW03									

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Max KT	MDA(H)
	DA(H) 621' (250')		① DA/MDA(H) 710' (339')			
	ALS out		ALS out			
A					100	780' (402') V1500m
B	R750m	R1300m	R800m	R1500m	135	880' (502') V1600m
C					180	980' (602') V2400m
D					205	1080' (702') V3600m

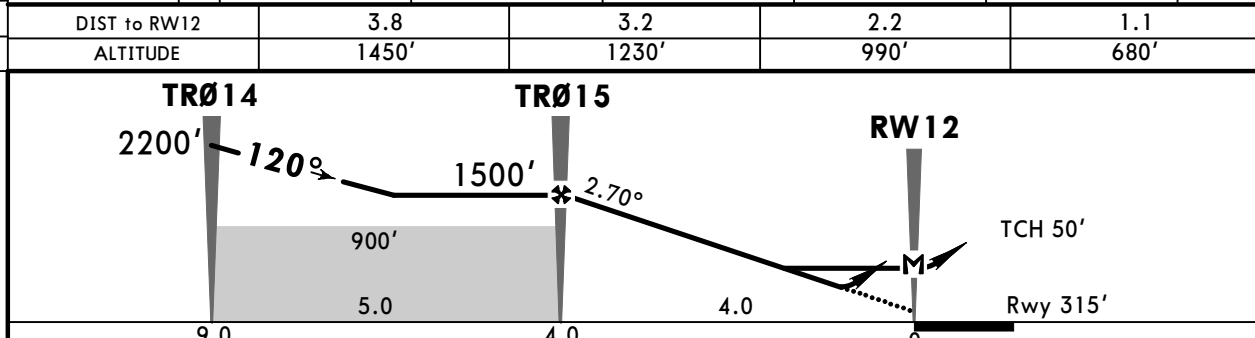
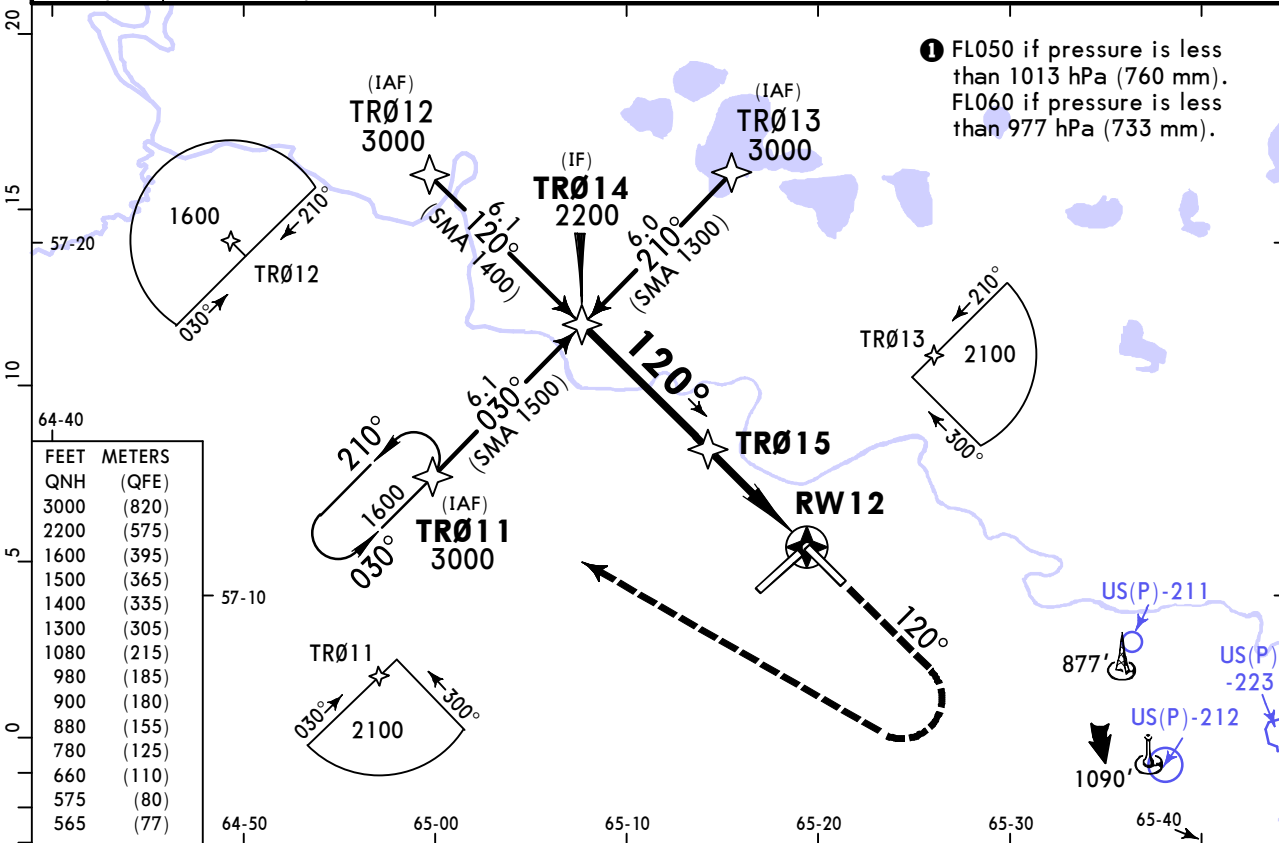
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USTR/TJM
ROSHCHINO

JEPPESSEN
20 FEB 26 **12-2**

TYUMEN, RUSSIA
RNP Rwy 12

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1		TYUMEN Start (TWR) 118.2		Ground 119.0	
RNAV	Final Apch Crs 120°	TRØ15 1500' (1185')		LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 378' Rwy 315'	TAA 25 NM IAF	
MISSED APCH: Climb on 120° to 1500' or above, then turn RIGHT to TRØ11 climbing to 3000' or above, then to holding area or according to chart. Do not turn before MAP.							
Alt Set: hPa (MM on req)		Rwy Elev: 11 hPa		Trans level: FL040 ①		Trans alt: 3000'	
RNP apch.		1. GNSS required. 2. Baro-VNAV not authorized below -5°C.					



Gnd speed-KT	70	90	100	120	140	160	SALS PAPI	MIN 1500' on 120°
Glide Path Angle	2.70°	334	430	478	573	764		
MAP at RW12								

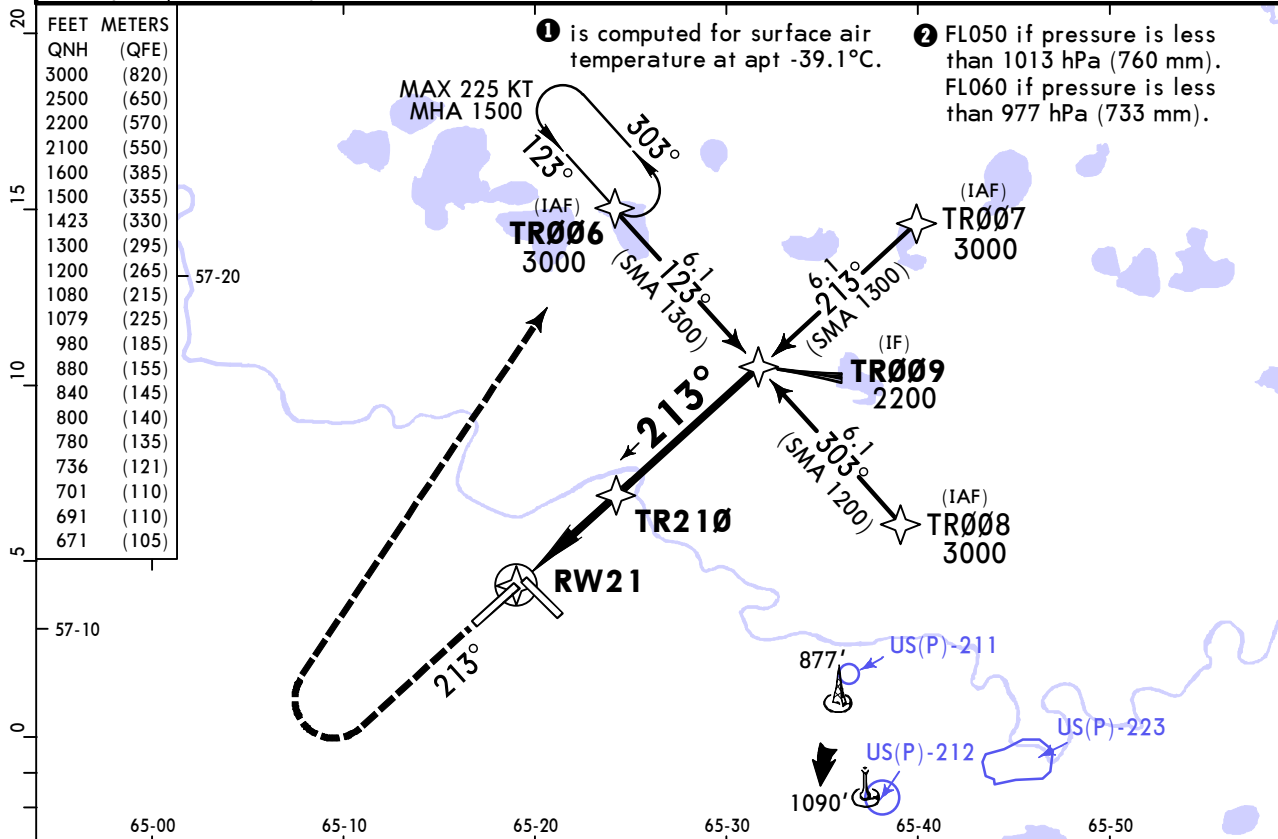
PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	LNAV/VNAV DA(H) ABC: 565' (250') D: 575' (260')		LNAV CDFA ① DA/MDA(H) 660' (345')		Max KT		MDA(H)	
	ALS out		ALS out		100	780' (402') V1500m		
	A	R1000m	R1300m	R1400m	R1500m	135	880' (502') V1600m	
B					180	980' (602') V2400m		
C					205	1080' (702') V3600m		
D	R1100m							

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ROSHCHINO

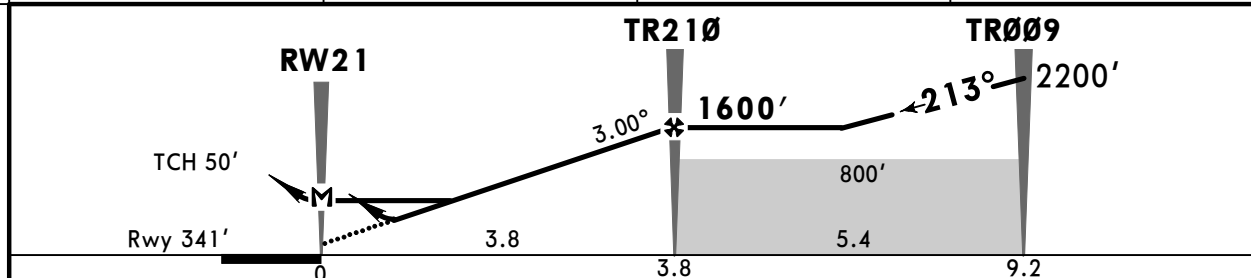
JEPPESSEN
20 FEB 26 **(12-3)**

TYUMEN, RUSSIA
RNP Rwy 21

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1		TYUMEN Start (TWR) 118.2		Ground 119.0	
RNAV	Final Apch Crs 213°	TR210 1600' (1259')		LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 378' Rwy 341'	
MISSED APCH: Climb on 213° to 2200' or above, then turn RIGHT to TR006 climbing to 3000' or above. Turn before passing MAP is prohibited.						<p>① MSA ARP</p>	
Alt Set: hPa (MM on req)		Rwy Elev: 12 hPa		Trans level: FL040 ②		Trans alt: 3000'	
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -31°C.							



DIST to RW21	1.1	2.2	3.2
ALTITUDE	736'	1079'	1423'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT I	MIN	2200'	on	213°
Glide Path Angle	3.00°	372	478	531	637	849					
MAP at RW21											

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	LNAV/VNAV				LNAV CDFA			
	DA(H) BC: 691' (350') A: 671' (330') D: 701' (360')				① DA/MDA(H) 780' (439')			
	ALS out		ALS out		Max KT		MDA(H)	
A	R800m	R1500m	R1300m	R1500m	100	840' (462')	V1500m	
B	R900m	R1500m	R1300m	R1500m	135	880' (502')	V1600m	
C	R900m	R1600m	R1300m	R2000m	180	980' (602')	V2400m	
D	R900m	R1600m	R1300m	R2000m	205	1080' (702')	V3600m	

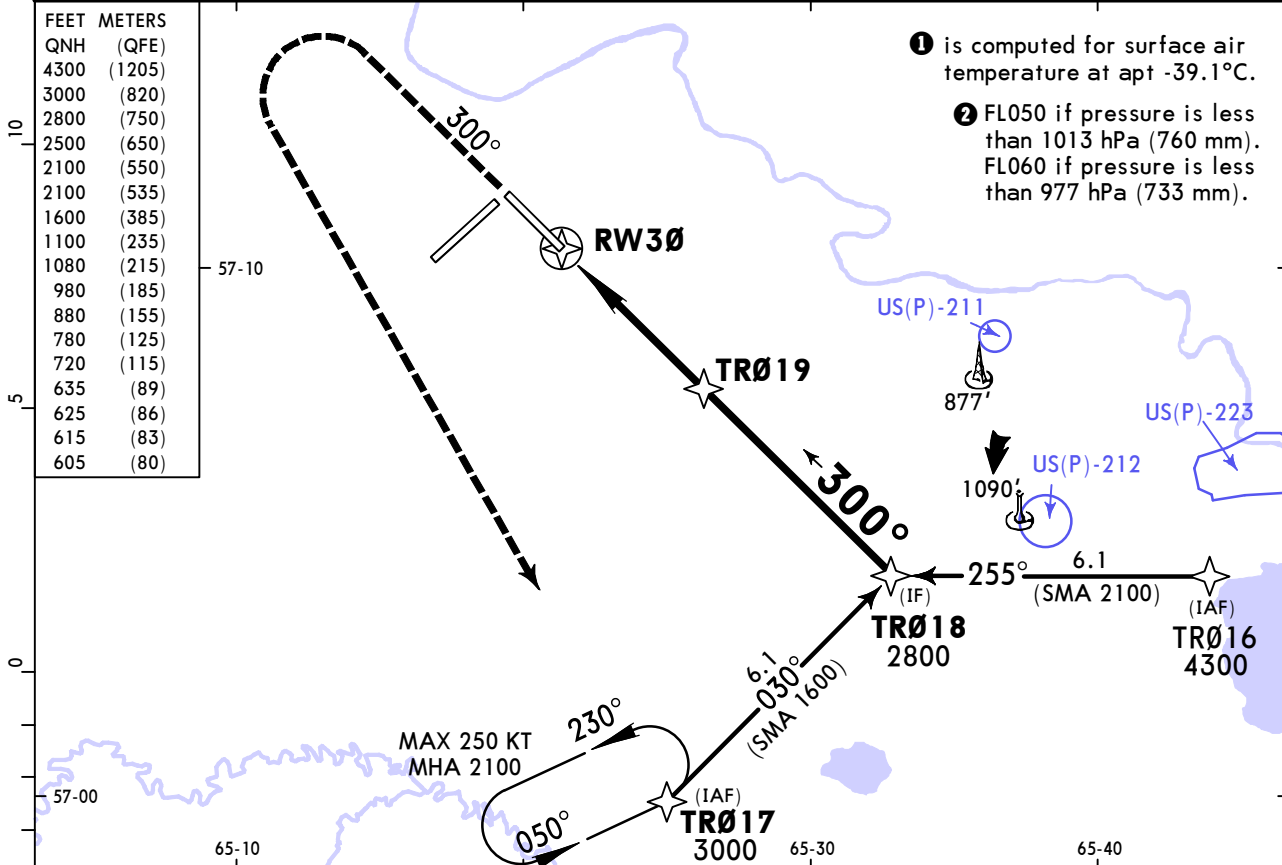
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

USTR/TJM
ROSHCHINO

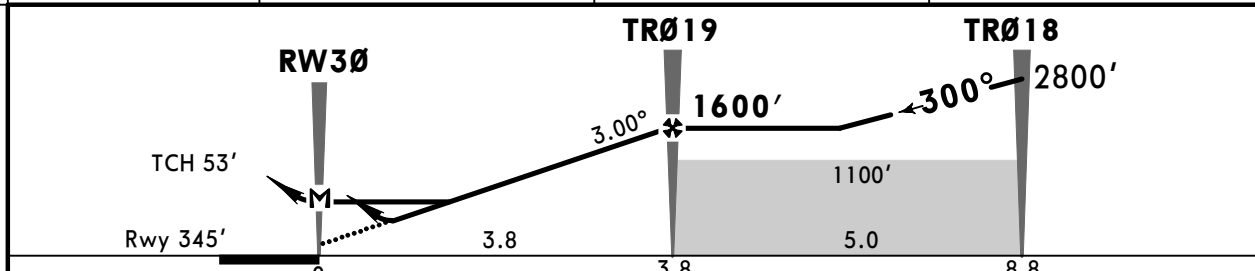


TYUMEN, RUSSIA
RNP Rwy 30

ATIS 123.7 (Russian 121.7)		TYUMEN Radar (TWR) 126.1	TYUMEN Start (TWR) 118.2	Ground 119.0
RNAV	Final Apch Crs 300°	TRØ19 1600' (1255')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 378' Rwy 345'
MISSED APCH: Climb on 300° to 1600' or above, then turn LEFT to TRØ17 climbing to 3000' or above, then to holding area or according to chart. Turn before passing MAP is prohibited.				<p>① MSA ARP</p>
Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: FL040 ② Trans alt: 3000'				
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -5°C.				



DIST to RW30	1.1	2.2	3.2
ALTITUDE	740'	1080'	1420'



Gnd speed-KT	70	90	100	120	140	160	SALS PAPI	MIN 1600' on 300°
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW30								

Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
LNAV/VNAV DA(H)		LNAV CDFA			
A: 605' (260') C: 625' (280')		① DA/MDA(H) 720' (375')			
B: 615' (270') D: 635' (290')					
	ALS out		ALS out	Max KT	MDA(H)
A			R1500m	100	780' (402') V1500m
B	R1100m	R1300m	R1500m	135	880' (502') V1600m
C				R1700m	180
D	R1200m	R1400m		205	1080' (702') V3600m

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JEPPESEN
12-40

TYUMEN, RUSSIA
GLS Rwy 03

ATIS | TYUMEN Start (TWR)

GBAS Ch 21898 G03A | Final Apch Crs 033° | 126.1 TR005 1500' (1129')

118.2 | DA(H) Refer to Minimums | Apt Elev 378' Rwy 371'

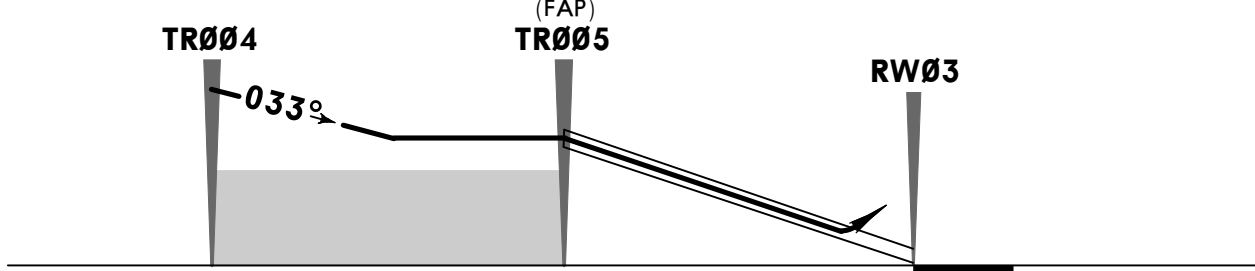
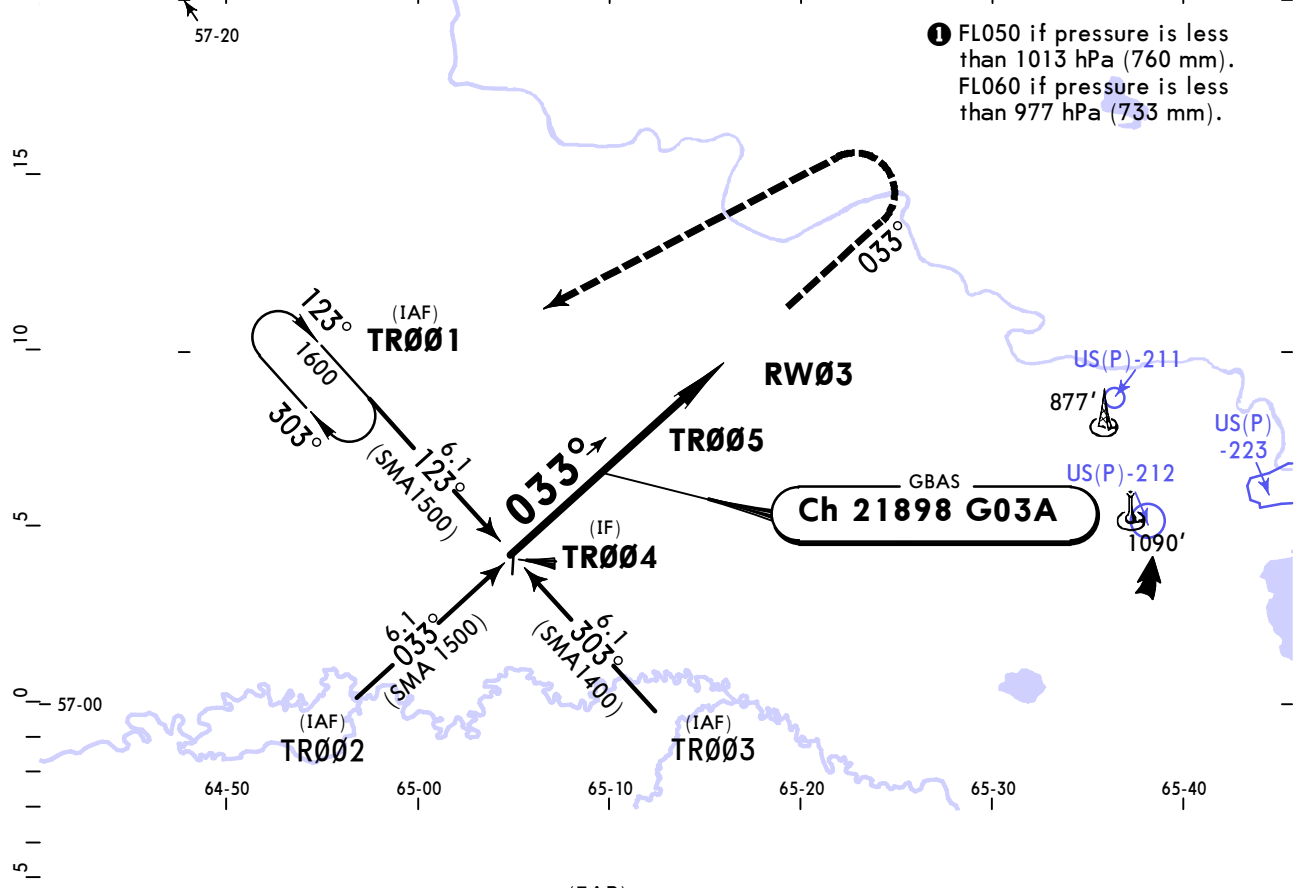
119.0

MISSED APCH: Climb on 033° to 1500' or above, then turn LEFT to TR001 climbing to 3000' or above, then to holding area or according to chart.

Alt Set: hPa (MM on req) | Rwy Elev: 14 hPa | Trans level: FL040 ① | Trans alt: 3000'

RNAV 1 required for initial, intermediate and missed approach. | GNSS required.

① FL050 if pressure is less than 1013 hPa (760 mm).
FL060 if pressure is less than 977 hPa (733 mm).



	70	90	100	120	140	160			
Glide Path Angle	2.70°	334	430	478	573	669	764	PAPI	1500' 033°

A	STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H)	ALS out	Max	MDA(H)
B	C: 579' (208')		100	780' (402') V1500m
C	DA(H) AB: 571' (200') D: 590' (219')		135	880' (502') V1600m
D	R550m	R1200m	180	980' (602') V2400m
			205	1080' (702') V3600m

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

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ATIS

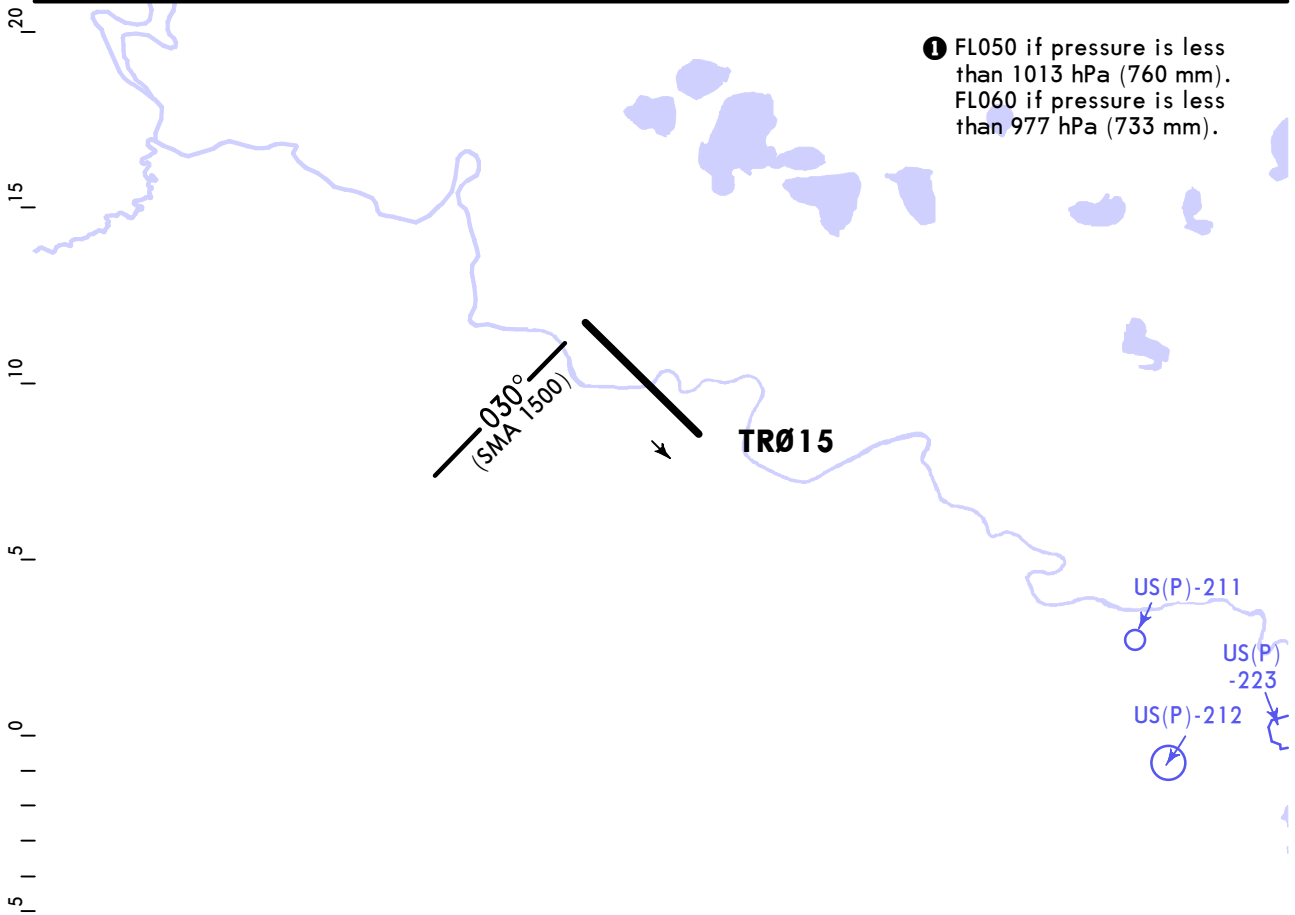
JEPPESEN

TYUMEN, RUSSIA
GLS Rwy 12

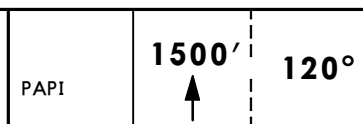
TYUMEN Start (TWR)

BRIEFING STRIP™		126.1	118.2	119.0
	Final Apch Crs 120°	TR015 1500' (1185')	DA(H) Refer to Minimums	Apt Elev 378' Rwy 315'
	MISSED APCH: Climb on 120° to 1500' or above, then turn RIGHT			

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: FL040 **1** Trans alt: 3000'



	70	90	100	120	140	160
2.70°	334	430	478	573	669	764



USTR/TJM
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TYUMEN, RUSSIA

ATIS

TYUMEN Start (TWR)

BRIEFING STRIP™

Final
Apch Crs
213°

126.1

118.2

119.0

DA(H)
Refer to
Minimums

Apt Elev 378'
Rwy 341'

MISSED APCH: Climb on 213° to 2200' or above, then turn RIGHT

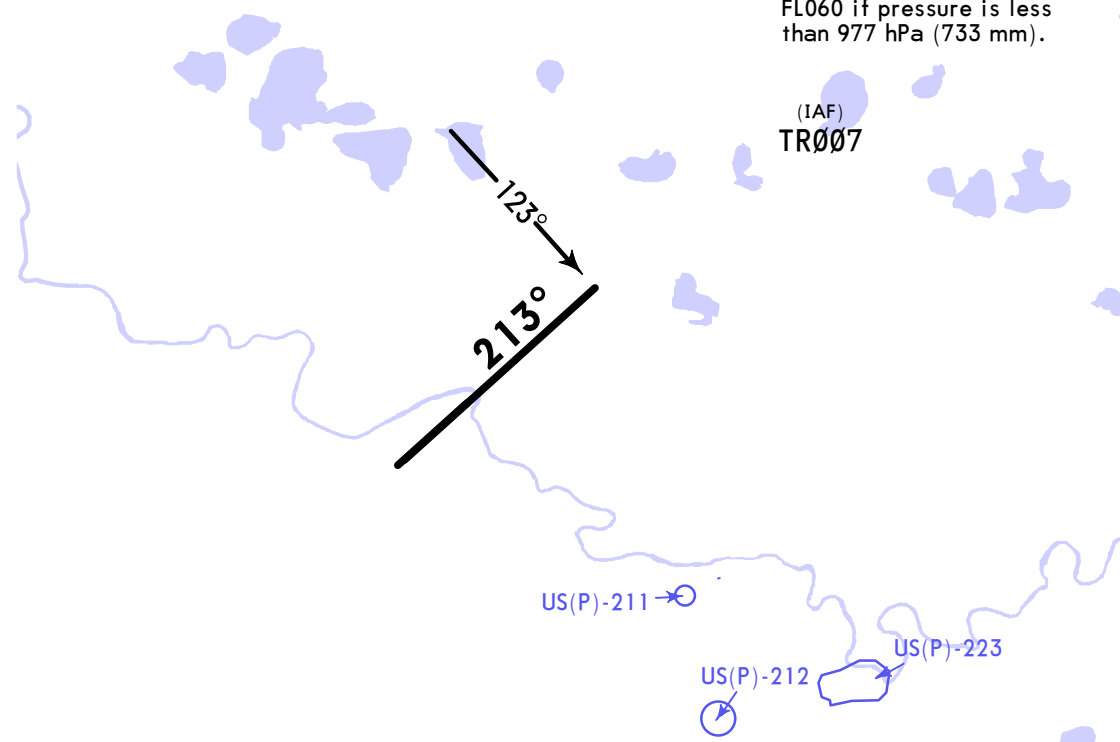
Alt Set: hPa (MM on req)

Rwy Elev: 12 hPa

Trans level: FL040 ②

Trans alt: 3000'

② FL050 if pressure is less than 1013 hPa (760 mm).
FL060 if pressure is less than 977 hPa (733 mm).



PAPI

2200'

213°

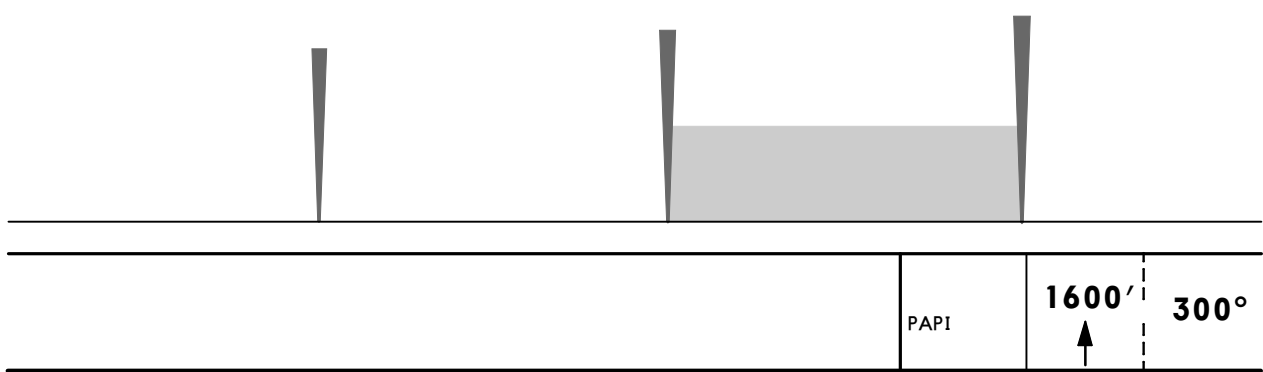
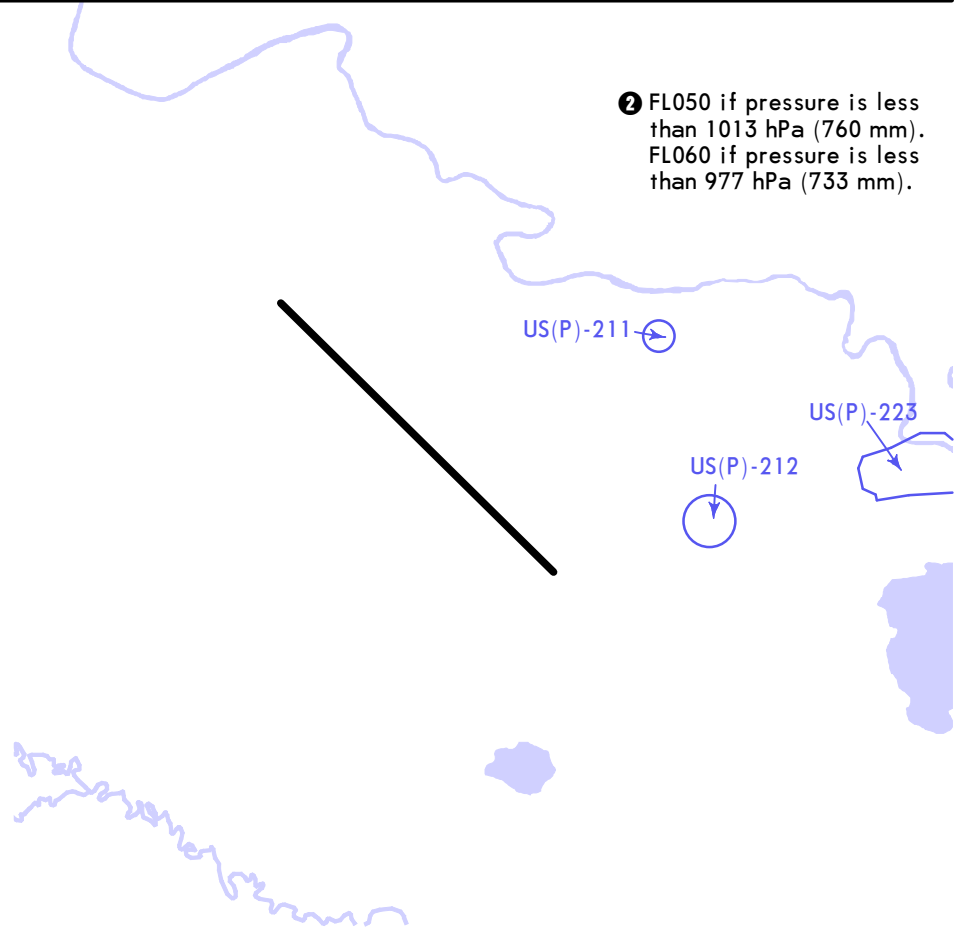
USTR/TJM
ROSHCHINO



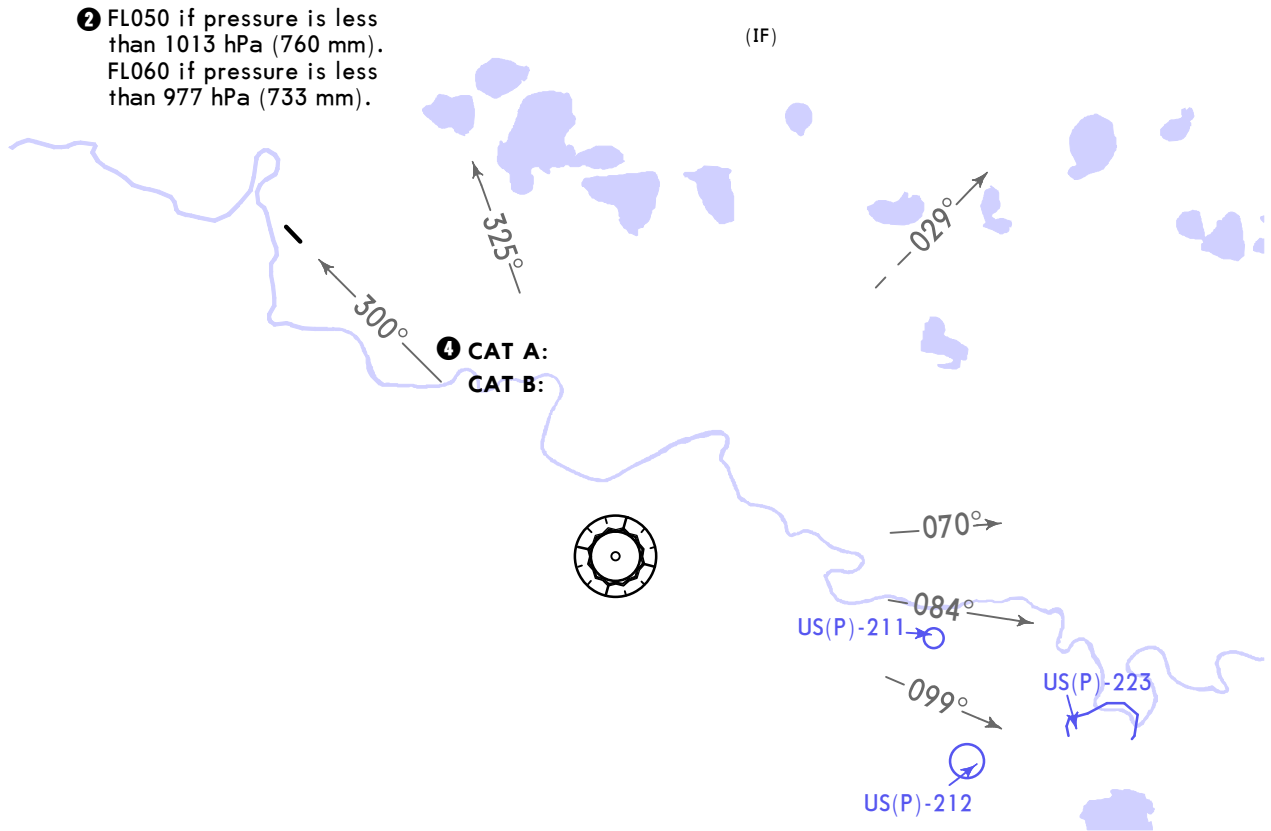
TYUMEN, RUSSIA

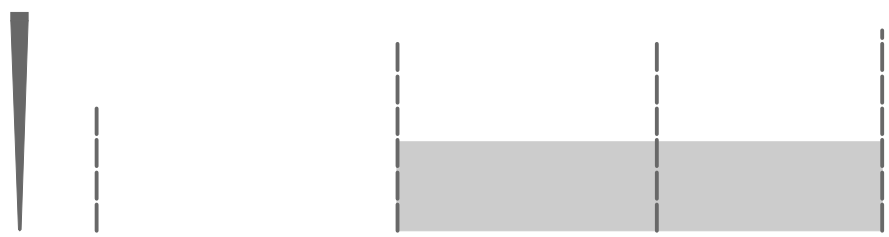
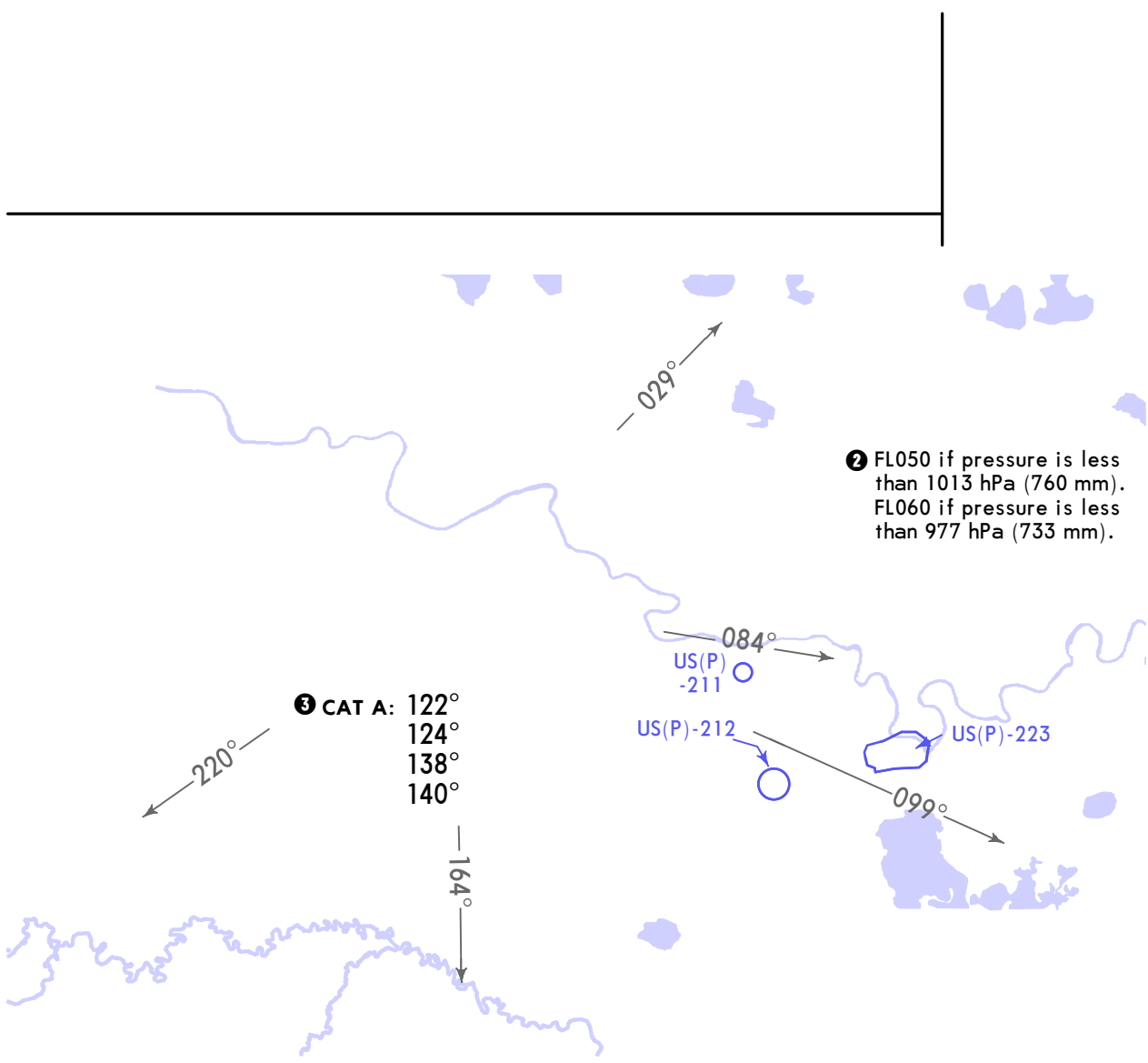
BRIEFING STRIP™	ATIS	126.1	TYUMEN Start (TWR)	118.2	119.0
	Final Apch Crs 300°	1600' (1255')	DA(H) Refer to Minimums	Apt Elev 378' Rwy 345'	
MISSED APCH: Climb on 300° to 1600' or above, then turn LEFT					MSA ARP
Alt Set: hPa (MM on req)		Rwy Elev: 13 hPa	Trans level: FL040 ②	Trans alt: 3000'	

② FL050 if pressure is less than 1013 hPa (760 mm).
FL060 if pressure is less than 977 hPa (733 mm).



② FL050 if pressure is less than 1013 hPa (760 mm).
FL060 if pressure is less than 977 hPa (733 mm).





USTR/TJM
ROSHCHINO

JEPPESEN

TYUMEN, RUSSIA

BRIEFING STRIP™

ATIS

NDB

Final Apch Crs **033°**

126.1

TYUMEN Start (TWR)

118.2

Apt Elev 378'

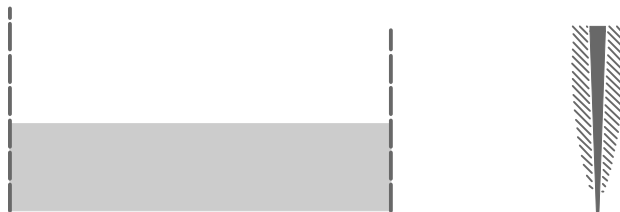
Rwy 371'

119.0

MISSED APCH: Climb on 033° to 1500' or above, then turn LEFT

Alt Set: hPa (MM on req) Rwy Elev: 14 hPa Trans level: FL040 ② Trans alt: 3000'

② FL050 if pressure is less than 1013 hPa (760 mm).
FL060 if pressure is less than 977 hPa (733 mm).



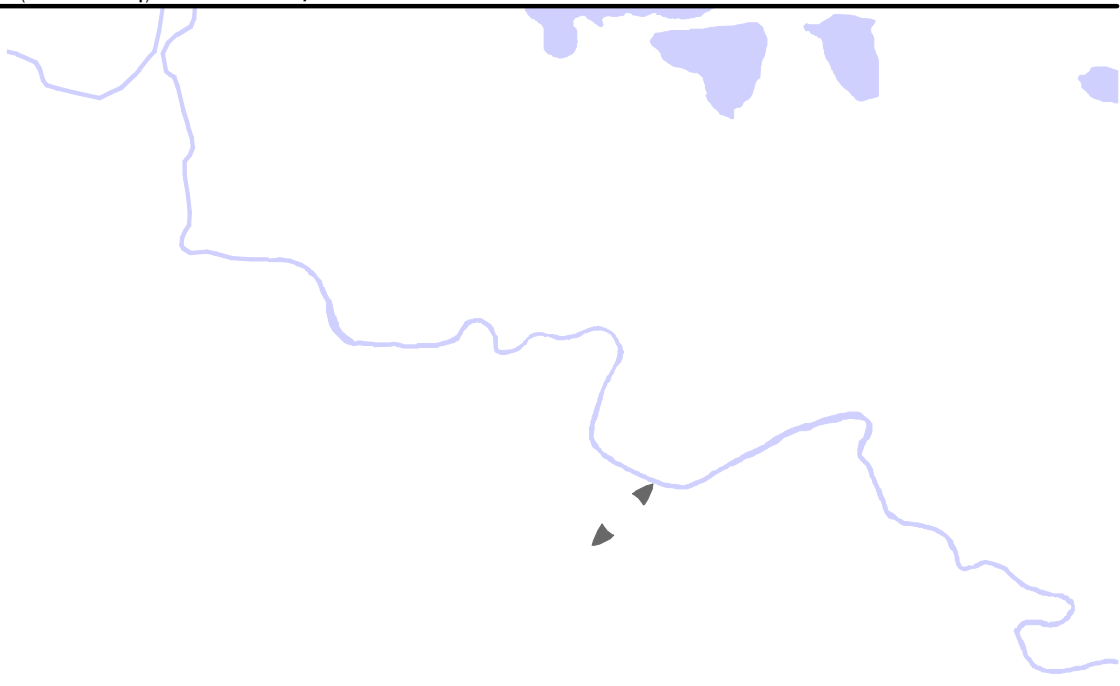
	70	90	100	120	140	160		PAPI	1500'	033°
2.70°	334	430	478	573	669	764			↑	

Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		730' (359')			
		ALS out		Max	MDA(H)
A	R900m			100	780' (402') V1500m
B				135	880' (502') V1600m
C				180	980' (602') V2400m
D				205	1080' (702') V3600m

①

BRIEFING STRIP™

NDB	Final Apch Crs 120°	Apt Elev 378' Rwy 315'	↓
MISSED APCH:			
Alt Set: hPa (MM on req)		Rwy Elev: 11 hPa	Trans level: FL040 2
			Trans alt: 3000'



Std	STRAIGHT-IN LANDING	CIRCLE-TO-LAND	
	ALS out	Max MDA(H)	
A		100	780' (402') V1500m
B		135	880' (502') V1600m
C		180	(602') V2400m
D		205	1080' (702') V3600m

1

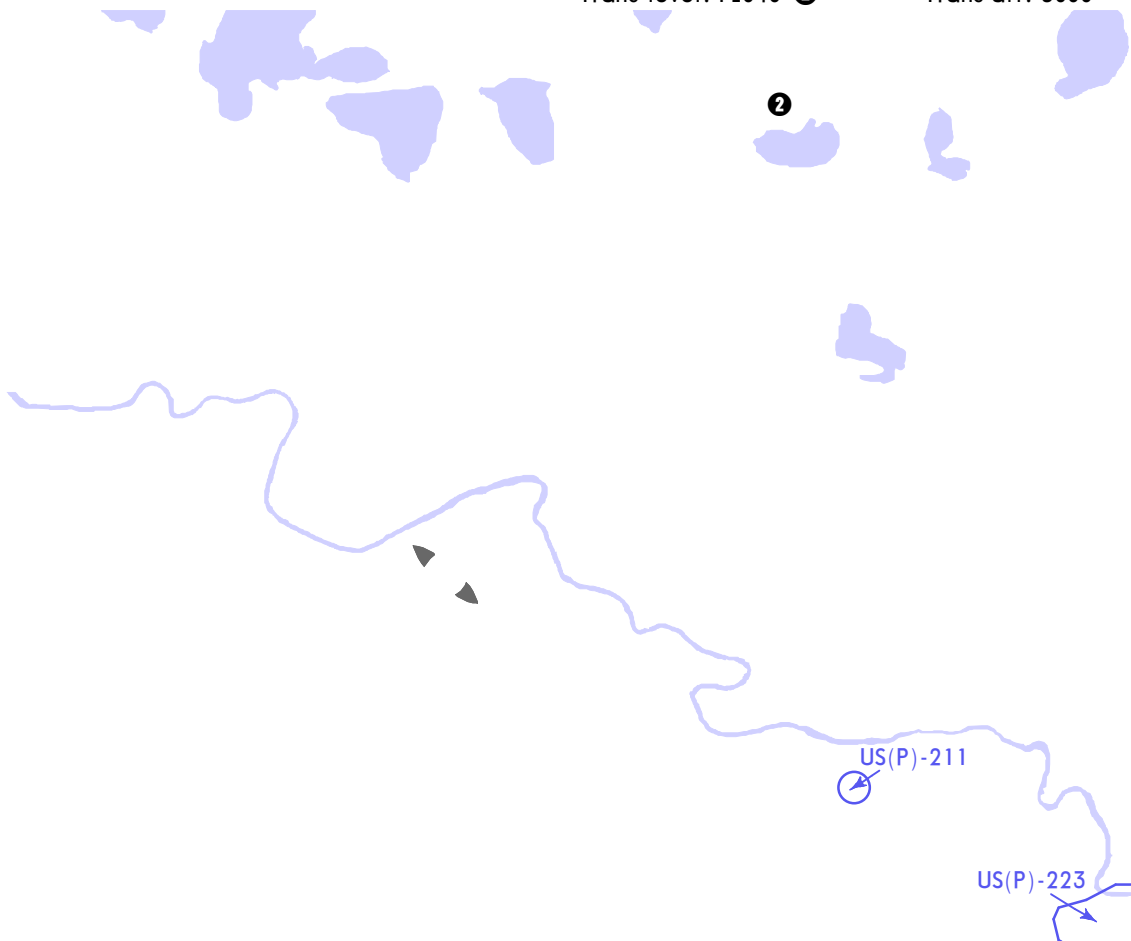
BRIEFING STRIP™

Final
Apch Crs
213°

Apt Elev 378'
Rwy 341'

Trans level: FL040 **2**

Trans alt: 3000'



BRIEFING STRIP™

Final
Apch Crs
300°

Apt Elev 378'
Rwy 345'

MISSED APCH:

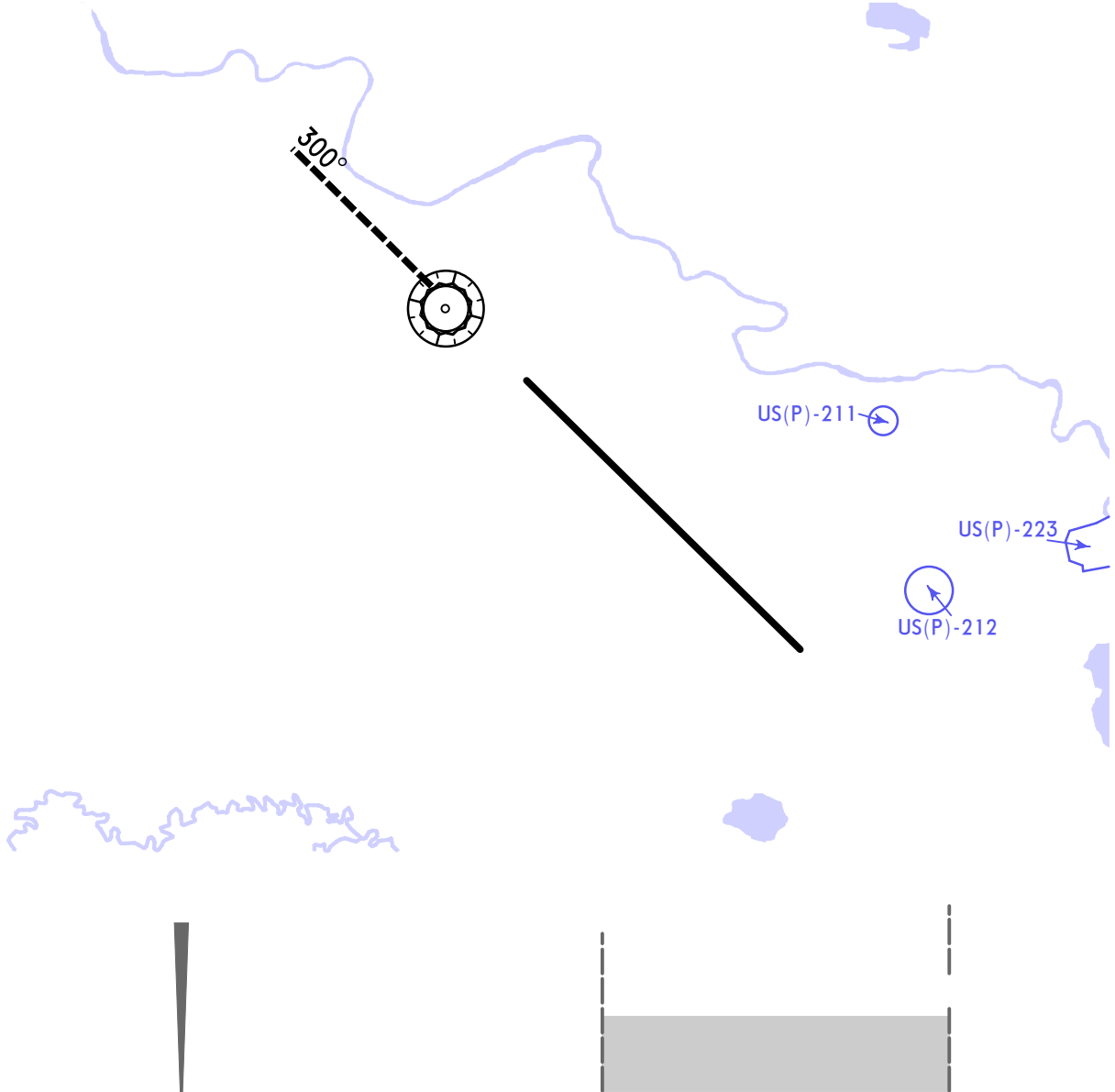


Chart changes since cycle 07-2026

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