

GENERAL

Operational Hours

ATS Hours / AD OPS Hours: H24

AD ADMIN Hours: MON-FRI 0300-1200; SAT, SUN, HOL U/S

Airport Information

RFF: CAT 8

Fuel: TS-1

PCN: RWY 03/21: 74/R/C/X/T , RWY 12/30: 42/R/C/X/T

Operation

Preferential RWY: TKOF: RWY 21.

Low Visibility Procedures

LVP in force when RVR is below 550m.

TKOF shall be carried out from RWY beginning.

TWY Restriction

TWY A1 width 18.5m / 61ft.

TWY A4 width 18m / 59ft.

All TWYs: Taxi with caution strictly along CL.

Follow-me mandatory for ACFT taxiing from RWY 12/30 via TWY A to stands. Contact Taxiing.

Taxiing with 4-ENG ACFT shall be carried out with inner ENG only.

Taxiing of B767/757/737, A319/320/321 along TWY A1, A4, APN taxi route segment from TWY A3 to A4 shall be carried out strictly along CL and with reduced speed.

Standard Taxi Routes

Arrival: TWY B - RWY 12/30 from TWY B to TWY A3 - TWY A3 - APN - stand 10A.

Departure: APN - TWY A2 - RWY 12/30 from TWY A2 to TWY B - TWY B.

Taxi/Parking

Parking on stands 1-4, 6-32 shall be carried out tailing to APN taxi route.

Parking on stands 14-16, 16A, 33-35, 35A, 36-56 shall be carried out facing APN taxi route.

Parking on stands 30-32 allowed for ACFT facing APN taxi route.

Engine Run-Up Area

ENG run-ups prohibited at night between 1800-0200.

Warnings

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;

During descent: Reach FL or ALT assigned by ATC and fly at this FL or ALT with subsequent APCH according to the established PROC.

Arrival Procedure

LDG with tail wind component, taking into account friction coefficient, is permitted when this direction is optimal for ARR of ACFT and in cases when upwind ARR shall not provide flight safety.

In case of EMERG the crew may execute LDG on reciprocal course or on one of the EMERG pads.

ARRIVAL

Non-standard GP Intercept Position on**RWY 03/21**

GP intercept RWY 03/21 at 333m / 1094ft after landing threshold.

Remaining DIST beyond GP is 2668m / 8752ft.

RWY 30

GP intercept RWY 30 at 308m / 1011ft after landing threshold.

Remaining DIST beyond GP is 2392m / 7847ft.

DEPARTURE

Take-off Minima

| RWY | | 03/21 | |
|----------|-----------|----------|---------|
| All ACFT | ft - m/km | 0 - 300v | - |
| RWY | | 12/30 | |
| All ACFT | ft - m/km | 0 - 400v | HJ only |
| | | 0 - 800v | HN |

Communication

COM Failure: See CRAR.

Departure Procedure

Start-up/Push-back

ENG start-up during push-back allowed only after coordination with marshaller and controller.

Inform TWR in case INT TKOF is possible.

TKOF with tail wind component, taking into account friction coefficient, is permitted when this direction is optimal for DEP of ACFT and in cases when upwind DEP shall not provide flight safety.

De-Icing

AVBL.

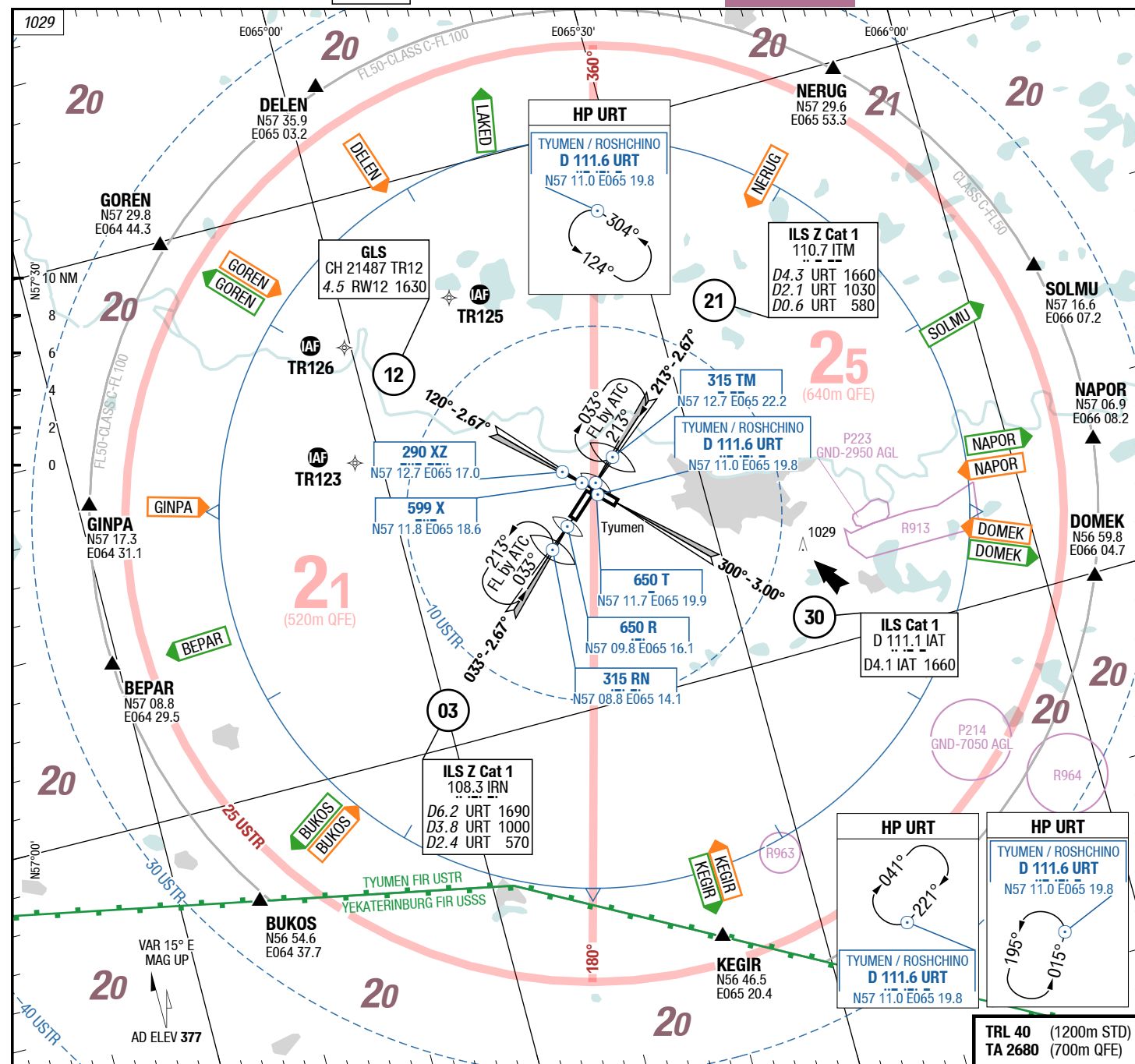
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AFC

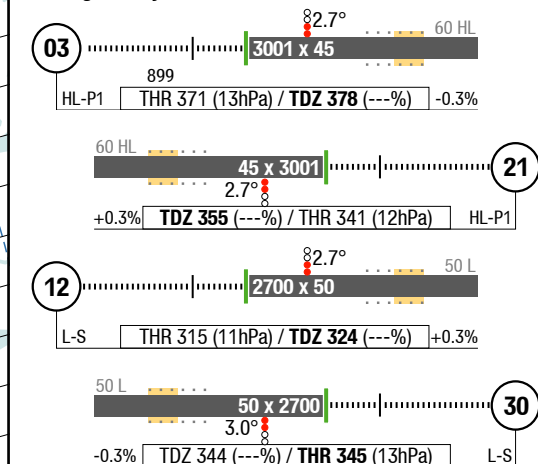
AFC

AFC

AFC

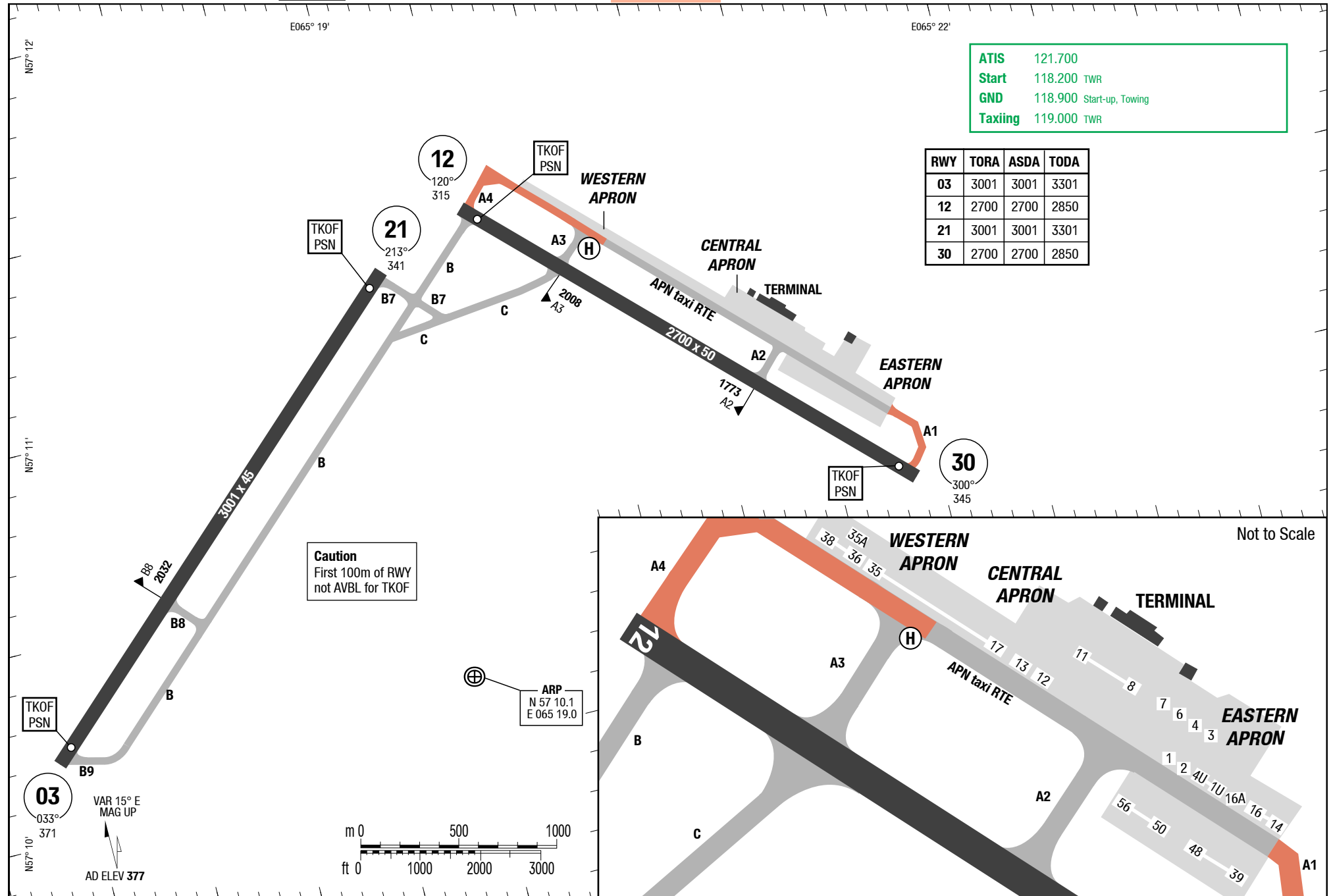


Landing RWY system:



Changes: FREQ, Note

3-20



Stand Coordinates

| | | | |
|--------------|--------------------|--------------|--------------------|
| 1T01 | N57 10.7 E065 21.1 | 46T02, 48T02 | N57 10.6 E065 21.1 |
| 1UT01 | N57 10.6 E065 21.2 | 50T01 | N57 10.7 E065 21.1 |
| 2T01 | N57 10.7 E065 21.0 | 51T01-54T01 | N57 10.7 E065 21.0 |
| 2UT01, 3UT01 | N57 10.7 E065 21.1 | 55T01, 56T01 | N57 10.7 E065 20.9 |
| 2UT02, 3UT02 | N57 10.7 E065 21.2 | | |
| 3T01-6T01 | N57 10.8 E065 21.0 | | |
| 4UT01, 4UT02 | N57 10.7 E065 21.1 | | |
| 7T01 | N57 10.8 E065 20.9 | | |
| 8T01-9T01 | N57 10.9 E065 20.9 | | |
| 10T01, 11T02 | N57 10.9 E065 20.8 | | |
| 12T01, 13T01 | N57 10.9 E065 20.7 | | |
| 14T01-16AT2 | N57 10.6 E065 21.3 | | |
| 17T01 | N57 11.0 E065 20.7 | | |
| 17T02 | N57 10.9 E065 20.6 | | |
| 18T01-19T02 | N57 11.0 E065 20.6 | | |
| 20T01 | N57 11.0 E065 20.5 | | |
| 20T02 | N57 11.0 E065 20.6 | | |
| 21T01, 21T02 | N57 11.0 E065 20.5 | | |
| 22T01, 23T02 | N57 11.1 E065 20.5 | | |
| 22T02 | N57 11.0 E065 20.5 | | |
| 23T01-26T01 | N57 11.1 E065 20.4 | | |
| 26T02-28T02 | N57 11.1 E065 20.3 | | |
| 28T01 | N57 11.2 E065 20.3 | | |
| 29T01 | N57 11.2 E065 20.2 | | |
| 29T02 | N57 11.2 E065 20.3 | | |
| 30T01-32T01 | N57 11.2 E065 20.2 | | |
| 32T02, 33T01 | N57 11.2 E065 20.1 | | |
| 34T01-35AT1 | N57 11.3 E065 20.0 | | |
| 36T01 | N57 11.3 E065 19.9 | | |
| 37T01 | N57 11.4 E065 19.9 | | |
| 38T01 | N57 11.4 E065 19.8 | | |
| 39T01-41T02 | N57 10.5 E065 21.3 | | |
| 42T01 | N57 10.6 E065 21.3 | | |
| 42T02 | N57 10.5 E065 21.2 | | |
| 43T01-46T01 | N57 10.6 E065 21.2 | | |

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SIDs RWY 12 (via VOR DME)

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4-10

SIDs RWY 03 (via VOR DME)

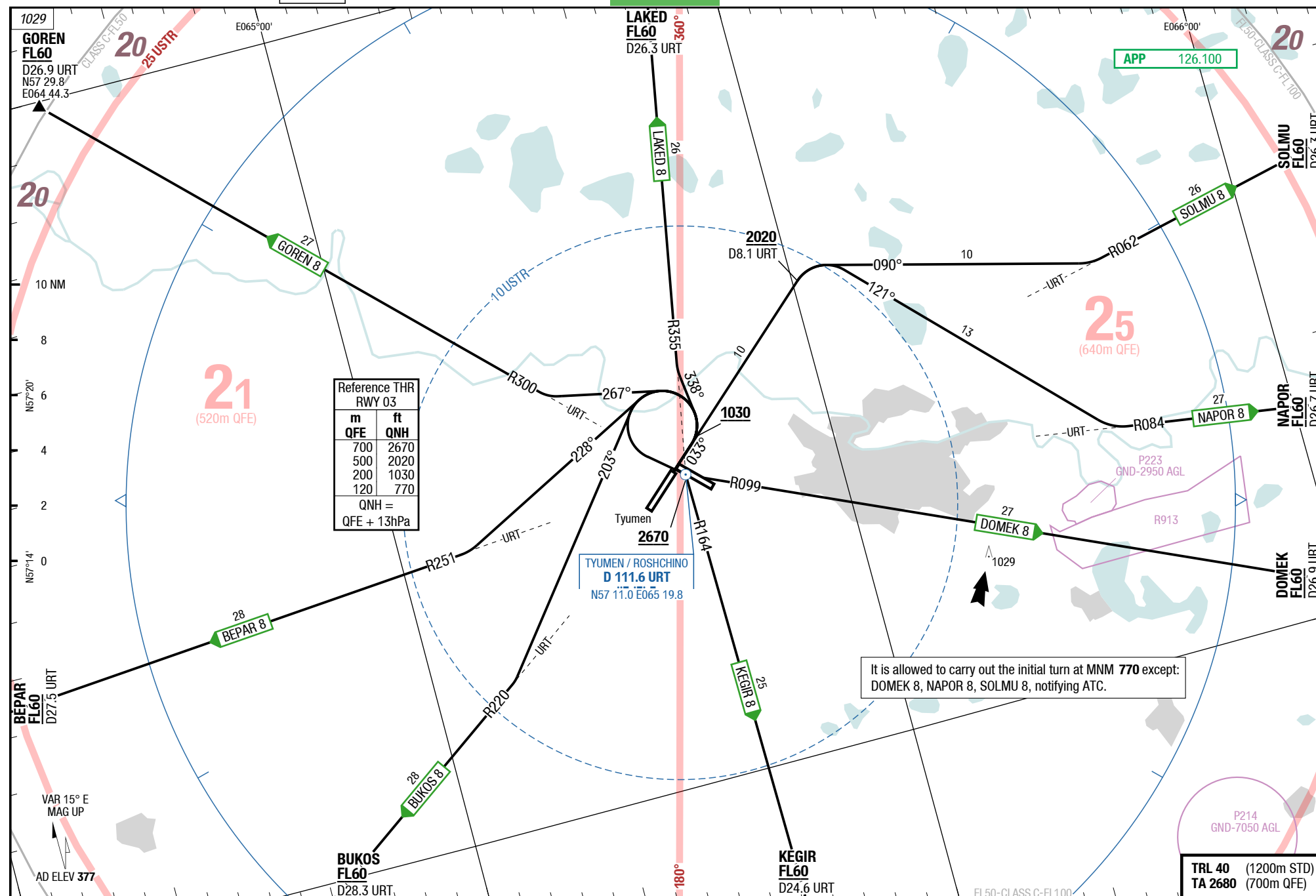
SID

SID

Roshchino **Tyumen** Russian Federation

SIDs RWY 12 (via VOR DME)

SIDs RWY 03 (via VOR DME)



Changes: new

20-APR-2017

Russian Federation **Tyumen** RoshchinoRoshchino **Tyumen** Russian Federation

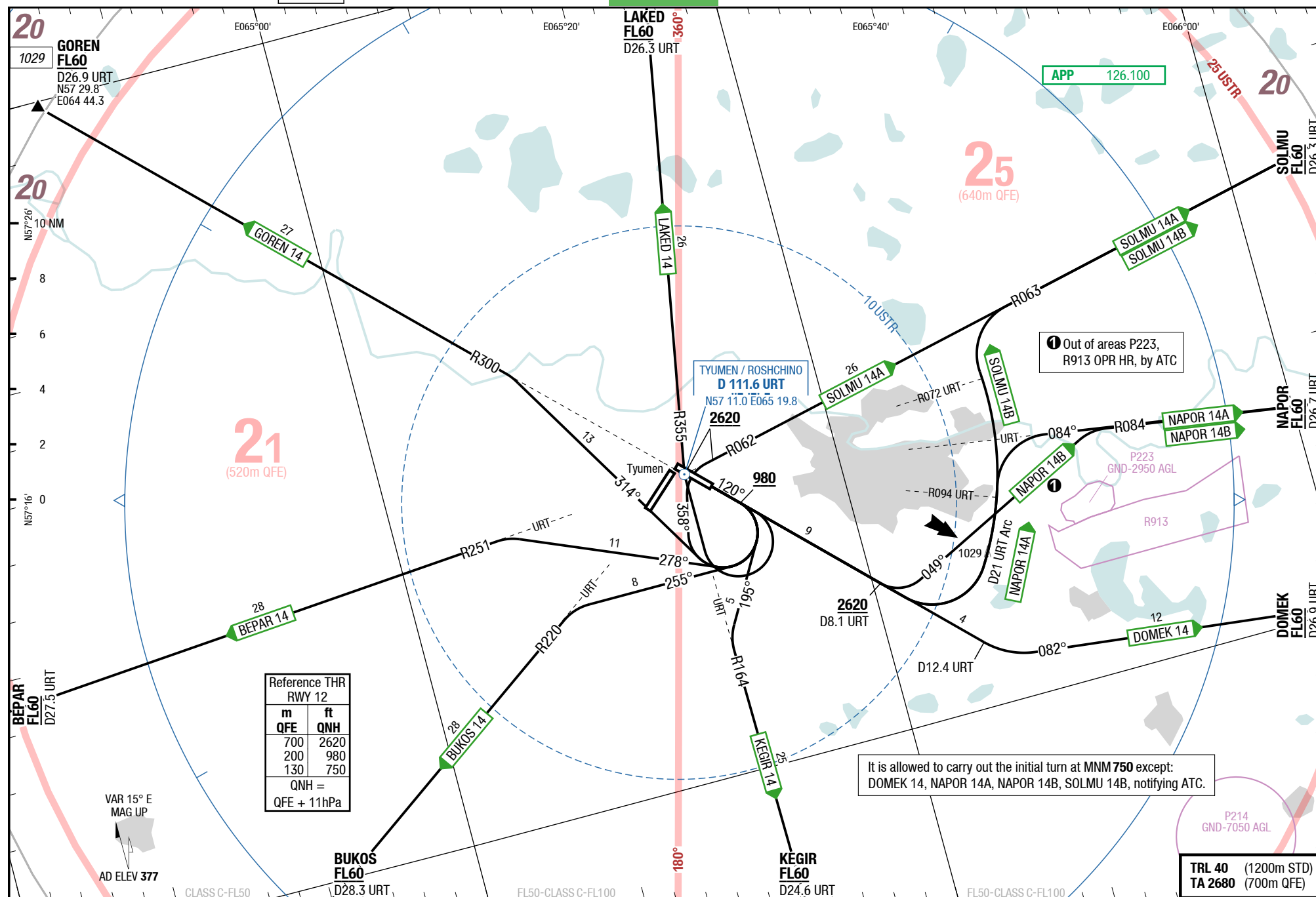
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4-20 **SIDs RWY 12 (via VOR DME)**

SID

SID

SIDs RWY 12 (via VOR DME)



Changes: new

Effective 27-APR-2017

20-APR-2017

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SIDs RWY 30 (via VOR DME)

4-30

SIDs RWY 21 (via VOR DME)

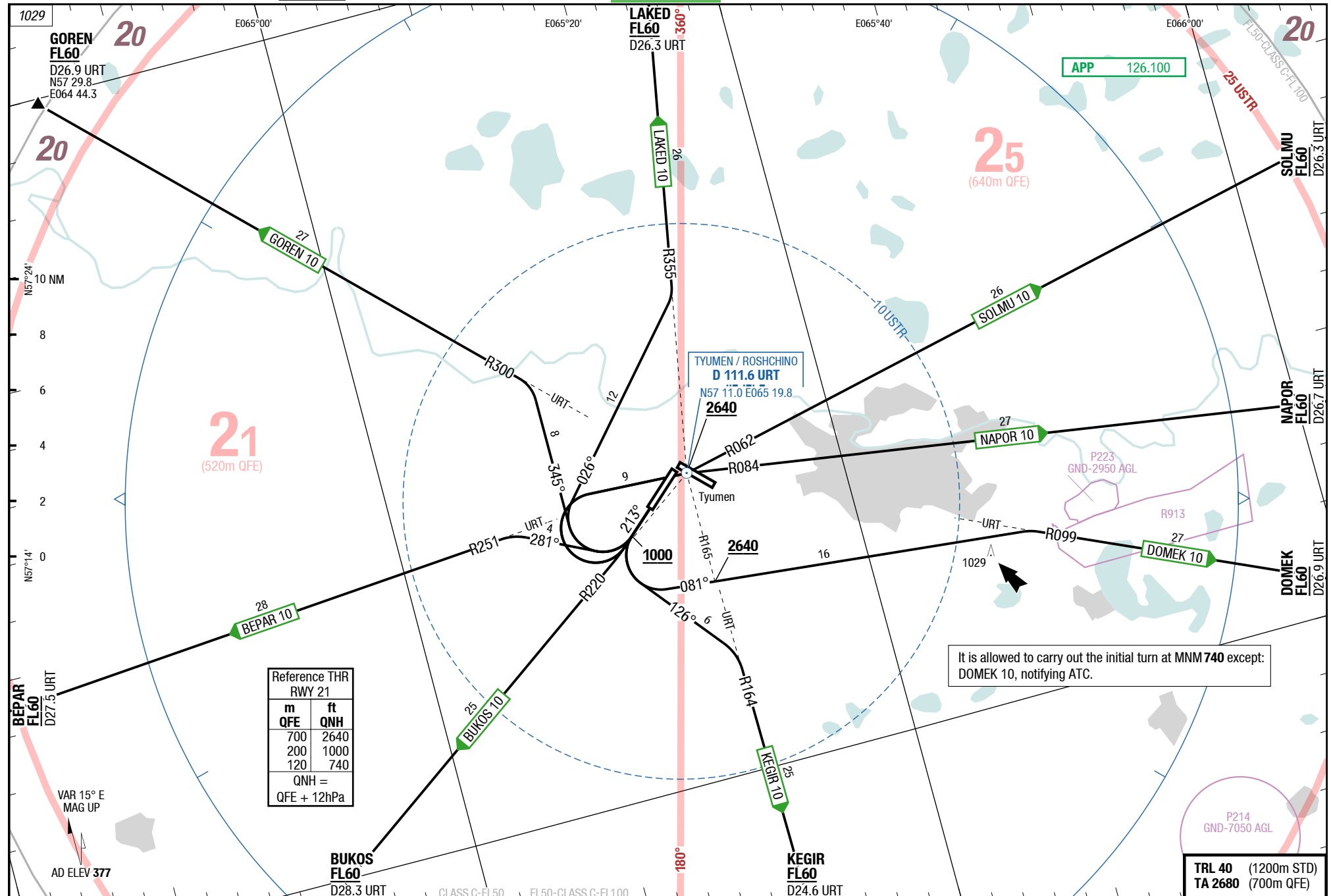
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SIDs RWY 30 (via VOR DME)

SIDs RWY 21 (via VOR DME)



Changes: new

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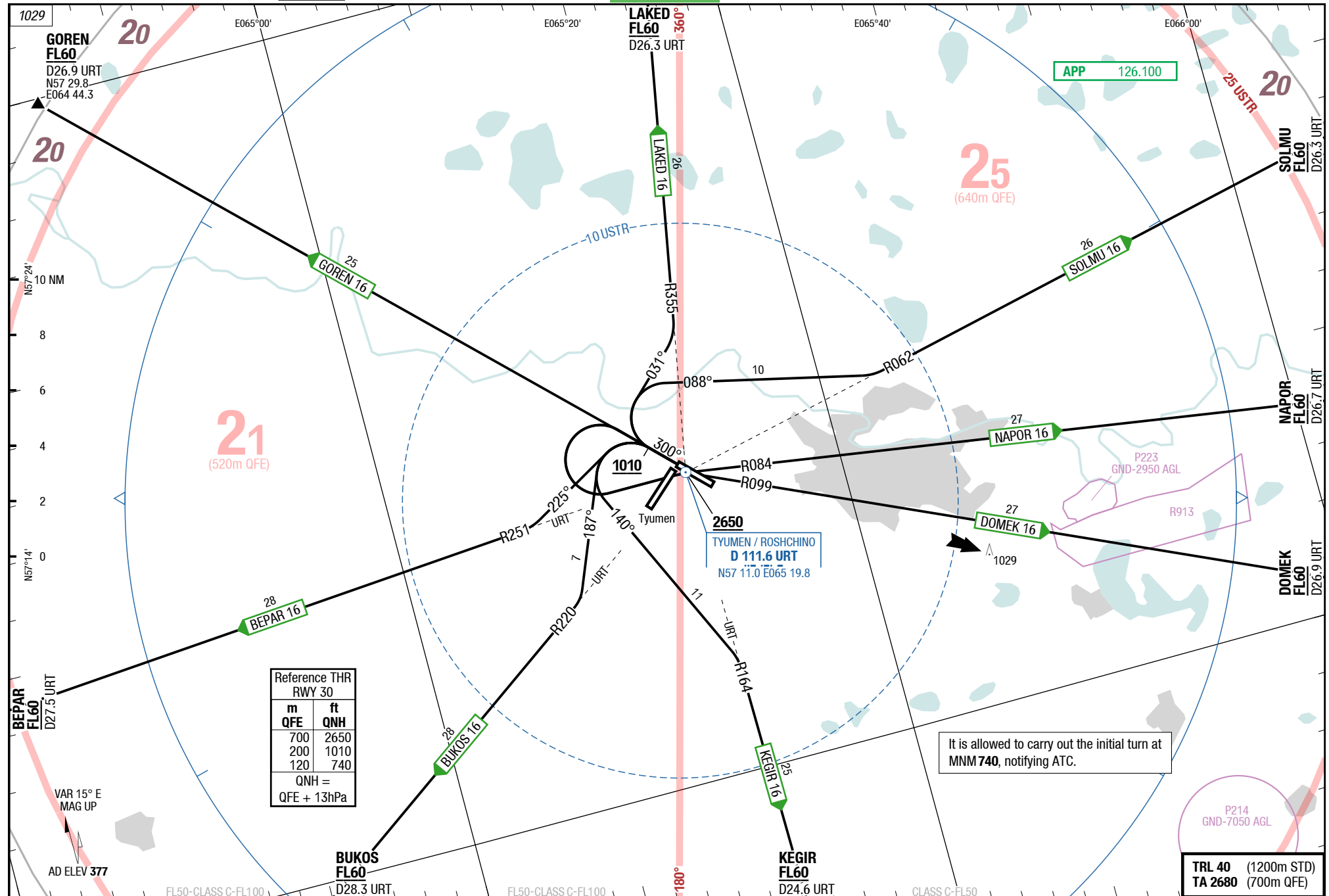
Roshchino Tyumen Russian Federation

4-40 SIDs RWY 30 (via VOR DME)

SID

SID

SIDs RWY 30 (via VOR DME)



Changes: new

Effective 24-MAY-2018

17-MAY-2018

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SIDs RWY 12

SID

SID

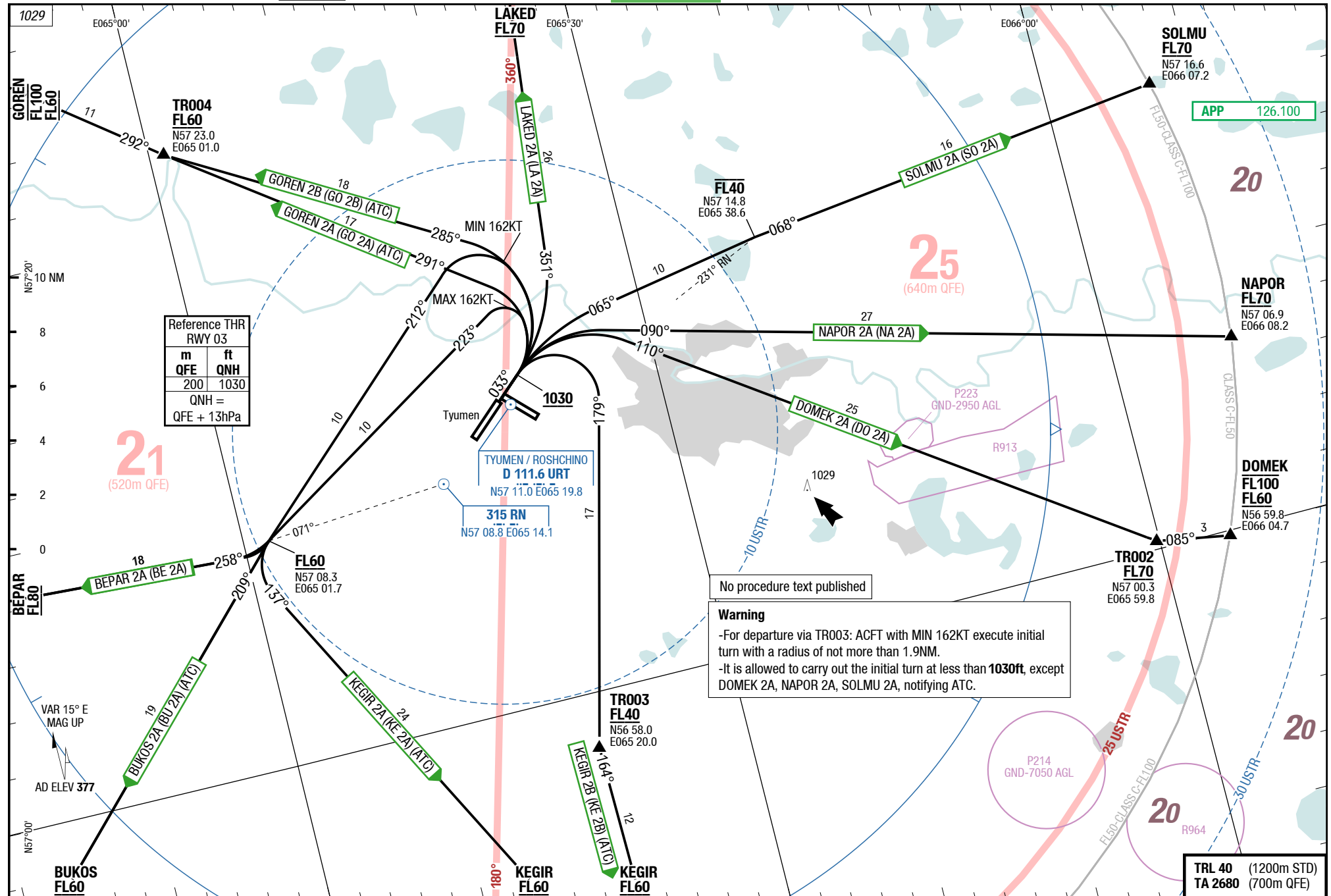
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SIDs RWY 12

SIDs RWY 03

4-50

SIDs RWY 03



Changes: Note

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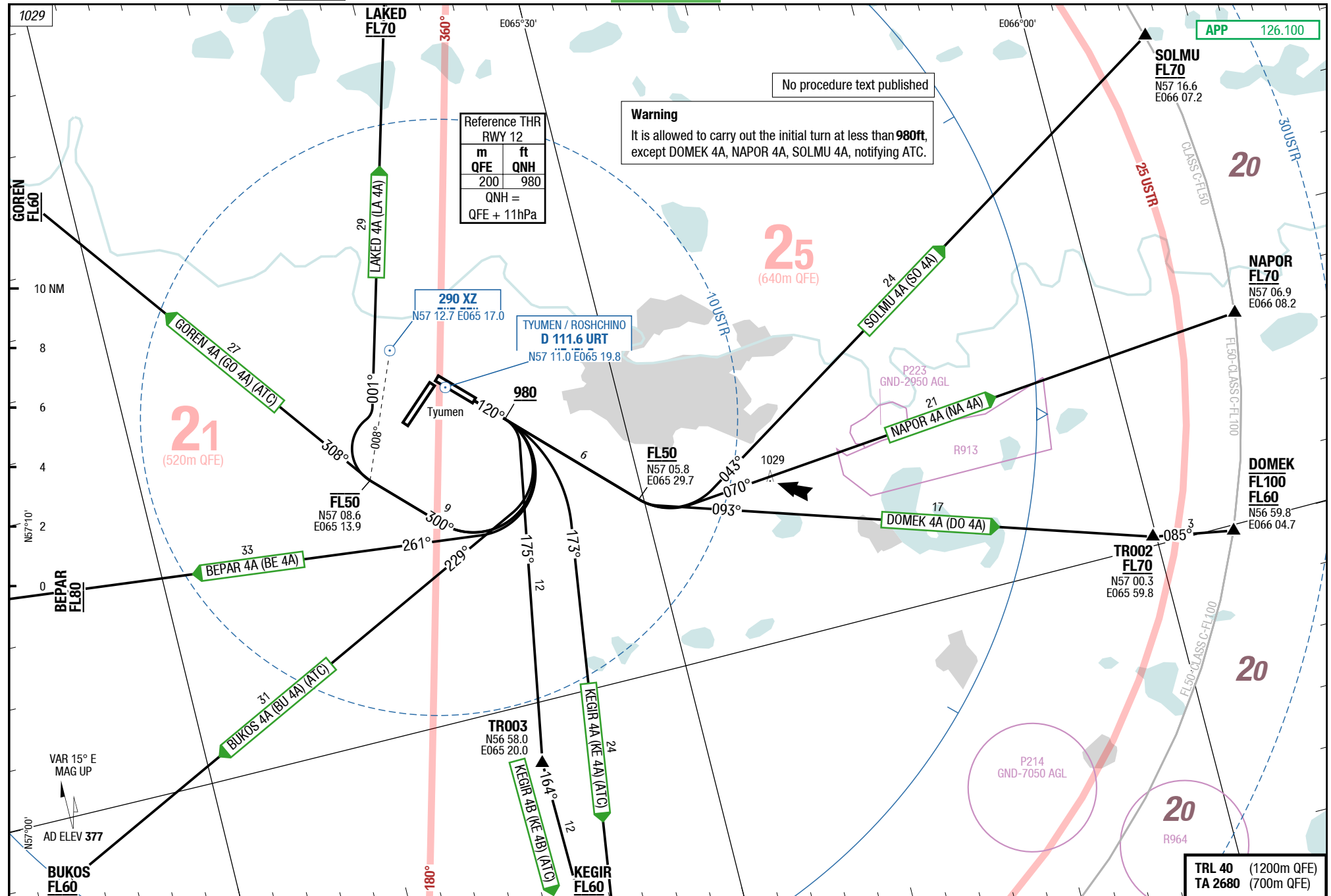
4-60

SIDs RWY 12

SID

SID

SIDs RWY 12



Changes: Note

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SIDs RWY 30

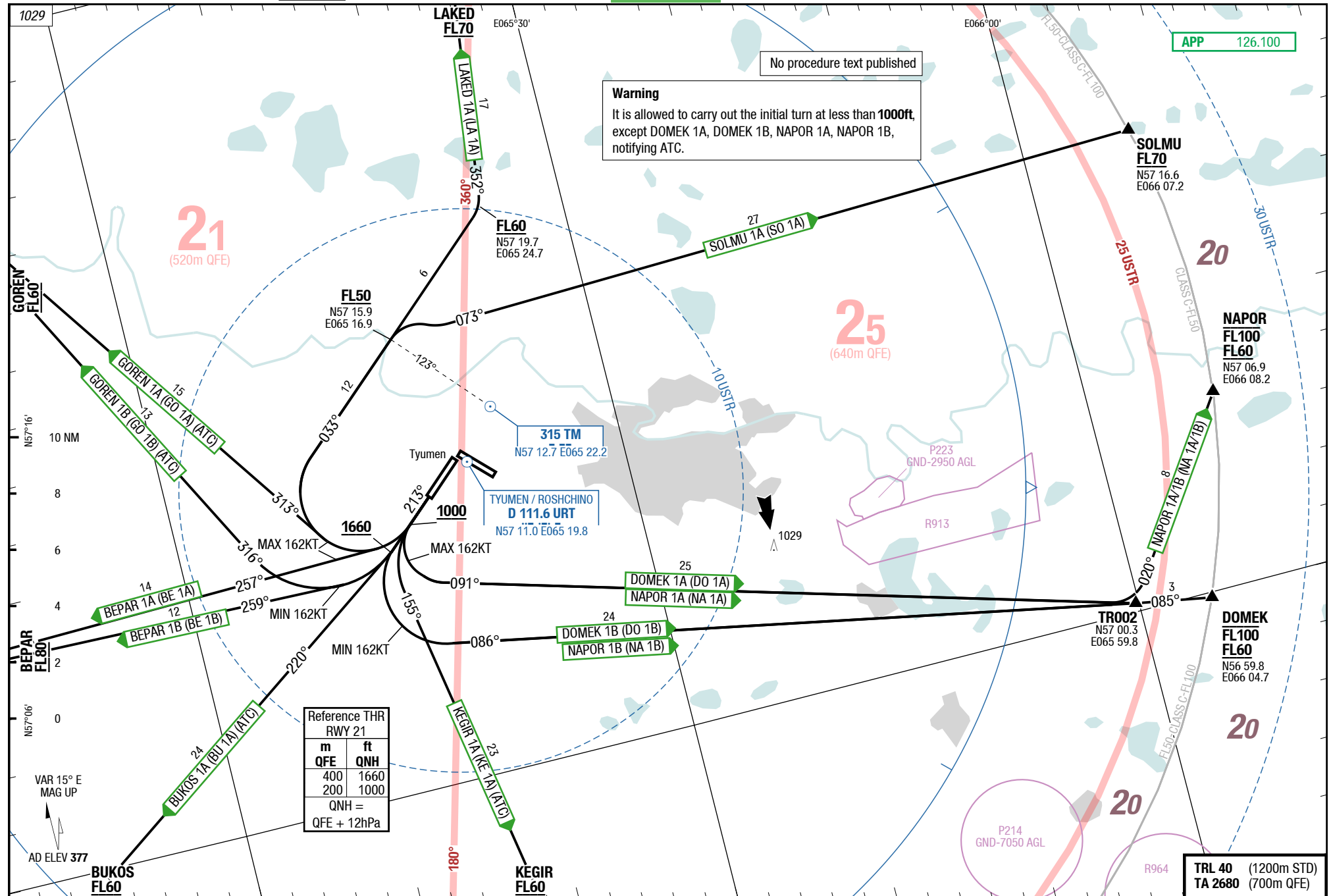
SIDs RWY 21

SID

SID

SIDs RWY 30

SIDs RWY 21



Changes: Note

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SID

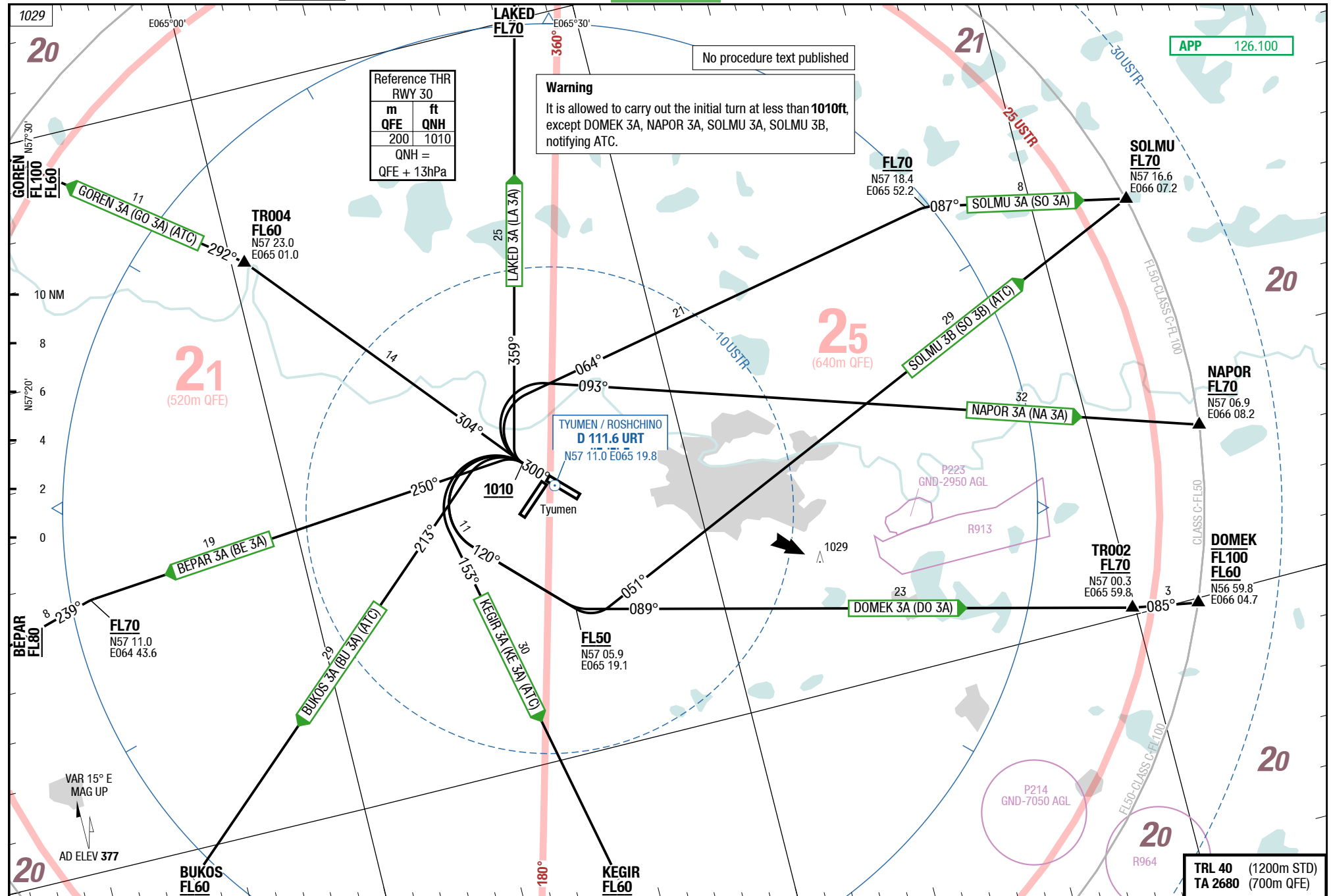
SID

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4-80

SIDs RWY 30

SIDs RWY 30



Changes: Note

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5-10

SIDs RWY 03 (via VOR DME)

BEPAR 8 / BUKOS 8 / DOMEK 8 / GOREN 8 / KEGIR 8 / LAKED 8 / NAPOR 8 / SOLMU 8
RWY 03 (033°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---------------------------------------|---|--|
| | Runway 03 | |
| BEPAR 8 126.100 ① | at MNM 1030 LT 228° - intercept R251 URT to BEPAR | BEPAR MNM FL60 |
| BUKOS 8 126.100 ① | at MNM 1030 LT 203° - intercept R220 URT to BUKOS | BUKOS MNM FL60 |
| DOMEK 8 126.100 | at MNM 1030 LT to URT - R099 URT to DOMEK | URT MNM 2670 DOMEK MNM FL60 |
| GOREN 8 126.100 ① | at MNM 1030 LT 267° - intercept R300 URT to GOREN | GOREN MNM FL60 |
| KEGIR 8 126.100 ① | at MNM 1030 LT to URT - R164 URT to KEGIR | URT MNM 2670 KEGIR MNM FL60 |
| LAKED 8 126.100 ① | at MNM 1030 LT 338° - intercept R355 URT to LAKED | LAKED MNM FL60 |
| NAPOR 8 126.100 | at D8.1 URT RT 121° - intercept R084 URT to NAPOR | D8.1 URT MNM 2020 NAPOR MNM FL60 |
| SOLMU 8 126.100 | at D8.1 URT RT 090° - intercept R062 URT to SOLMU | D8.1 URT MNM 2020 SOLMUMNM FL60 |

① It is allowed to carry out the initial turn at MNM 770 notifying ATC.

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5-20

SIDs RWY 12 (via VOR DME)

**BEPAR 14 / BUKOS 14 / DOMEK 14 / GOREN 14 / KEGIR 14 / LAKED 14 / NAPOR 14A /
NAPOR 14B / SOLMU 14A / SOLMU 14B**

RWY 12 (120°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 12 | |
| BEPAR 14 126.100 ① | at MNM 980 RT 278° - intercept R251 URT to BEPAR | BEPAR MNM FL60 |
| BUKOS 14 126.100 ① | at MNM 980 RT 255° - intercept R220 URT to BUKOS | BUKOS MNM FL60 |
| DOMEK 14 5.0% 126.100 | at D12.4 URT LT 082° to DOMEK | DOMEK MNM FL60 |
| GOREN 14 126.100 ① | at MNM 980 RT 314° - intercept R300 URT to GOREN | GOREN MNM FL60 |
| KEGIR 14 126.100 ① | at MNM 980 RT 195° - intercept R164 URT to KEGIR | KEGIR MNM FL60 |
| LAKED 14 126.100 ① | at MNM 980 RT to URT - R355 URT to LAKED | URT MNM 2620 LAKED MNM FL60 |
| NAPOR 14A 5.0% 126.100 ① | at D8.1 URT LT follow D21 URT Arc - crossing R094 URT RT intercept R084 URT to NAPOR | D8.1 URT MNM 2620 NAPOR MNM FL60 |
| NAPOR 14B 5.0% 126.100 | at D8.1 URT LT 049° - intercept R084 URT to NAPOR | D8.1 URT MNM 2620 NAPOR MNM FL60 |
| SOLMU 14A 126.100 ① | at MNM 980 RT 358° - intercept R062 URT to SOLMU | R062 URT MNM 2620 SOLMU MNM FL60 |
| SOLMU 14B 5.0% 126.100 | at D8.1 URT LT follow D21 URT Arc - crossing R072 URT RT intercept R063 URT to SOLMU | D8.1 URT MNM 2620 SOLMU MNM FL60 |

① It is allowed to carry out the initial turn at MNM 750, notifying ATC.

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5-30

SIDs RWY 21 (via VOR DME)

BEPAR 10 / BUKOS 10 / DOMEK 10 / GOREN 10 / KEGIR 10 / LAKED 10 / NAPOR 10 / SOLMU 10

RWY 21 (213°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 21 | |
| BEPAR 10 126.100 ① | at MNM 1000 RT 281° - intercept R251 URT to BEPAR | BEPAR MNM FL60 |
| BUKOS 10 126.100 ① | at MNM 1000 RT intercept R220 URT to BUKOS | BUKOS MNM FL60 |
| DOMEK 10 126.100 | at MNM 1000 LT 081° - intercept R099 URT to DOMEK | R165 URT MNM 2640 DOMEK MNM FL60 |
| GOREN 10 126.100 ① | at MNM 1000 RT 345° - intercept R300 URT to GOREN | GOREN MNM FL60 |
| KEGIR 10 126.100 ① | at MNM 1000 LT 126° - intercept R164 URT to KEGIR | KEGIR MNM FL60 |
| LAKED 10 126.100 ① | at MNM 1000 RT 026° - intercept R355 URT to LAKED | LAKED MNM FL60 |
| NAPOR 10 126.100 ① | at MNM 1000 RT to URT - R084 URT to NAPOR | URT MNM 2640 NAPOR MNM FL60 |
| SOLMU 10 126.100 ① | at MNM 1000 RT to URT - R062 URT to SOLMU | URT MNM 2640 SOLMU MNM FL60 |

① It is allowed to carry out the initial turn at MNM 740 notifying ATC.

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5-40

SIDs RWY 30 (via VOR DME)

SIDPT

BEPAR 16 / BUKOS 16 / DOMEK 16 / GOREN 16 / KEGIR 16 / LAKED 16 / NAPOR 16 / SOLMU 16

RWY 30 (300°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| | Runway 30 | |
| BEPAR 16 126.100 ① | at MNM 1010 LT 225° - intercept R251 URT to BEPAR | BEPAR MNM FL60 |
| BUKOS 16 126.100 ① | at MNM 1010 LT 187° - intercept R220 URT to BUKOS | BUKOS MNM FL60 |
| DOMEK 16 126.100 ① | at MNM 1010 LT to URT - R099 URT to DOMEK | URT MNM 2650 DOMEK MNM FL60 |
| GOREN 16 126.100 ① | 300° to GOREN | GOREN MNM FL60 |
| KEGIR 16 126.100 ① | at MNM 1010 LT 140° - intercept R164 URT to KEGIR | KEGIR MNM FL60 |
| LAKED 16 126.100 ① | at MNM 1010 RT 031° - intercept R355 URT to LAKED | LAKED MNM FL60 |
| NAPOR 16 126.100 ① | at MNM 1010 LT to URT - R084 URT to NAPOR | URT MNM 2650 NAPOR MNM FL60 |
| SOLMU 16 126.100 ① | at MNM 1010 RT 088° - intercept R062 URT to SOLMU | SOLMU MNM FL60 |

① It is allowed to carry out the initial turn at MNM 740, notifying ATC.

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17-MAY-2018

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RNAV STARs RWY 12

6-10

RNAV STARs RWY 03

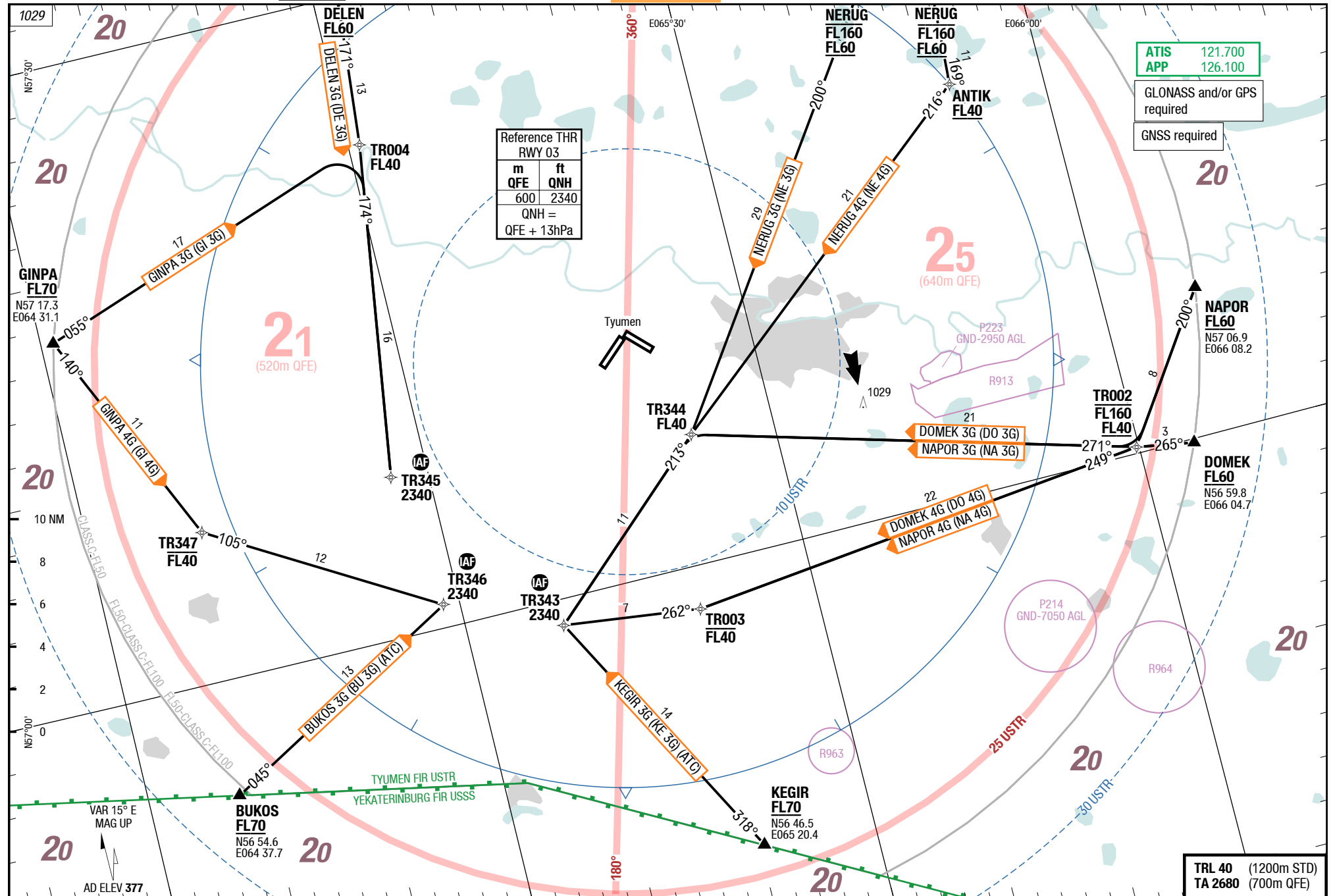
STAR

STAR

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RNAV STARs RWY 12

RNAV STARs RWY 03



Changes: Note

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6-20

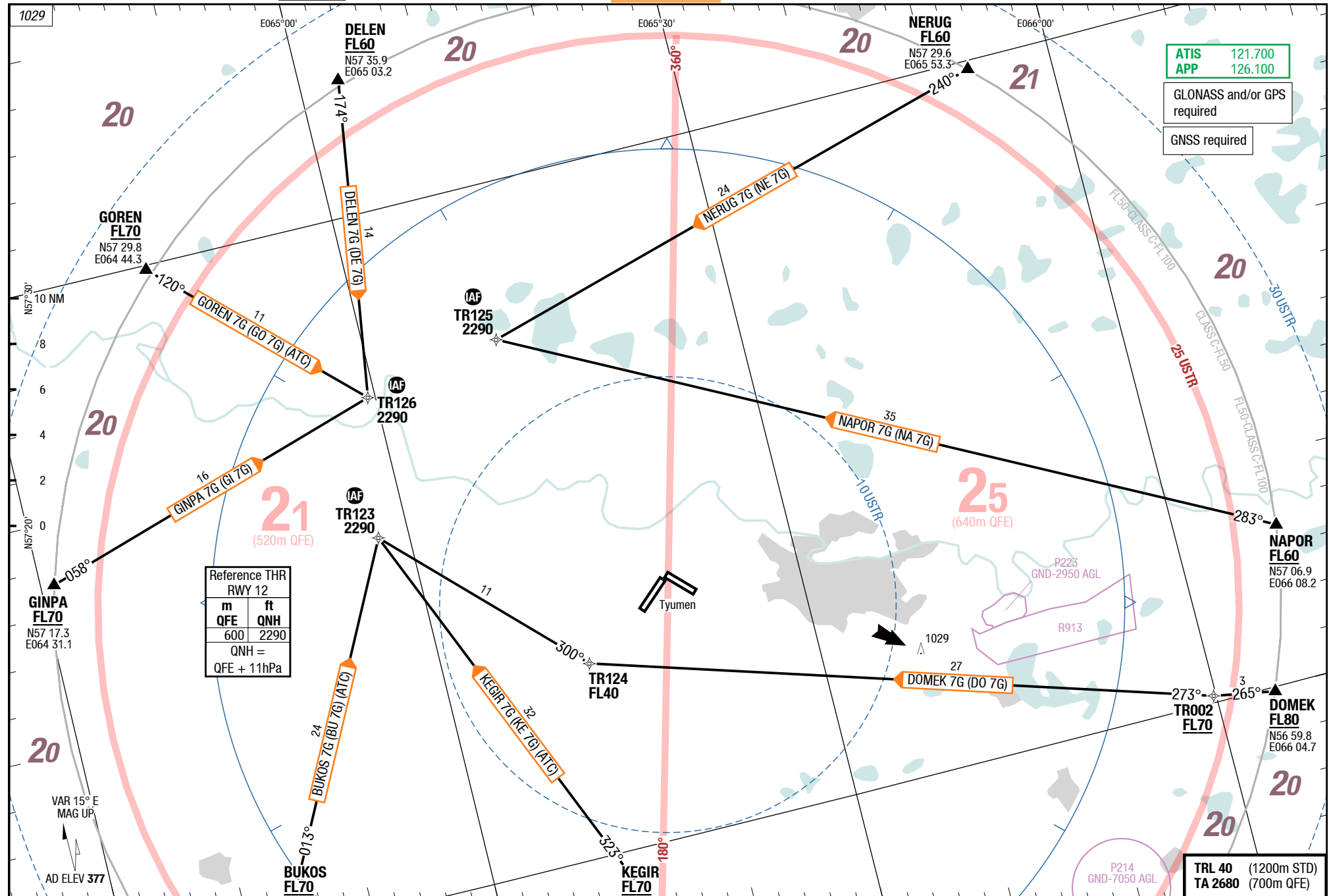
RNAV STARs RWY 12

STAR

STAR

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RNAV STARs RWY 12



Changes: Note

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RNAV STARs RWY 30

6-30

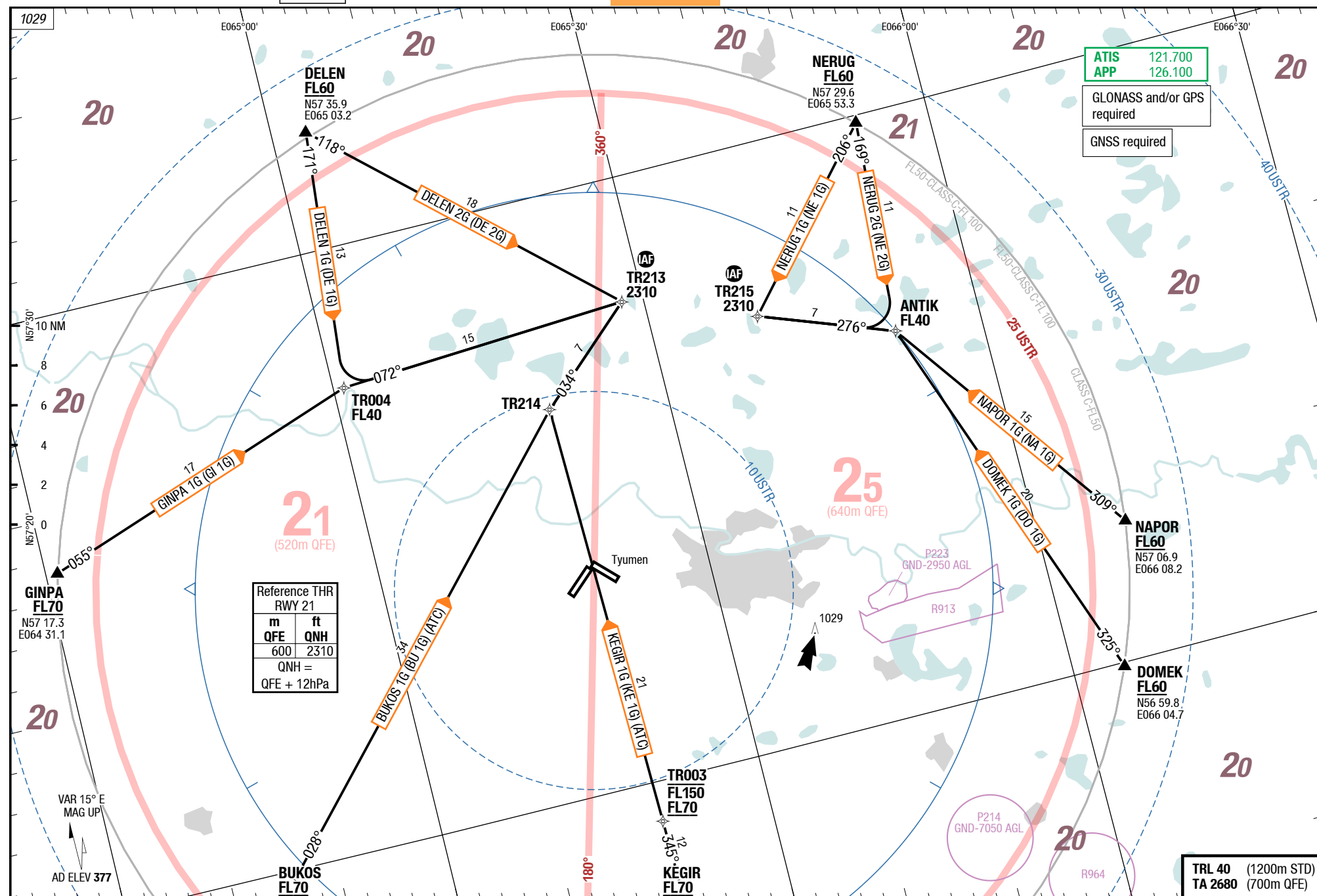
RNAV STARs RWY 21

STAR

STAR

RNAV STARs RWY 30

RNAV STARs RWY 21



Changes: Note

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STAR

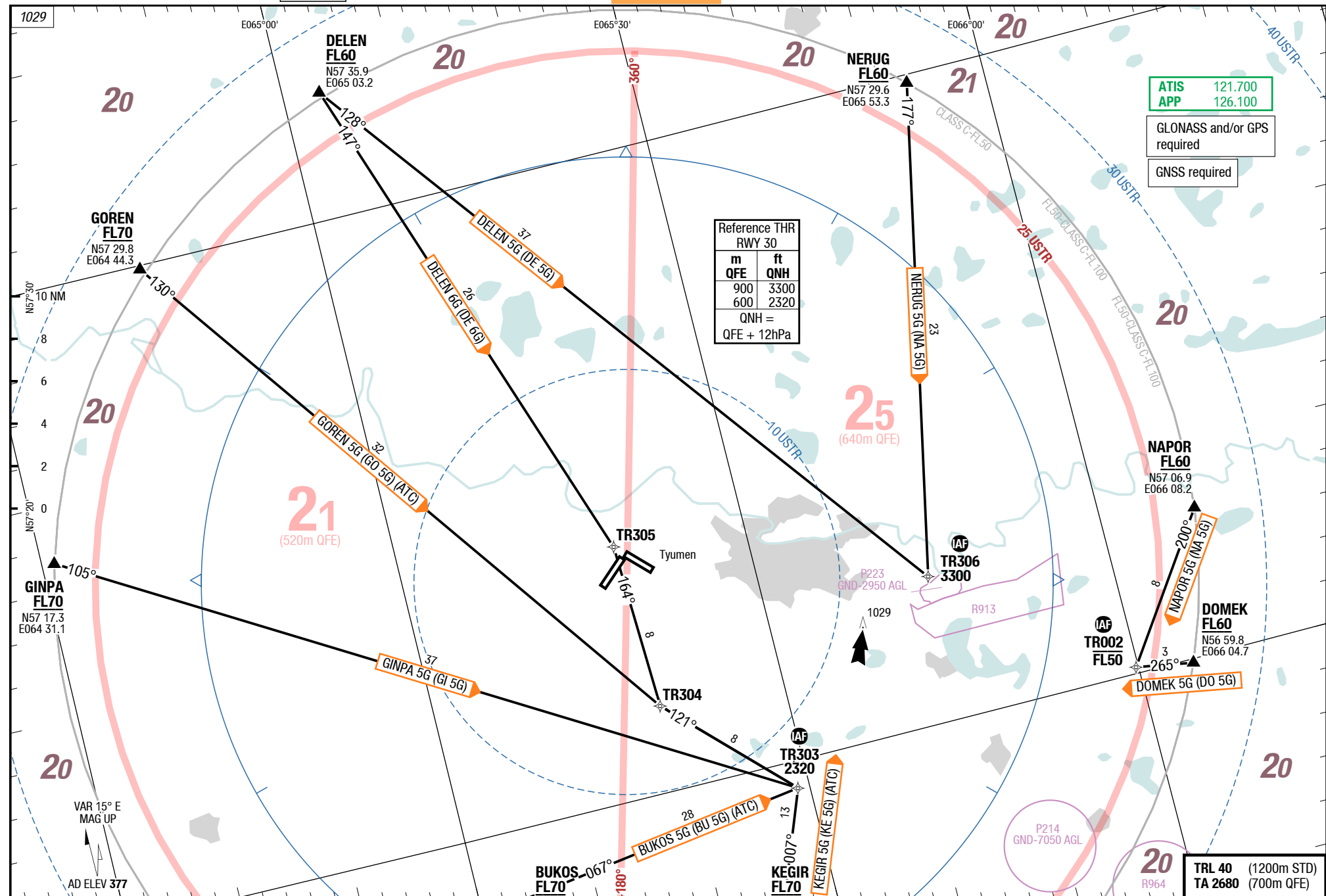
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RNAV STARs RWY 30

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6-40

RNAV STARs RWY 30



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STARs RWY 12 (via VOR DME) >

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6-50

STARs RWY 03 (via VOR DME)

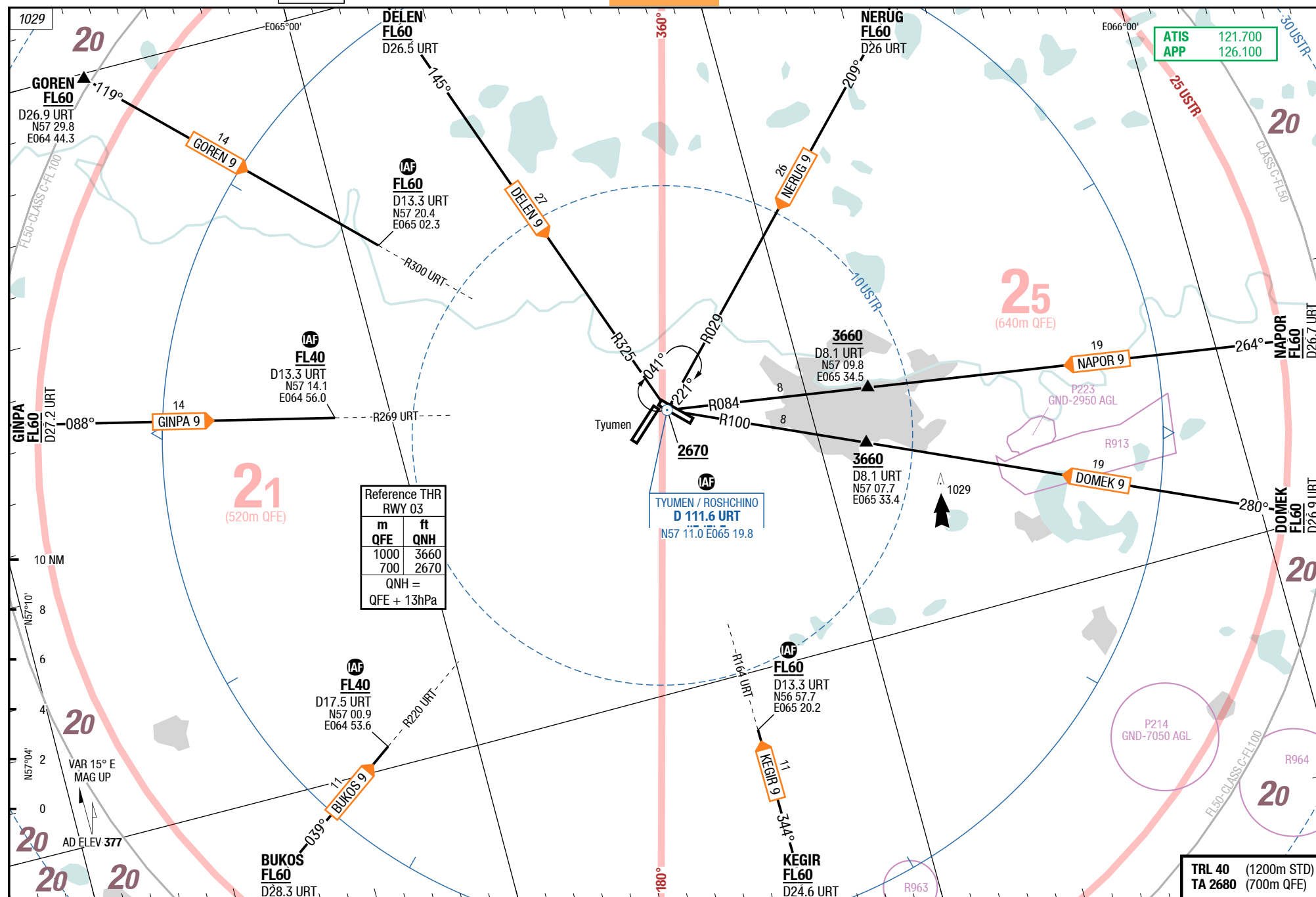
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STARs RWY 12 (via VOR DME)

STARs RWY 03 (via VOR DME)



Changes: new

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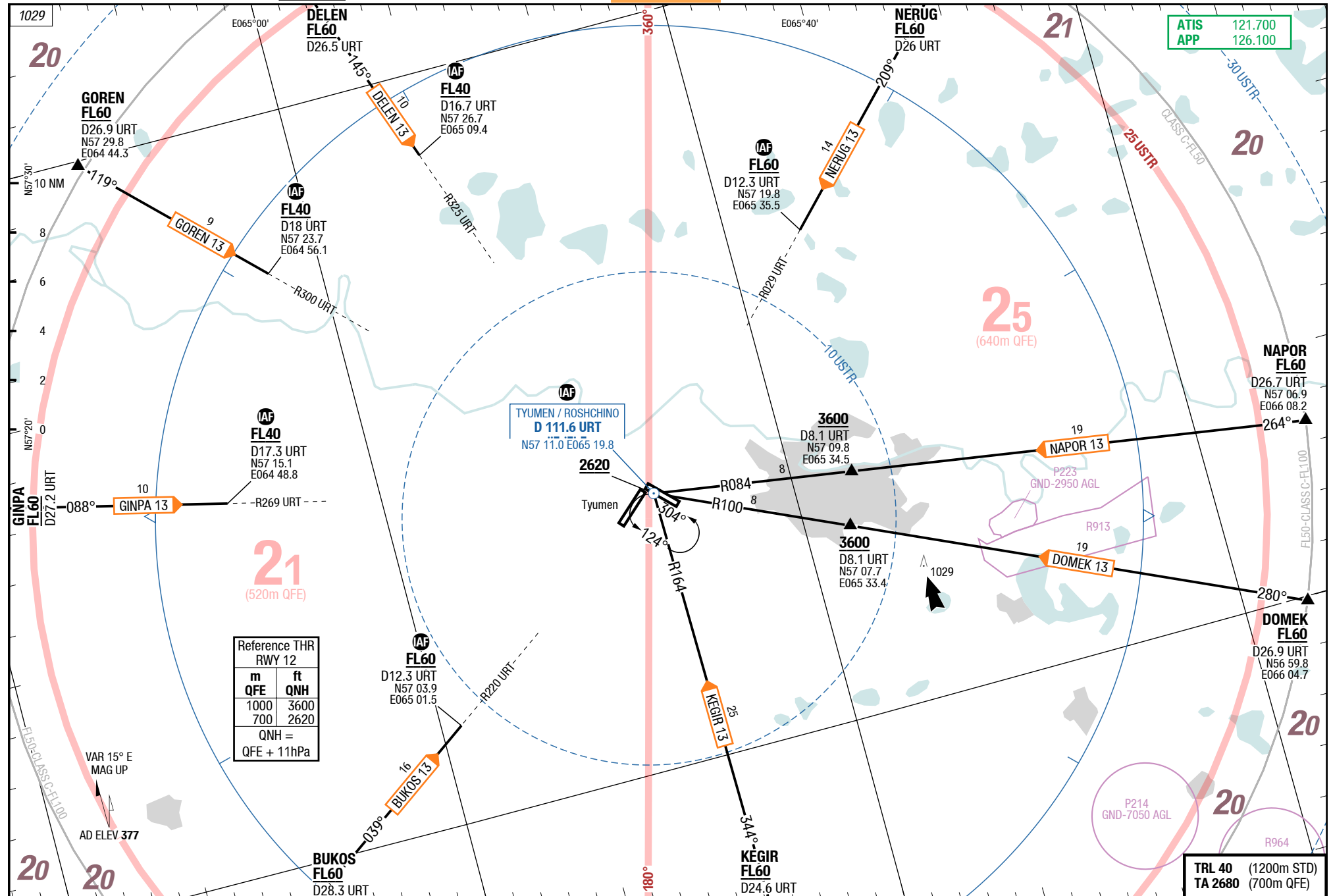
STAR

STAR

Roshchino Tyumen Russian Federation

6-60 STARs RWY 12 (via VOR DME)

STARs RWY 12 (via VOR DME)



Changes: new

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STARs RWY 30 (via VOR DME) >

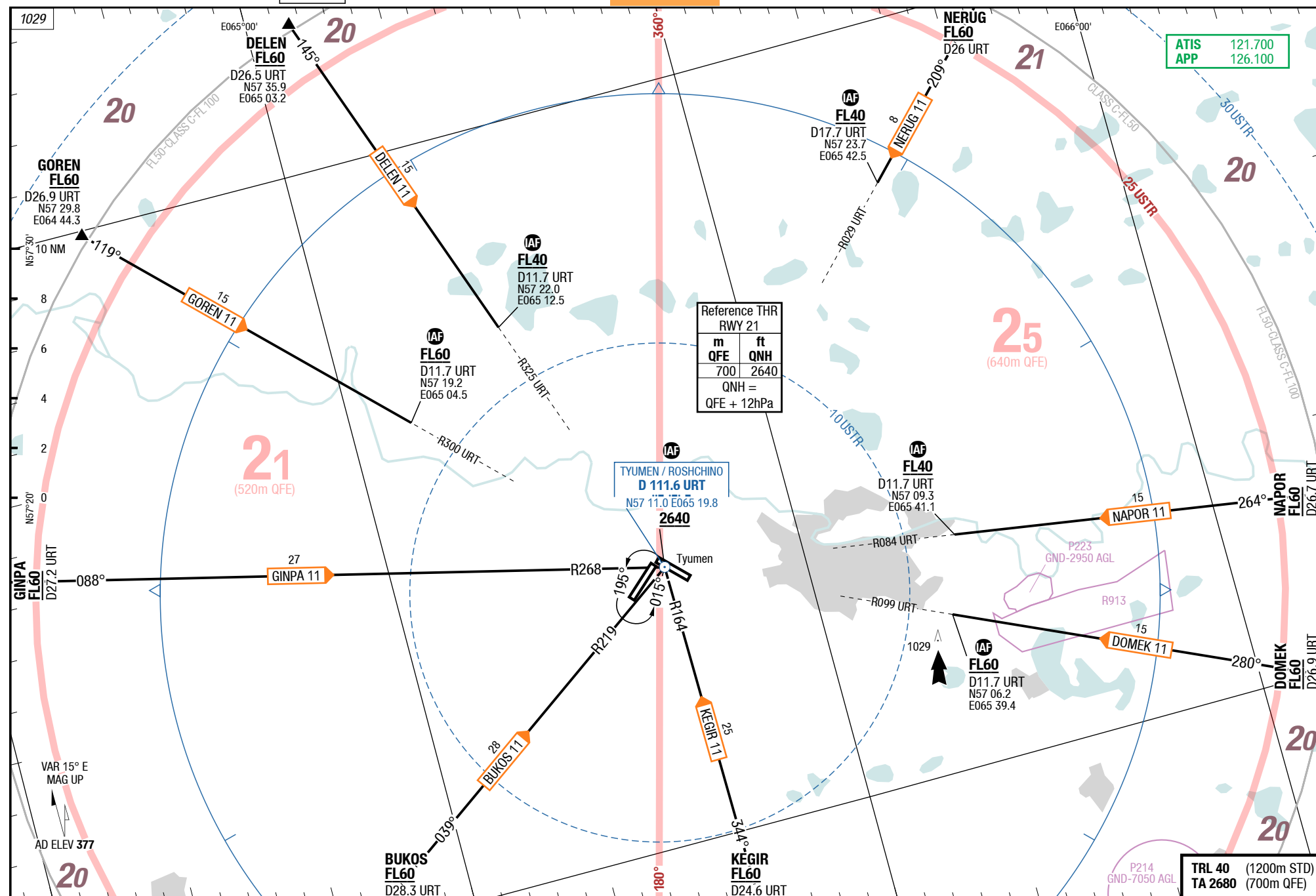
6-70 **STARs RWY 21 (via VOR DME)**

STAR

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STARs RWY 30 (via VOR DME)

STARs RWY 21 (via VOR DME)



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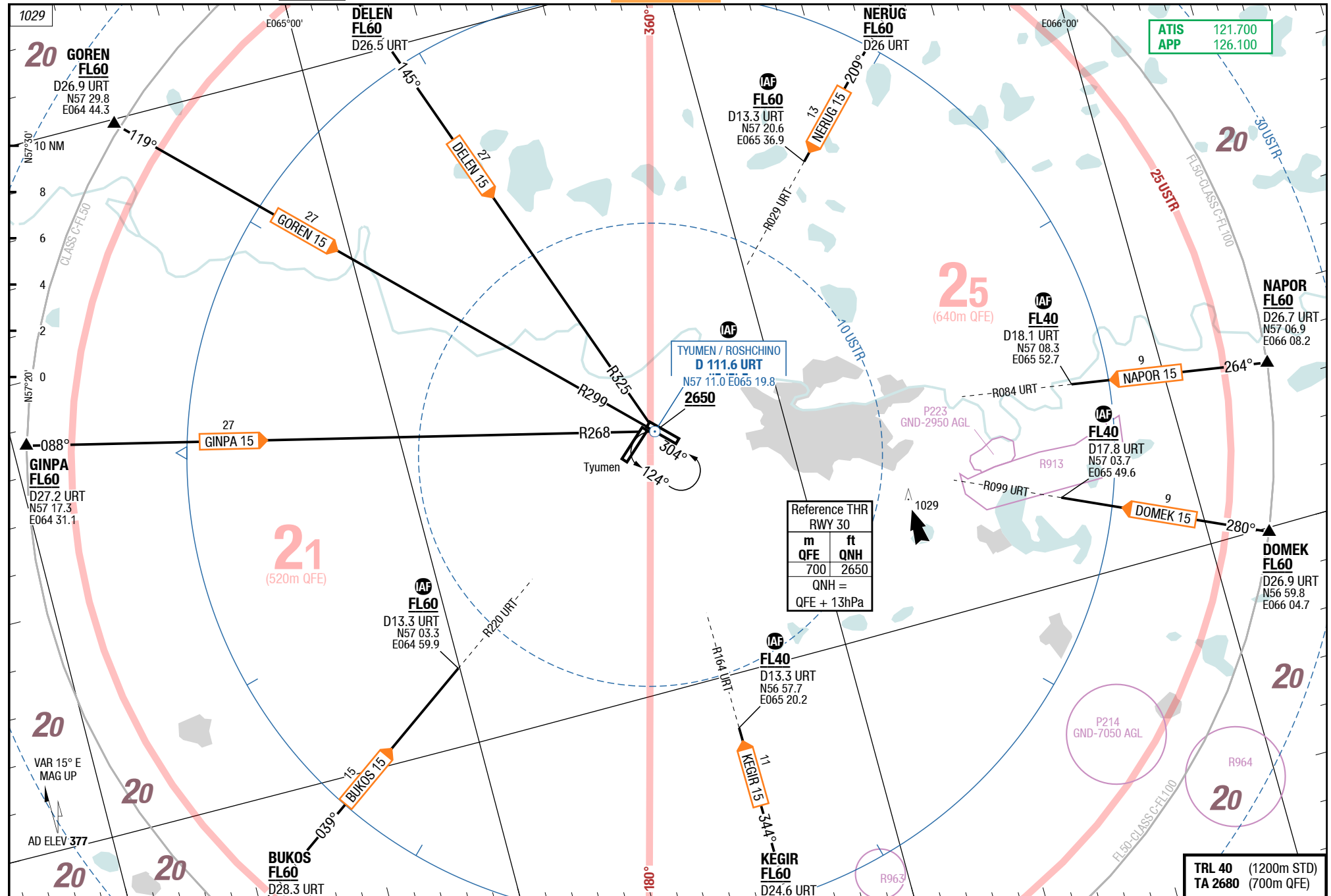
6-80 STARs RWY 30 (via VOR DME)

STAR

STAR

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STARs RWY 30 (via VOR DME)



Changes: new

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STARs RWY 12

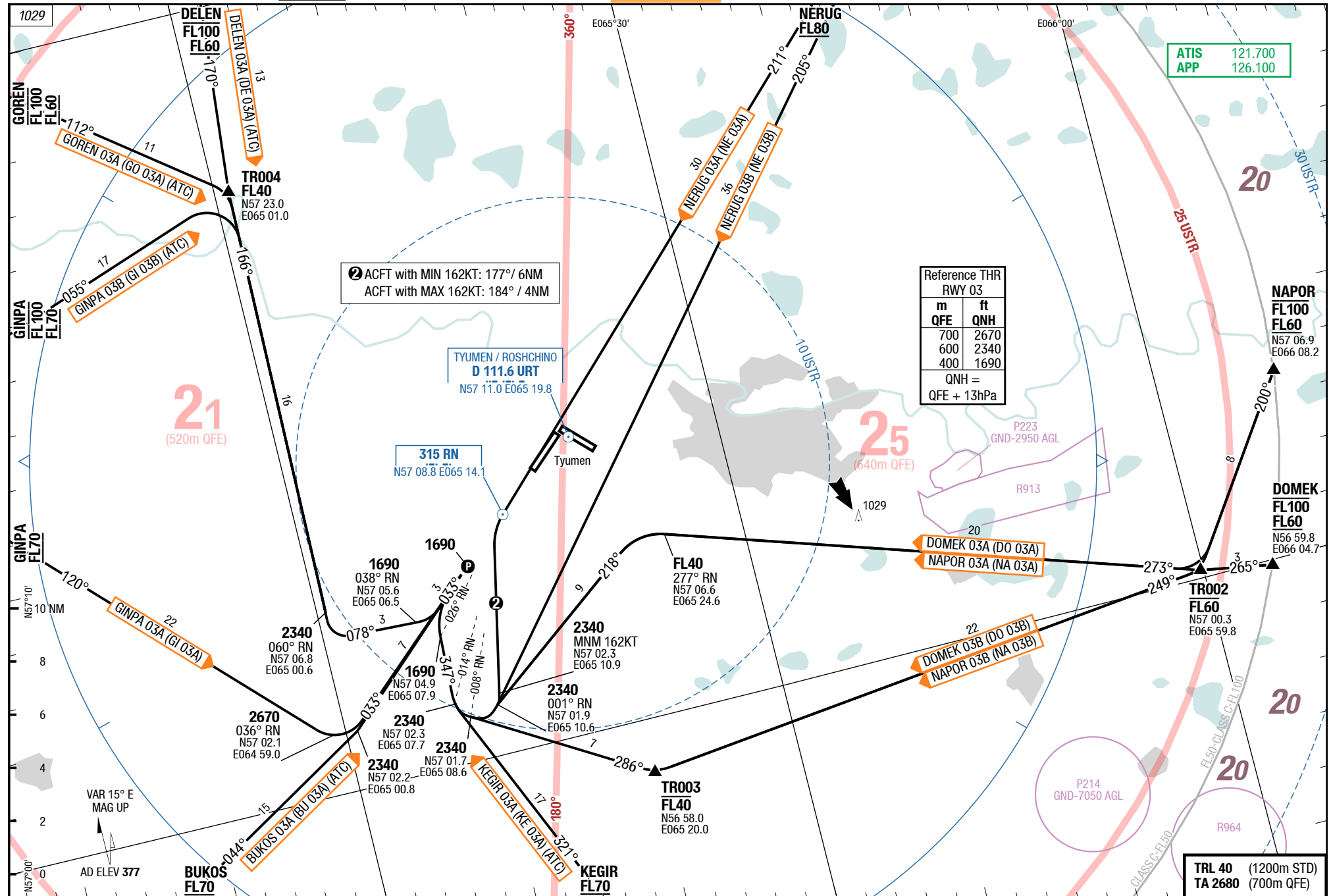
STARs RWY 03

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STARs RWY 12

STARs RWY 03



Changes: PROC, Track, Note

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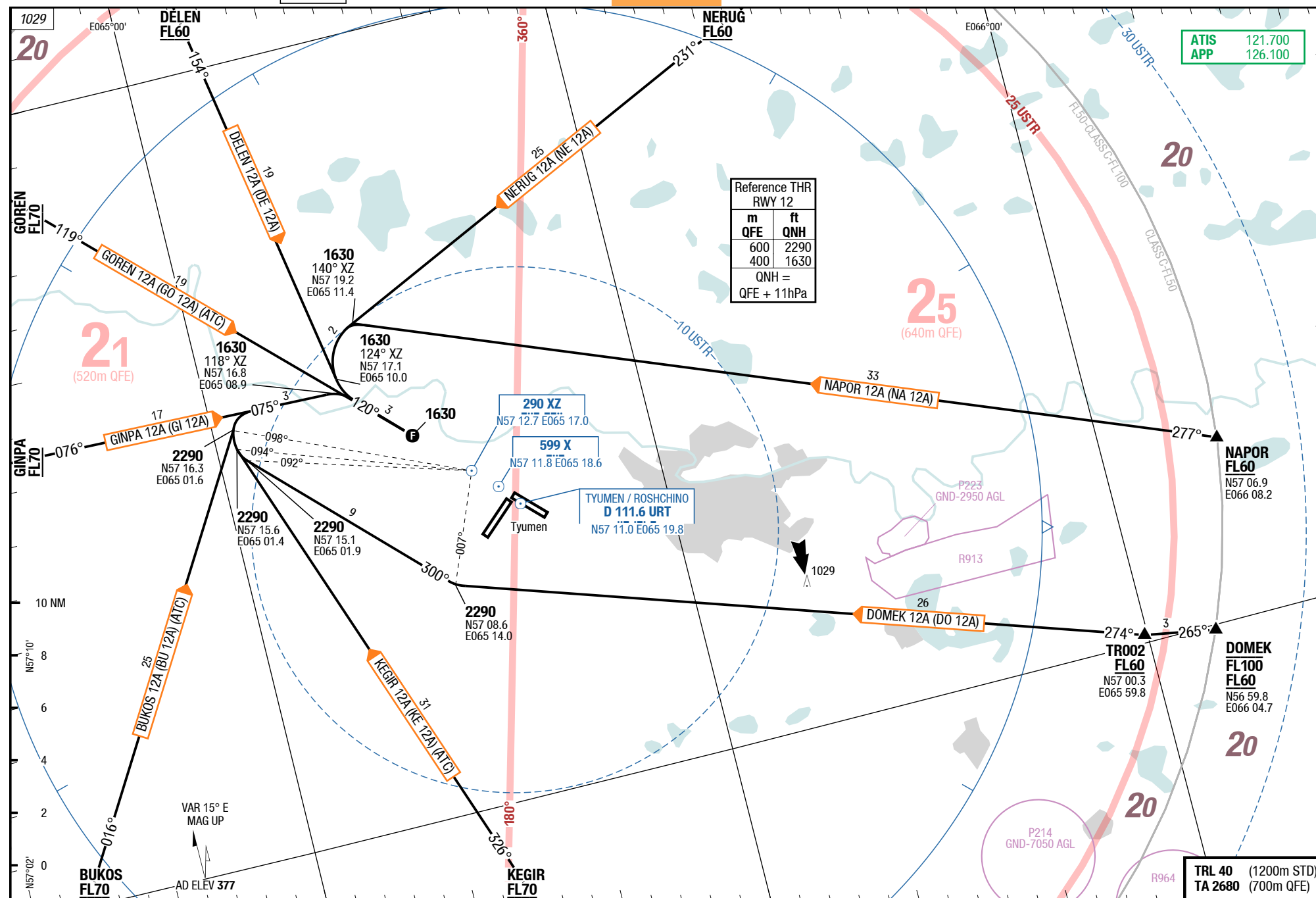
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6-100

STARs RWY 12

STARs RWY 12



Changes: Note

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STARs RWY 30

6-110

STARs RWY 21

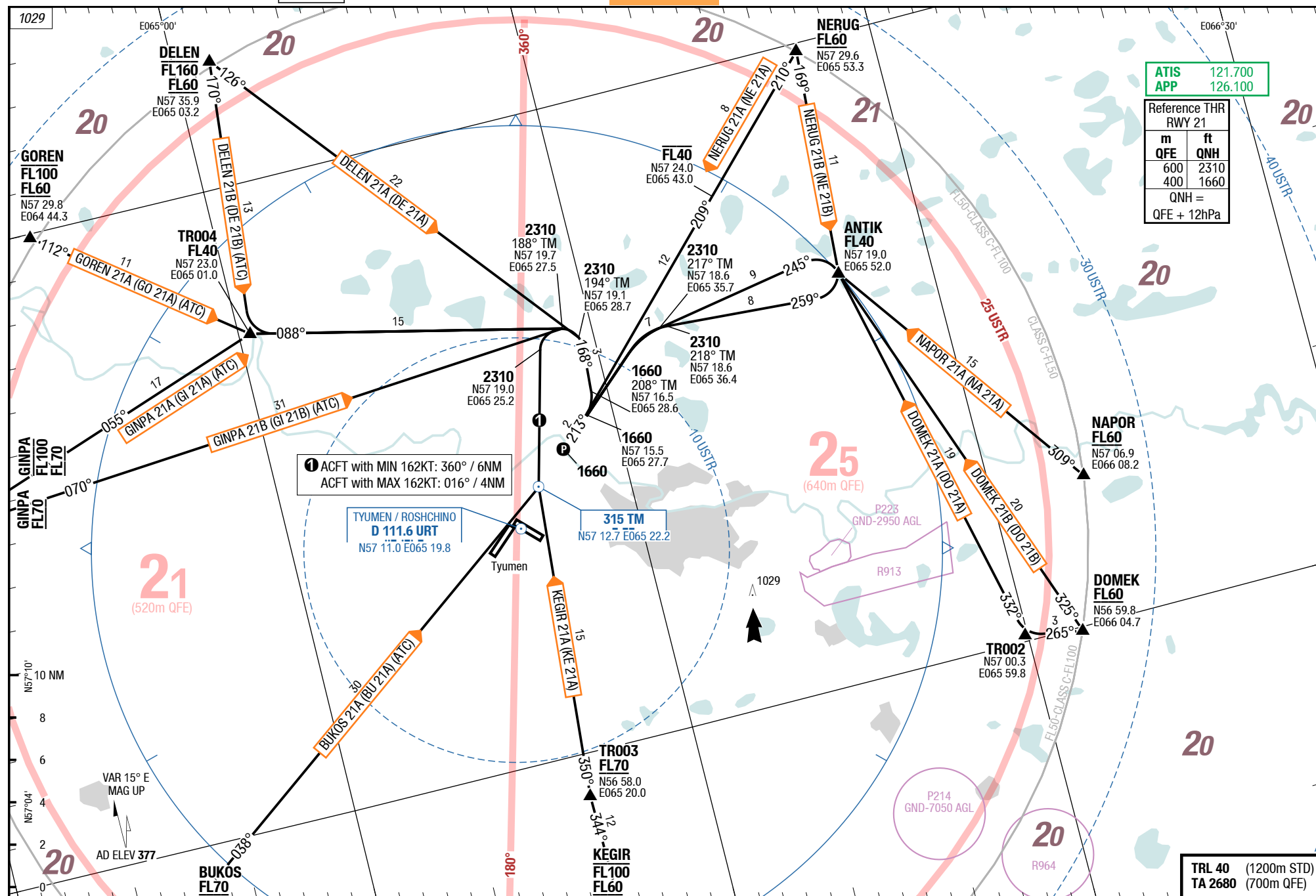
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STAR

Roshchino Tyumen Russian Federation

STARs RWY 30

STARs RWY 21



Changes: Note

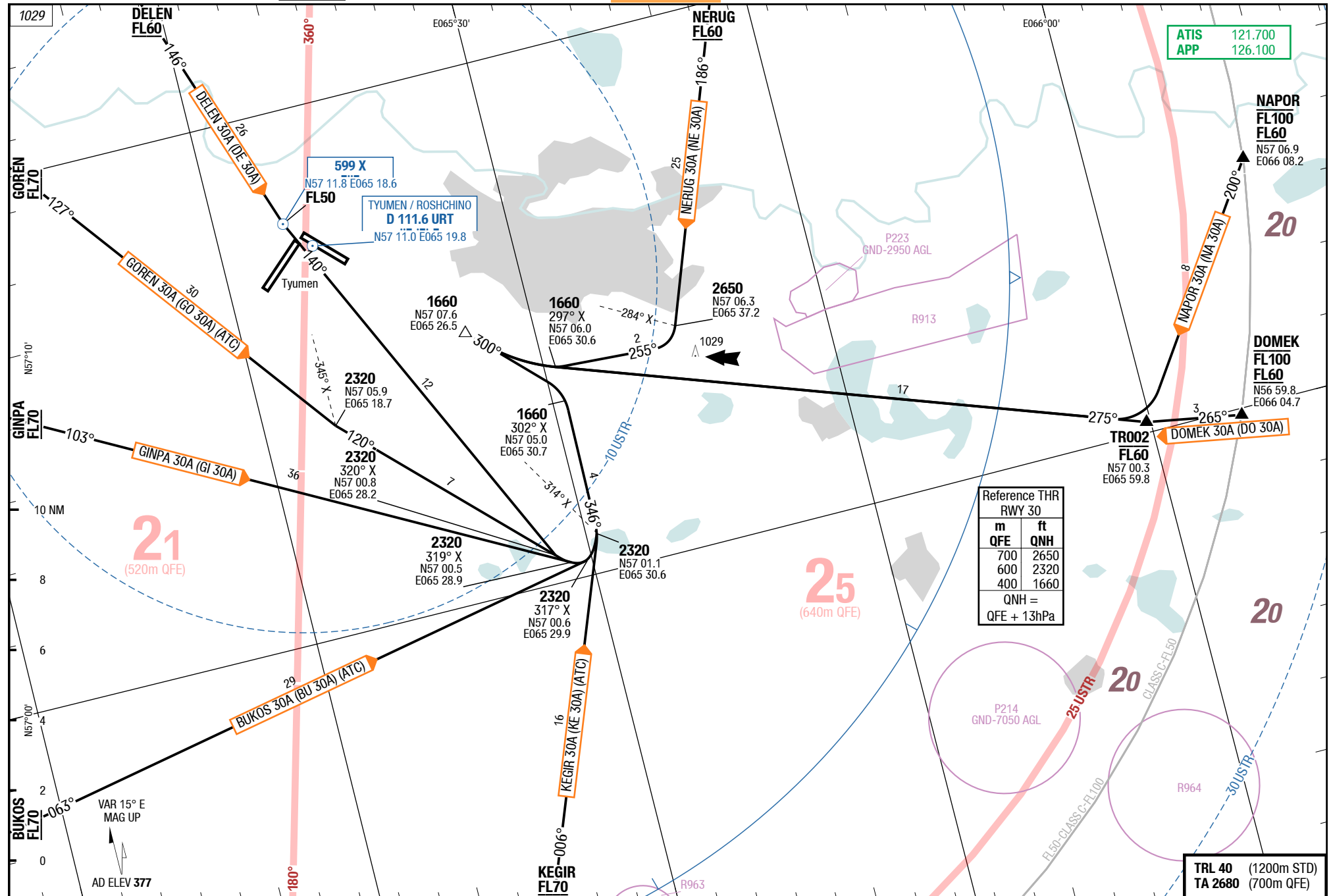
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STARs RWY 30

STAR

STAR

STARs RWY 30



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20-APR-2017

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NIL

STARs

STAR

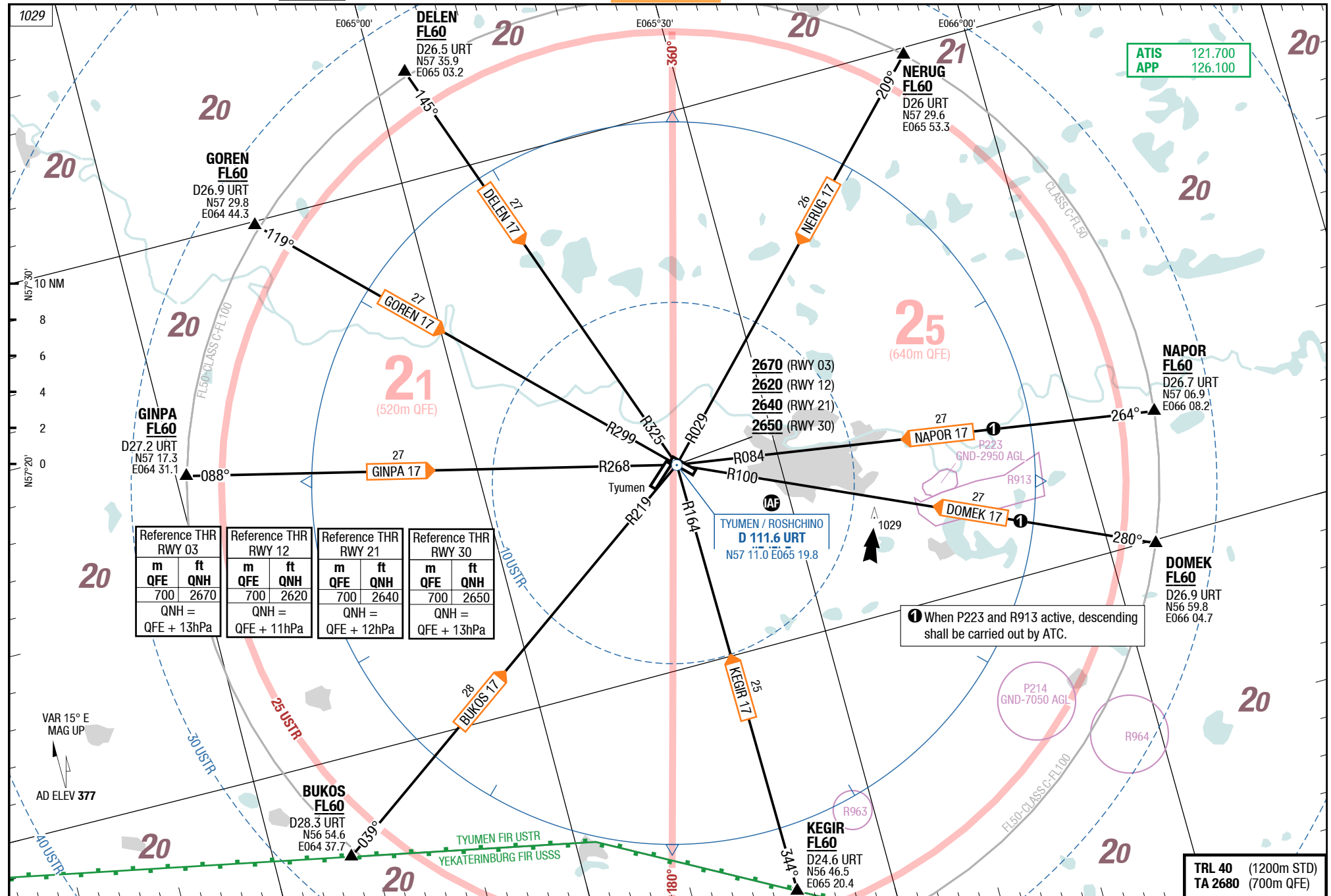
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Roshchino Tyumen Russian Federation

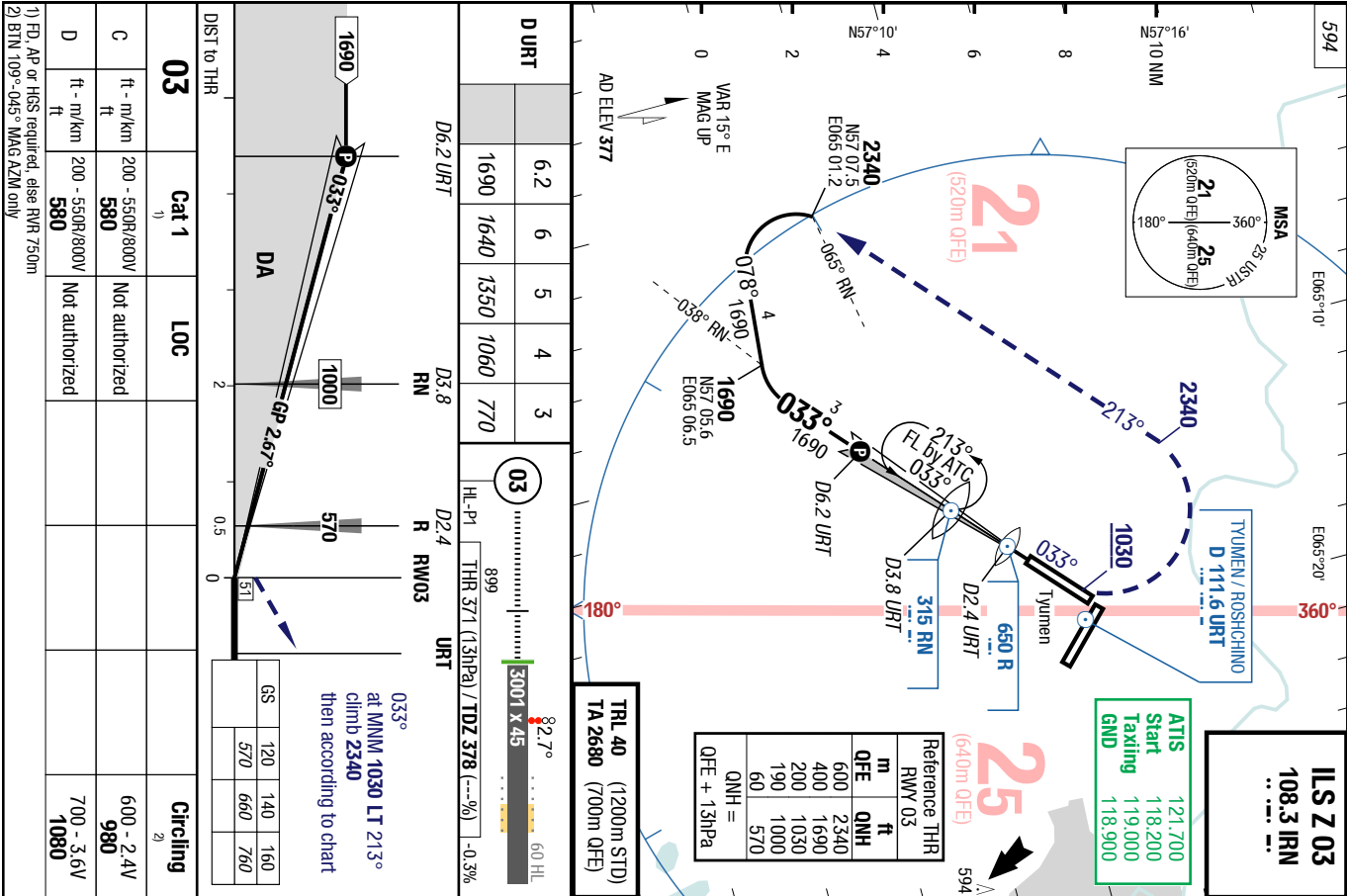
NIL

STARs

6-130



Changes: new



25-MAY-2017
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Russian Federation Tyumen Roshchino

7-20

ILS Y 03

IAC

IAC

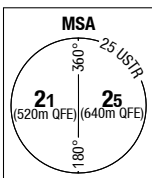
Roshchino Tyumen Russian Federation

ILS Y 03

ILS Y 03
108.3 IRN

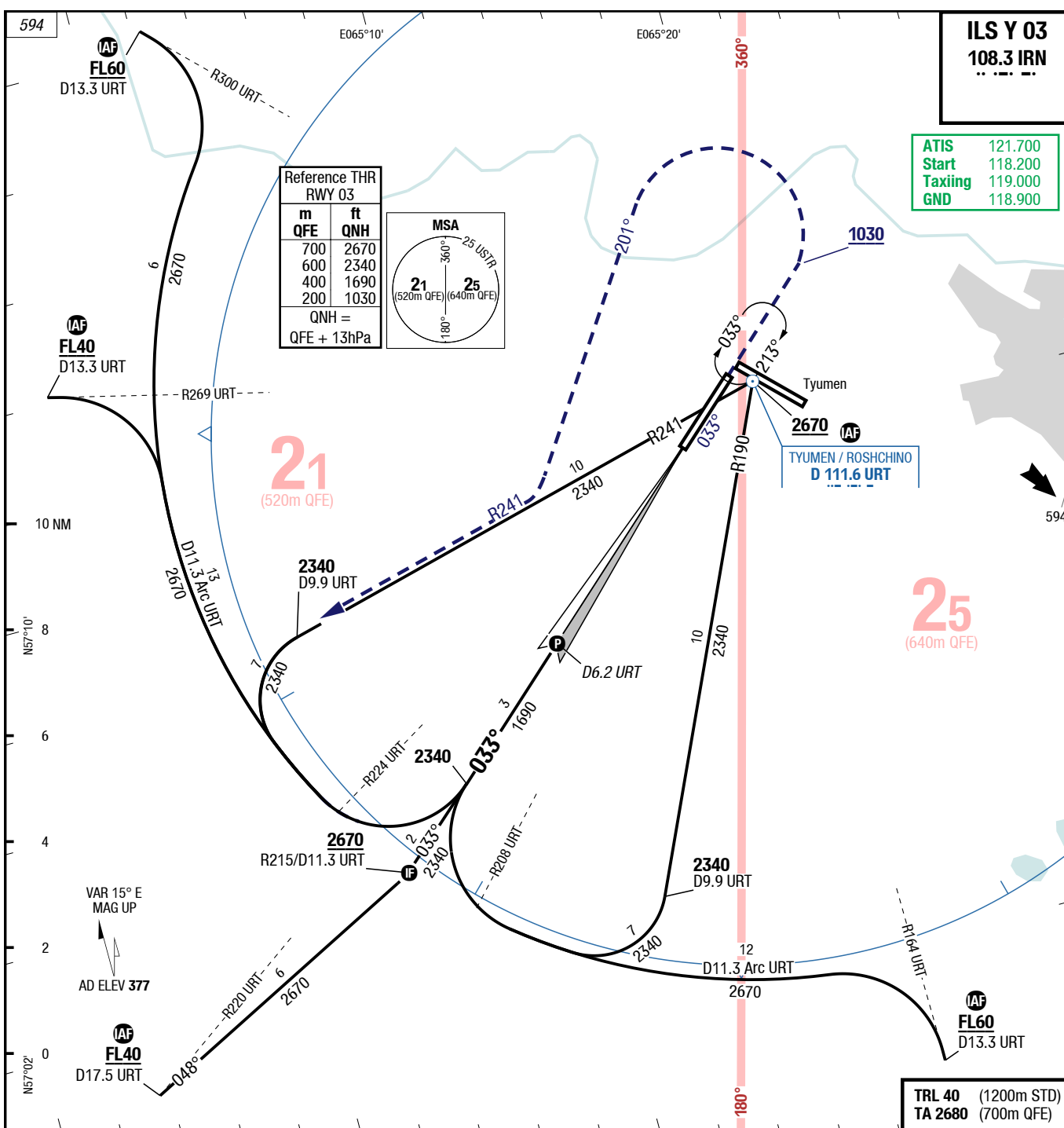
ATIS 121.700
Start 118.200
Taxiing 119.000
GND 118.900

| Reference THR RWY 03 | |
|-------------------------|--------|
| m QFE | ft QNH |
| 700 | 2670 |
| 600 | 2340 |
| 400 | 1690 |
| 200 | 1030 |
| QNH = QFE + 13hPa | |



21
(520m QFE)

25
(640m QFE)



| | | | | | | | | | | | | | | | | | | | | |
|---|-----------------|------------------------|------|----------------|------|-----|----|--------------------|-----------|-----|----------------------------------|-------|----|-----|-----|-----|--|-----|-----|-----|
| D URT | | | 6.2 | 5 | 4 | 3 | 03 | 82.7° 60 HL | 3001 x 45 | 899 | THR 371 (13hPa) / TDZ 378 (---%) | -0.3% | | | | | | | | |
| | | | 1690 | 1330 | 1050 | 760 | | | | | | | | | | | | | | |
| <div><div>D6.2 URT</div><div><div>1690</div><div>1690</div><div>033°</div><div>GP 2.67°</div><div>DA</div><div>DIST TO THR</div><div>5</div><div>4.4</div><div>0</div></div><div><div>RW03</div><div>at DA or below: 033° - at MNM 1030 LT 201° intercept R241 URT - climb 2340 then according to chart above DA: direct URT - LT intercept R241 URT climb 2340 - then according to chart</div><div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>570</td><td>660</td><td>760</td></tr></table></div></div></div> | | | | | | | | | | | | | GS | 120 | 140 | 160 | | 570 | 660 | 760 |
| GS | 120 | 140 | 160 | | | | | | | | | | | | | | | | | |
| | 570 | 660 | 760 | | | | | | | | | | | | | | | | | |
| 03 | | Cat 1 | | LOC | | | | Circling | | | | | | | | | | | | |
| | | 1) | | | | | | 2) | | | | | | | | | | | | |
| C | ft - m/km ft | 210 - 550R/800V 590 | | Not authorized | | | | 600 - 2.4V 980 | | | | | | | | | | | | |
| D | ft - m/km ft | 220 - 550R/800V 600 | | Not authorized | | | | 700 - 3.6V 1080 | | | | | | | | | | | | |
| 1) FD, AP or HGS required, else RVR 750m | | | | | | | | | | | | | | | | | | | | |
| 2) BTN 109°-045° MAG AZM only | | | | | | | | | | | | | | | | | | | | |

Russian Federation **Tyumen** Roshchino

ILSY 21

7-30

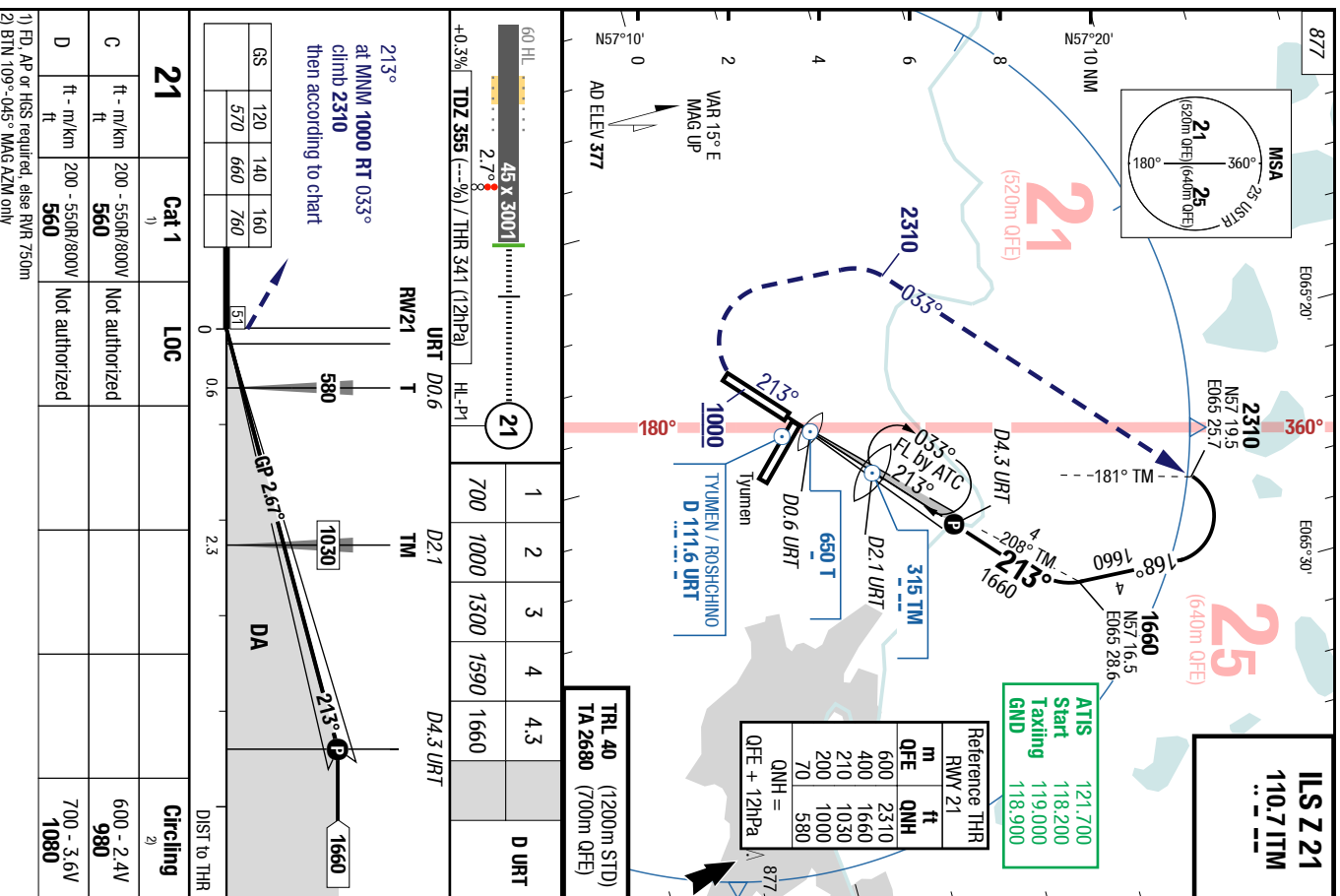
ILS Z 21

IAC

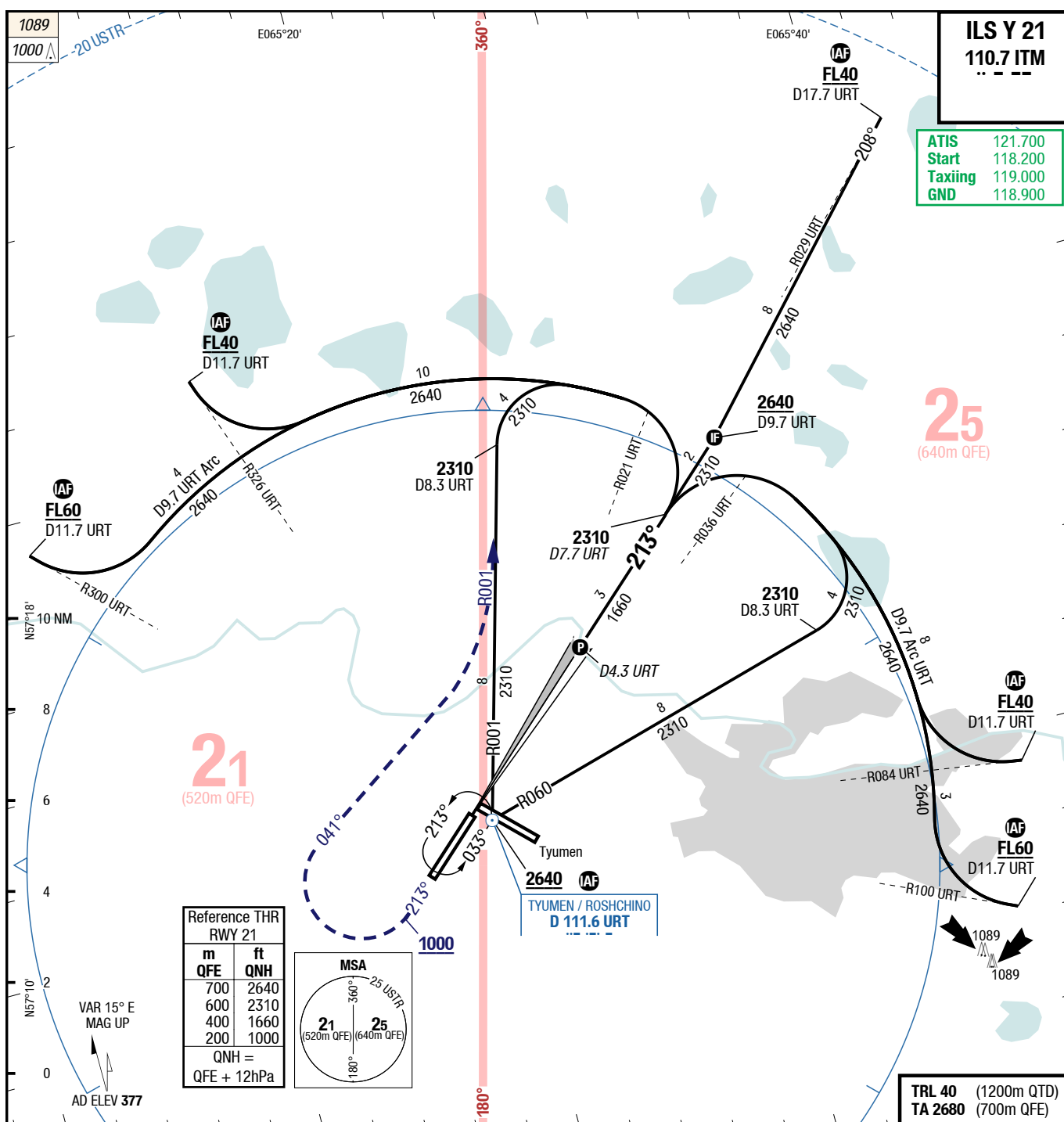
IACRoshchino **Tyumen** Russian Federation

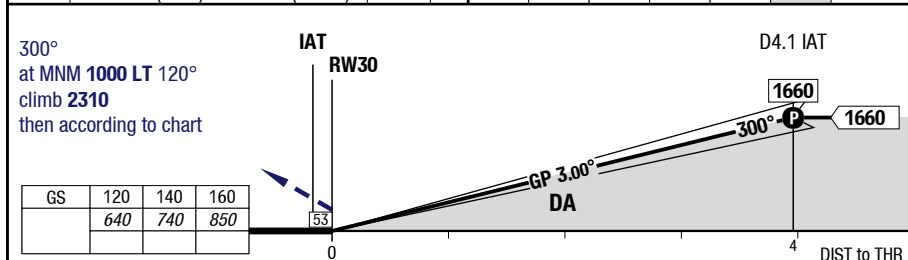
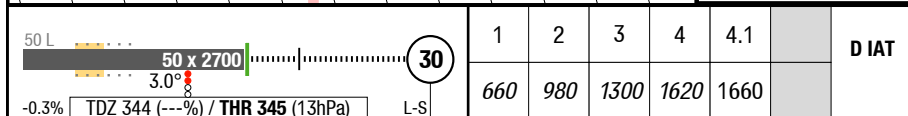
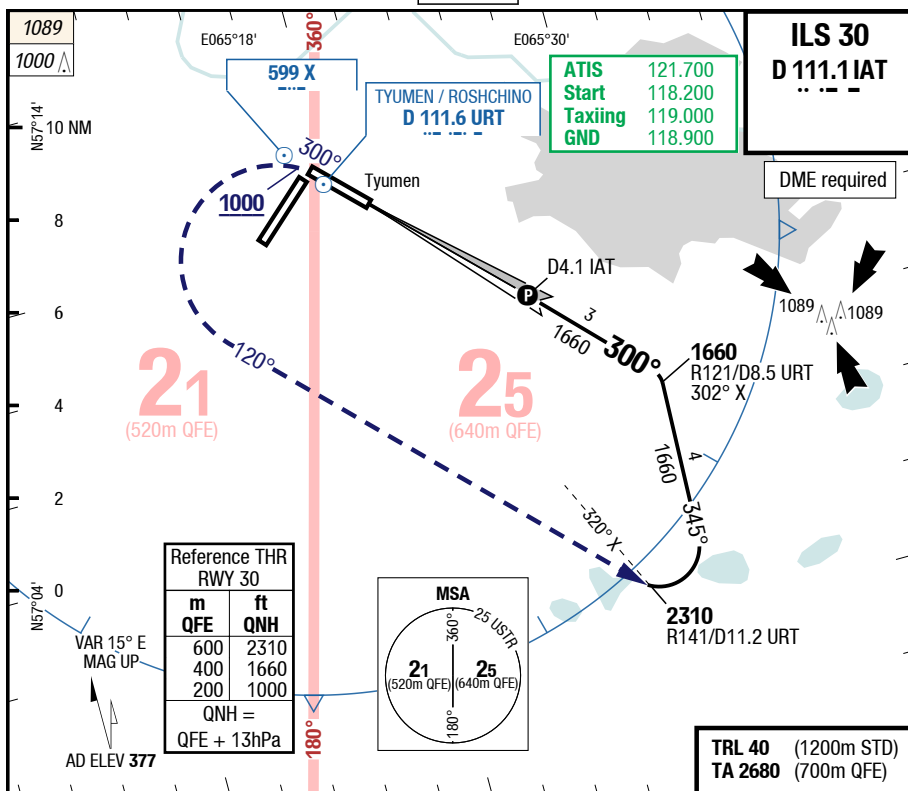
ILSY 21

ILS Z 21



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[illegible]



| 30 | | Cat 1 DME 1) | LOC | | | | Circling 2) |
|-----------|-----------------|-------------------------------|----------------|--|--|--|---------------------------|
| C | ft - m/km ft | 200 - 1.0R/1.0V 550 | Not authorized | | | | 600 - 2.4V 980 |
| D | ft - m/km ft | 200 - 1.0R/1.0V 550 | Not authorized | | | | 700 - 3.6V 1080 |

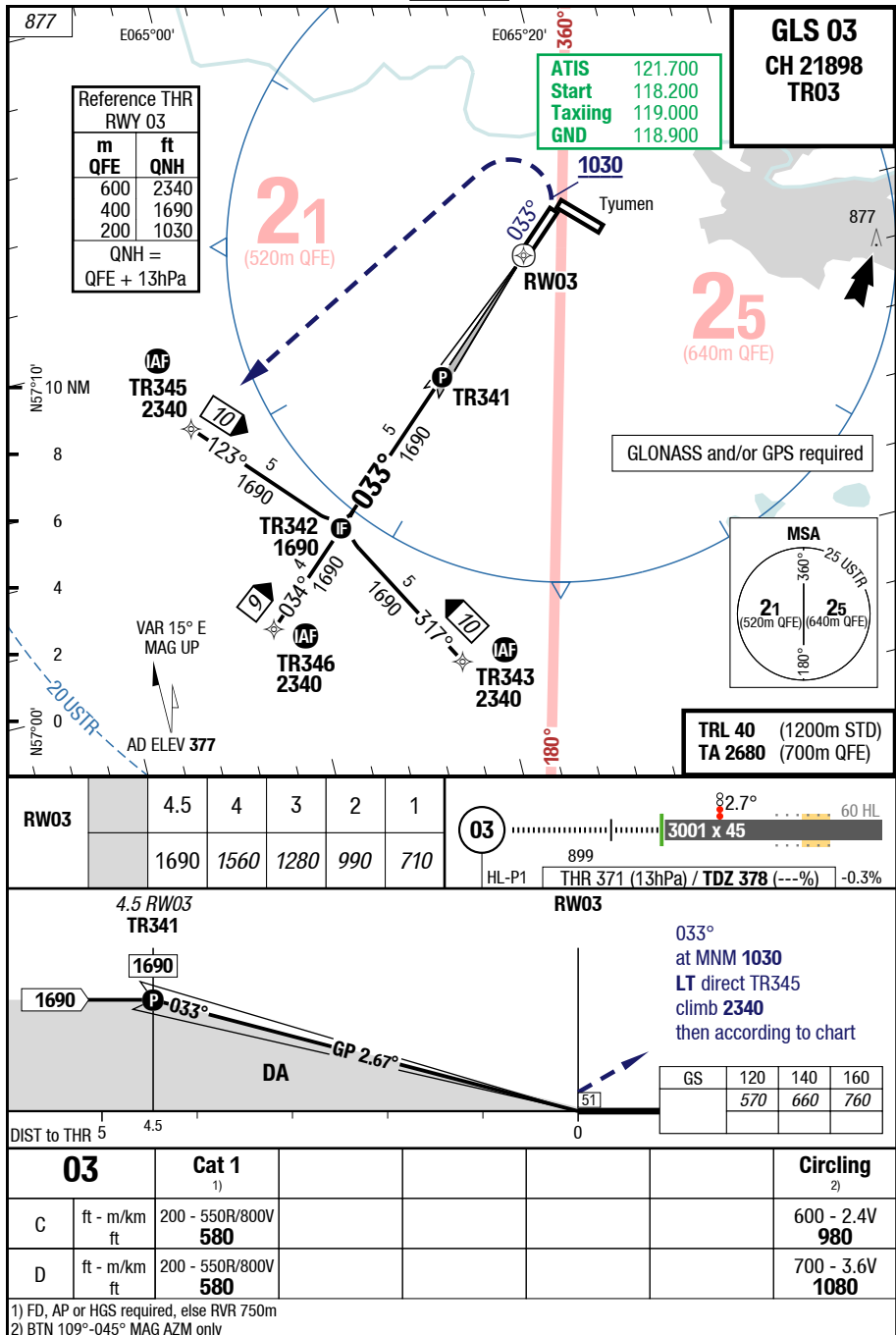
1) With EVS RVR 650m/ VIS 800m
2) BTN 109°-045° MAG AZM only

Changes: New

TJM-USTR

7-60

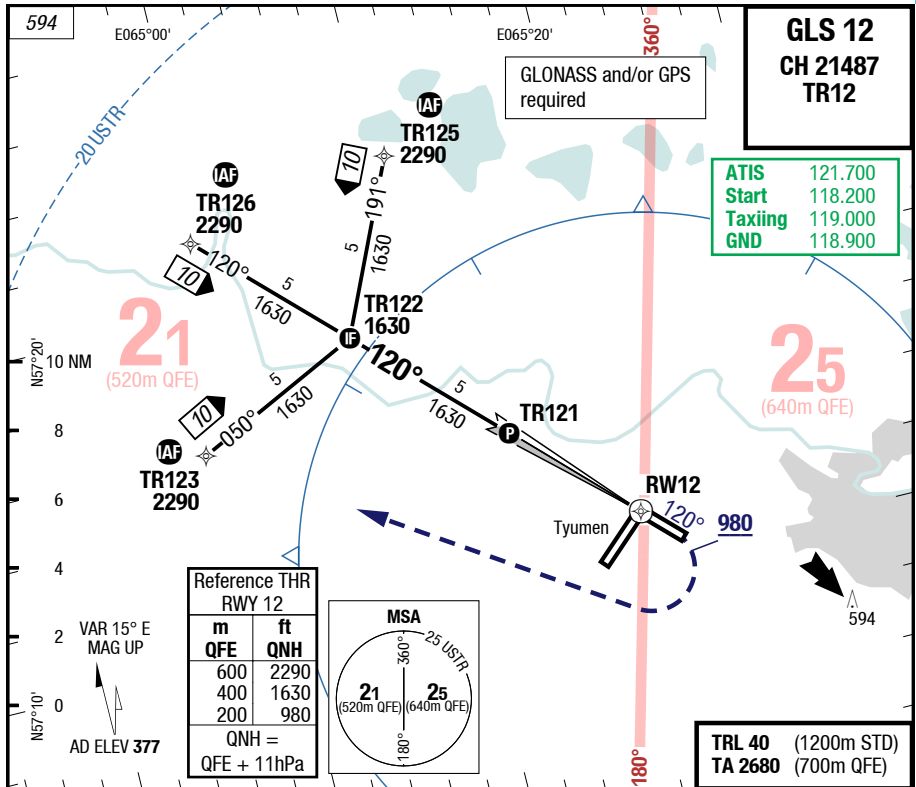
GLS 03



TJM-USTR

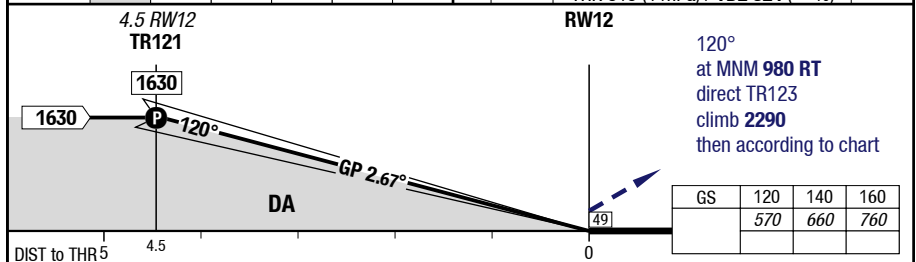
7-70

GLS 12



| | | | | | | | | | |
|------|------|------|------|-----|-----|----|-----------|-------|------|
| RW12 | 4.5 | 4 | 3 | 2 | 1 | 12 | 2700 x 50 | 82.7° | 50 L |
| | 1630 | 1500 | 1220 | 930 | 650 | | | | |

L-S THR 315 (11hPa) / TDZ 324 (---%) +0.3%



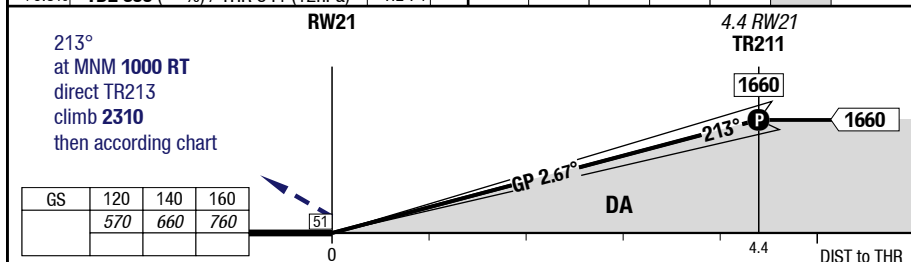
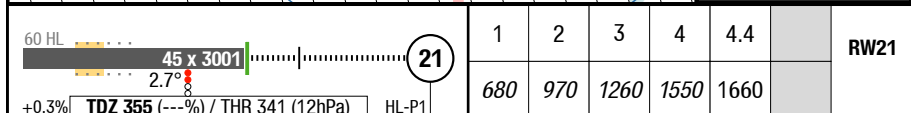
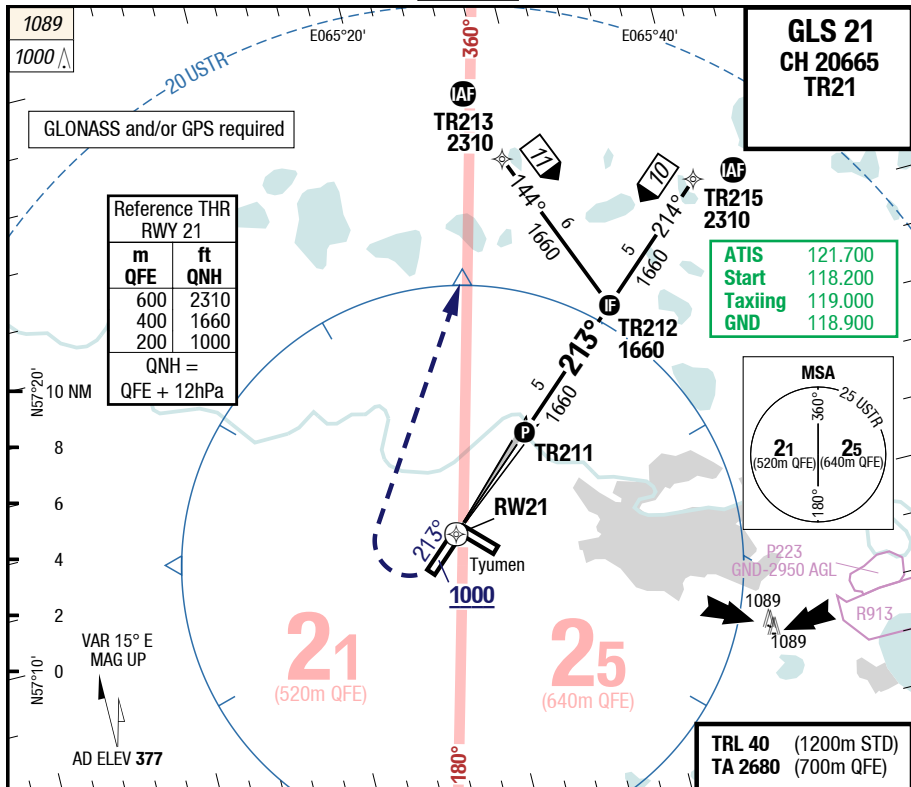
| 12 | Cat 1 | | | | | Circling |
|----|-----------------|------------------------|--|--|--|--------------------|
| | 1) | | | | | 2) |
| C | ft - m/km ft | 200 - 1.0R/1.0V 530 | | | | 600 - 2.4V 980 |
| D | ft - m/km ft | 200 - 1.0R/1.0V 530 | | | | 700 - 3.6V 1080 |

1) With EVS RVR 650m/ VIS 800m
 2) BTN 109°-045° MAG AZM only

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7-80

GLS 21



| 21 | | Cat 1 ¹⁾ | | | | Circling ²⁾ |
|----|-----------------|------------------------|--|--|--|------------------------|
| C | ft - m/km ft | 200 - 550R/800V 560 | | | | 600 - 2.4V 980 |
| D | ft - m/km ft | 200 - 550R/800V 560 | | | | 700 - 3.6V 1080 |

1) FD, AP or HGS required, else RVR 750m

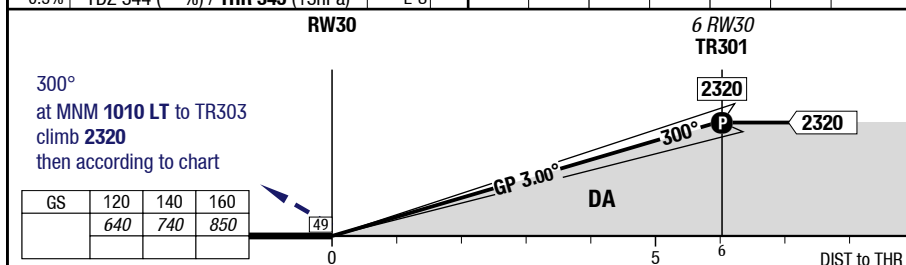
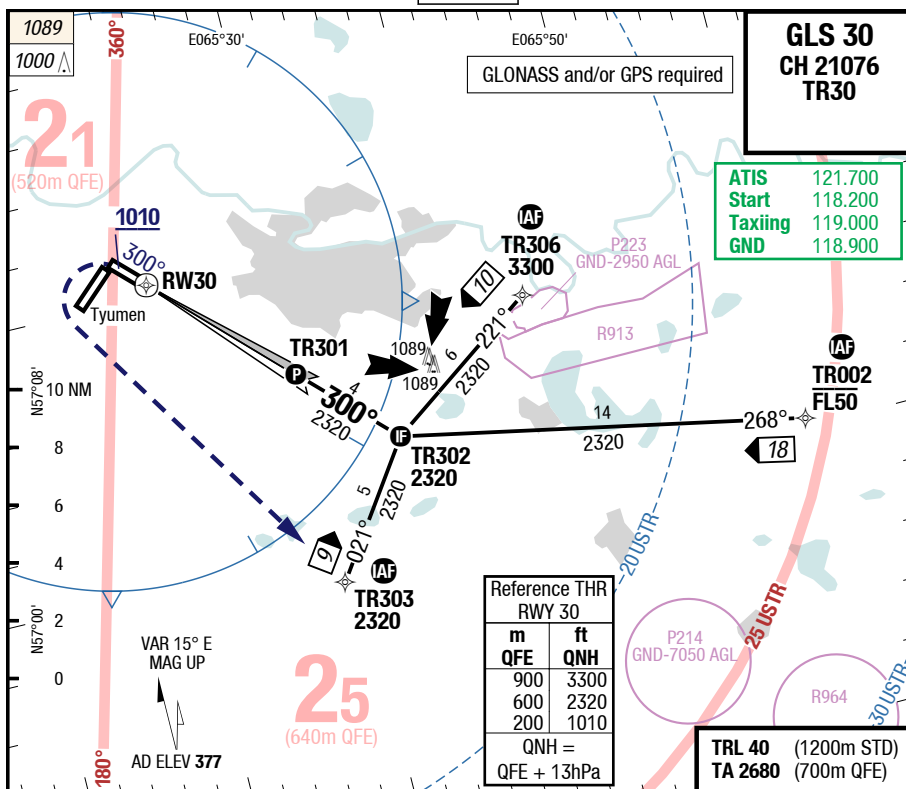
2) BTN 109°-045° MAG AZM only

Changes: Page Number

TJM-USTR

7-90

GLS 30



| | | | | | | |
|-----------|-----------------|-------------------------------|--|--|--|---------------------------|
| 30 | | Cat 1 1) | | | | Circling 2) |
| C | ft - m/km ft | 200 - 1.0R/1.0V 550 | | | | 600 - 2.4V 980 |
| D | ft - m/km ft | 200 - 1.0R/1.0V 550 | | | | 700 - 3.6V 1080 |

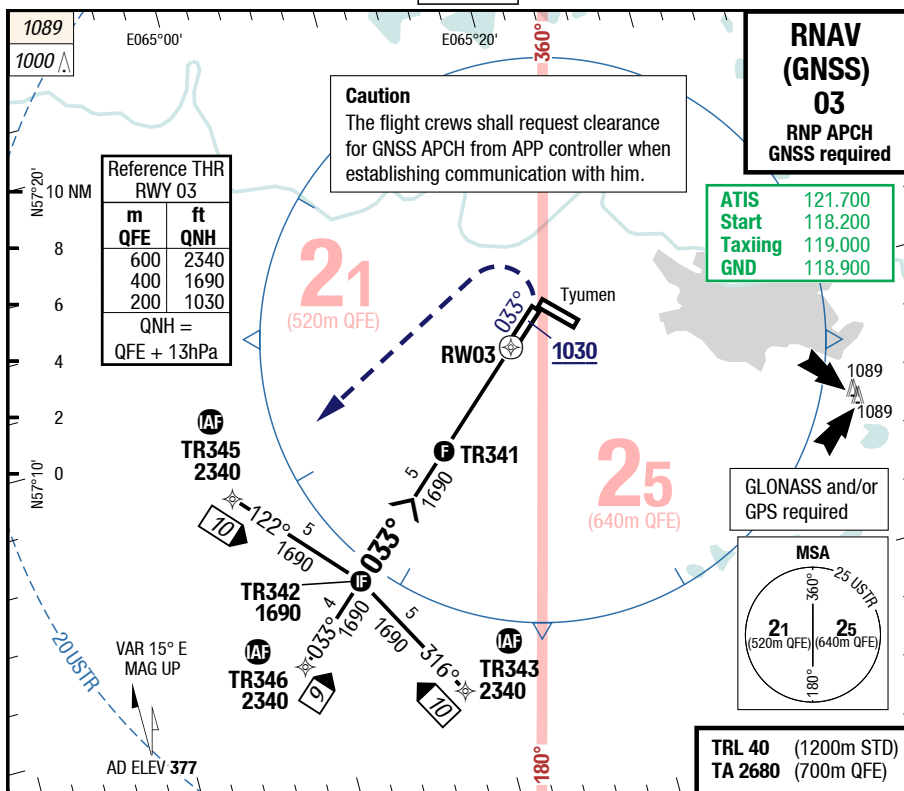
1) With EVS RVR 650m/ VIS 800m
2) BTN 109°-045° MAG AZM only

Changes: Page Number

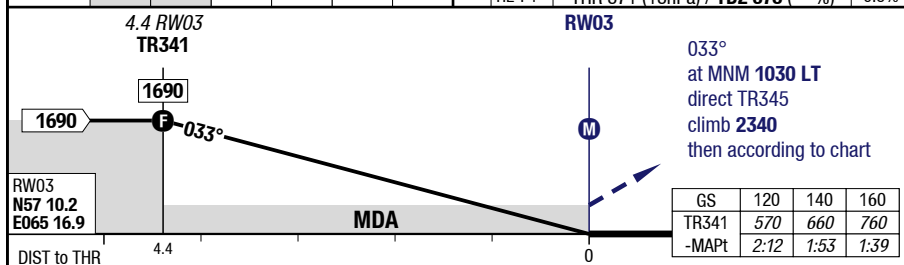
TJM-USTR

7-110

RNAV (GNSS) 03



| | | | | | | |
|---------------|--|------|------|------|------|--|
| 2.67° RW03 | | 4.4 | 4 | 3 | 2 | <div> <div>03</div> <div> <div>899</div> <div> <div>HL-P1</div> <div>THR 371 (13hPa) / TDZ 378 (---%) -0.3%</div> </div> </div> </div> |
| | | 1690 | 1580 | 1290 | 1000 | |



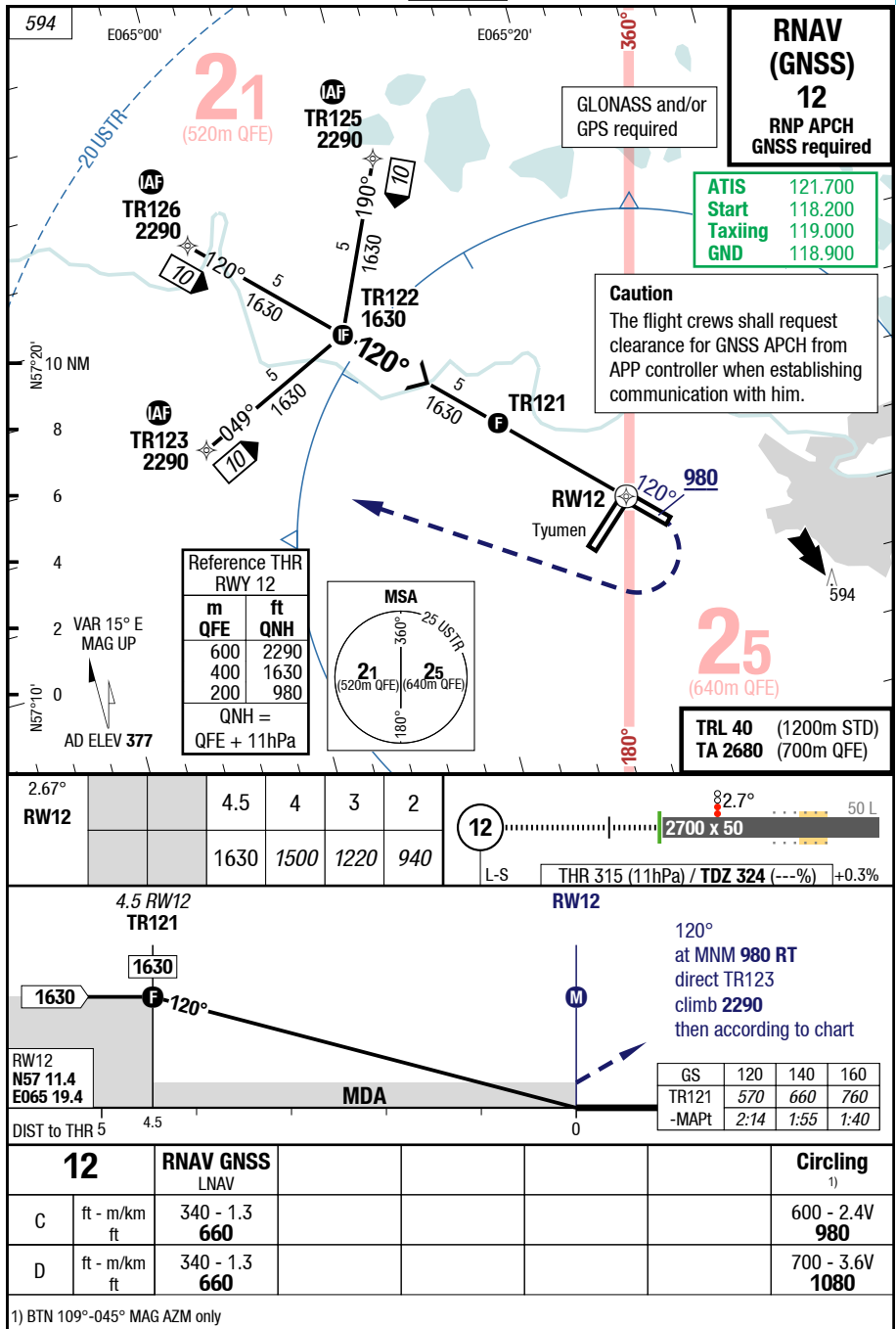
| 03 | | RNAV GNSS LNAV | | | | Circling 1) |
|----|-----------------|-------------------|--|--|--|--------------------|
| C | ft - m/km ft | 330 - 800 710 | | | | 600 - 2.4V 980 |
| D | ft - m/km ft | 330 - 800 710 | | | | 700 - 3.6V 1080 |

1) BTN 109°-045° MAG AZM only

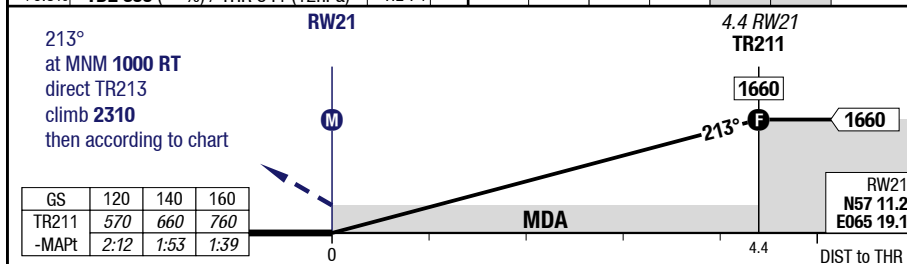
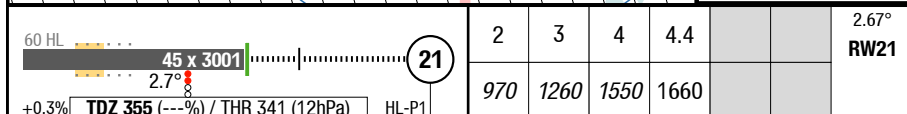
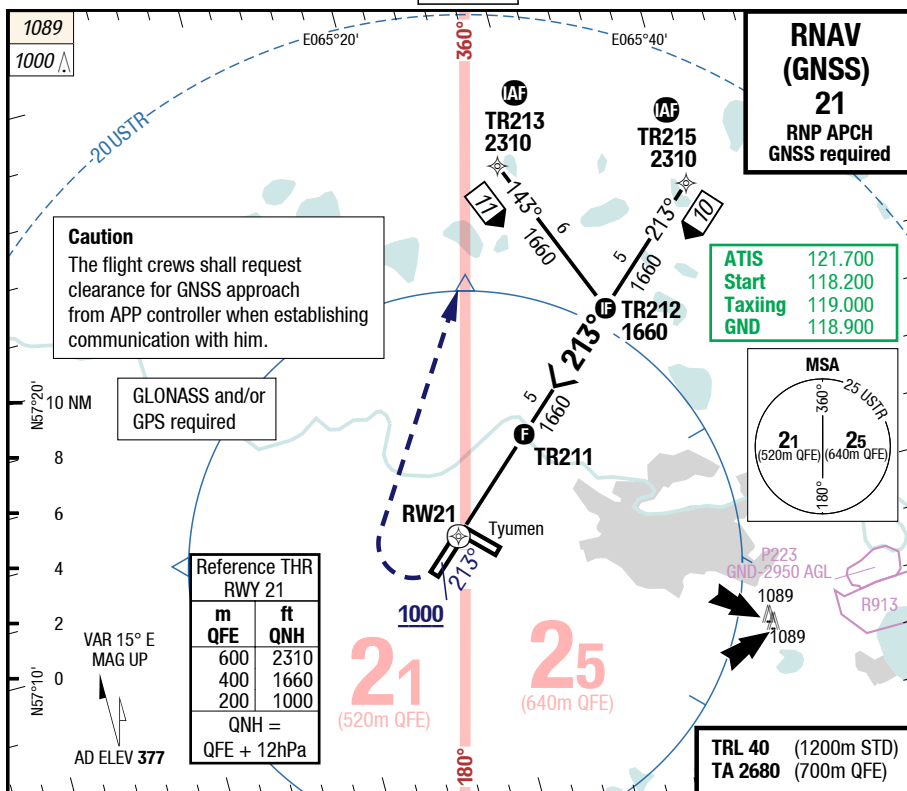
TJM-USTR

7-120

RNAV (GNSS) 12



RNAV (GNSS) 21



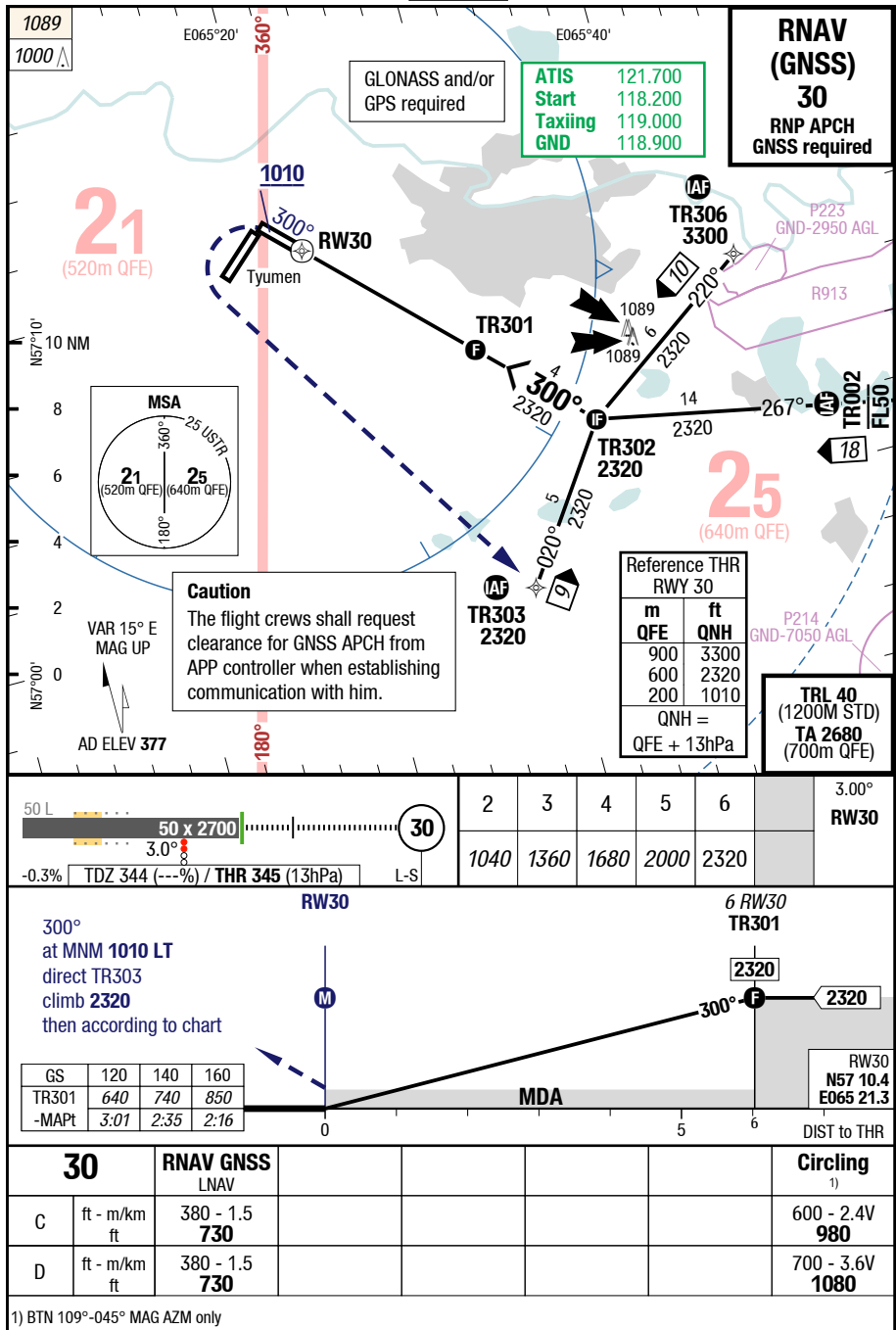
| | | | | | | |
|-----------|-----------------|--------------------------|--|--|--|---------------------------|
| 21 | | RNAV GNSS LNAV | | | | Circling 1) |
| C | ft - m/km ft | 330 - 800 690 | | | | 600 - 2.4V 980 |
| D | ft - m/km ft | 330 - 800 690 | | | | 700 - 3.6V 1080 |

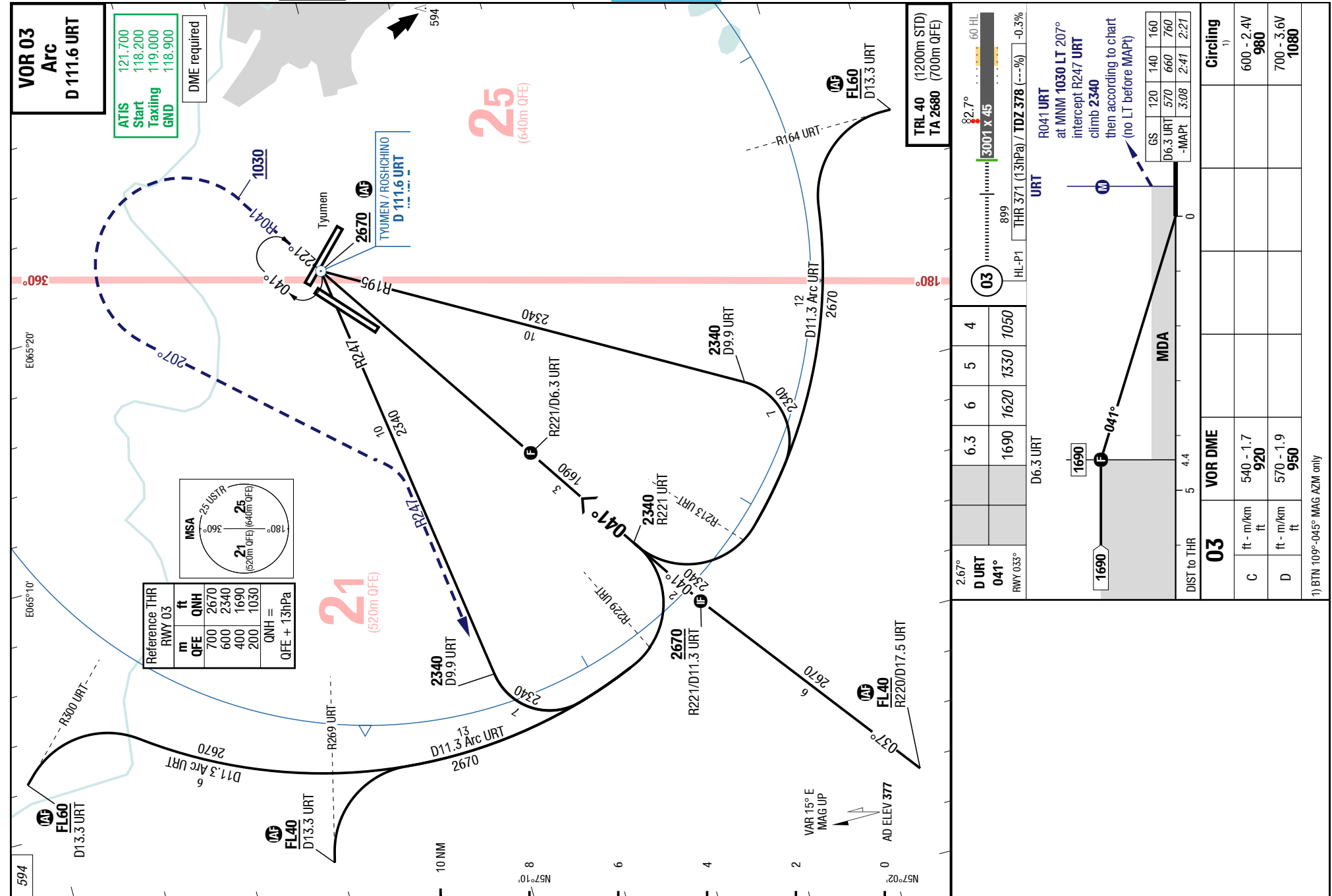
1) BTN 109°-045° MAG AZM only

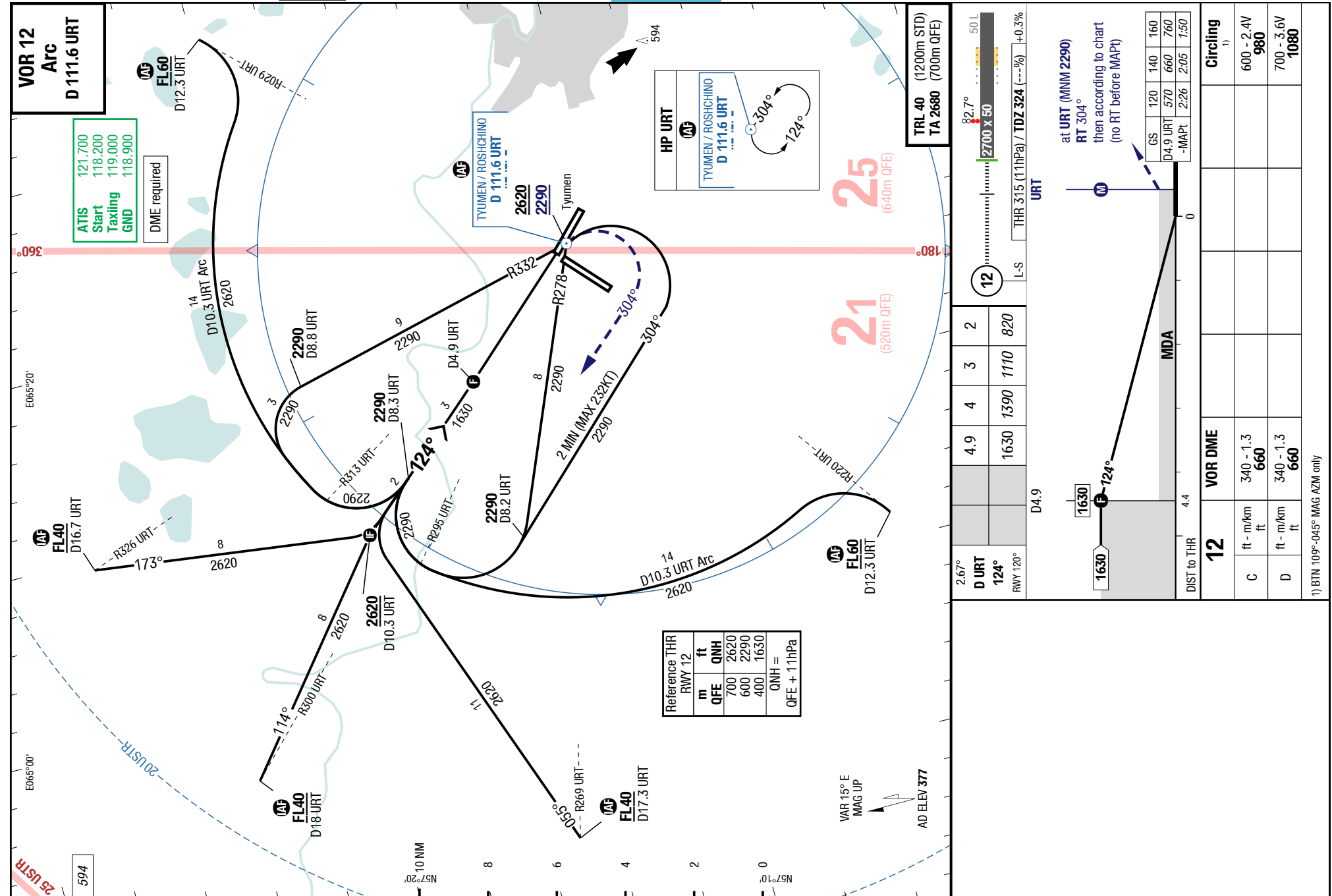
TJM-USTR

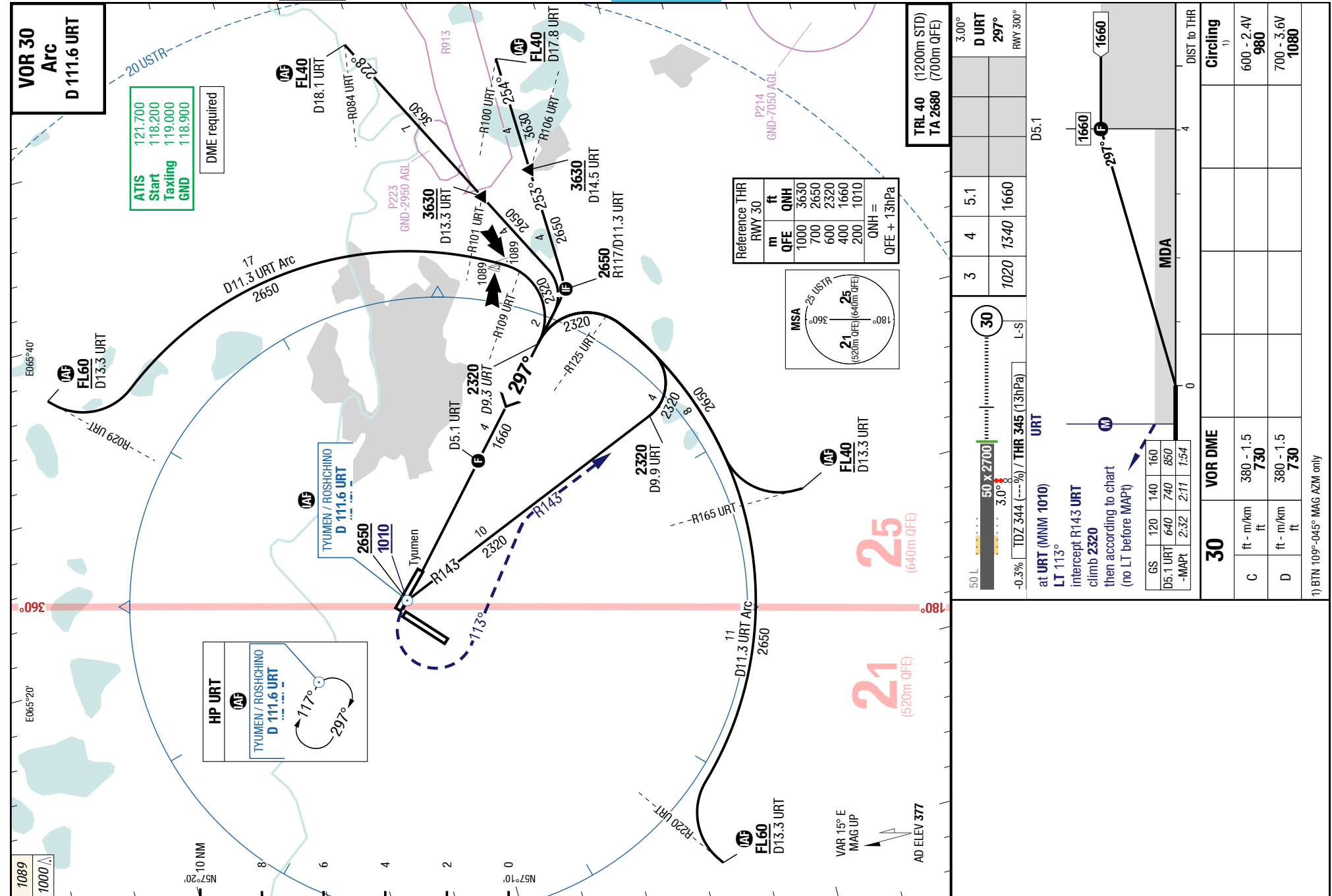
7-140

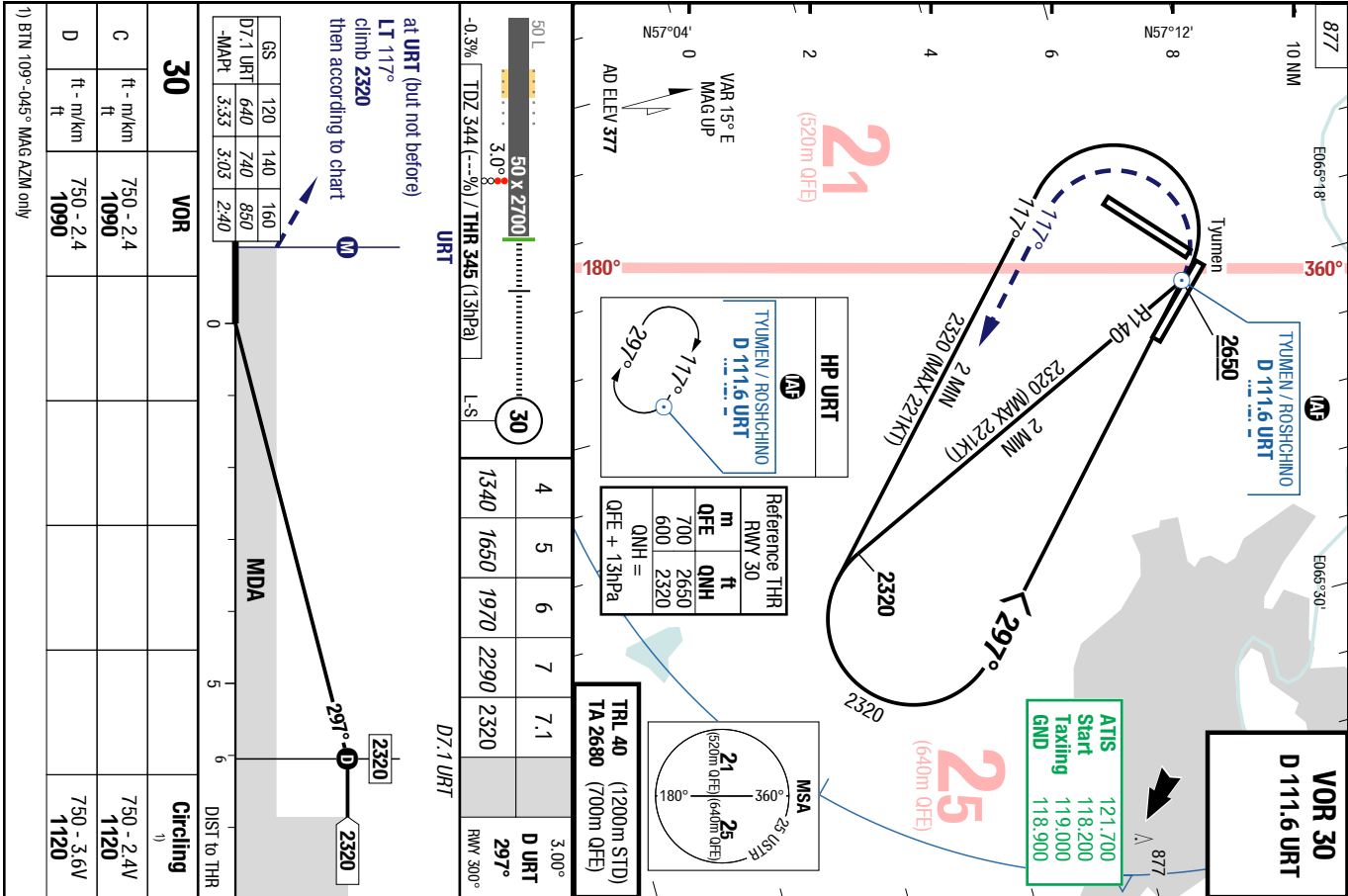
RNAV (GNSS) 30







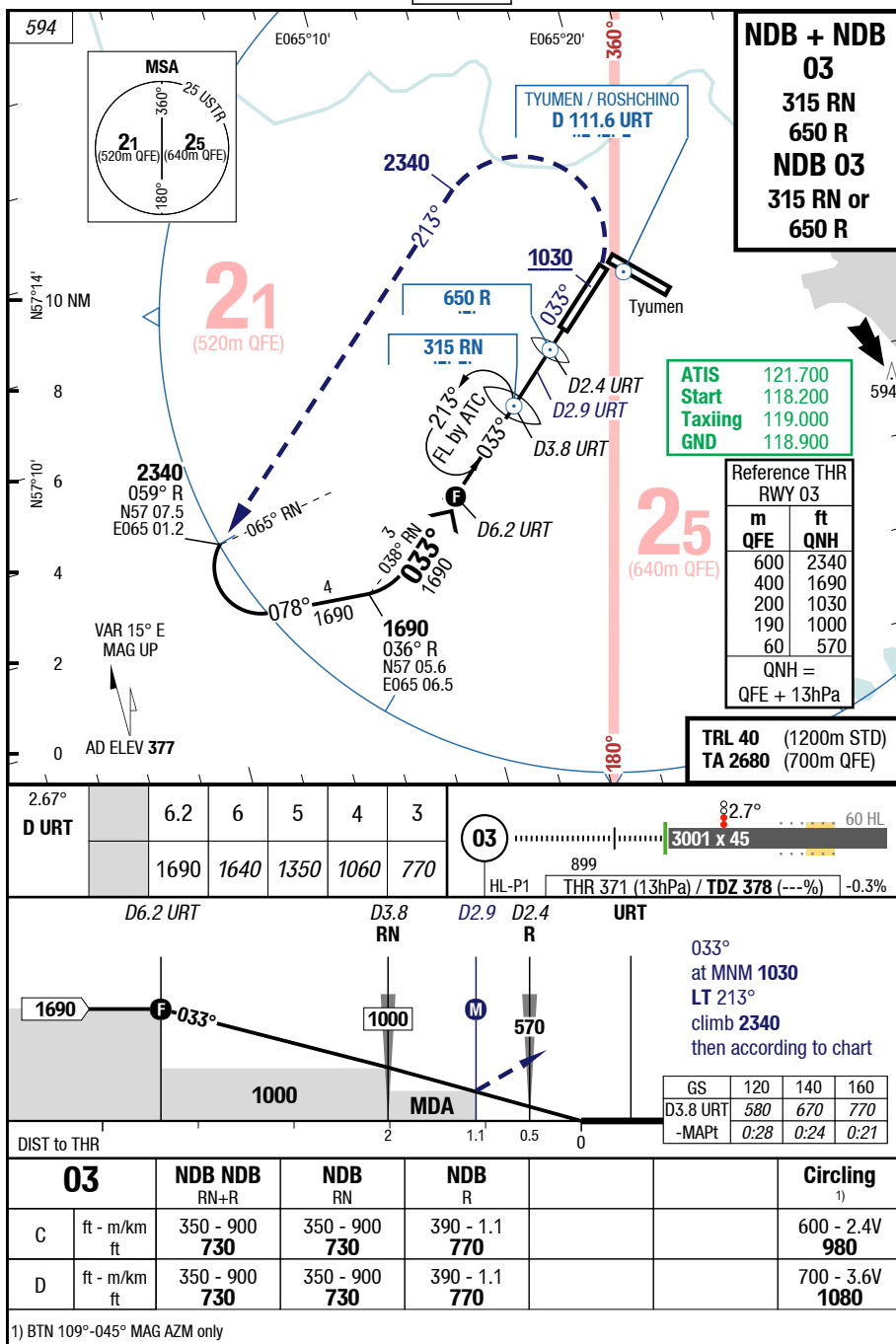




TJM-USTR

7-210

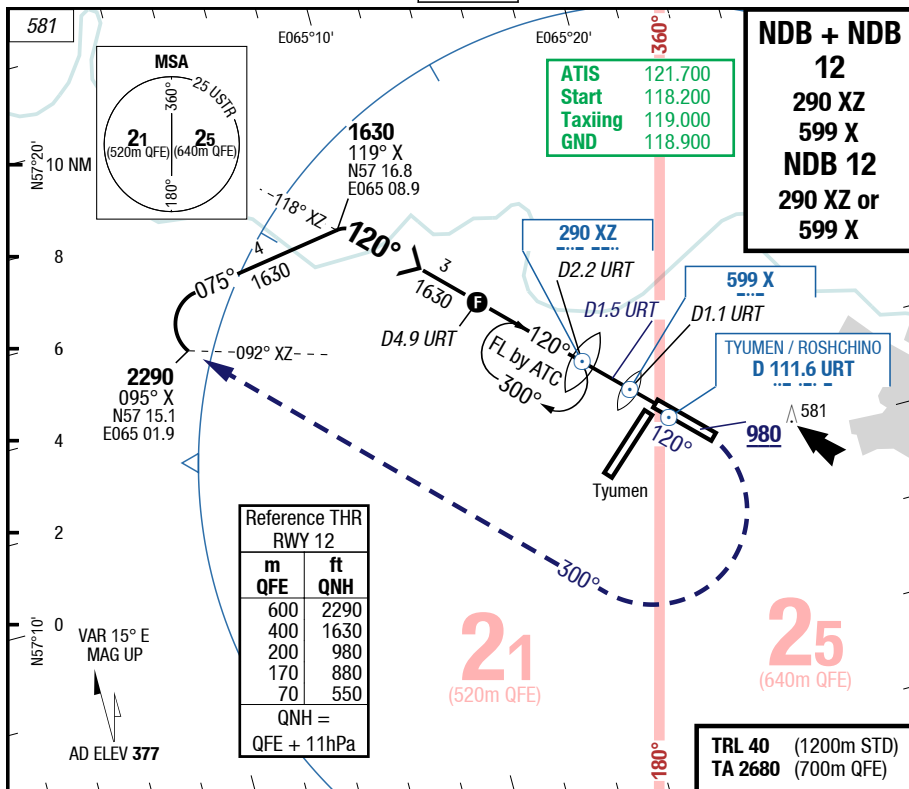
NDB + NDB 03 / NDB 03



TJM-USTR

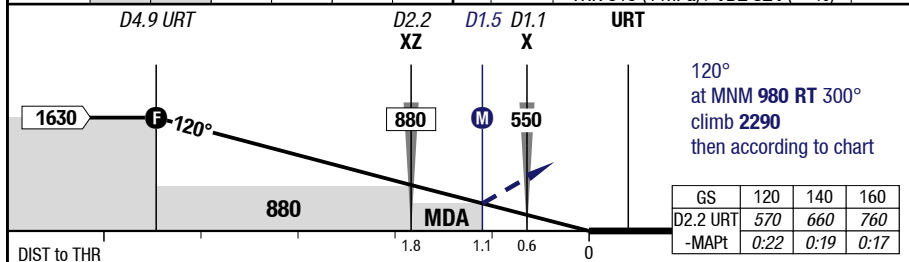
7-220

NDB + NDB 12 / NDB 12



| | | | | | | | | | |
|--------------|--|--|------|------|------|-----|--|-------|------|
| 2.67° | | | 4.9 | 4 | 3 | 2 | | 82.7° | 50 L |
| D URT | | | | | | | | | |
| | | | 1630 | 1390 | 1100 | 820 | | | |

L-S THR 315 (11hPa) / **TDZ 324** (---%) +0.3%



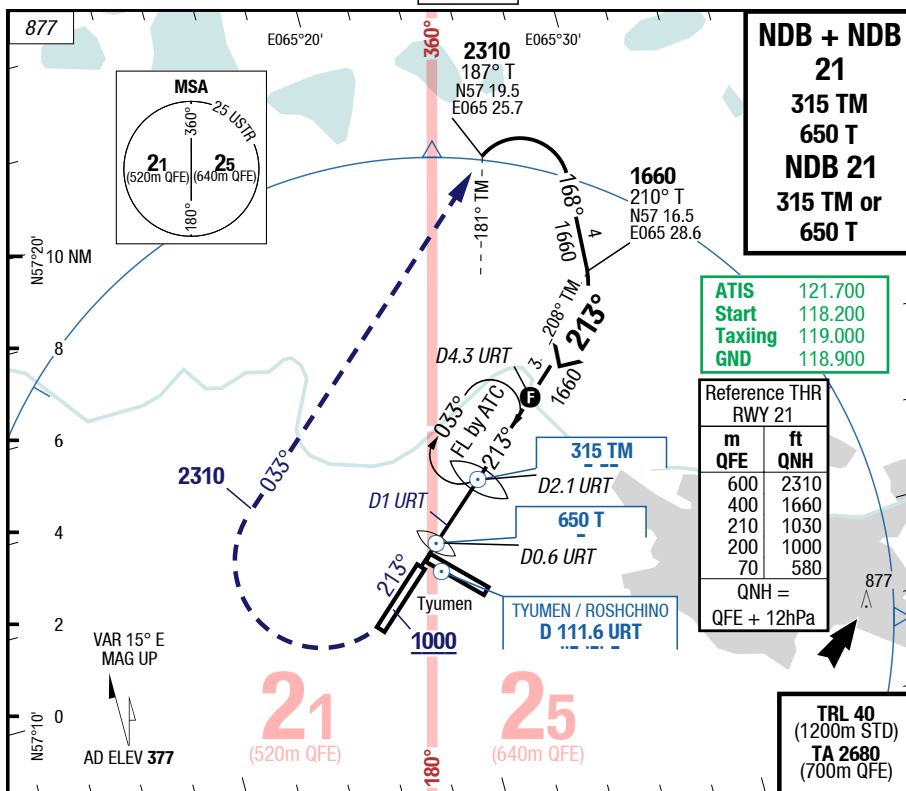
| 12 | NDB NDB XZ+X ¹⁾ | NDB NDB XZ+X wo FAF | NDB XZ wo FAF | NDB X wo FAF | Circling ²⁾ |
|----|----------------------------|---------------------|------------------|------------------|------------------------|
| C | ft - m/km ft 680 | 580 - 2.4 910 | 350 - 1.4 680 | 410 - 1.7 740 | 600 - 2.4V 980 |
| D | ft - m/km ft 680 | 580 - 2.4 910 | 350 - 1.4 680 | 410 - 1.7 740 | 700 - 3.6V 1080 |

1) FAF must be given by RADAR
2) BTN 109°-045° MAG AZM only

TJM-USTR

7-230

NDB + NDB 21 / NDB 21



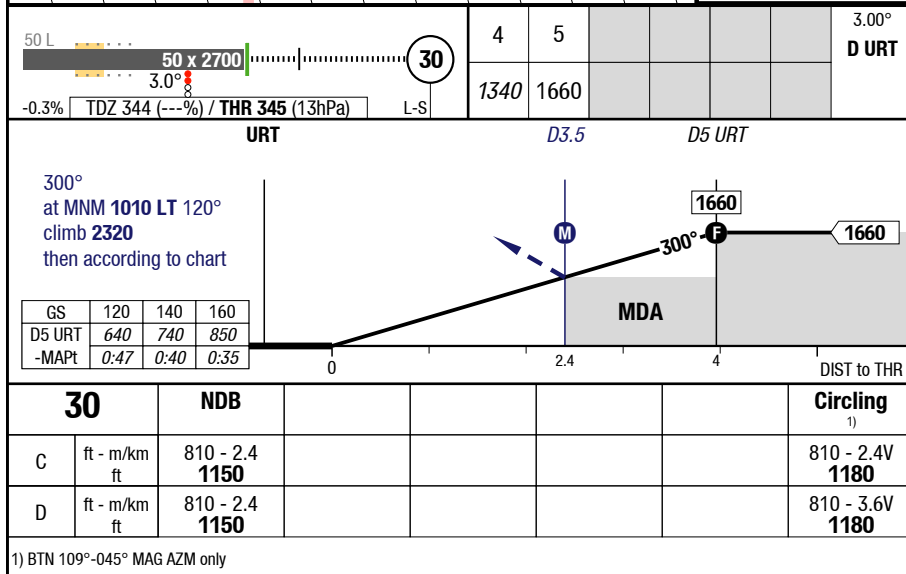
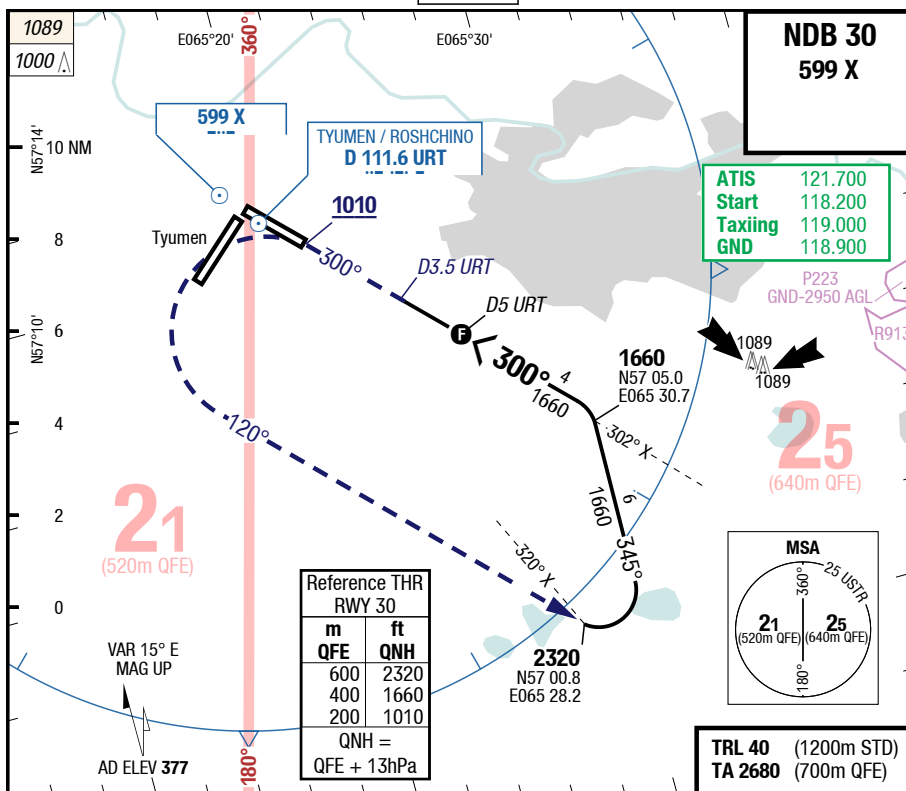
| 21 | | NDB NDB TM+T | NDB TM | NDB T | Circling ¹⁾ | |
|----|-----------------|------------------|------------------|------------------|------------------------|--|
| C | ft - m/km ft | 350 - 900 710 | 350 - 900 710 | 380 - 1.0 740 | 600 - 2.4V 980 | |
| D | ft - m/km ft | 350 - 900 710 | 350 - 900 710 | 380 - 1.0 740 | 700 - 3.6V 1080 | |

1) BTN 109°-045° MAG AZM only

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7-240

NDB 30



1) BTN 109°-045° MAG AZM only

TJM-USTR

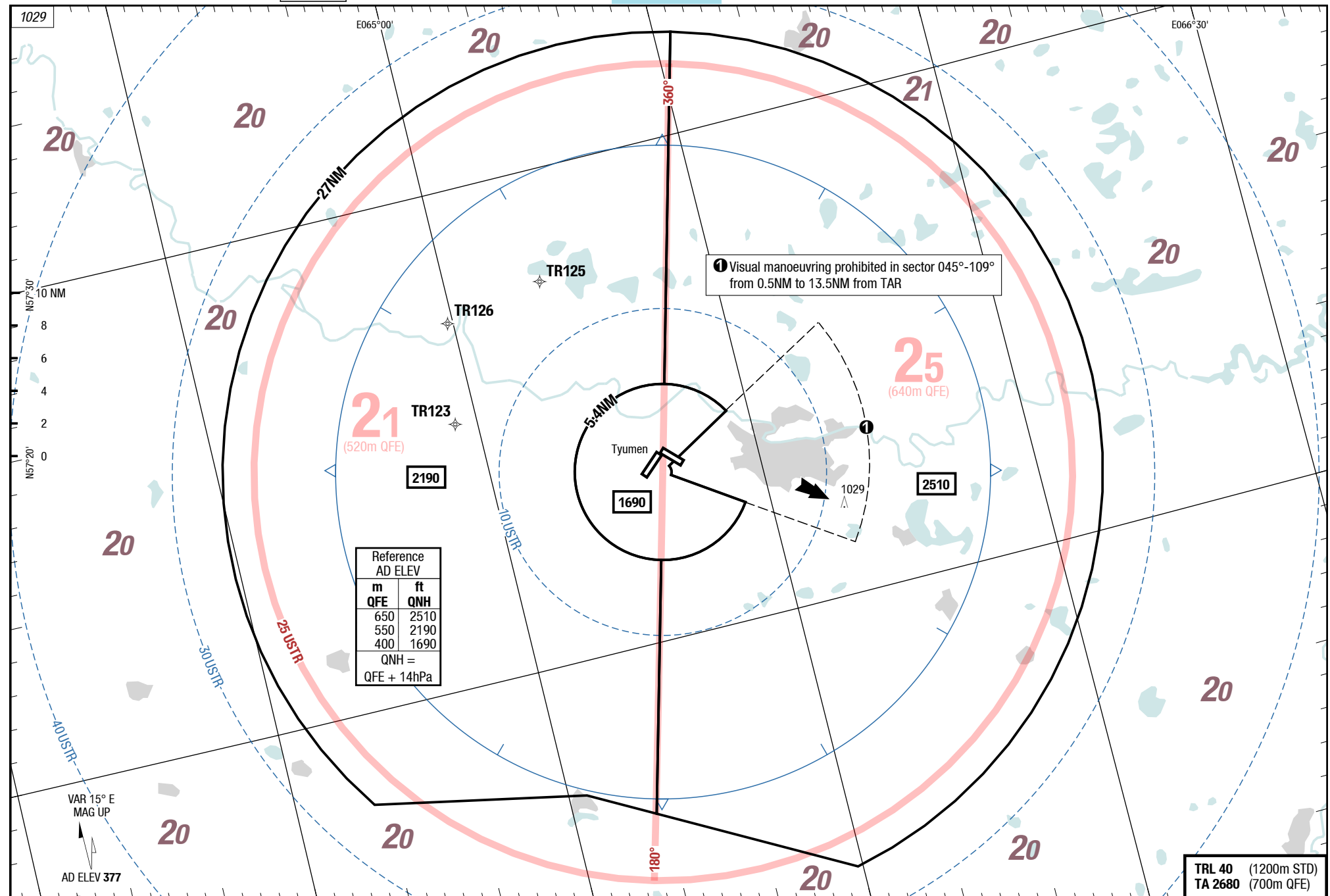
MRC

MRC

MRC

MRC

8-10



Changes: RADAR SECT, Conv Table

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