

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USRR

Terminal Charts For USRR

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Surgut Rus
IATA Code: SGC
Lat/Long: N61° 20.6' E073° 24.1'
Elevation: 199 ft

Airport Use: Public
Magnetic Variation: 16.8°E

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

Sunrise: 2332 Z
Sunset: 1439 Z,

Runway Information

Runway: 07
Length x Width: 9154 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 180 ft
Lighting: Edge, ALS

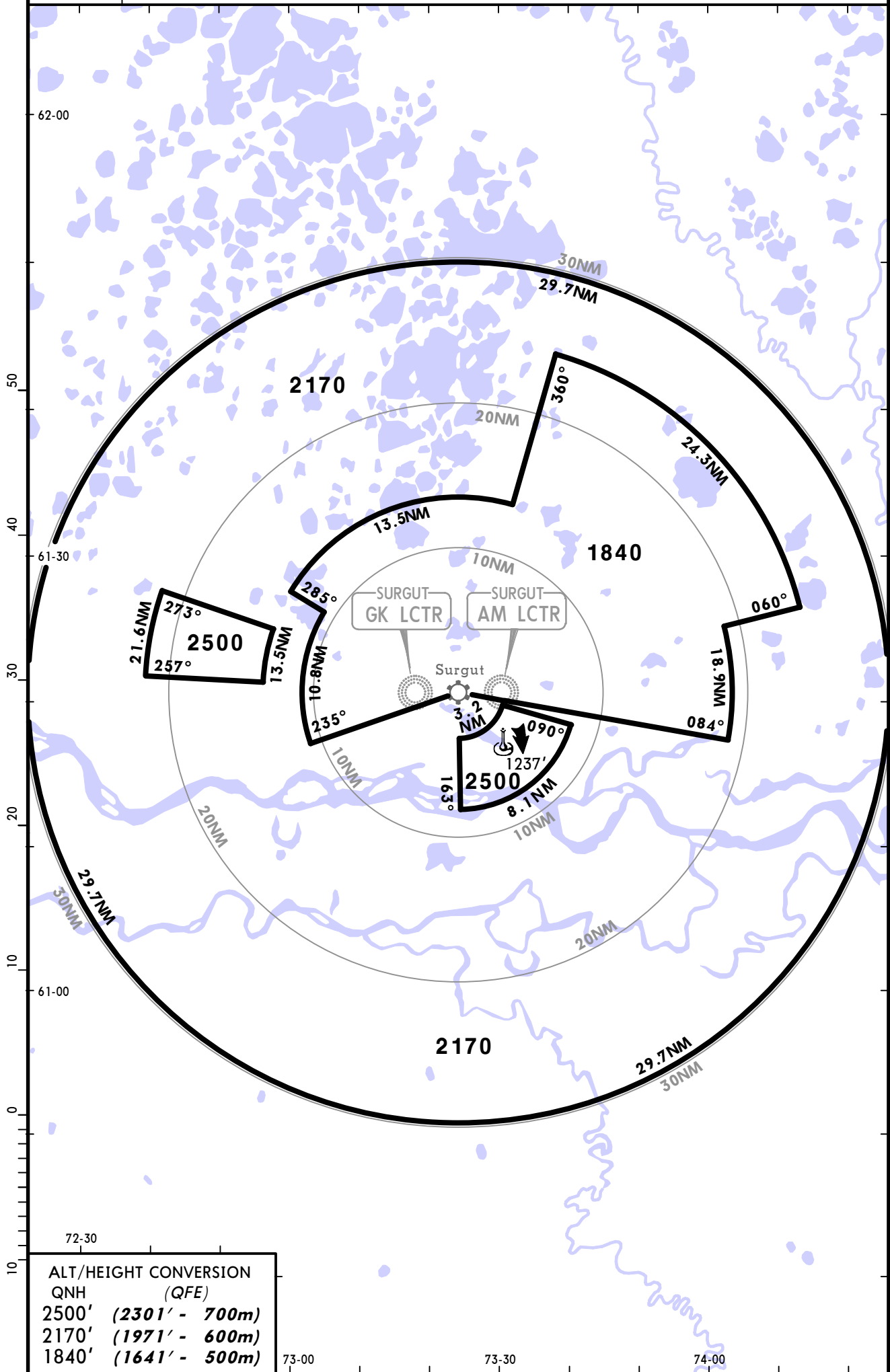
Runway: 25
Length x Width: 9154 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 194 ft
Lighting: Edge, ALS

Communication Information

ATIS 124.8
Surgut Tower 129.0
Surgut Tower 124.0
Surgut Tower 120.8
Surgut Approach Control 129.3
Surgut Approach Control 129.0
Surgut Approach Control 124.0
Surgut Transit Operations 131.7 Non-English

Apt Elev
199'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40 Trans alt: 2500' **(2301')**

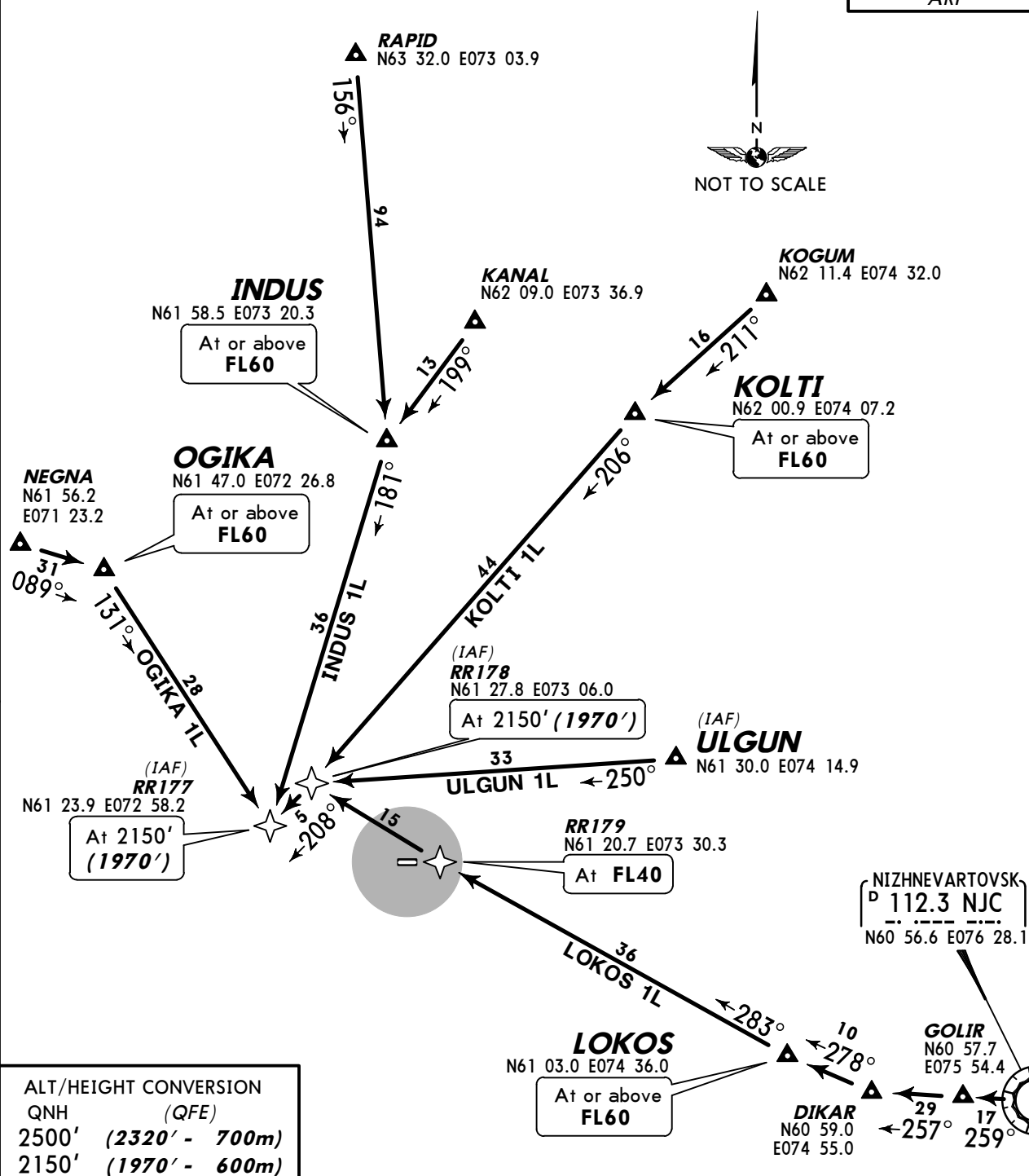


Apt Elev
199'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
 Trans level: FL40 Trans alt: 2500' **(2320')**
 1. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 2. GNSS approach procedure shall be applied for aircraft having certified equipment by flight crews having appropriate approval.

2500'

MSA
ARP

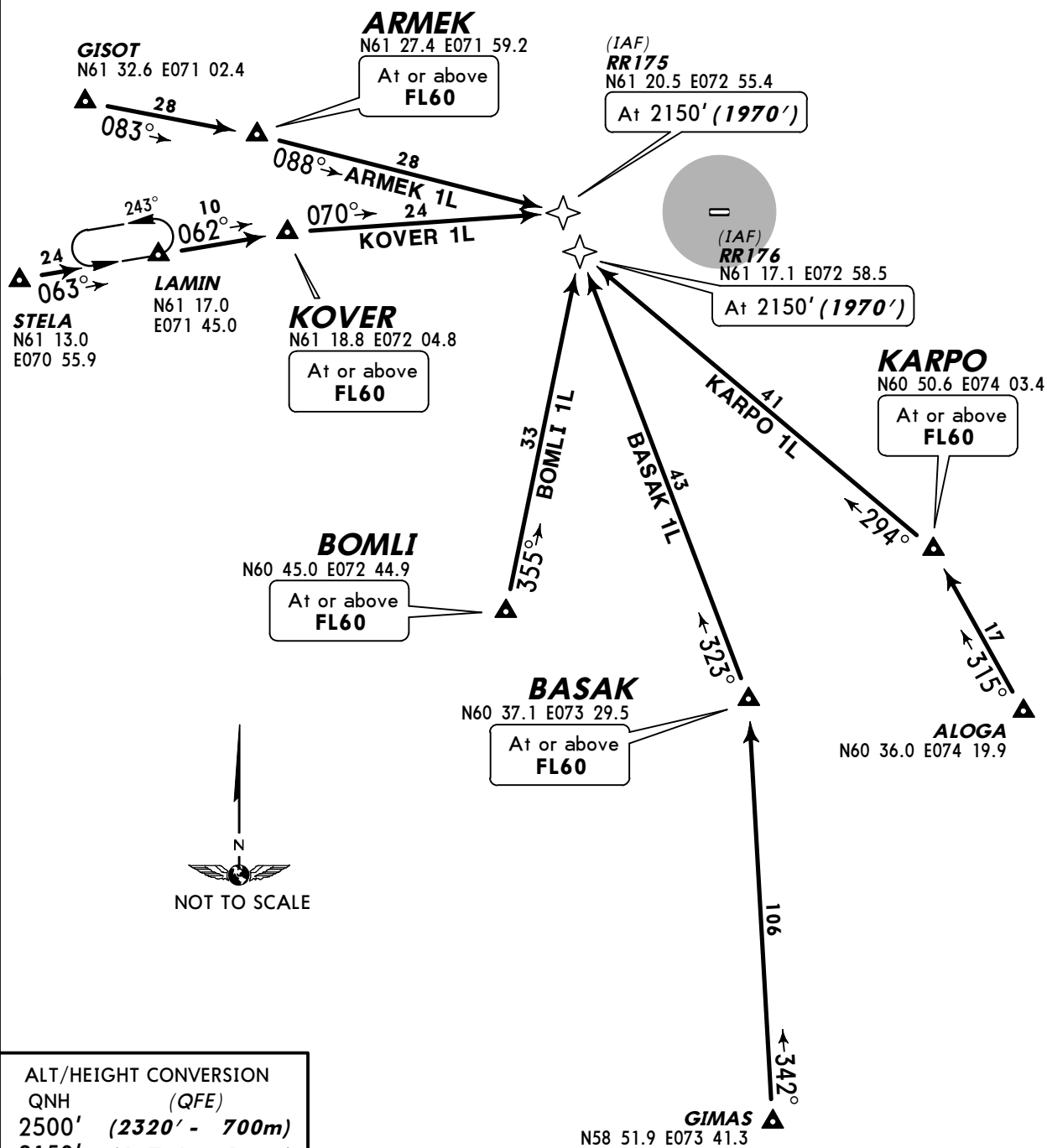
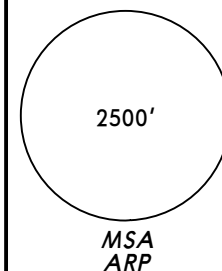


STAR	ROUTING
INDUS 1L	INDUS (FL60+) - RR177 (2150').
KOLTI 1L	KOLTI (FL60+) - RR178 (2150') - RR177 (2150').
LOKOS 1L	LOKOS (FL60+) - RR179 (FL40) - RR178 (2150') - RR177 (2150').
OGIKA 1L	OGIKA (FL60+) - RR177 (2150').
ULGUN 1L	ULGUN - RR178 (2150') - RR177 (2150').

ATIS
124.8Apt Elev
199'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2500' (2320')
1. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 2. GNSS approach procedure shall be applied for aircraft having certified equipment by flight crews having appropriate approval.

ARMEK 1L [ARME1L], BASAK 1L [BASA1L]
BOMLI 1L [BOML1L], KARPO 1L [KARP1L]
KOVER 1L [KOVE1L]
RWY 07 RNAV ARRIVALS
GLONASS AND/OR GPS REQUIRED

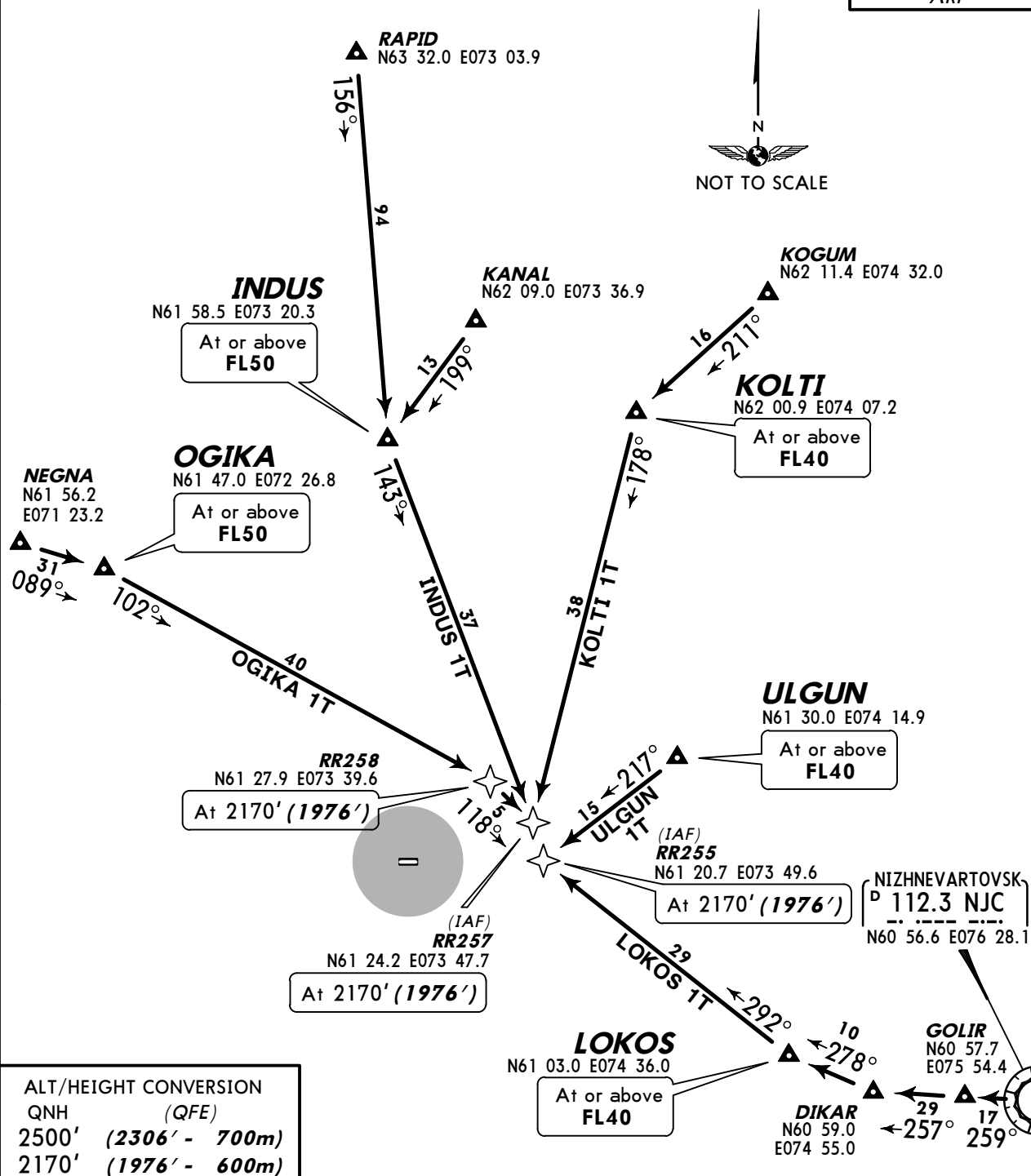
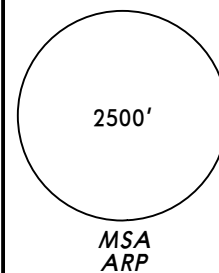


STAR	ROUTING
ARMEK 1L	ARMEK (FL60+) - RR175 (2150').
BASAK 1L	BASAK (FL60+) - RR176 (2150').
BOMLI 1L	BOMLI (FL60+) - RR176 (2150').
KARPO 1L	KARPO (FL60+) - RR176 (2150').
KOVER 1L	KOVER (FL60+) - RR175 (2150').

ATIS
124.8Apt Elev
199'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2500' (2306')
1. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 2. GNSS approach procedure shall be applied for aircraft having certified equipment by flight crews having appropriate approval.

INDUS 1T [INDUIT], KOLTI 1T [KOLTIT]
LOKOS 1T [LOKOIT], OGIKA 1T [OGIKIT]
ULGUN 1T [ULGUIT]
RWY 25 RNAV ARRIVALS
GLONASS AND/OR GPS REQUIRED

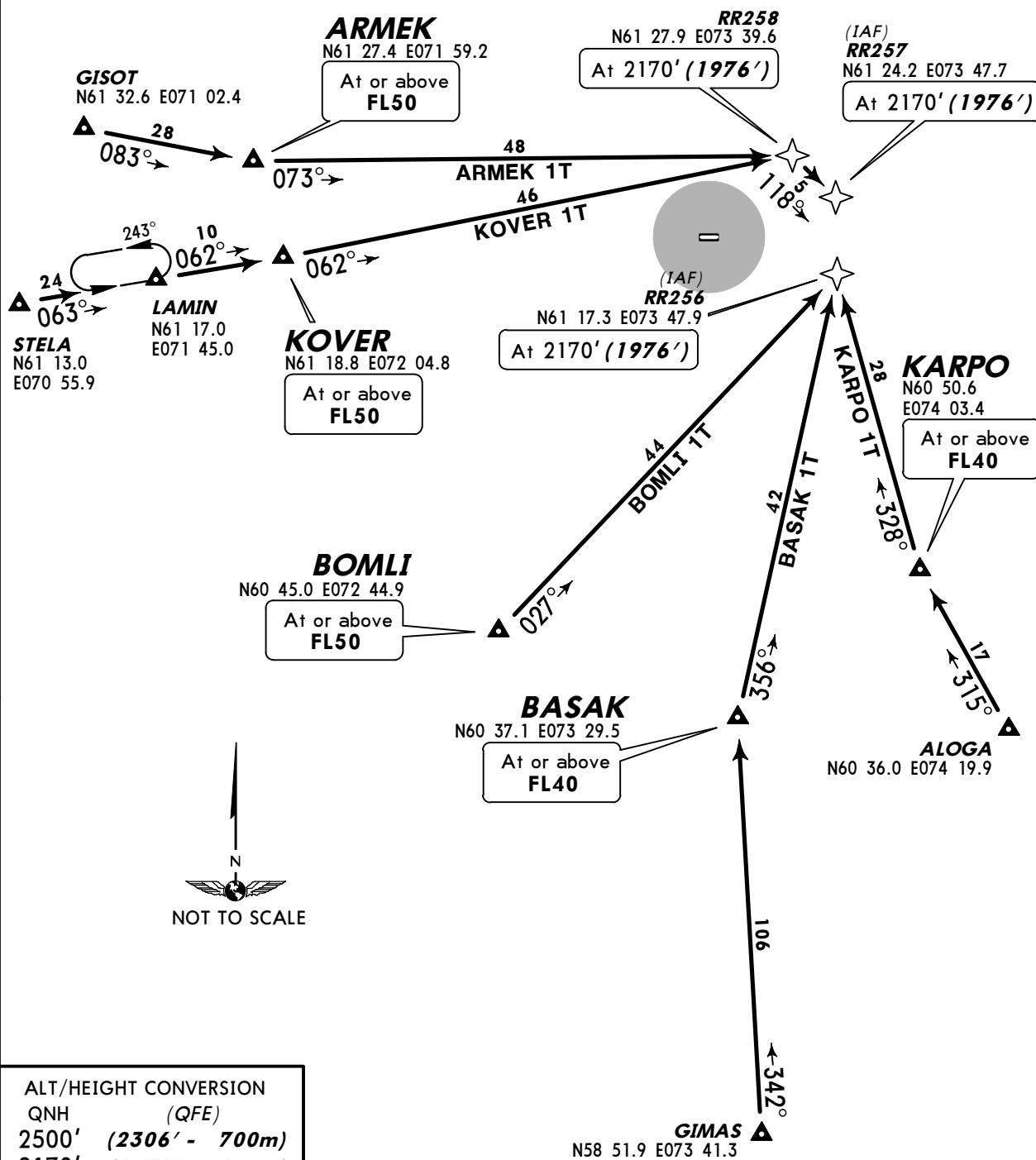
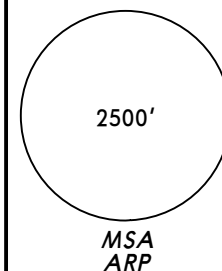


STAR	ROUTING
INDUS 1T	INDUS (FL50+) - RR257 (2170').
KOLTI 1T	KOLTI (FL40+) - RR257 (2170').
LOKOS 1T	LOKOS (FL40+) - RR255 (2170').
OGIKA 1T	OGIKA (FL50+) - RR258 (2170') - RR257 (2170').
ULGUN 1T	ULGUN (FL40+) - RR255 (2170').

ATIS
124.8Apt Elev
199'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2500' (2306')
1. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 2. GNSS approach procedure shall be applied for aircraft having certified equipment by flight crews having appropriate approval.

ARMEK 1T [ARME1T], BASAK 1T [BASA1T]
BOMLI 1T [BOML1T], KARPO 1T [KARP1T]
KOVER 1T [KOVE1T]
RWY 25 RNAV ARRIVALS
GLONASS AND/OR GPS REQUIRED



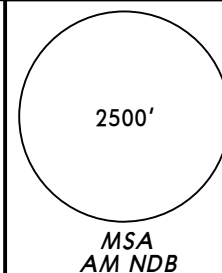
STAR	ROUTING
ARMEK 1T	ARMEK (FL50+) - RR258 (2170') - RR257 (2170').
BASAK 1T	BASAK (FL40+) - RR256 (2170').
BOMLI 1T	BOMLI (FL50+) - RR256 (2170').
KARPO 1T	KARPO (FL40+) - RR256 (2170').
KOVER 1T	KOVER (FL50+) - RR258 (2170') - RR257 (2170').

ATIS
124.8

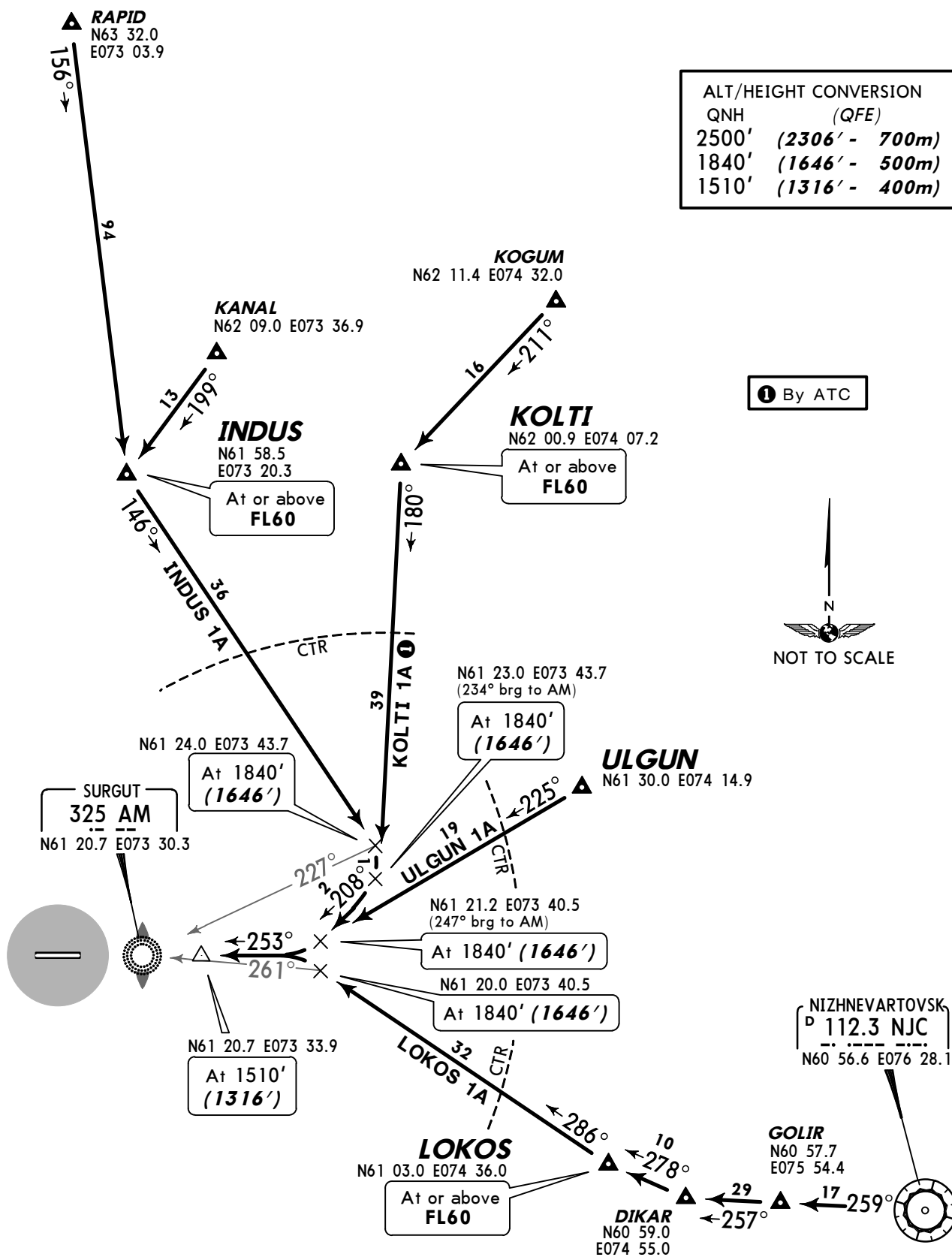
Apt Elev
199'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2500' (2306')
Cross CTR boundary (21.6 NM from ARP) at or above FL50.

INDUS ONE ALFA (INDUS 1A) [INDU1A]
KOLTI ONE ALFA (KOLTI 1A) [KOLT1A] ①
LOKOS ONE ALFA (LOKOS 1A) [LOKO1A]
ULGUN ONE ALFA (ULGUN 1A) [ULGU1A]
RWY 25 ARRIVALS
UNDER RADAR CONTROL

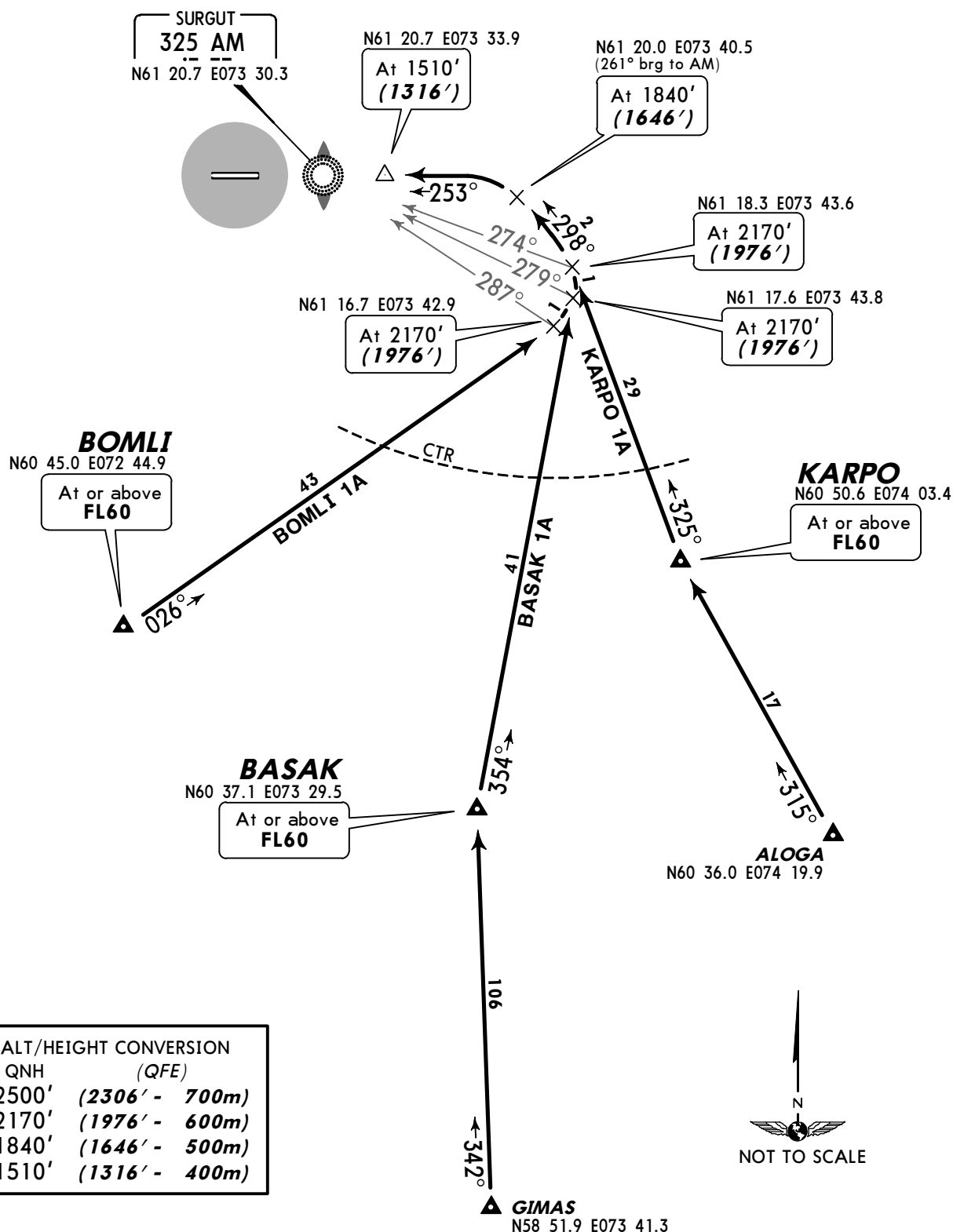
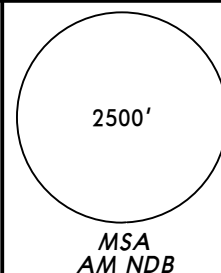


QNH	(QFE)
2500'	(2306' - 700m)
1840'	(1646' - 500m)
1510'	(1316' - 400m)

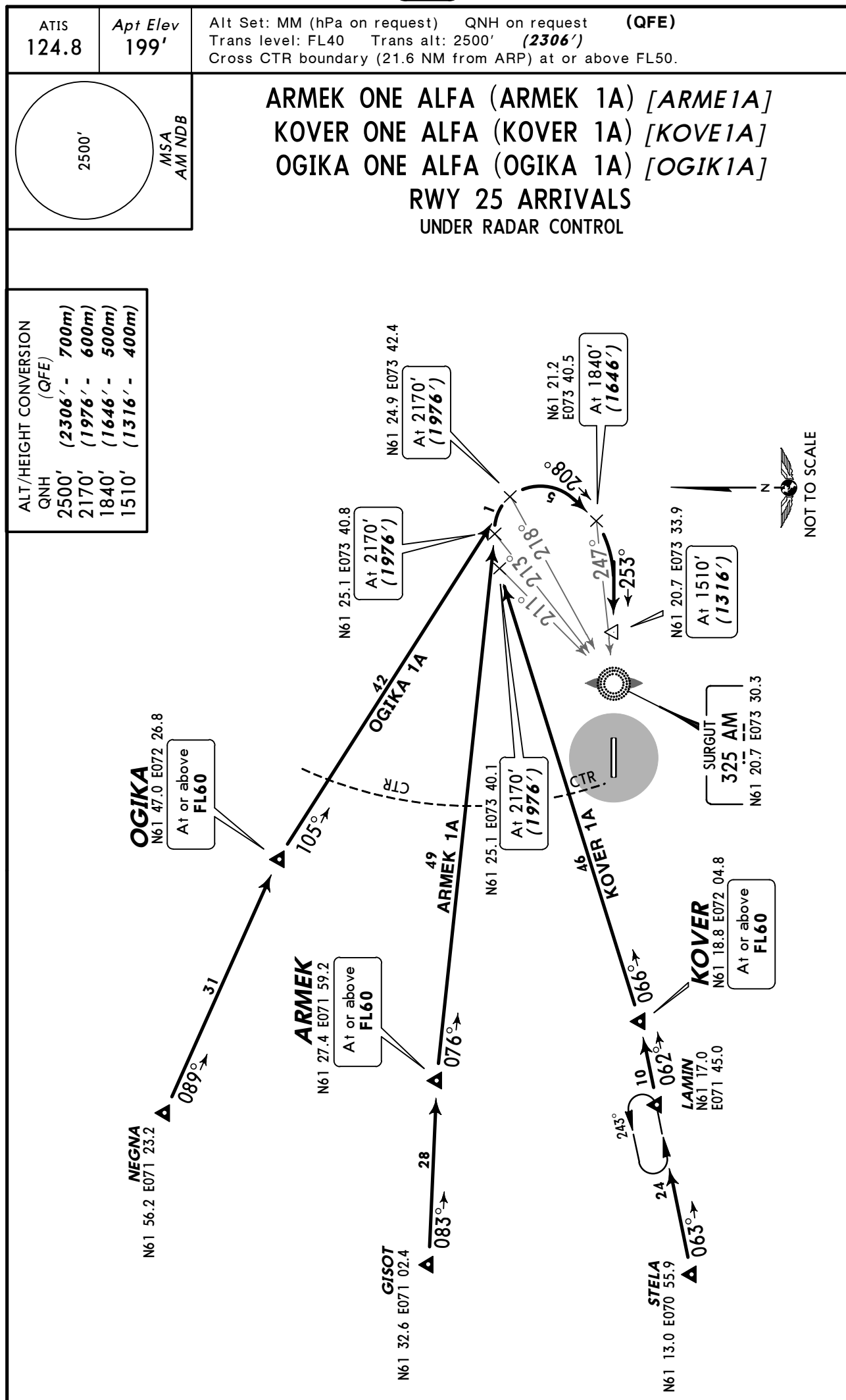


ATIS
124.8Apt Elev
199'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2500' (2306')
Cross CTR boundary (21.6 NM from ARP) at or above FL50.

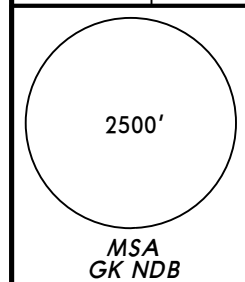
BASAK ONE ALFA (BASAK 1A) [BASA1A]
BOMLI ONE ALFA (BOMLI 1A) [BOML1A]
KARPO ONE ALFA (KARPO 1A) [KARP1A]
RWY 25 ARRIVALS
UNDER RADAR CONTROL



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2500'	(2306' -	700m)
2170'	(1976' -	600m)
1840'	(1646' -	500m)
1510'	(1316' -	400m)

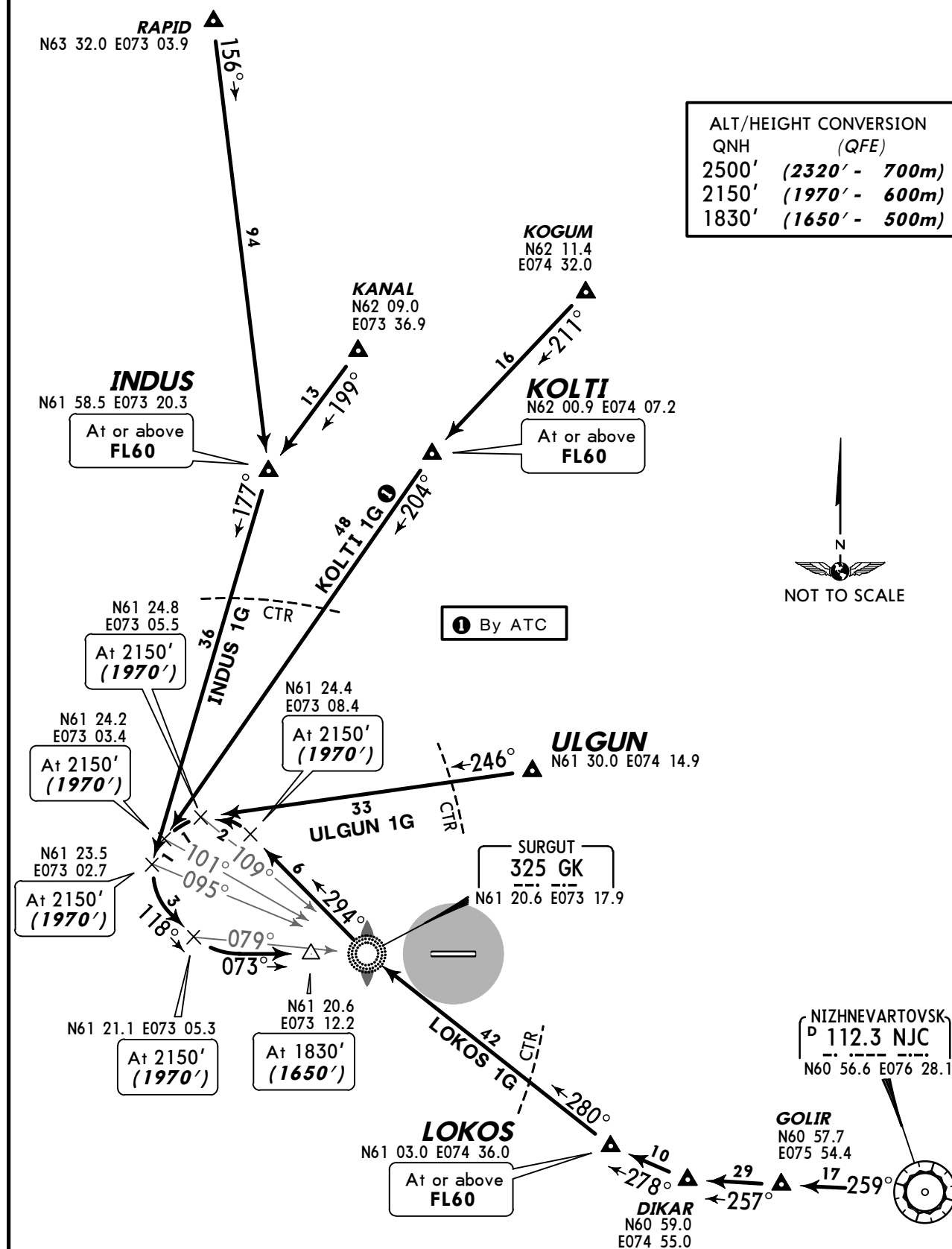


ATIS 124.8	Apt Elev 199'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2500' (2320') Cross CTR boundary (21.6 NM from ARP) at or above FL50.
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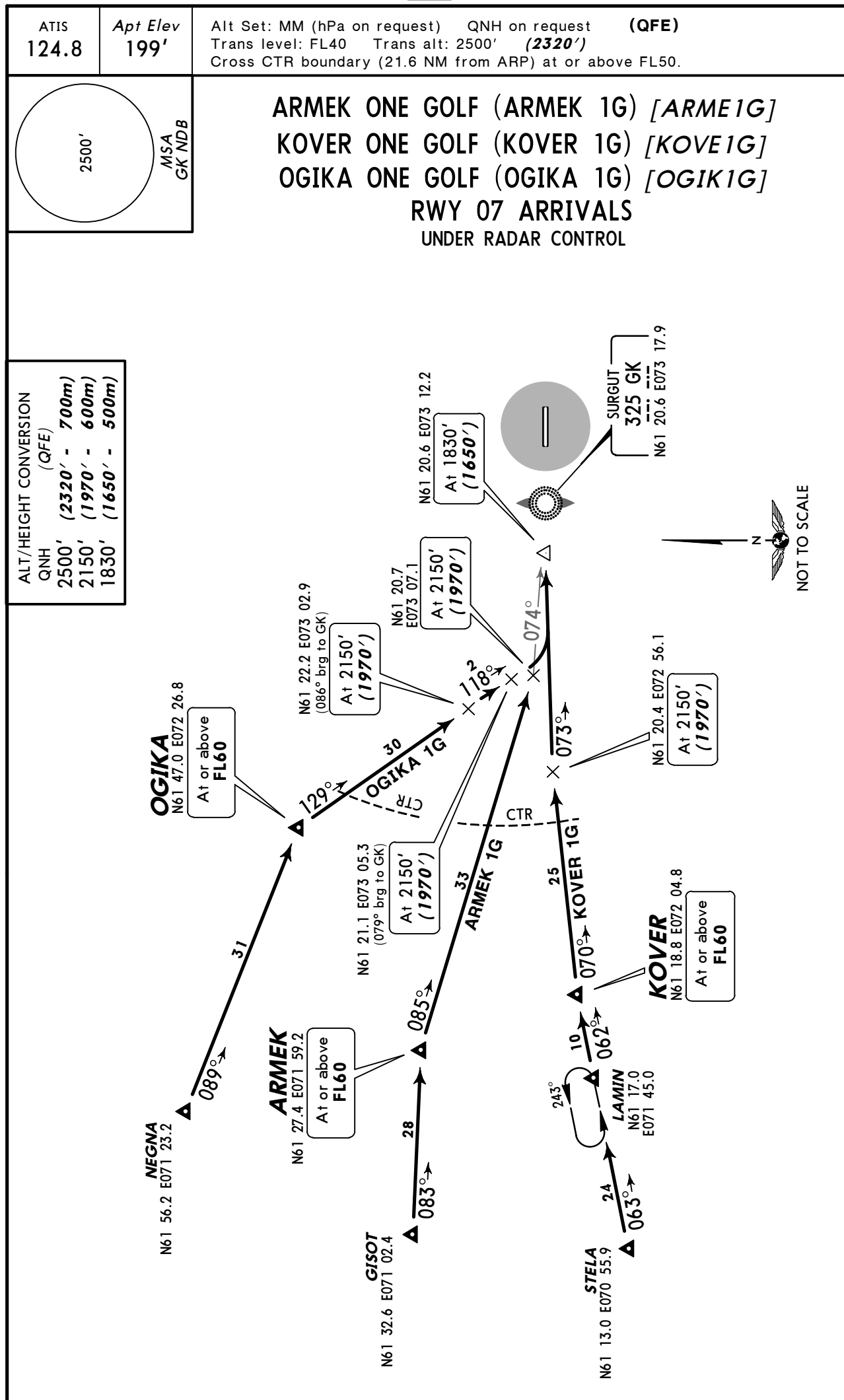


INDUS ONE GOLF (INDUS 1G) [INDU1G]
KOLTI ONE GOLF (KOLTI 1G) [KOLT1G] ①
LOKOS ONE GOLF (LOKOS 1G) [LOKO1G]
ULGUN ONE GOLF (ULGUN 1G) [ULGU1G]
RWY 07 ARRIVALS
UNDER RADAR CONTROL

QNH	(QFE)
2500'	(2320' - 700m)
2150'	(1970' - 600m)
1830'	(1650' - 500m)



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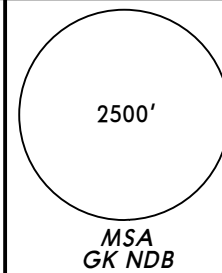


ATIS
124.8

Apt Elev
199'

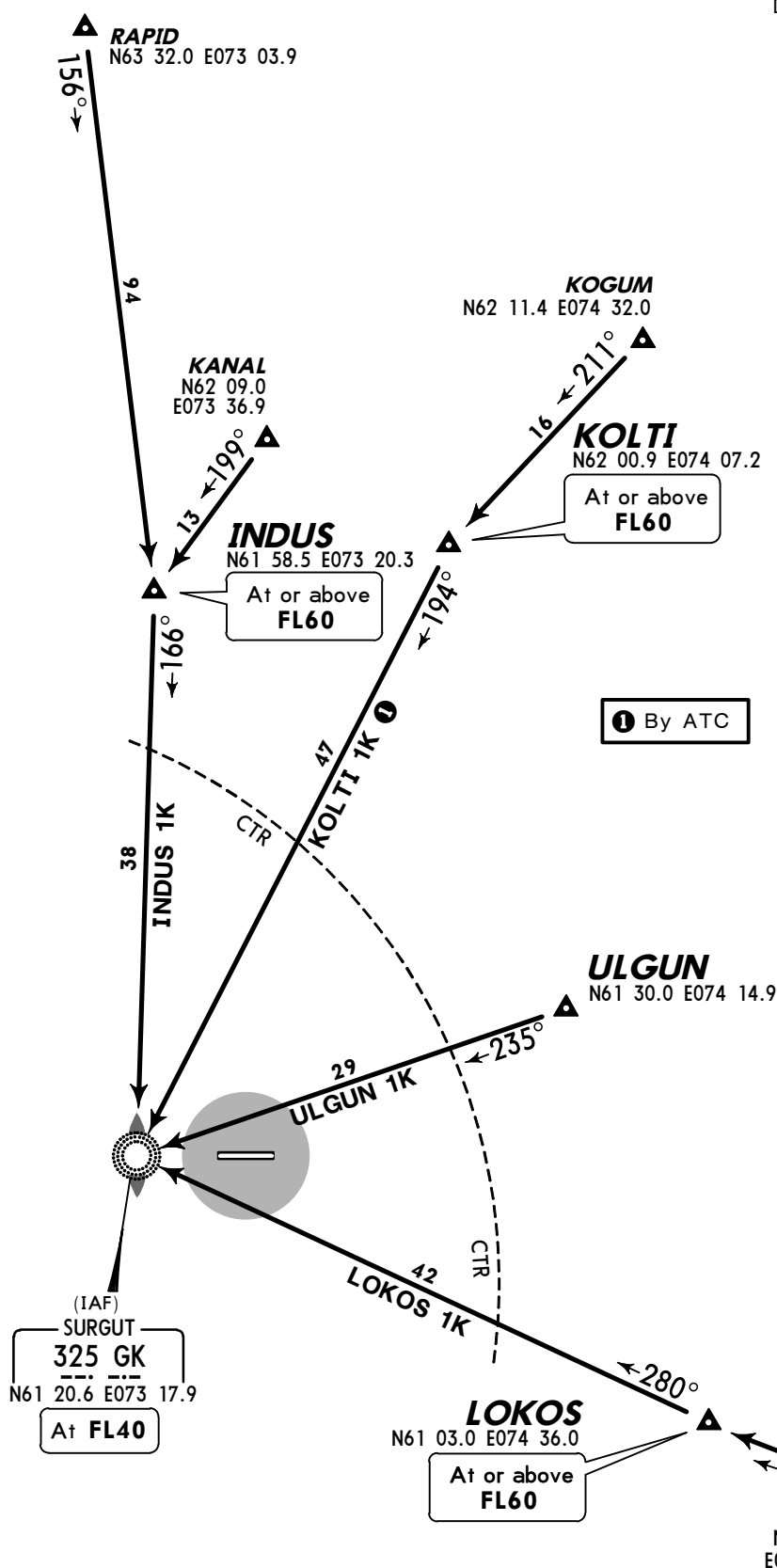
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt: 2500' (2320')
Cross CTR boundary (21.6 NM from ARP) at or above FL50.

INDUS ONE KILO (INDUS 1K) [INDU1K]
KOLTI ONE KILO (KOLTI 1K) [KOLT1K] ①
LOKOS ONE KILO (LOKOS 1K) [LOKO1K]
ULGUN ONE KILO (ULGUN 1K) [ULGU1K]
RWY 07 ARRIVALS
TO IAF GK

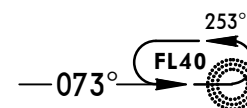


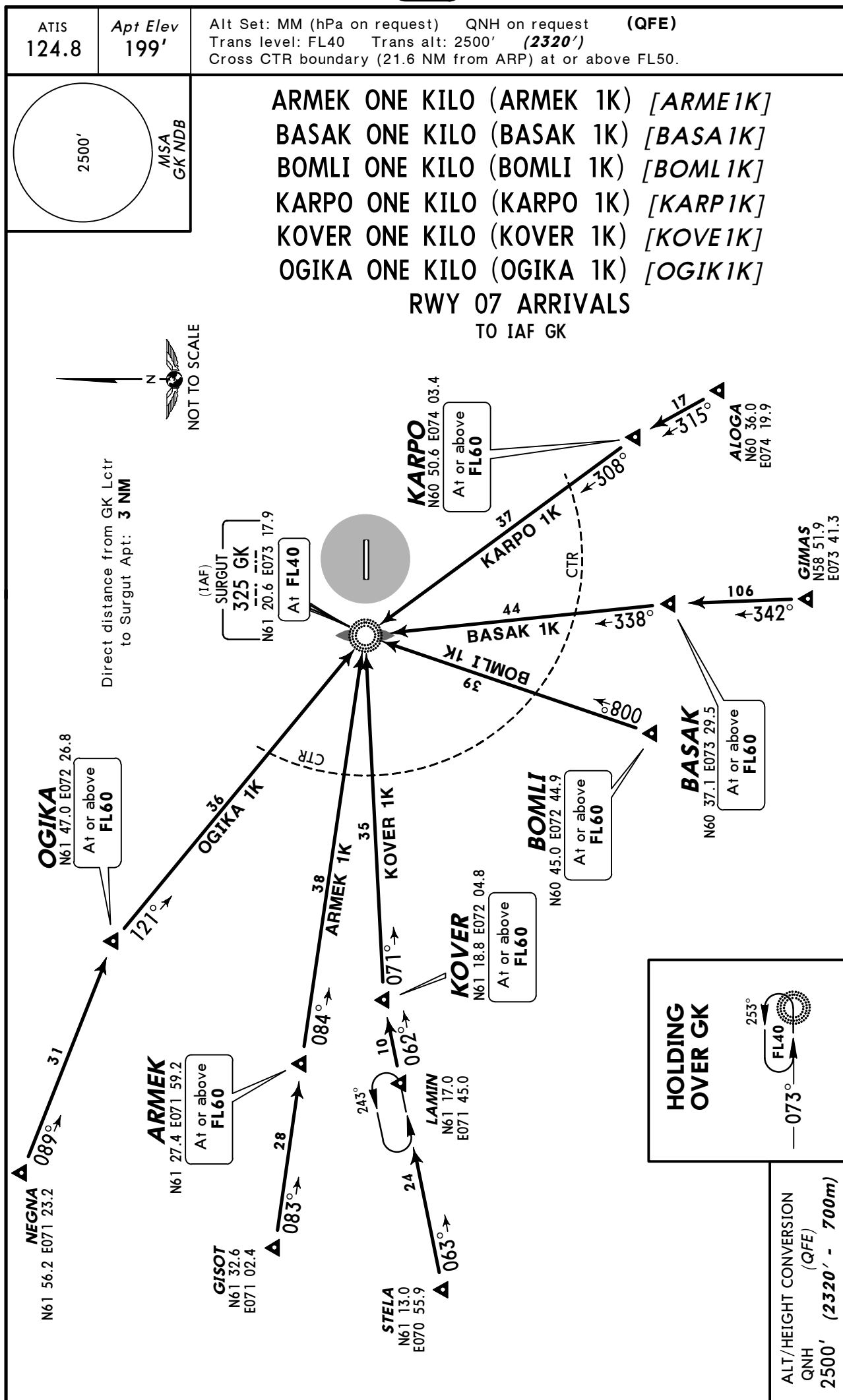
Direct distance from GK Lctr
to Surgut Apt: 3 NM

ALT/HEIGHT CONVERSION
QNH (QFE)
2500' (2320' - 700m)



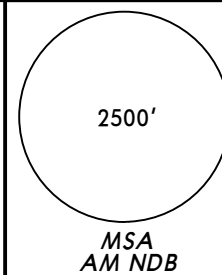
HOLDING OVER
GK





ATIS 124.8	Apt Elev 199'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 Trans alt: 2500' (2306') Cross CTR boundary (21.6 NM from ARP) at or above FL50.
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INDUS ONE MIKE (INDUS 1M) [INDU1M]
KOLTI ONE MIKE (KOLTI 1M) [KOLT1M] ①
LOKOS ONE MIKE (LOKOS 1M) [LOKO1M]
ULGUN ONE MIKE (ULGUN 1M) [ULGU1M]
RWY 25 ARRIVALS
TO IAF AM

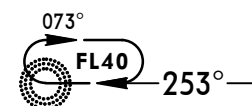


RAPID
N63 32.0 E073 03.9

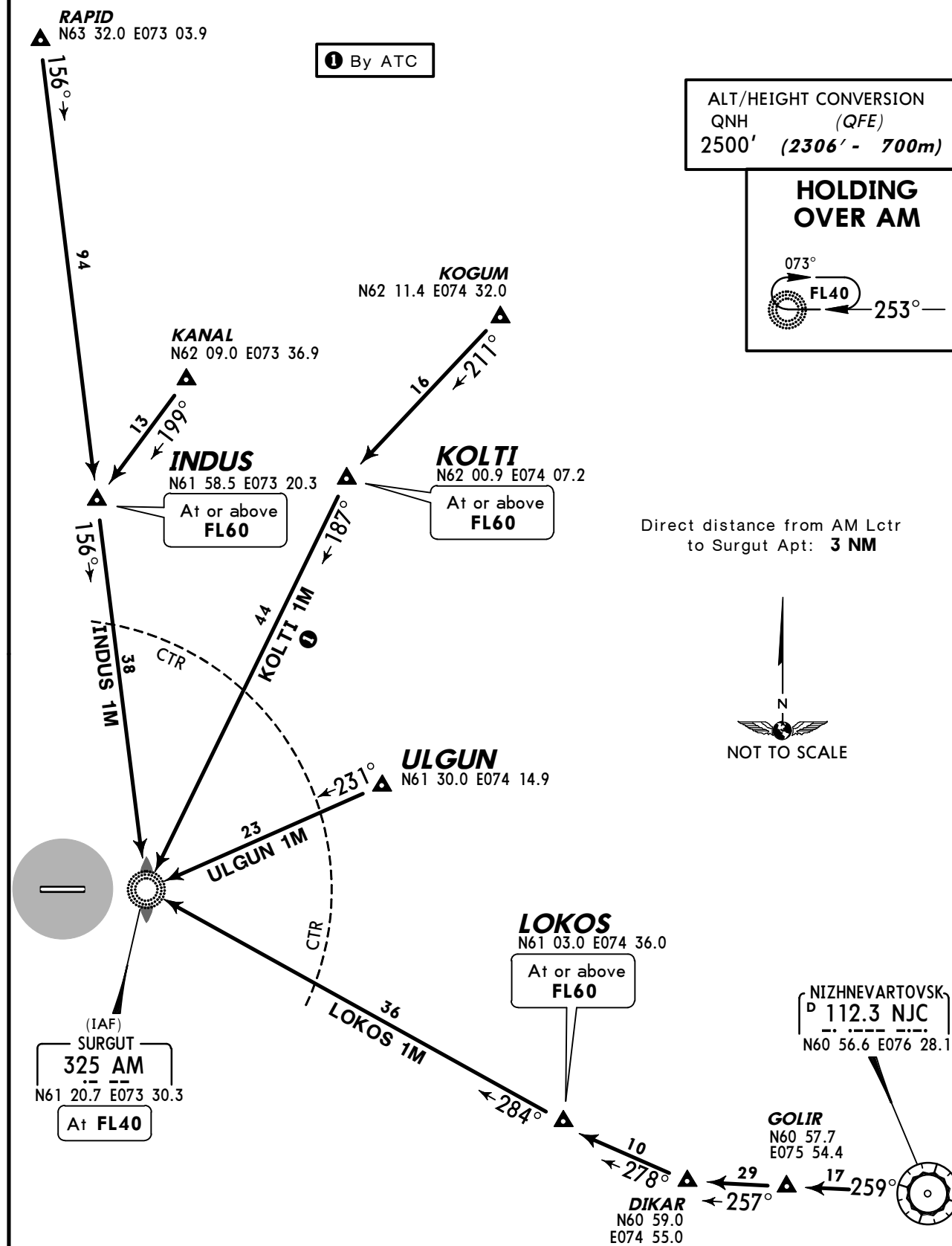
① By ATC

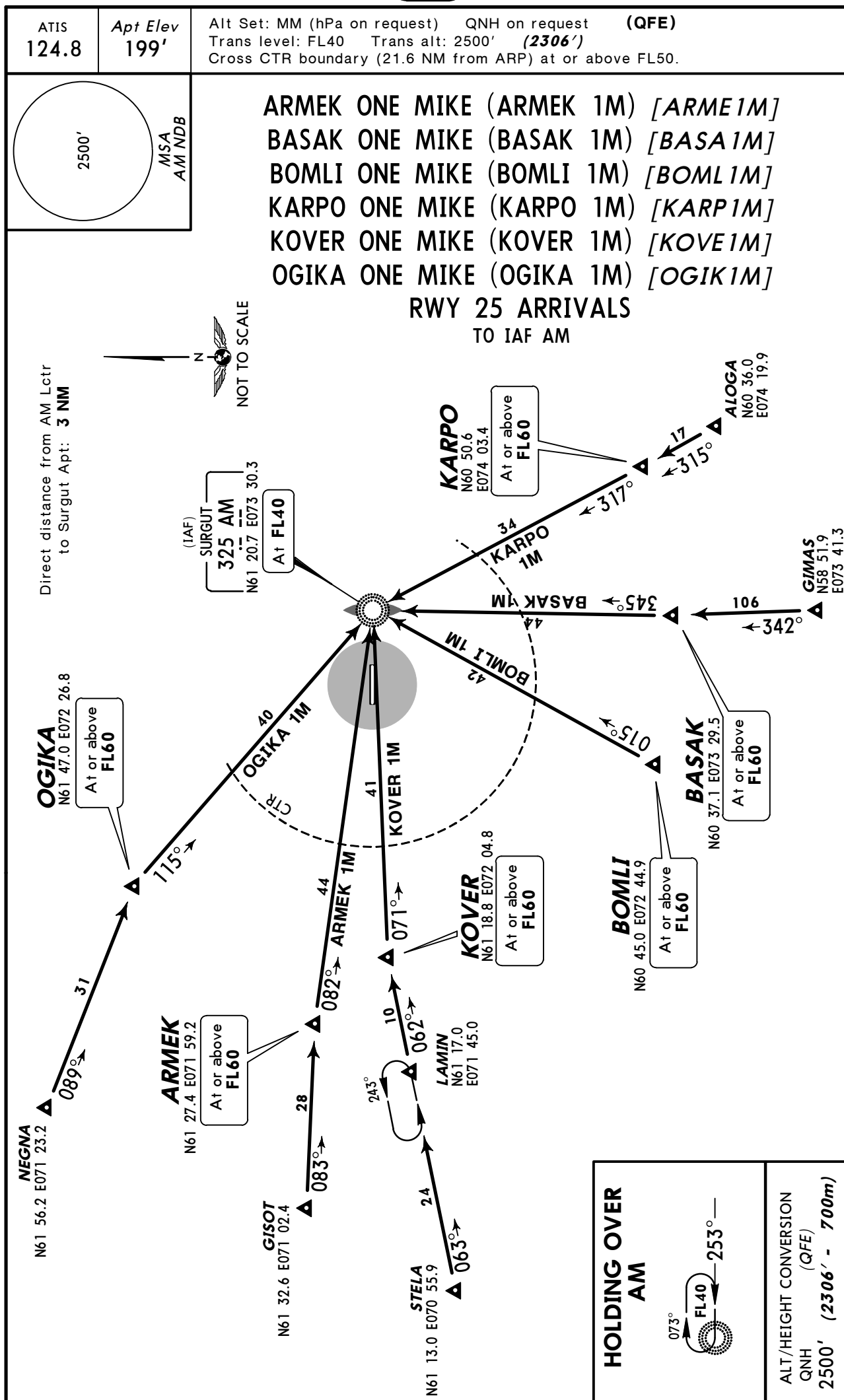
ALT/HEIGHT CONVERSION
QNH (QFE)
2500' (2306' - 700m)

**HOLDING
OVER AM**



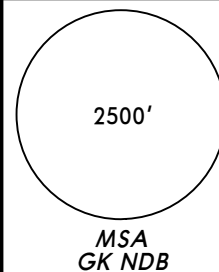
Direct distance from AM Lctr
to Surgut Apt: 3 NM



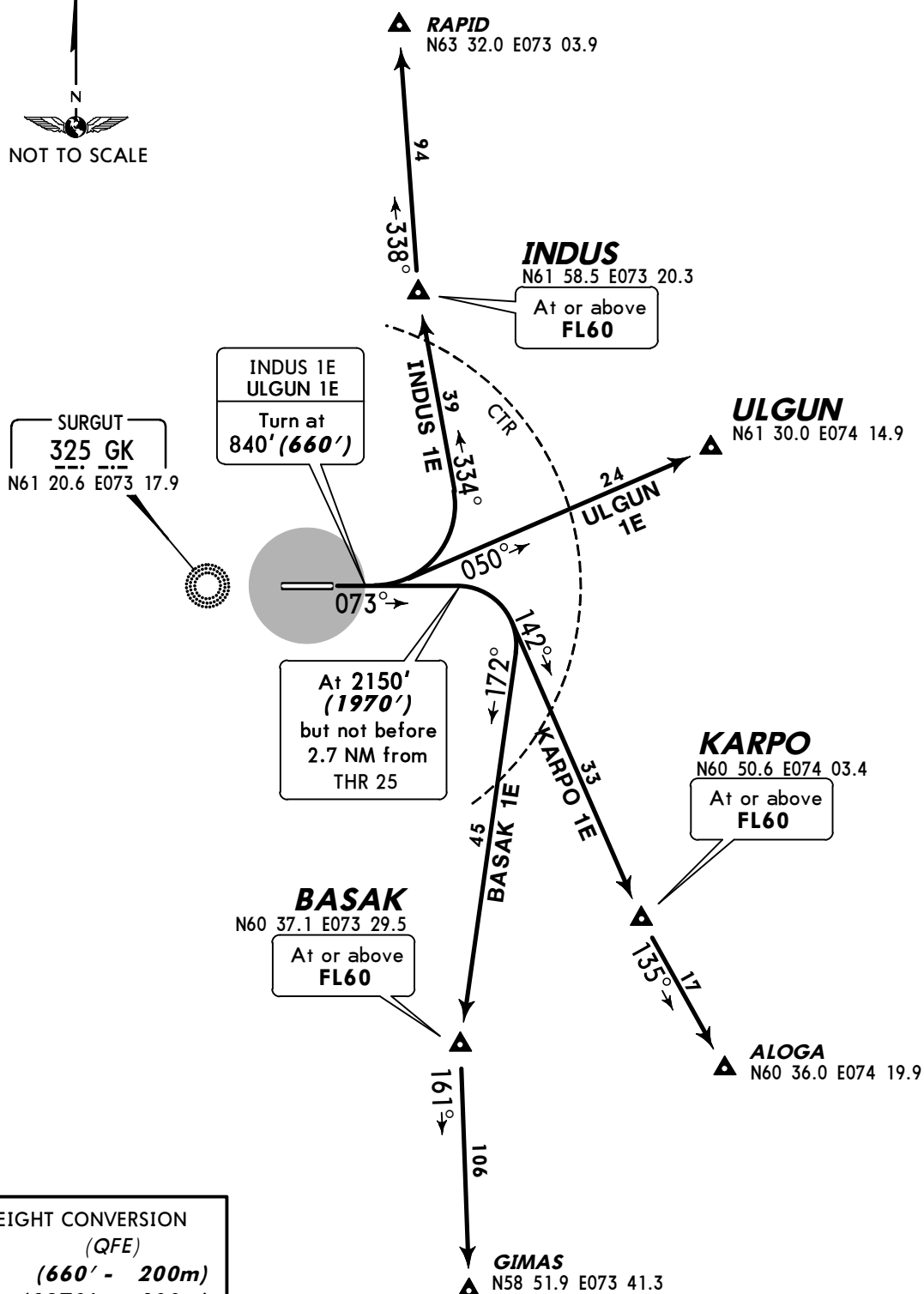


Apt Elev
199'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2500' (2320')
Cross CTR boundary (21.6 NM from ARP) at or above FL50.



BASAK ONE ECHO (BASAK 1E) [BASA1E]
INDUS ONE ECHO (INDUS 1E) [INDU1E]
KARPO ONE ECHO (KARPO 1E) [KARPIE]
ULGUN ONE ECHO (ULGUN 1E) [ULGU1E]
RWY 07 DEPARTURES

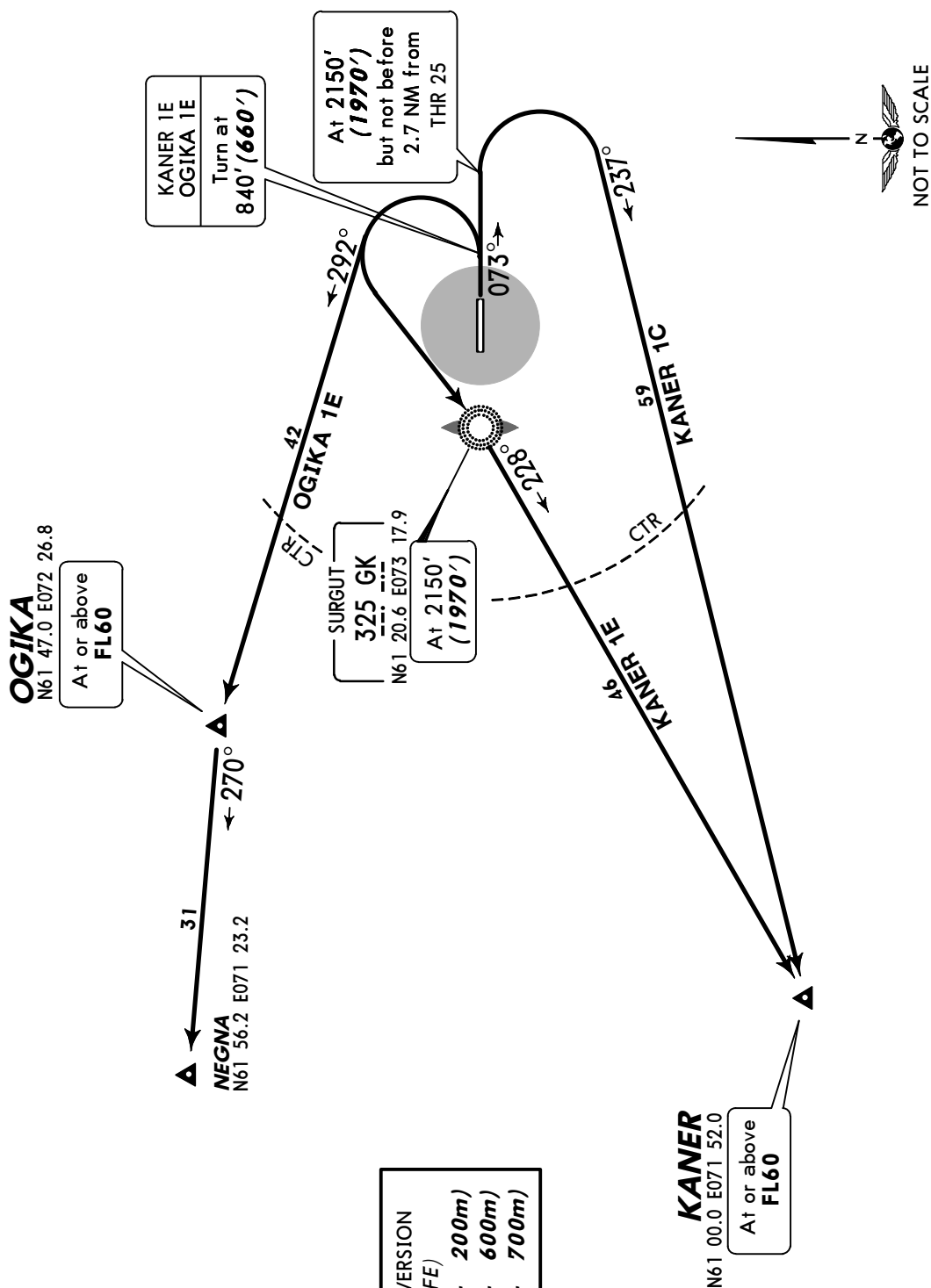
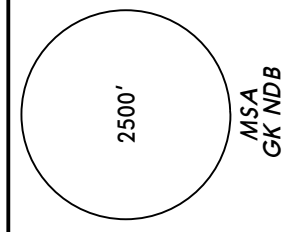


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
840'	(660' - 200m)	
2150'	(1970' - 600m)	
2500'	(2320' - 700m)	

Apt Elev
199'

QNH on request (QFE)
Trans level: FL40 Trans alt: 2500' (2320')
Cross CTR boundary (21.6 NM from ARP) at or above FL50.

KANER ONE CHARLIE (KANER 1C) [KANE1C]
KANER ONE ECHO (KANER 1E) [KANE1E]
OGIKA ONE ECHO (OGIKA 1E) [OGIK1E]
RWY 07 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
840'	(660' - 200m)
2150'	(1970' - 600m)
2500'	(2320' - 700m)

QNH on request **(QFE)**
Trans level: FL40 Trans alt: 2500' **(2306')**
Cross CTR boundary (21.6 NM from ARP) at or above FL50.



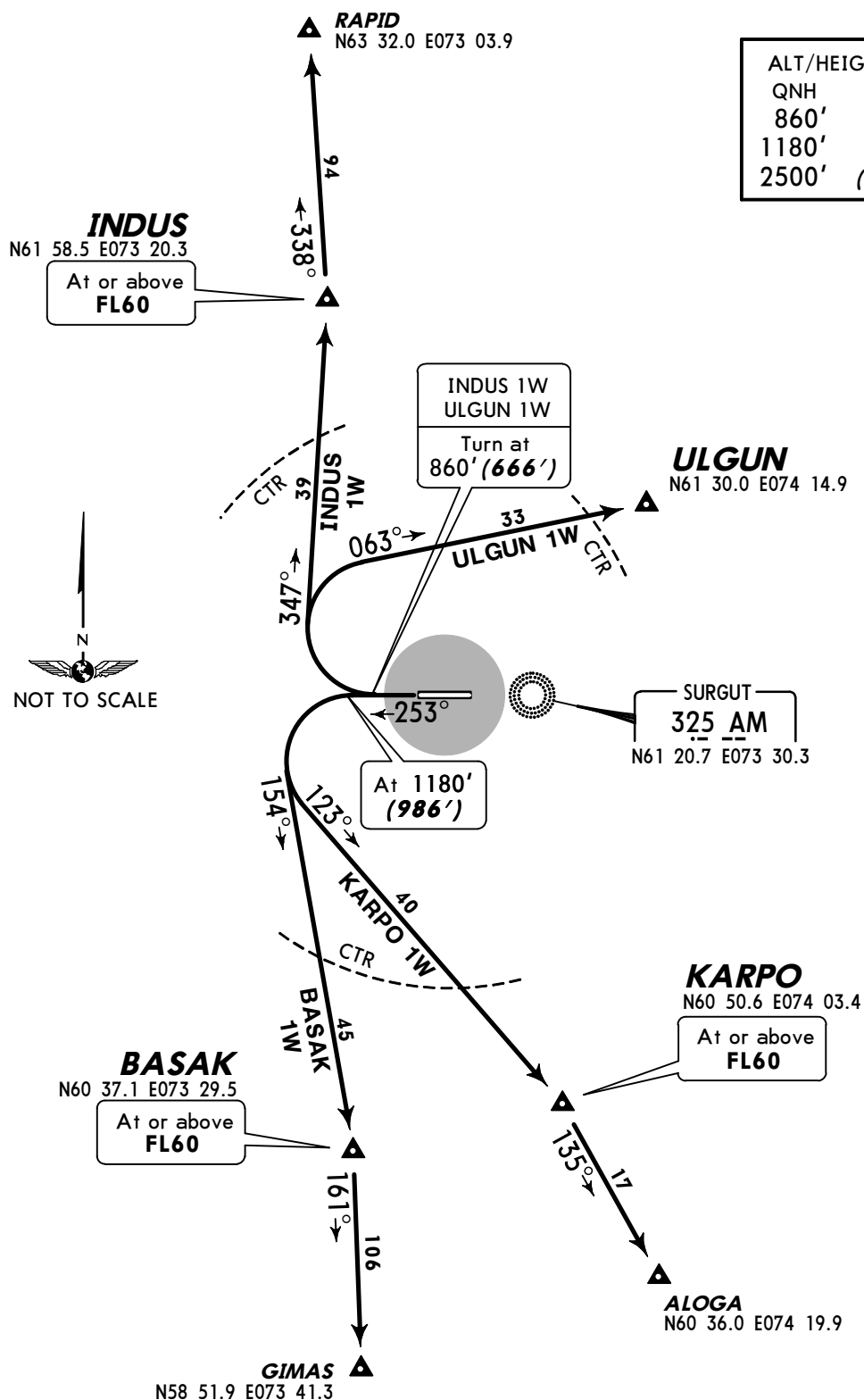
2500'

MSA
AM NDB

BASAK ONE WHISKEY (BASAK 1W) [BASA1W]
INDUS ONE WHISKEY (INDUS 1W) [INDU1W]
KARPO ONE WHISKEY (KARPO 1W) [KARP1W]
ULGUN ONE WHISKEY (ULGUN 1W) [ULGU1W]
RWY 25 DEPARTURES

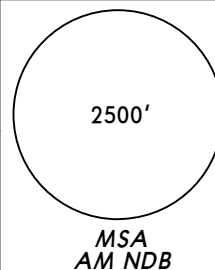
ALT/HEIGHT CONVERSION
QNH (QFE)

860'	(666' - 200m)
1180'	(986' - 300m)
2500'	(2306' - 700m)

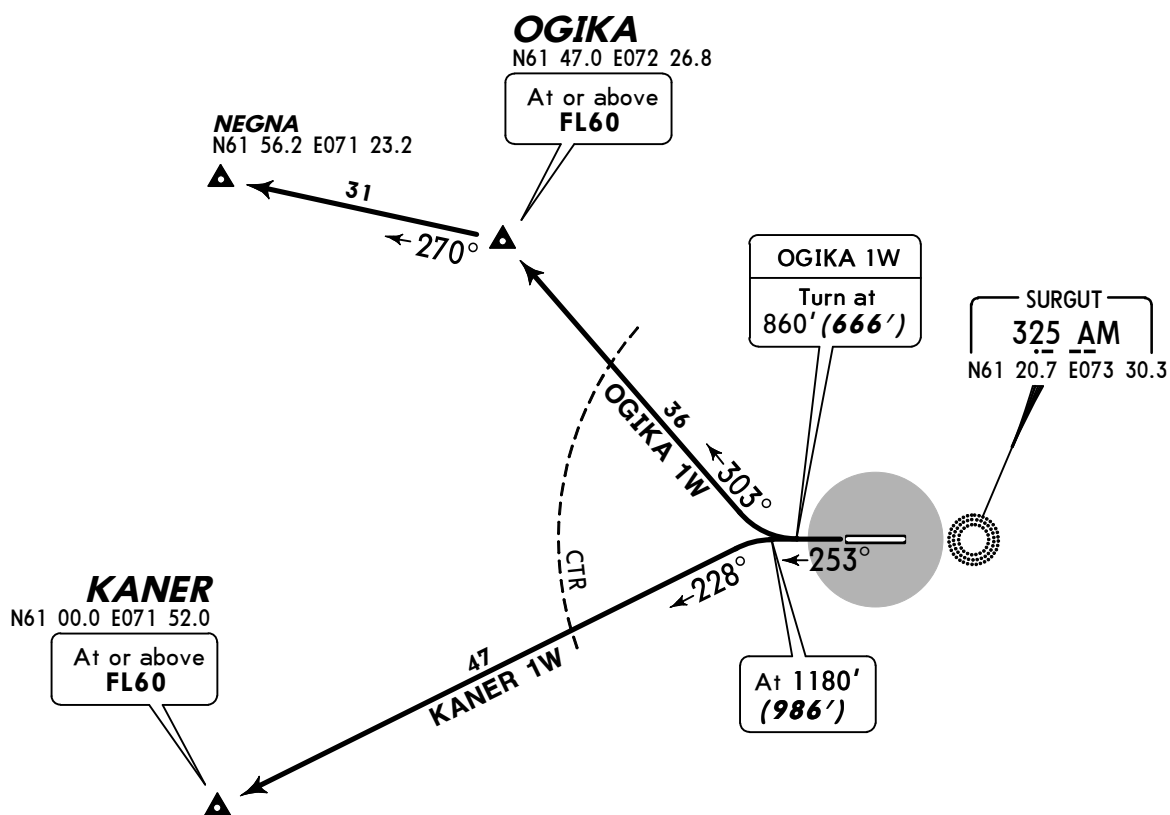


Apt Elev
199'

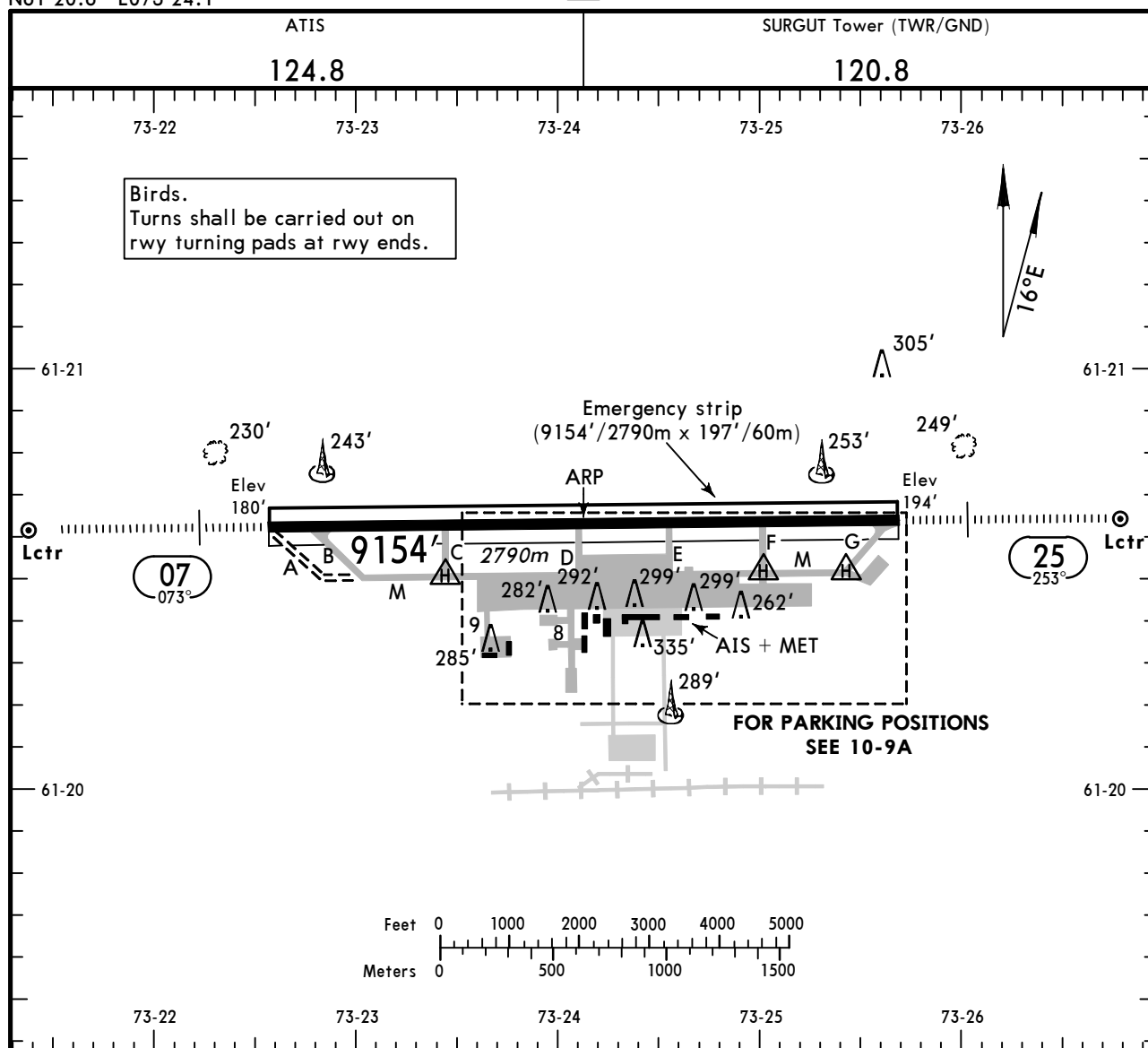
QNH on request (QFE)
Trans level: FL40 Trans alt: 2500' (2306')
Cross CTR boundary (21.6 NM from ARP) at or above FL50.



KANER ONE WHISKEY (KANER 1W) [KANE1W]
OGIKA ONE WHISKEY (OGIKA 1W) [OGIK1W]
RWY 25 DEPARTURES



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
860'	(666' - 200m)	
1180'	(986' - 300m)	
2500'	(2306' - 700m)	



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING	BEYOND		
				Threshold	Glide Slope		
07		HIRL (58m)	HIALS		8182' 2494m		148'
25		PAPI-L (angle 3.0°)			8486' 2587m		45m

TAKE-OFF

AIR CARRIER (JAA)

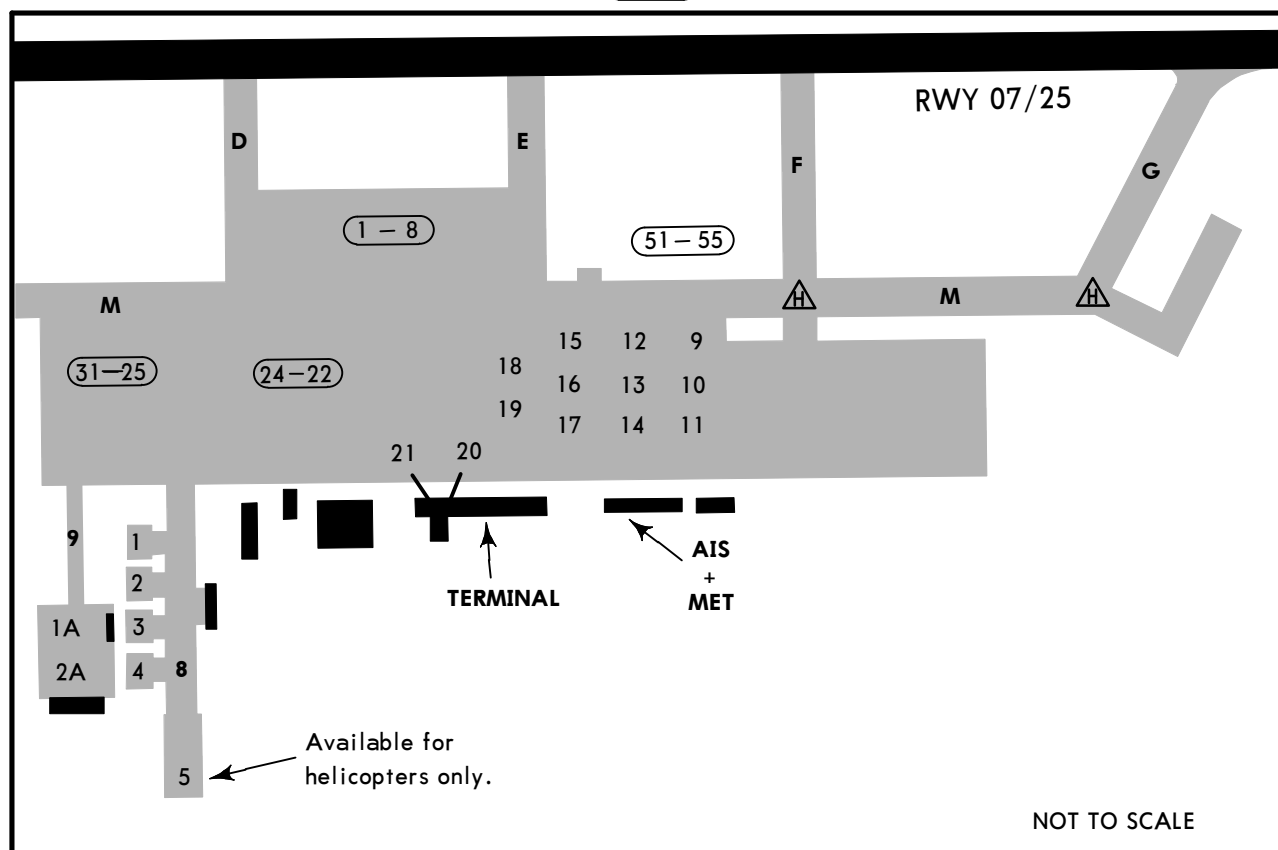
All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N61 20.6 E073 24.2	22	N61 20.5 E073 24.3
1A	N61 20.4 E073 23.7	23	N61 20.5 E073 24.2
2	N61 20.6 E073 24.2	24	N61 20.5 E073 24.1
2A	N61 20.3 E073 23.7	25, 26	N61 20.5 E073 24.0
3, 4	N61 20.6 E073 24.3	27	N61 20.5 E073 23.9
5, 6	N61 20.6 E073 24.4	28, 29	N61 20.5 E073 23.8
7, 8	N61 20.6 E073 24.5	30, 31	N61 20.5 E073 23.7
9, 10	N61 20.5 E073 24.8		
11	N61 20.4 E073 24.8		
12, 13	N61 20.5 E073 24.7		
14	N61 20.4 E073 24.7		
15, 16	N61 20.5 E073 24.6		
17	N61 20.4 E073 24.6		
18, 19	N61 20.5 E073 24.5		
20, 21	N61 20.4 E073 24.4		

Taxiing of Class 1 and 2 acft from twy M to twy F is prohibited.
 Taxiing out of stands 1 thru 8, 20 and 21 by towing.
 Stands 20 and 21 available for engines start-up.
 Parking stands 1 thru 19 and 22 thru 31 available for helicopters.
 When visibility is less than 400m acft shall follow the follow-me.
 At Night Class 1 and 2 acft shall use follow-me.

STRAIGHT-IN RWY		A	B	C	D
07	ILS	380' (200')	380' (200')	380' (200')	380' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ❶	510' (330')	510' (330')	510' (330')	510' (330')
	<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
	RNAV ❶	590' (410')	590' (410')	590' (410')	590' (410')
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
		R1500m	R1500m	R1900m	R1900m
	2 NDB ❶	530' (350')	530' (350')	530' (350')	530' (350')
	<i>ALS out</i>	R900m	R900m	R900m	R900m
		R1500m	R1500m	R1600m	R1600m
	ILS	394' (200')	394' (200')	394' (200')	394' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
25	LOC ❶	530' (336')	530' (336')	530' (336')	530' (336')
	<i>ALS out</i>	R800m	R800m	R800m	R800m
		R1500m	R1500m	R1500m	R1500m
	RNAV ❶	590' (396')	590' (396')	590' (396')	590' (396')
	<i>ALS out</i>	R1100m	R1100m	R1100m	R1100m
		R1500m	R1500m	R1800m	R1800m
	2 NDB ❶	560' (366')	560' (366')	560' (366')	560' (366')
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
		R1500m	R1500m	R1700m	R1700m

❶ Continuous Descent Final Approach

TAKE-OFF RWY 07, 25

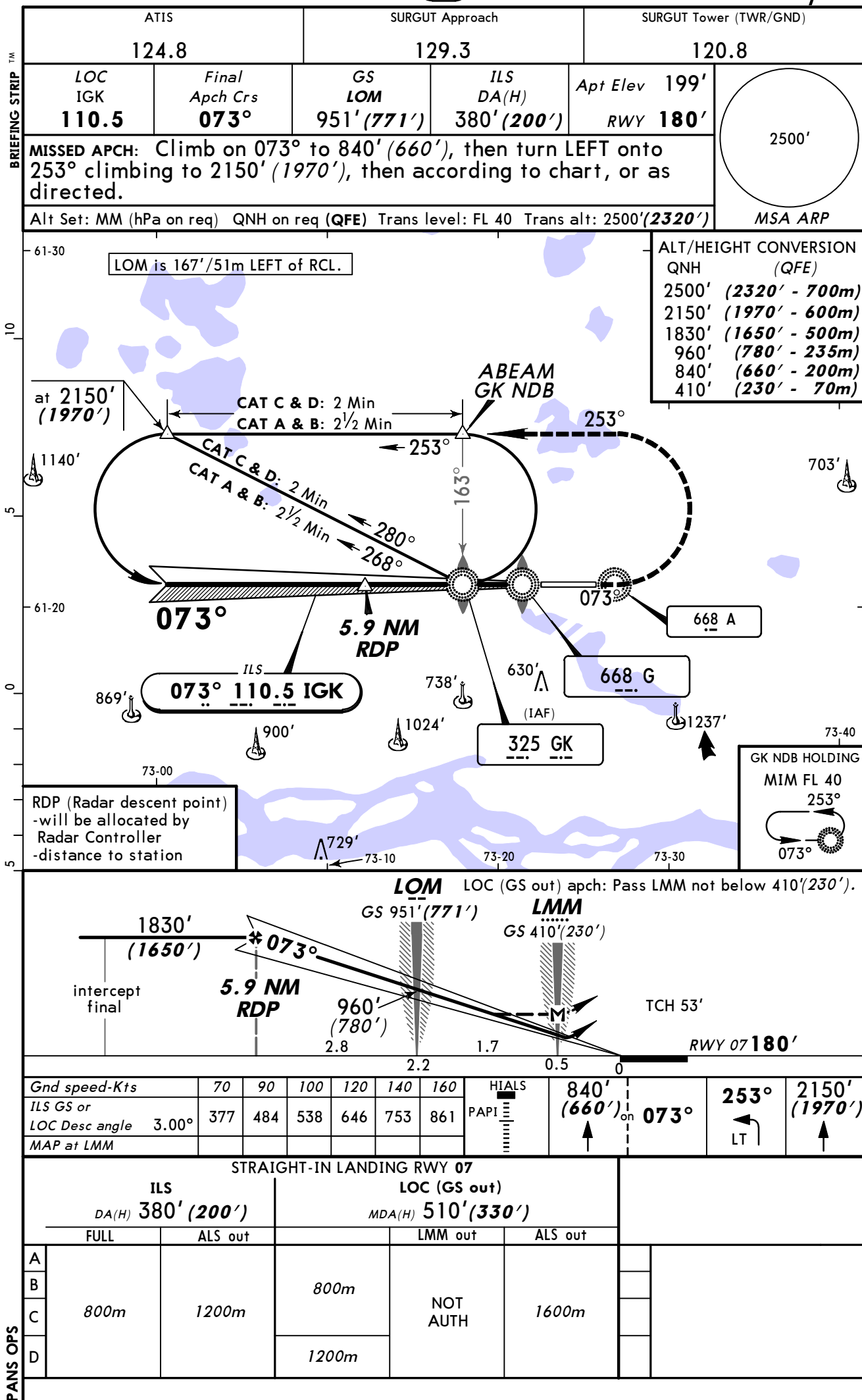
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

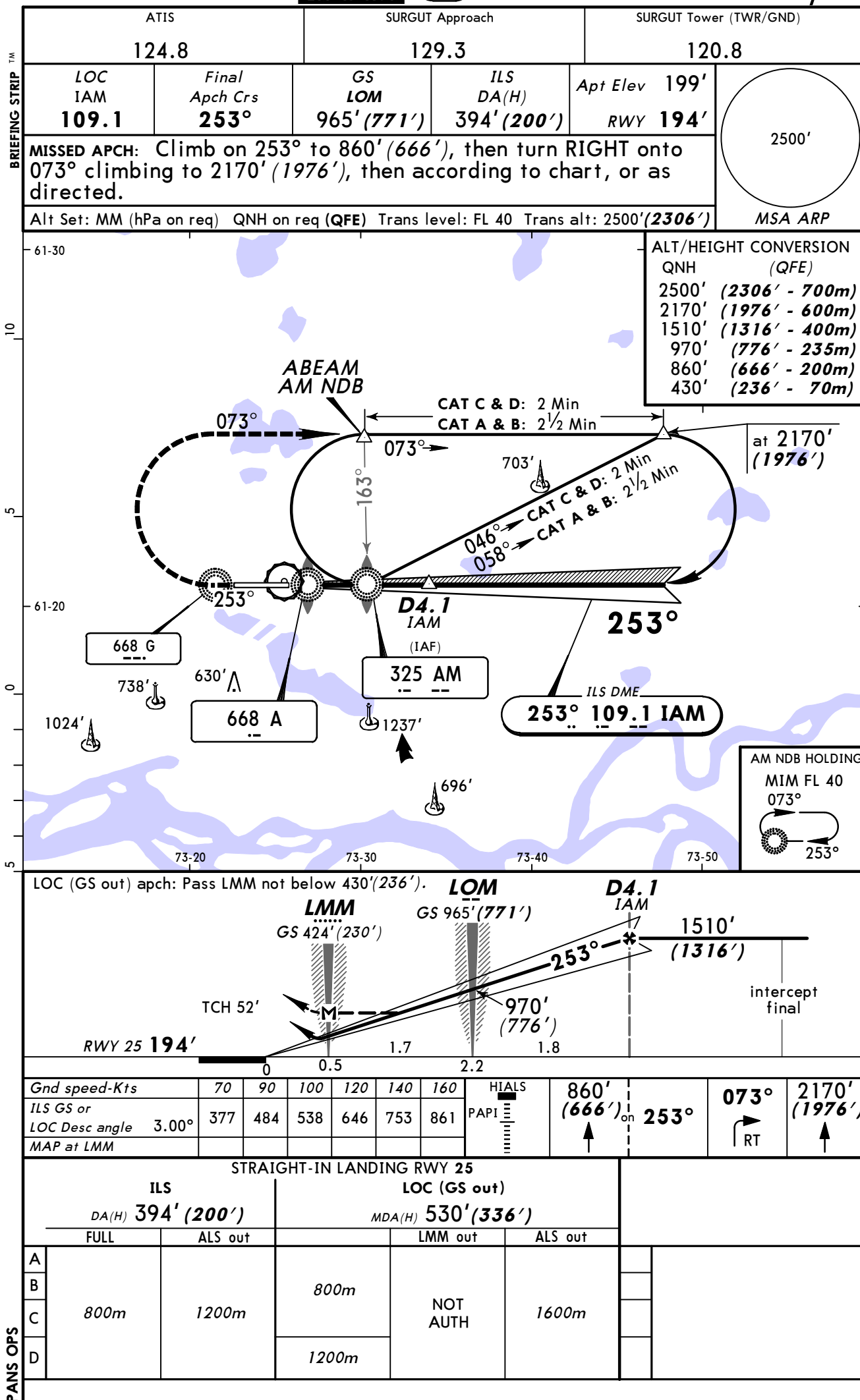
STRAIGHT-IN RWY		A	B	C	D
07	ILS	380' (200')	380' (200')	380' (200')	380' (200')
		R550m	R550m	R550m	R550m
	ALS out		R1000m	R1000m	R1000m
	LOC ❶	510' (330')	510' (330')	510' (330')	510' (330')
		R900m	R1000m	R1000m	R1400m
	ALS out		R1500m	R1800m	R2000m
	RNAV	590' (410')	590' (410')	590' (410')	590' (410')
		R900m	R1000m	R1000m	R1400m
	ALS out		R1500m	R1800m	R2000m
	2 NDB	530' (350')	530' (350')	530' (350')	530' (350')
		R900m	R1000m	R1000m	R1400m
	ALS out		R1500m	R1800m	R2000m
25	ILS	394' (200')	394' (200')	394' (200')	394' (200')
		R550m	R550m	R550m	R550m
	ALS out		R1000m	R1000m	R1000m
	LOC ❶	530' (336')	530' (336')	530' (336')	530' (336')
		R900m	R1000m	R1000m	R1400m
	ALS out		R1500m	R1800m	R2000m
	RNAV	590' (396')	590' (396')	590' (396')	590' (396')
		R900m	R1000m	R1000m	R1400m
	ALS out		R1500m	R1800m	R2000m
	2 NDB	560' (366')	560' (366')	560' (366')	560' (366')
		R900m	R1000m	R1000m	R1400m
	ALS out		R1500m	R1800m	R2000m

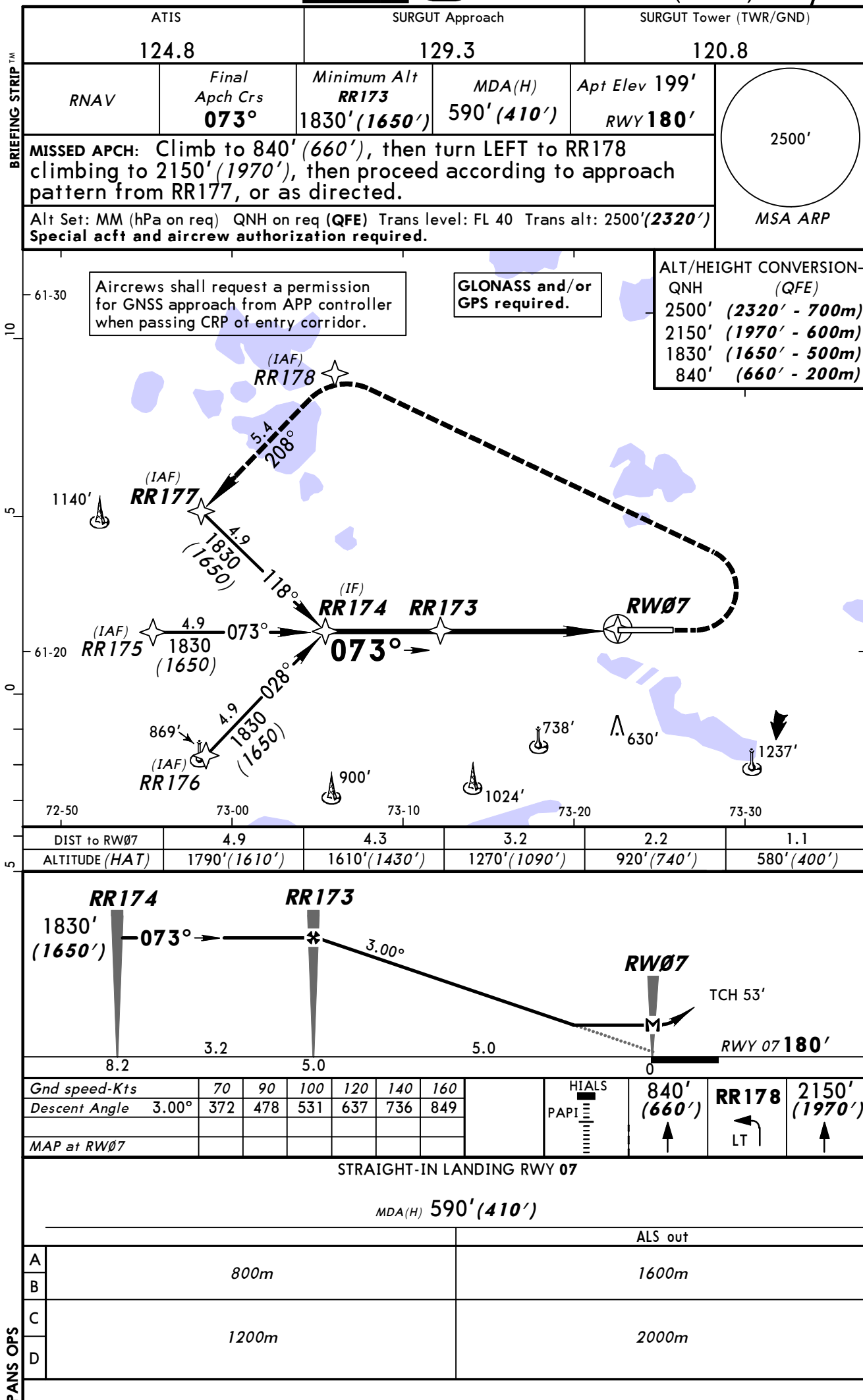
❶ LMM out: NOT AUTHORIZED.

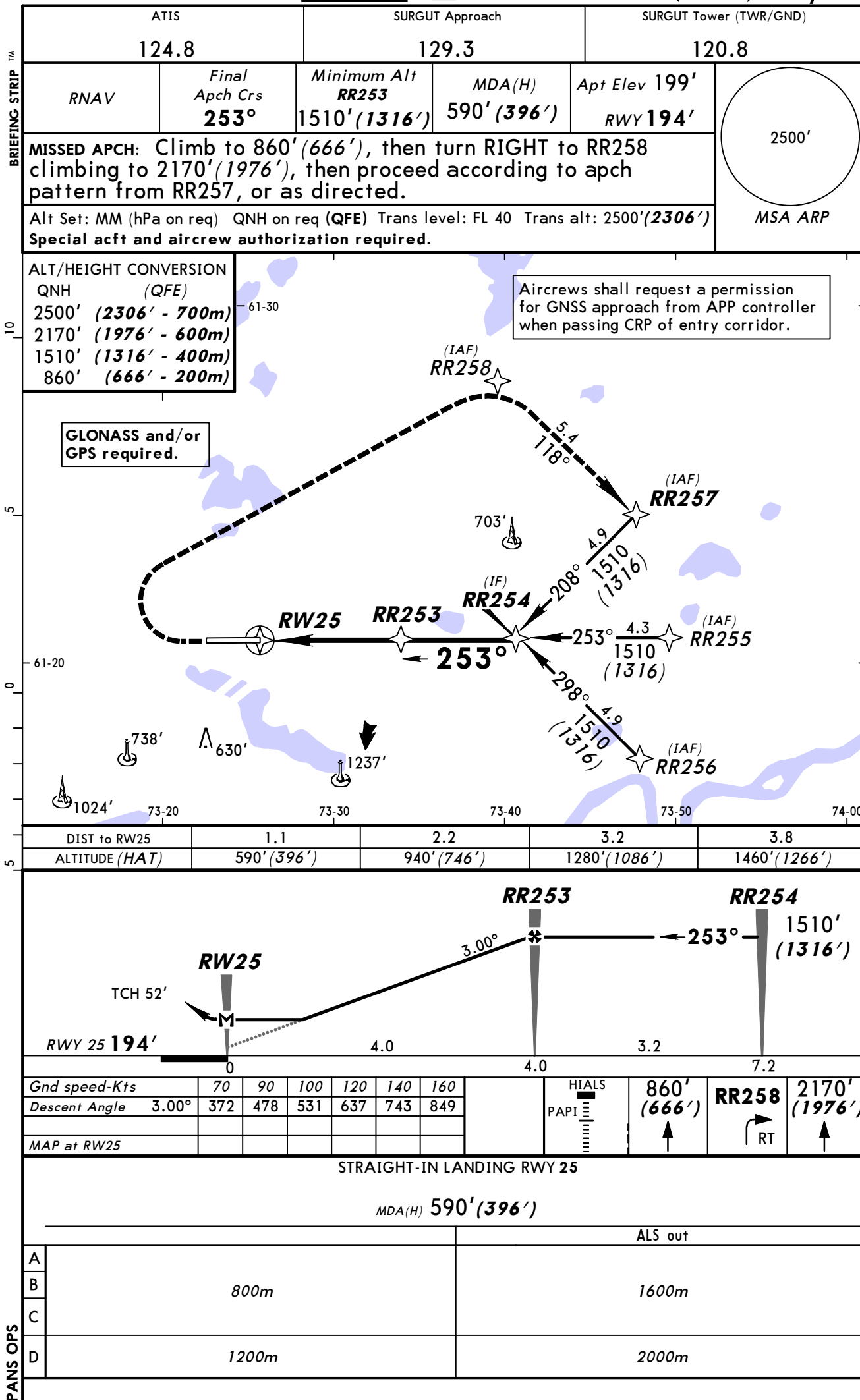
TAKE-OFF RWY 07, 25

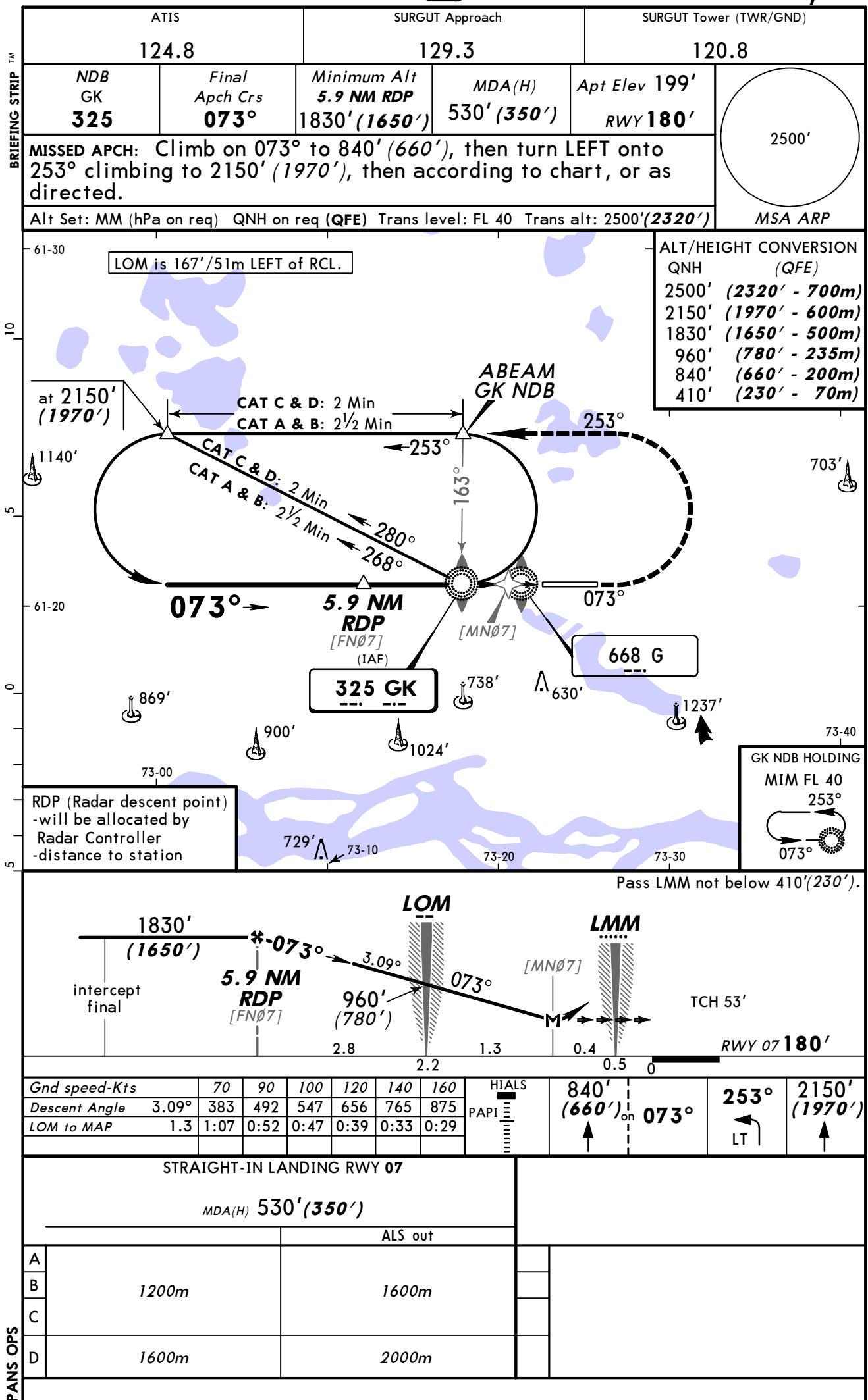
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

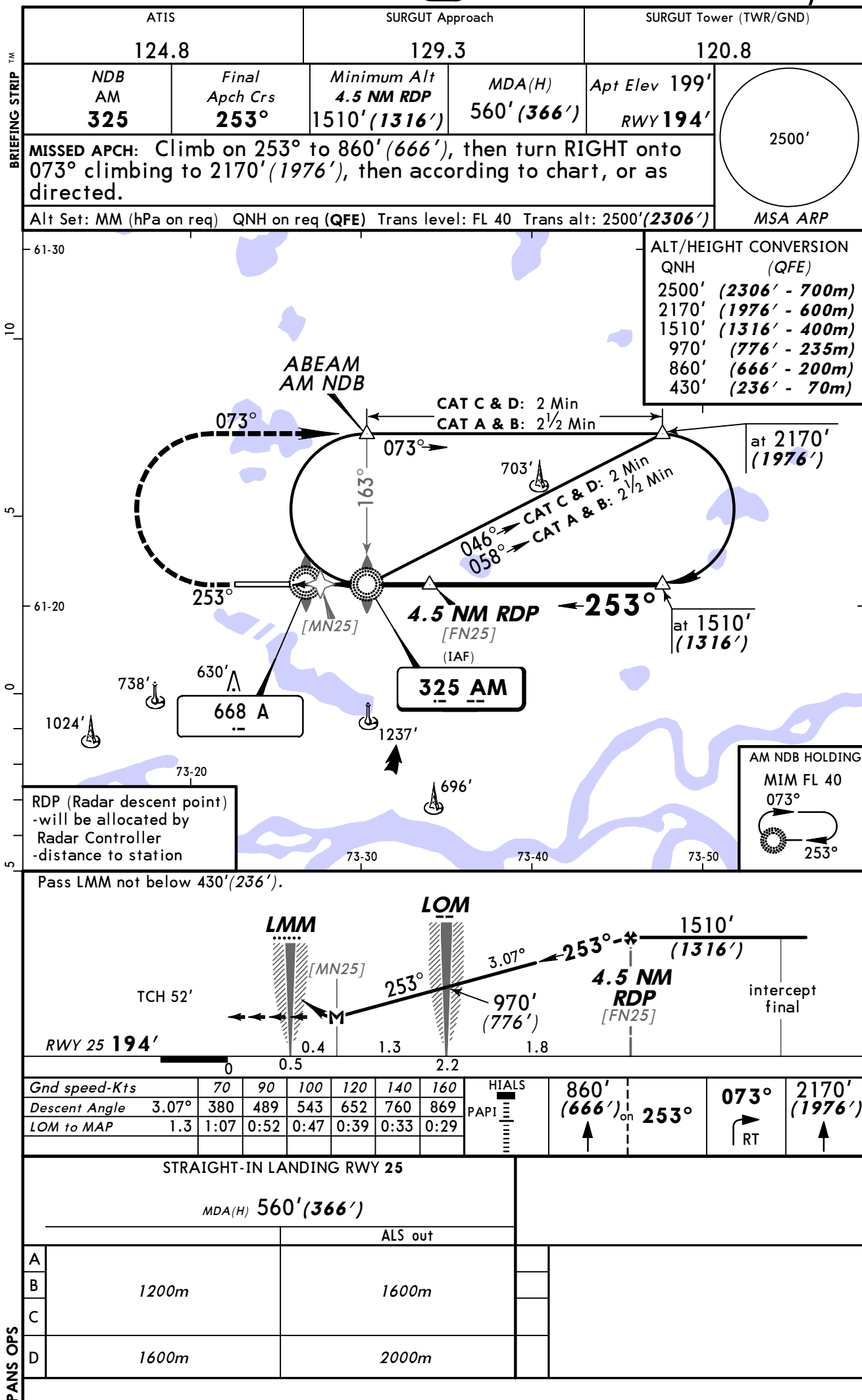












SURGUT, (SURGUT - USRR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USRR

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

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