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List of pages in this Trip Kit

Trip Kit Index
Airport Information For USRR
Terminal Charts For USRR
Revision Letter For Cycle 25-2012
Change Notices
Notebook

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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: 0423 Z
Sunset: 0955 Z,

Runway Information

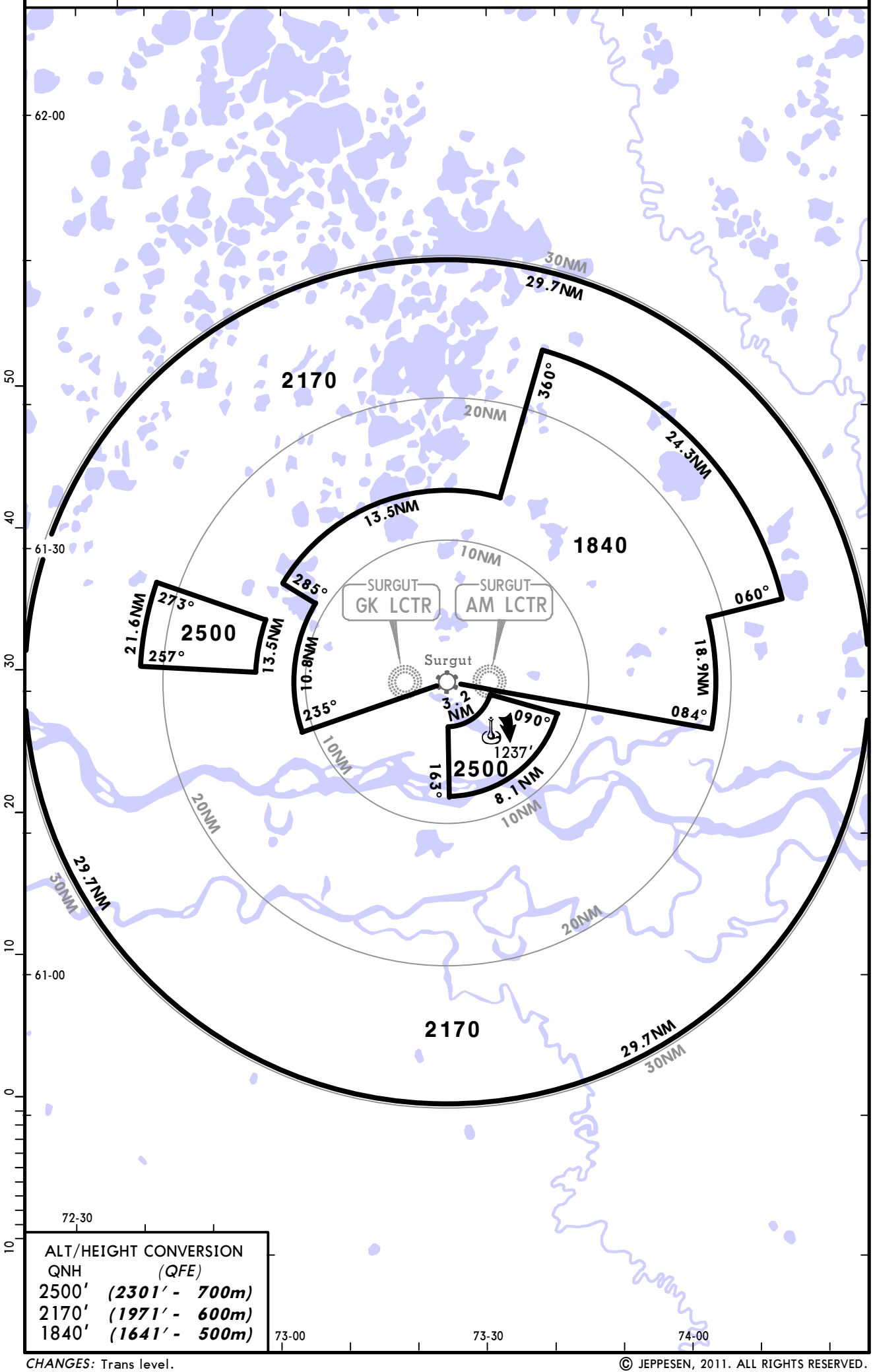
Runway: 07
Length x Width: 9154 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 180 ft
Lighting: Edge, ALS

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′***)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	***(2301′ - 700m)***
2170′	***(1971′ - 600m)***
1840′	***(1641′ - 500m)***

CHANGES: Trans level.

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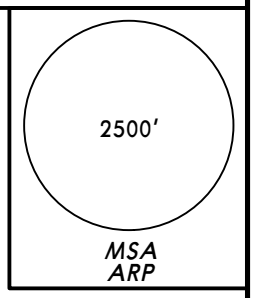
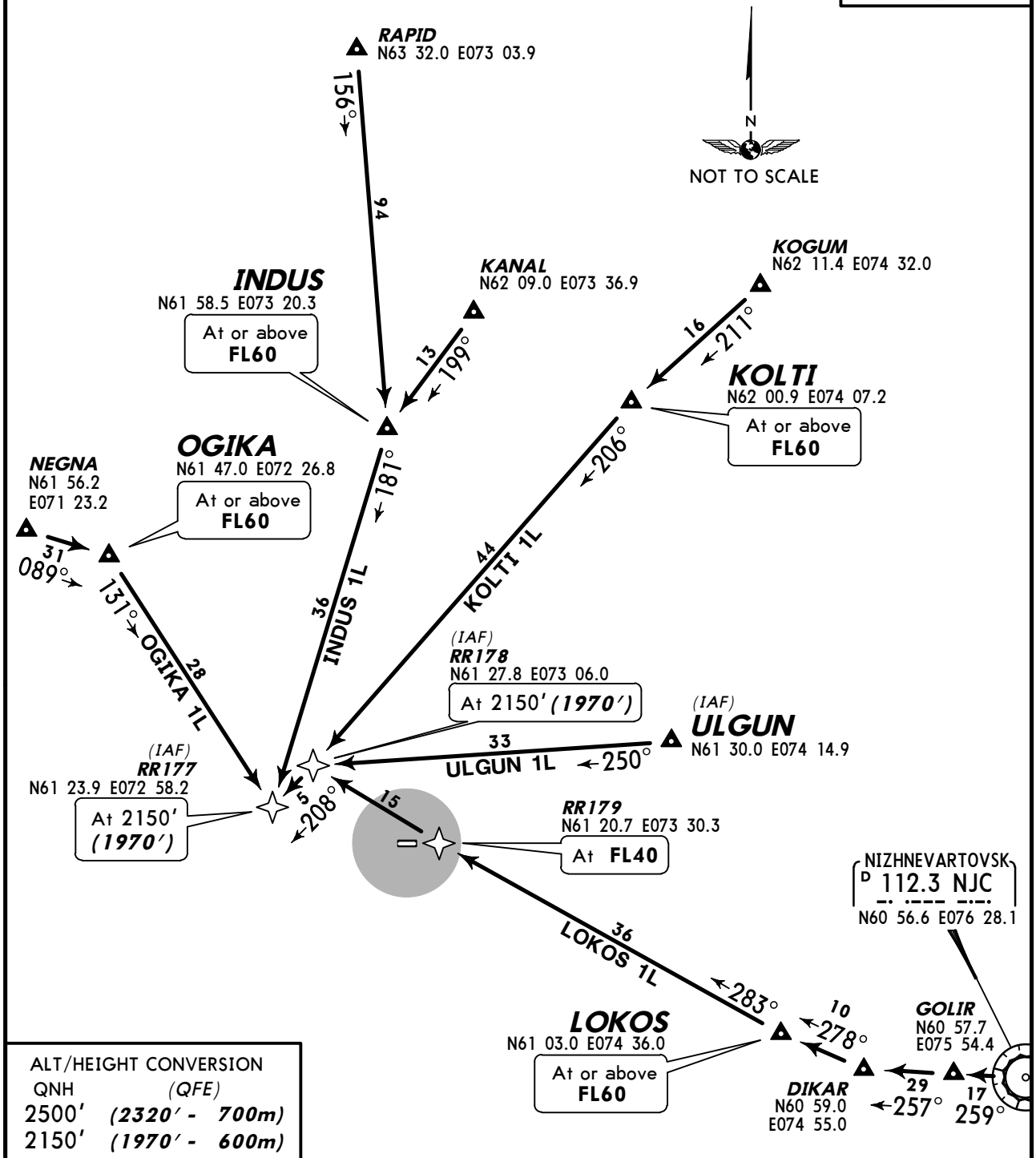
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2320′)*** 1. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 2. GNSS approach procedure shall be applied for aircraft having certified equipment by flight crews having appropriate approval.

INDUS 1L *[INDU1L]*, KOLTI 1L *[KOLT1L]*
LOKOS 1L *[LOKO1L]*, OGIKA 1L *[OGIK1L]*
ULGUN 1L *[ULGU1L]*
RWY 07 RNAV ARRIVALS
GLONASS AND/OR GPS REQUIRED





ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	***(2320′ - 700m)***
2150′	***(1970′ - 600m)***

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′).

CHANGES: RNAV STARs established; STARs transferred.

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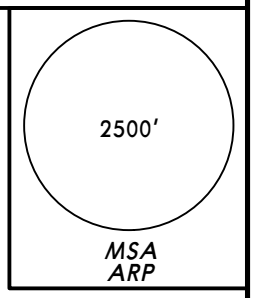
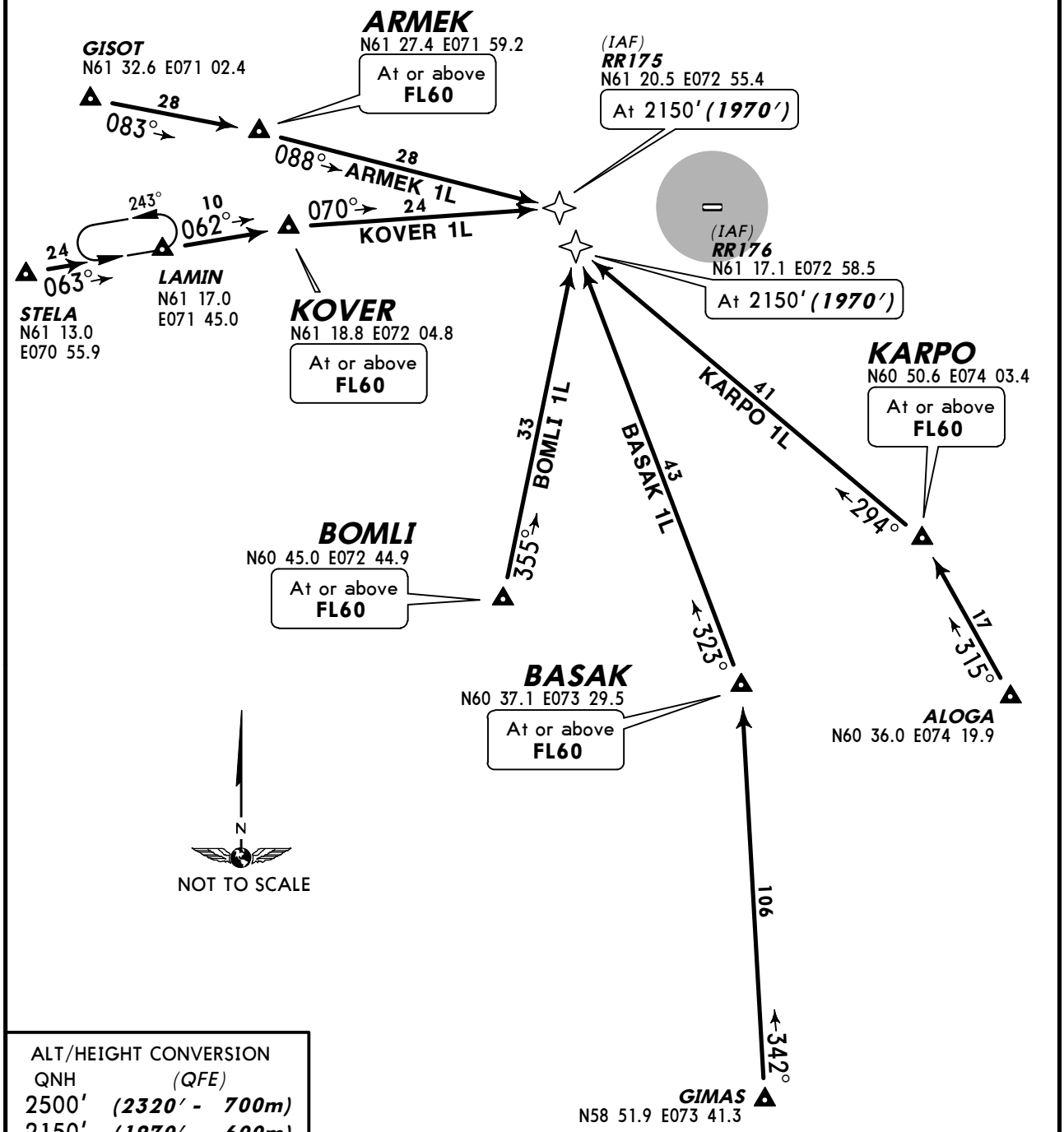
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2320′)*** 1. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 2. GNSS approach procedure 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





ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	***(2320′ - 700m)***
2150′	***(1970′ - 600m)***

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′).

CHANGES: RNAV STARs established; STARs transferred.

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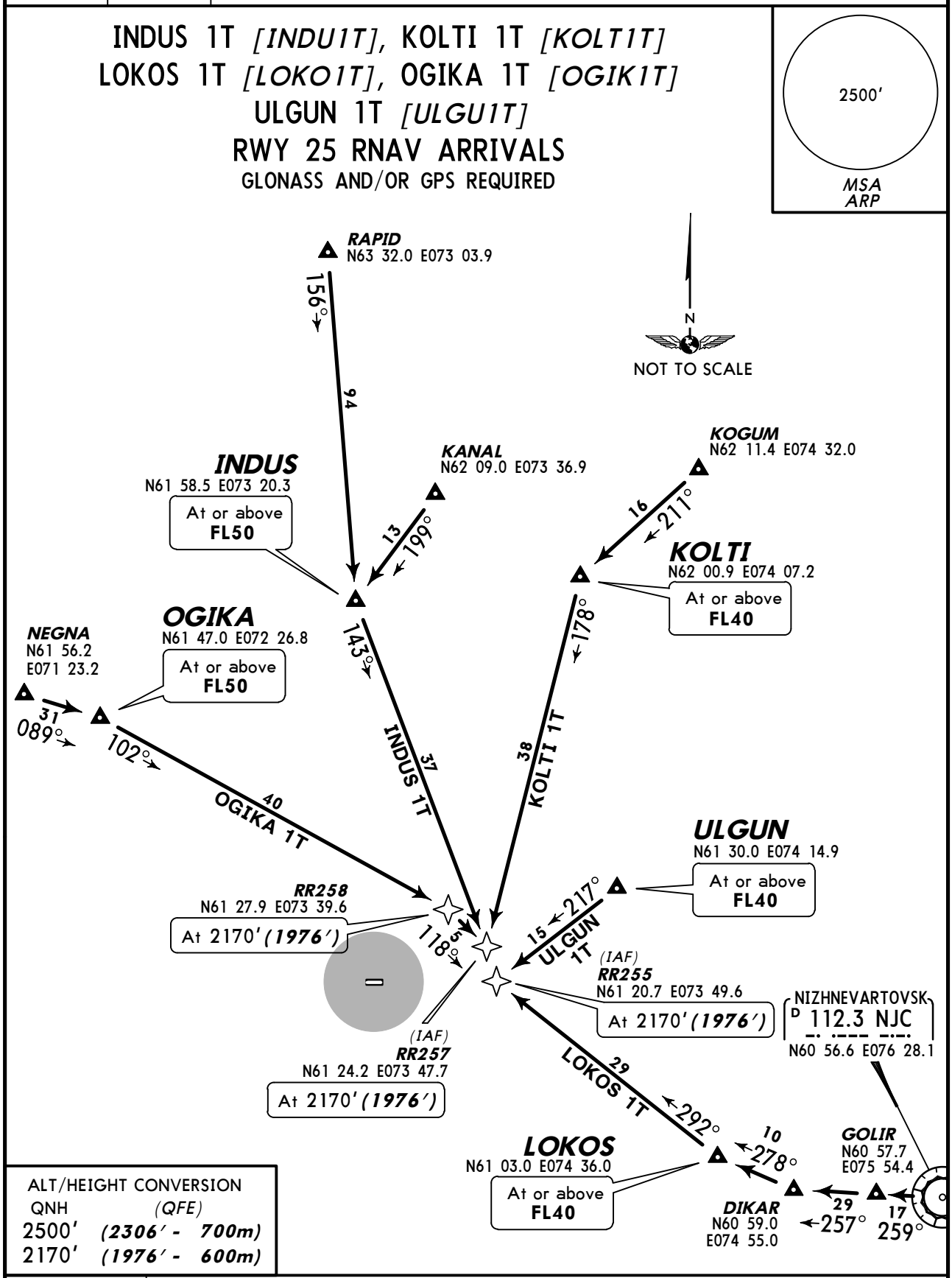
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2306′)*** 1. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 2. GNSS approach procedure shall be applied for aircraft having certified equipment by flight crews having appropriate approval.

INDUS 1T *[INDU1T]*, KOLTI 1T *[KOLT1T]*
LOKOS 1T *[LOKO1T]*, OGIKA 1T *[OGIK1T]*
ULGUN 1T *[ULGU1T]*
RWY 25 RNAV ARRIVALS
GLONASS AND/OR GPS REQUIRED



ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	***(2306′ - 700m)***
2170′	***(1976′ - 600m)***

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′).

CHANGES: RNAV STARs established; STARs transferred.

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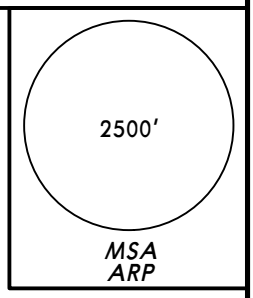
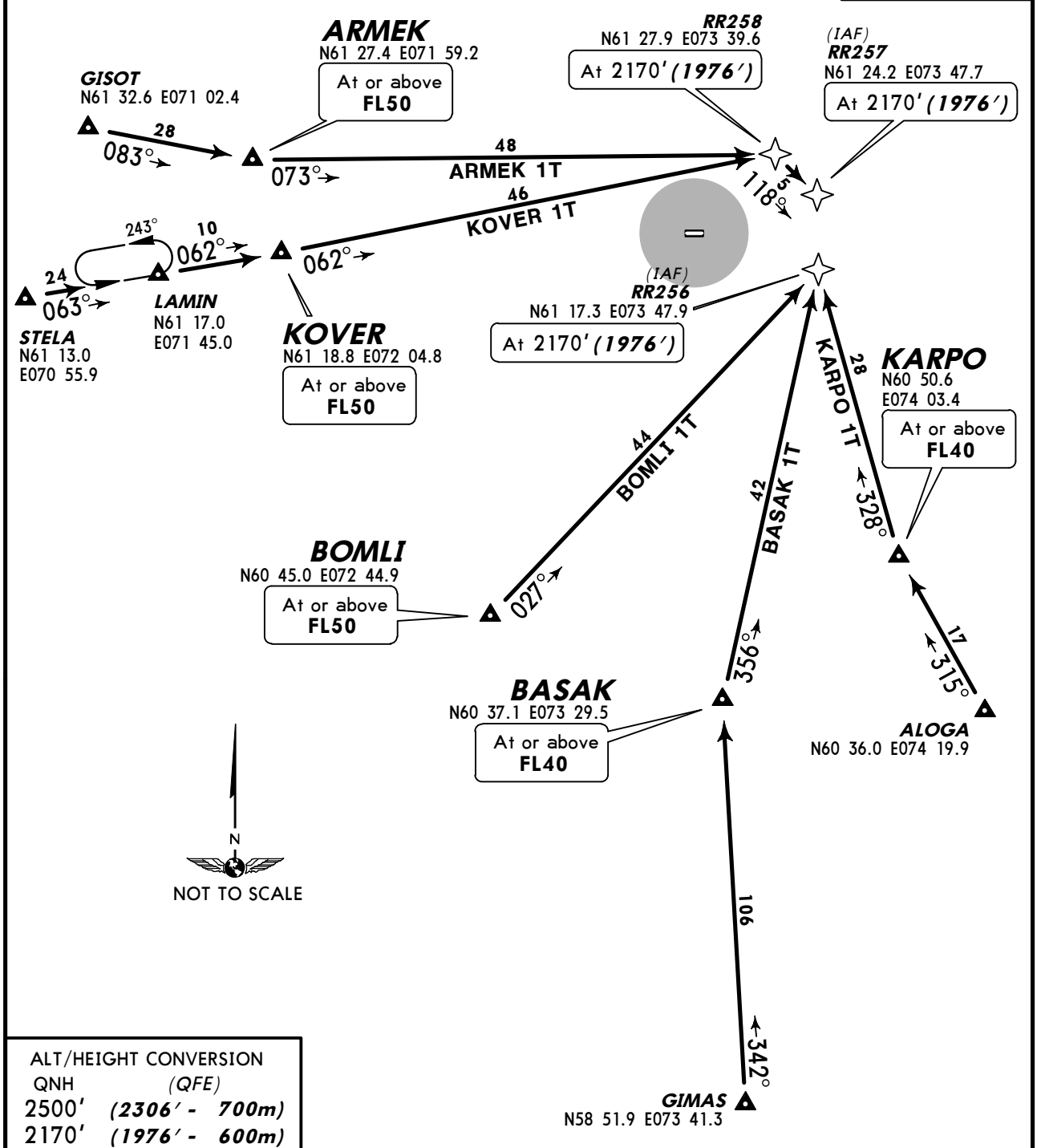
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2306′)*** 1. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 2. GNSS approach procedure 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





ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	***(2306′ - 700m)***
2170′	***(1976′ - 600m)***

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′).

CHANGES: RNAV STARs established; STARs transferred.

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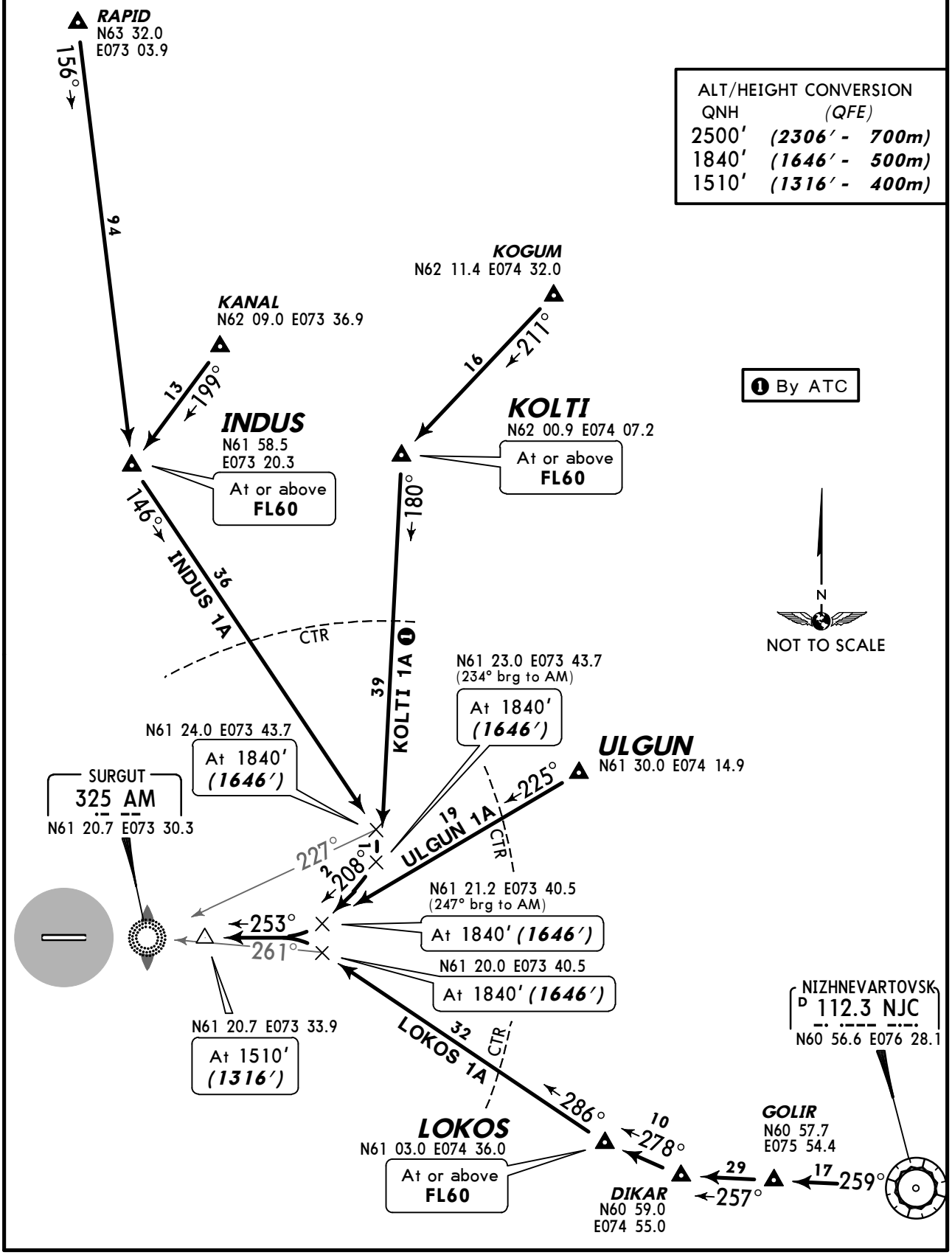
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2306′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

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



ALT/HEIGHT CONVERSION

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

CHANGES: Trans level & crossings.

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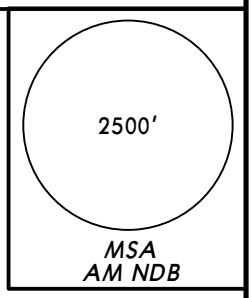
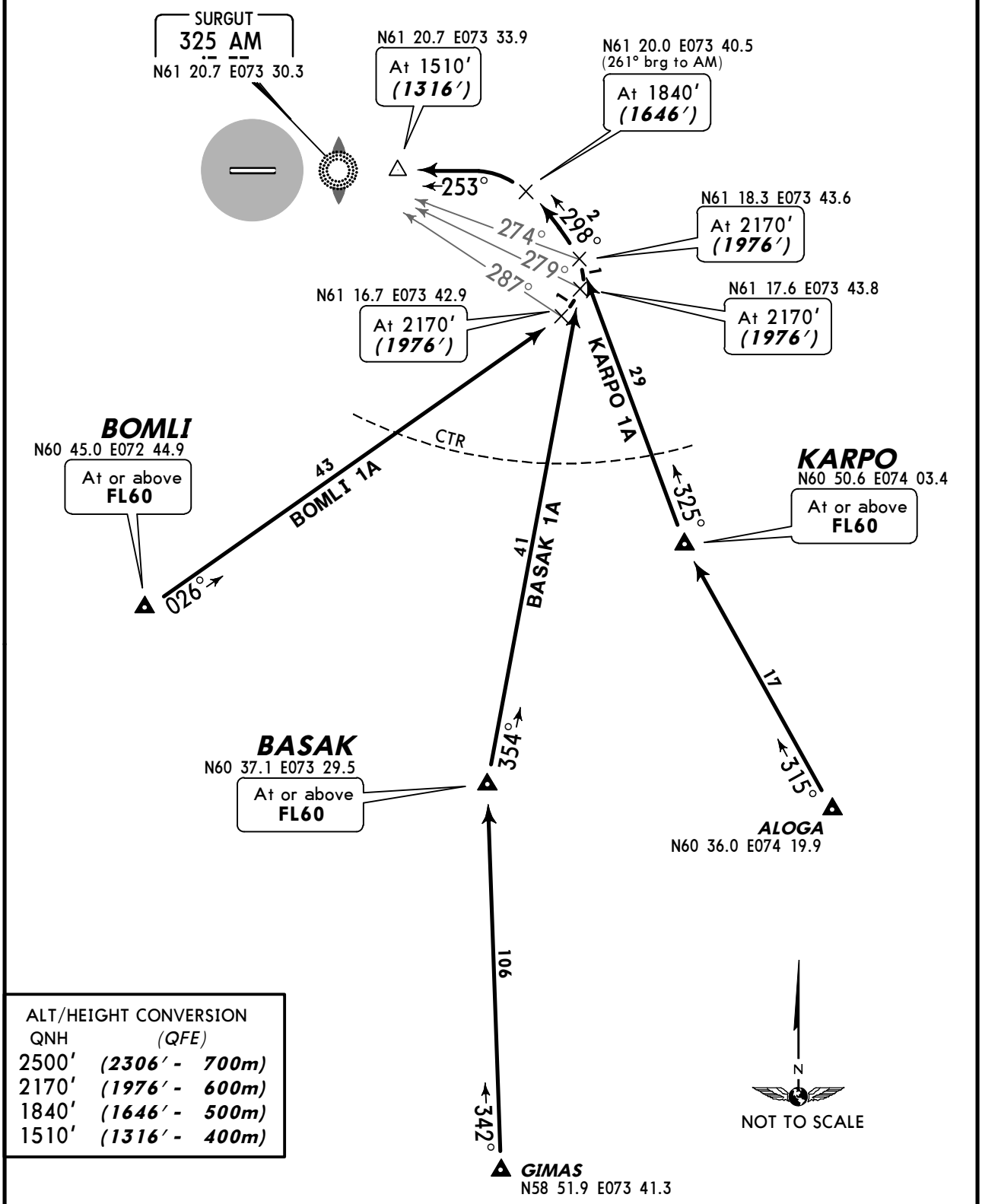
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2306′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

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)***

CHANGES: Trans level & crossings.

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ATIS	Apt Elev
124.8	199′

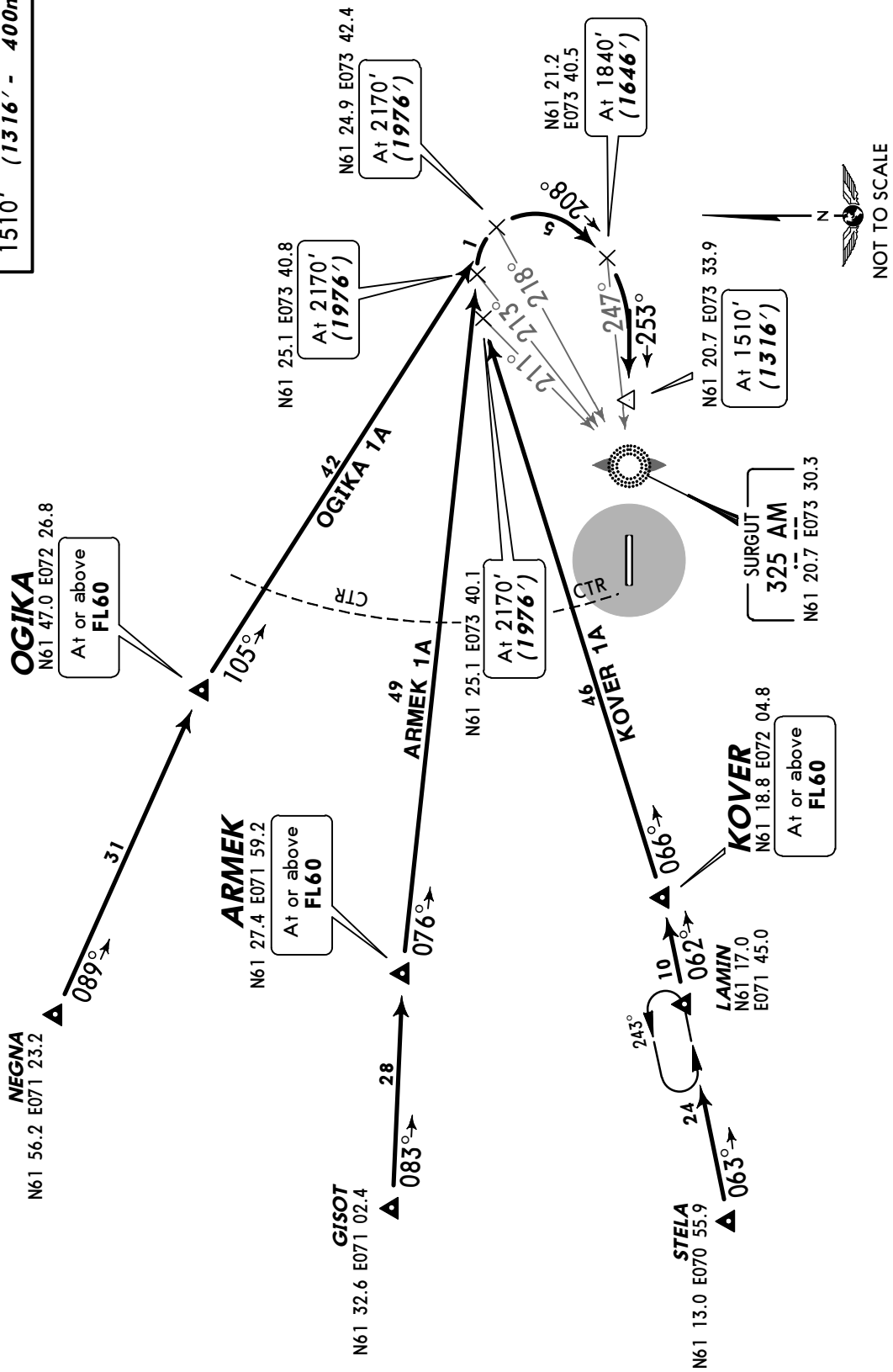
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40 Trans alt: 2500′ ***(2306′)***
Cross CTR boundary (21.6 NM from ARP) at or above FL50.

MSA AM NDB 2500′

ARMEK ONE ALFA (ARMEK 1A) *[ARME1A]*
KOVER ONE ALFA (KOVER 1A) *[KOVE1A]*
OGIKA ONE ALFA (OGIKA 1A) *[OGIK1A]*
RWY 25 ARRIVALS
UNDER RADAR CONTROL

ALT/HEIGHT CONVERSION (QFE)

QNH	
2500′	***(2306′ - 700m)***
2170′	***(1976′ - 600m)***
1840′	***(1646′ - 500m)***
1510′	***(1316′ - 400m)***



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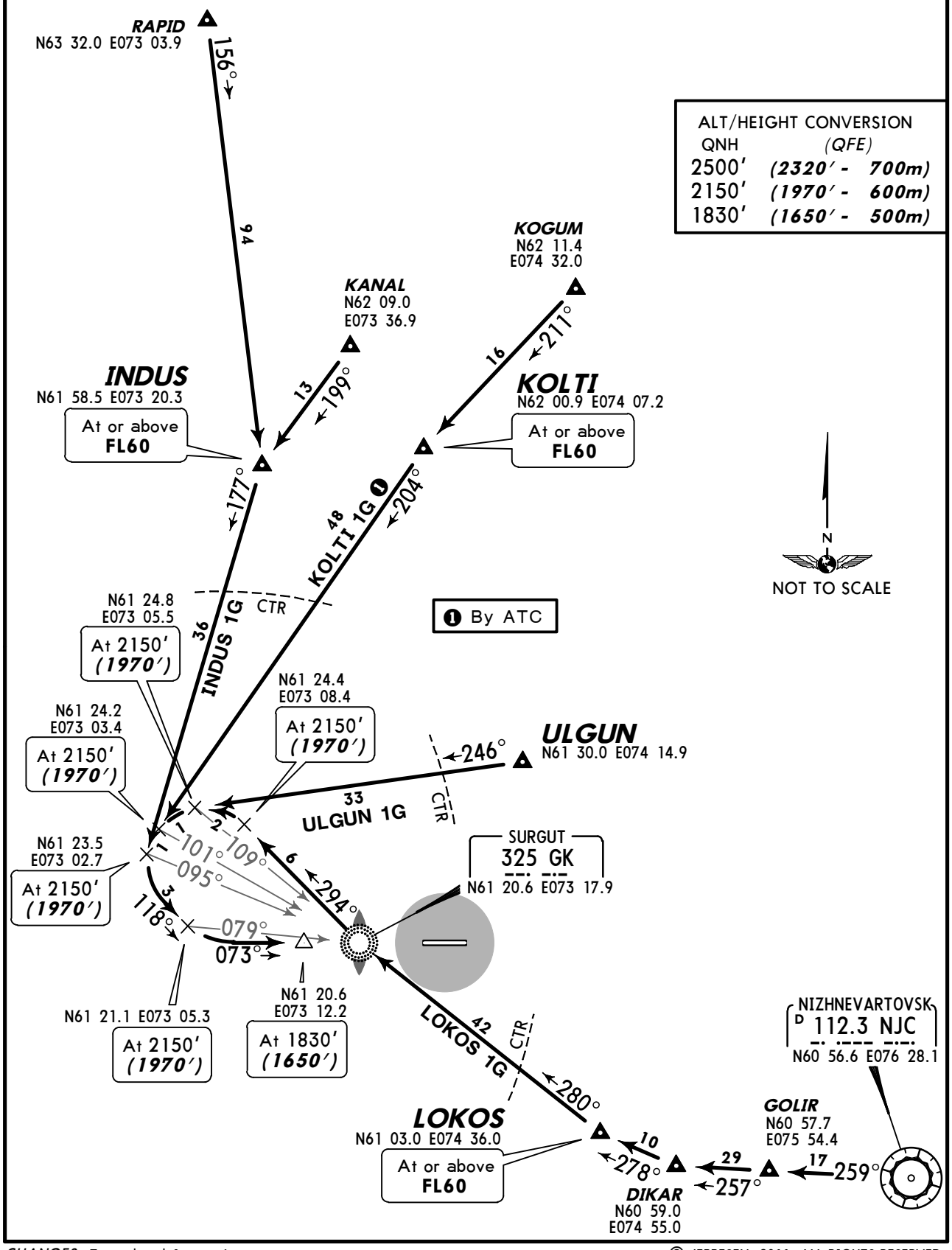
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2320′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

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



CHANGES: Trans level & crossings.

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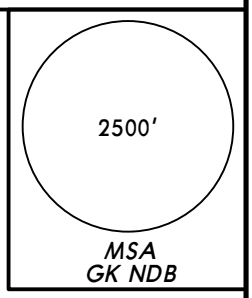
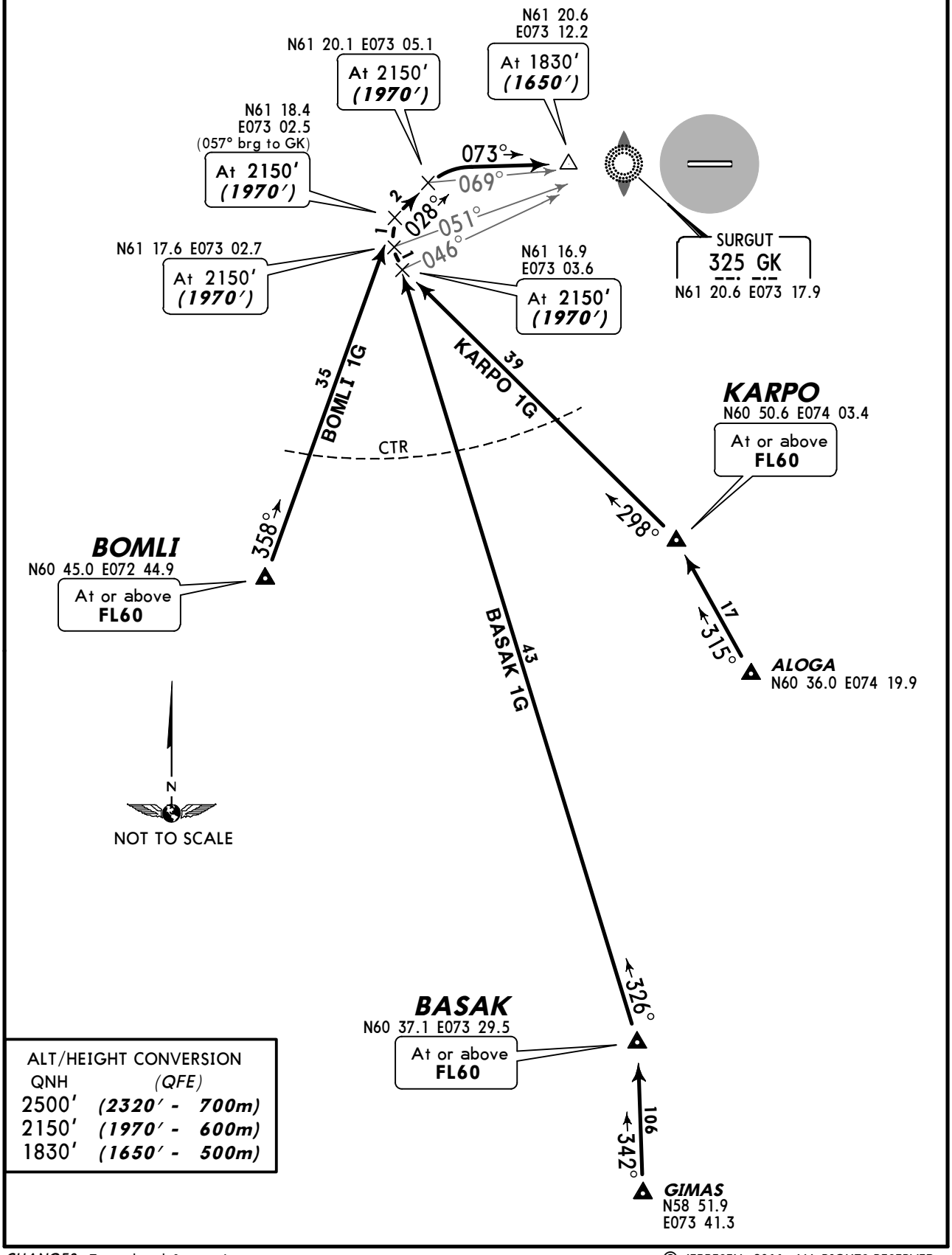
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2320′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

BASAK ONE GOLF (BASAK 1G) *[BASA1G]*
BOMLI ONE GOLF (BOMLI 1G) *[BOML1G]*
KARPO ONE GOLF (KARPO 1G) *[KARP1G]*
RWY 07 ARRIVALS
UNDER RADAR CONTROL





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2500′	***(2320′ - 700m)***
2150′	***(1970′ - 600m)***
1830′	***(1650′ - 500m)***

CHANGES: Trans level & crossings.

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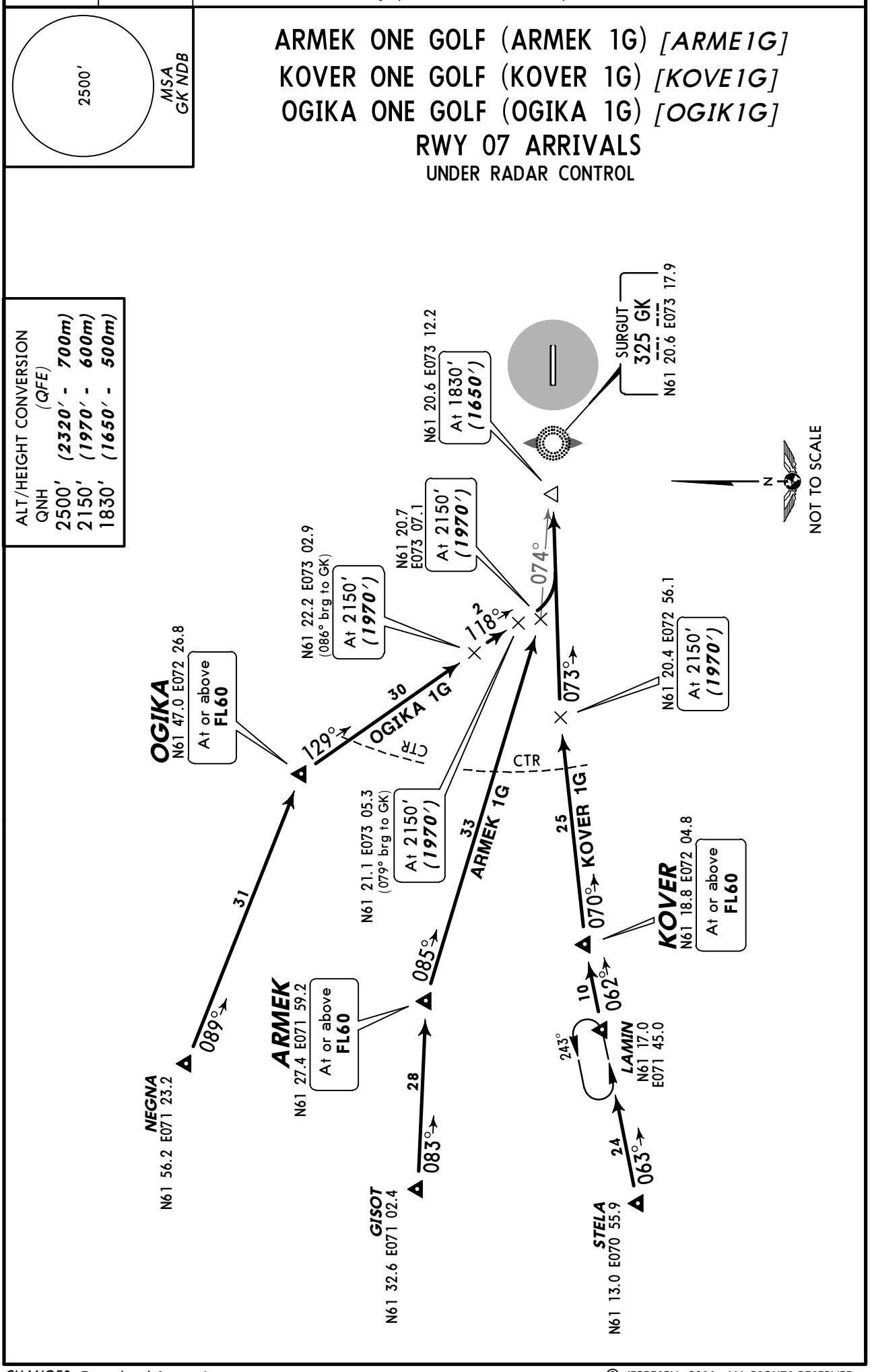
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2320′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.



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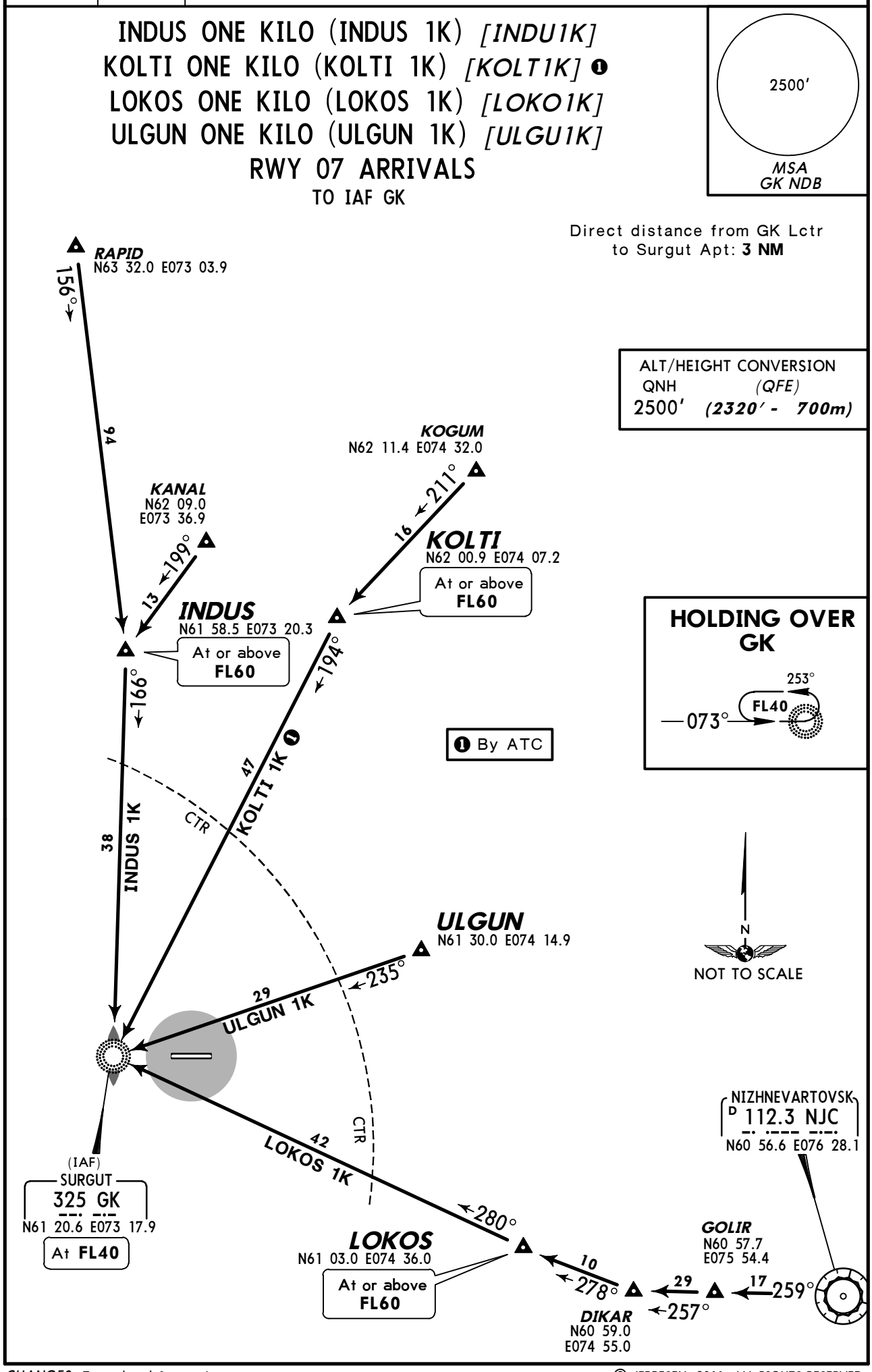
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2320′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

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



CHANGES: Trans level & crossings.

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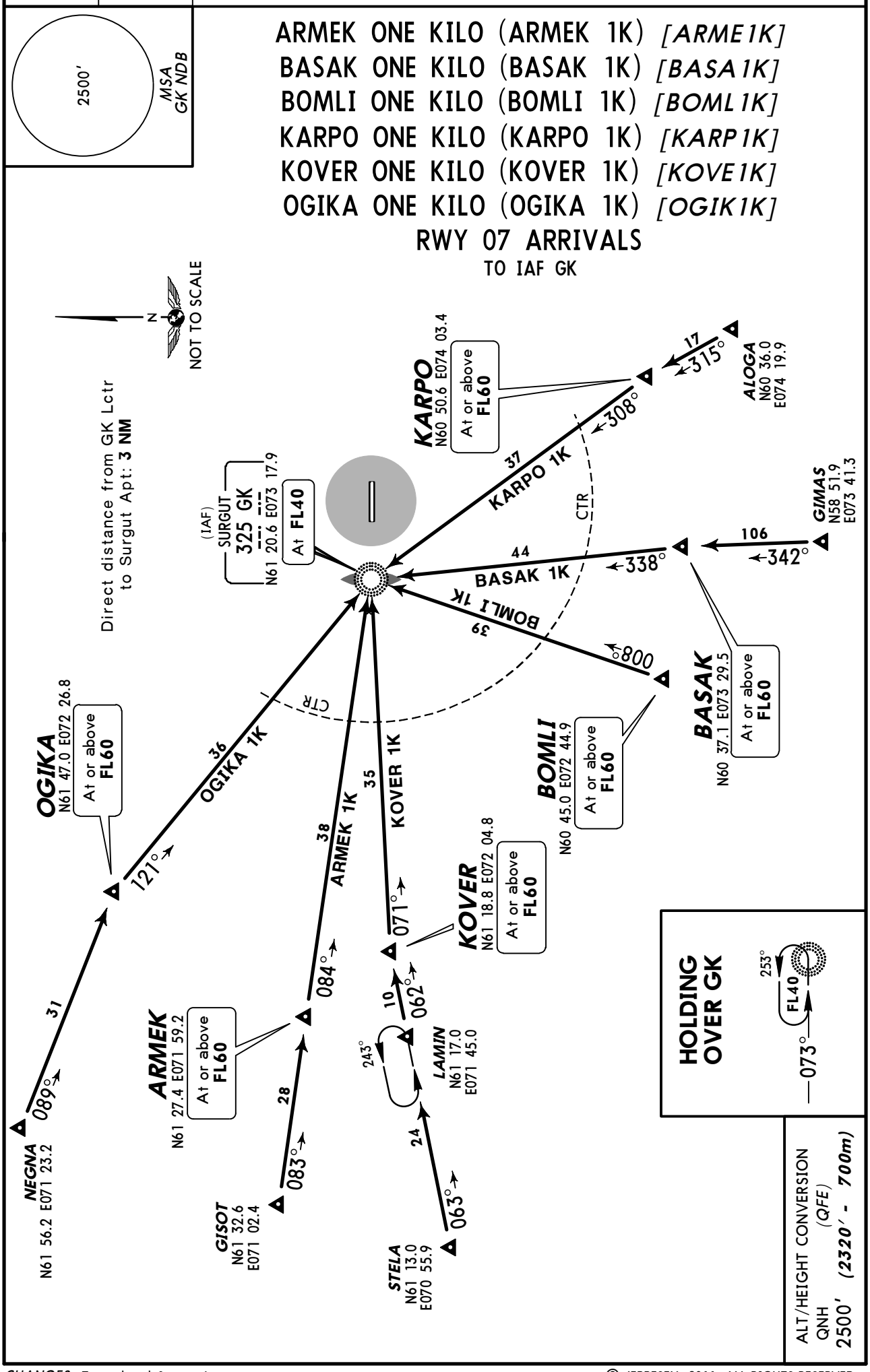
ATIS	Apt Elev
124.8	199′

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.



CHANGES: Trans level & crossings.

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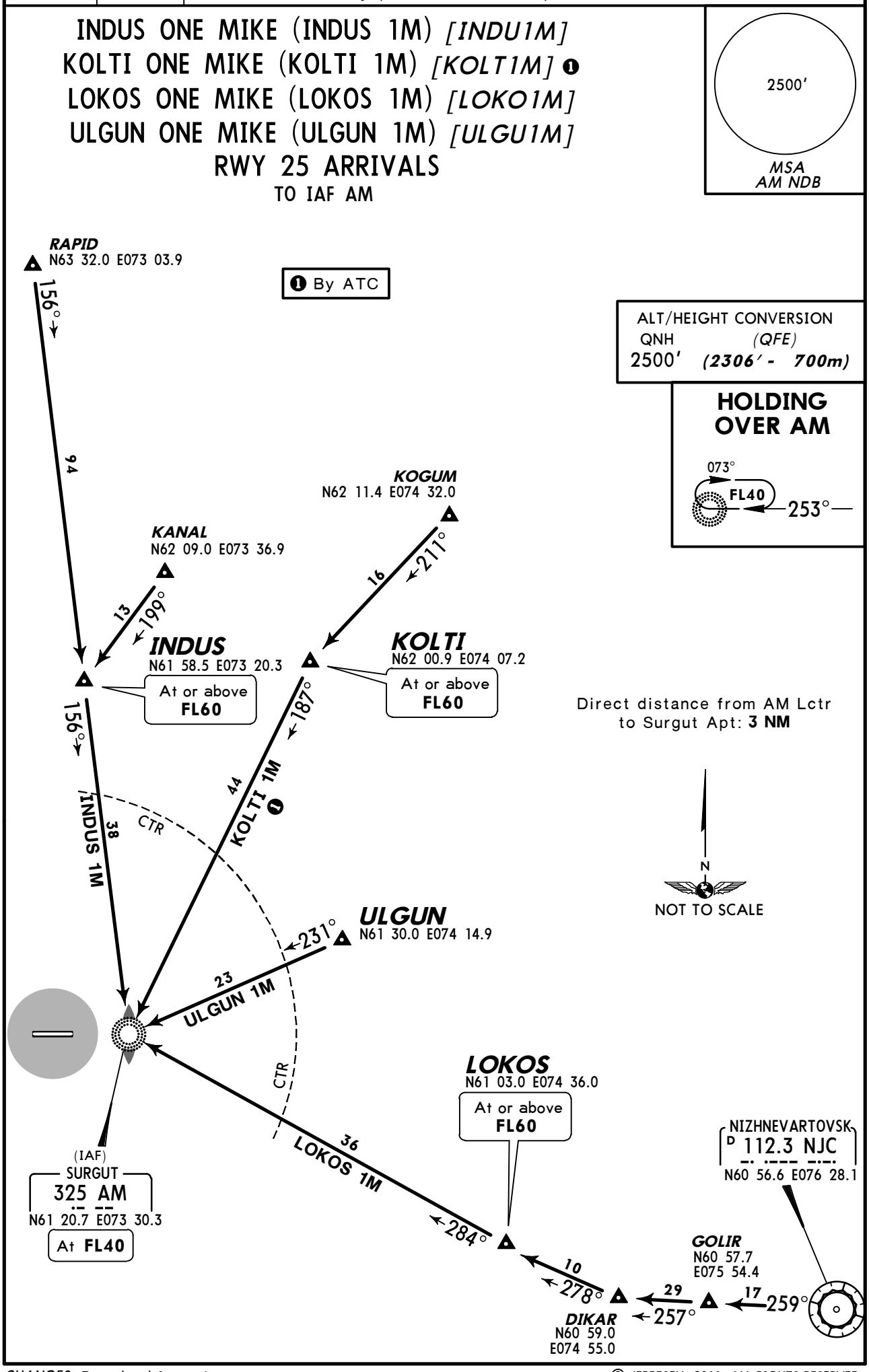
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2306′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

INDUS ONE MIKE (INDUS 1M) *[INDU1M]*
KOLTI ONE MIKE (KOLTI 1M) *[KOLT1M]* ❶
LOKOS ONE MIKE (LOKOS 1M) *[LOKO1M]*
ULGUN ONE MIKE (ULGUN 1M) *[ULGU1M]*
RWY 25 ARRIVALS
TO IAF AM



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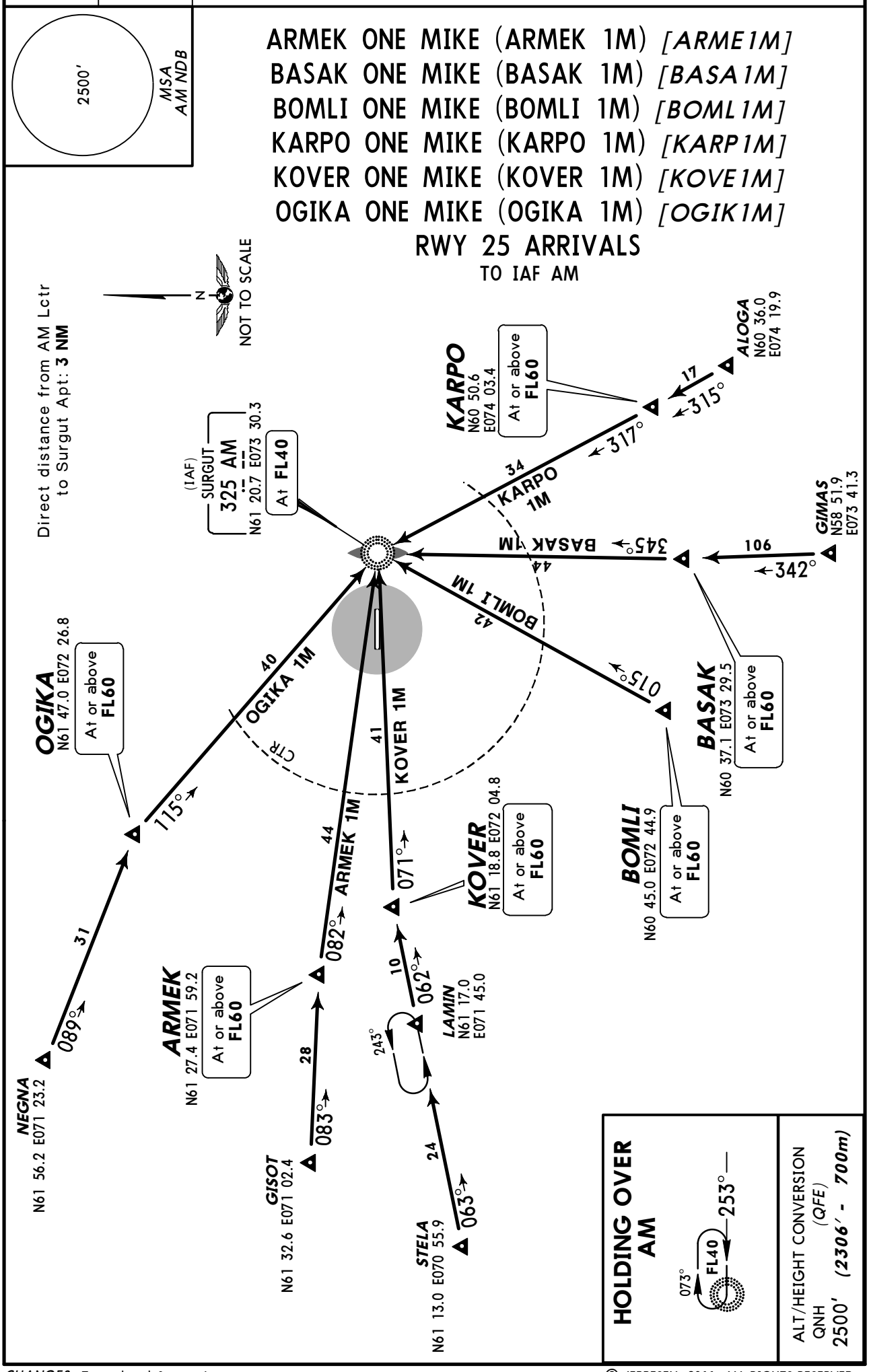
ATIS	Apt Elev	
124.8	199′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2306′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.



CHANGES: Trans level & crossings.

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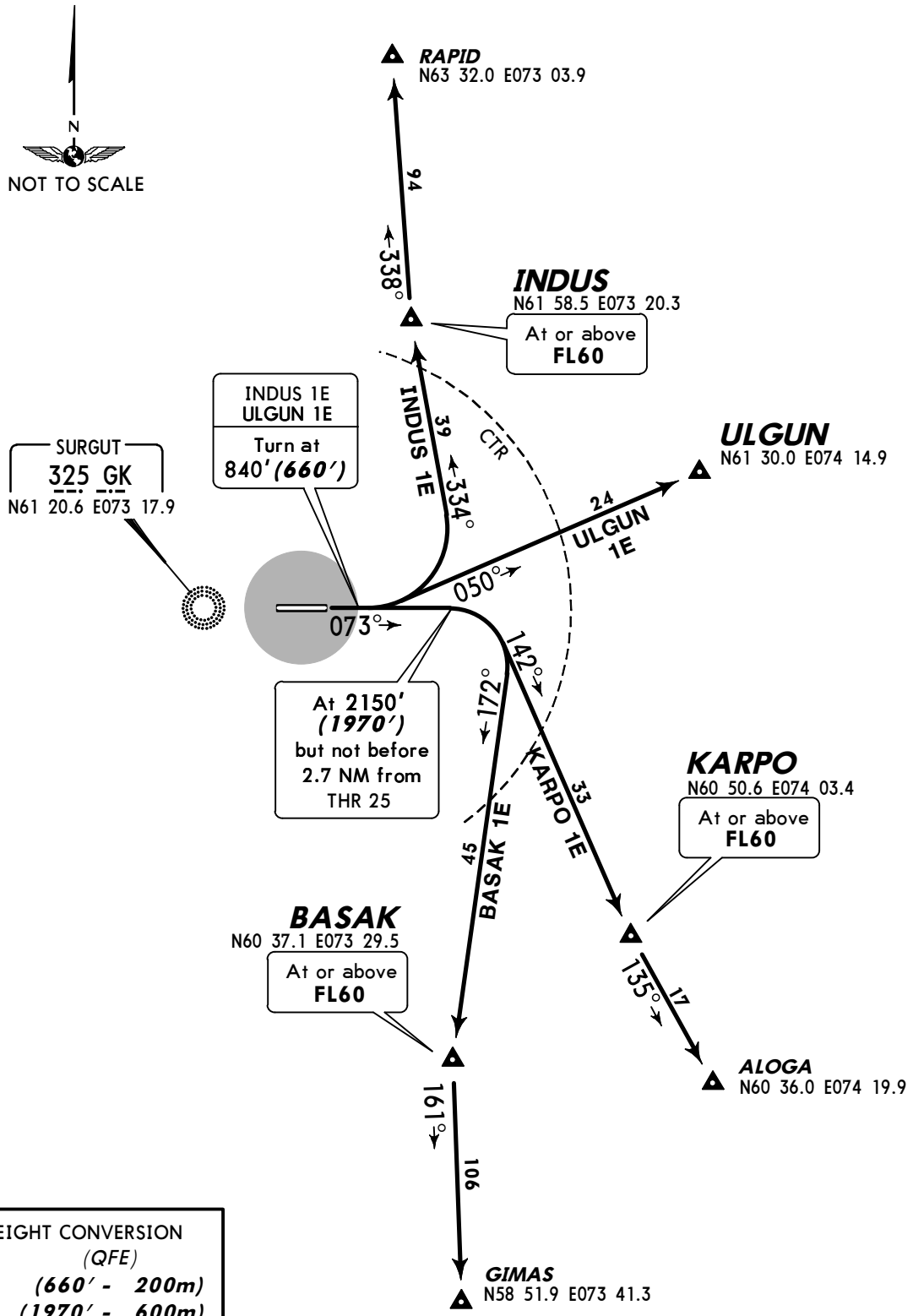
Apt Elev 199′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2320′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

2500′
MSA
GK NDB

BASAK ONE ECHO (BASAK 1E) *[BASA1E]*
INDUS ONE ECHO (INDUS 1E) *[INDU1E]*
KARPO ONE ECHO (KARPO 1E) *[KARP1E]*
ULGUN ONE ECHO (ULGUN 1E) *[ULGU1E]*
RWY 07 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
840′	***(660′ - 200m)***
2150′	***(1970′ - 600m)***
2500′	***(2320′ - 700m)***

CHANGES: Trans level & crossings.

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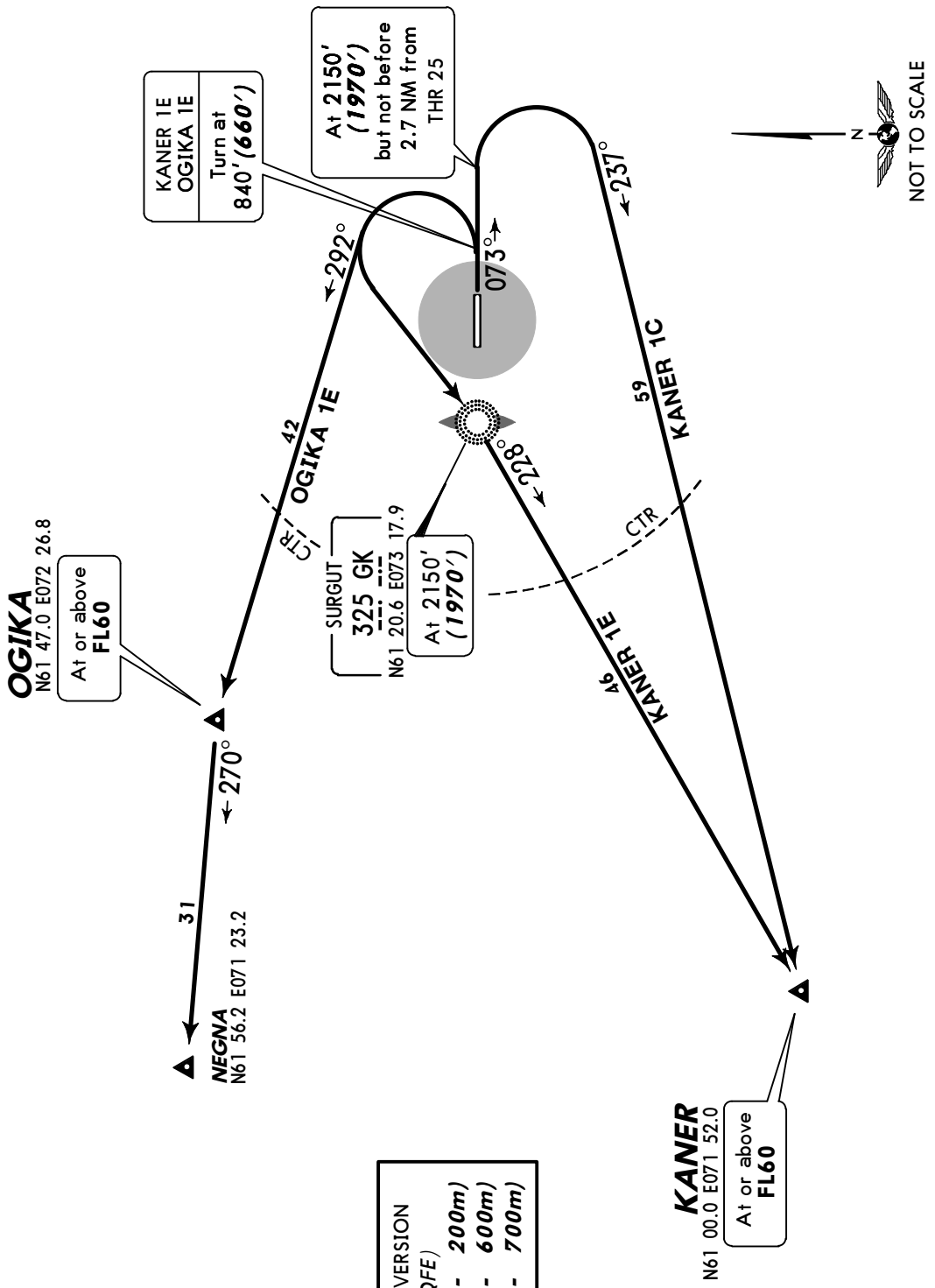
Apt Elev 199′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2320′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

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)***

CHANGES: Trans level & crossings.

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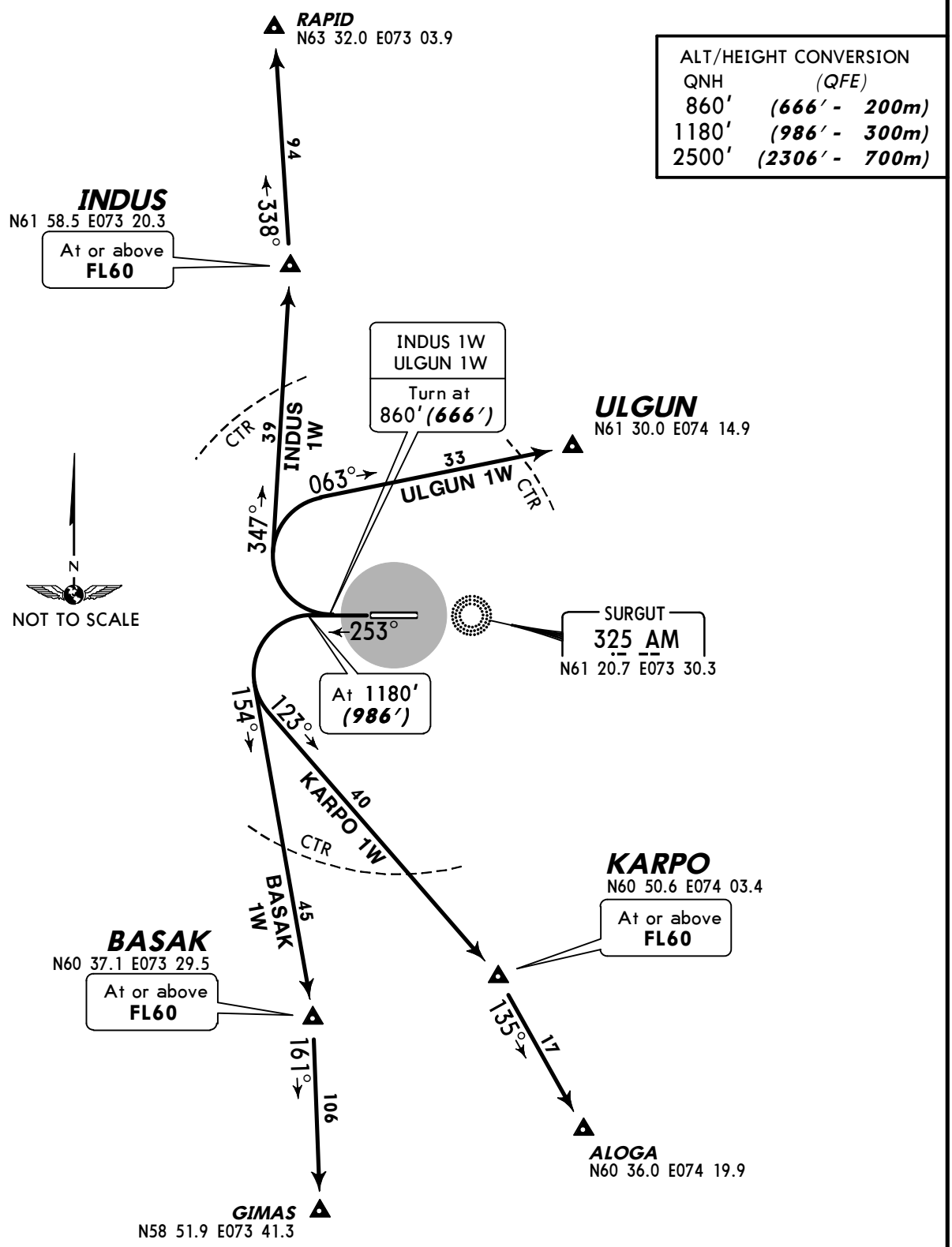
Apt Elev 199′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2306′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

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



CHANGES: Trans level & crossings.

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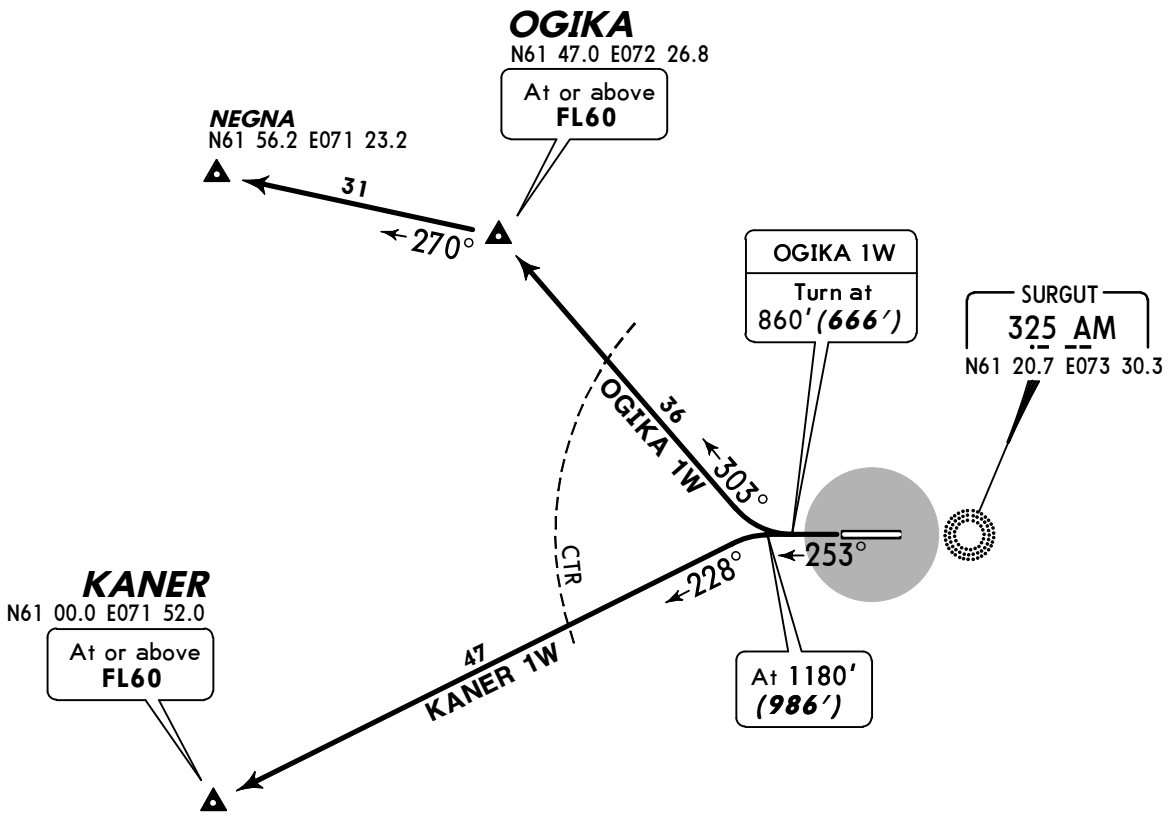
Apt Elev 199′	QNH on request **(QFE)** Trans level: FL40 Trans alt: 2500′ ***(2306′)*** Cross CTR boundary (21.6 NM from ARP) at or above FL50.

2500′
MSA
AM NDB

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)***

CHANGES: Trans level & crossings.

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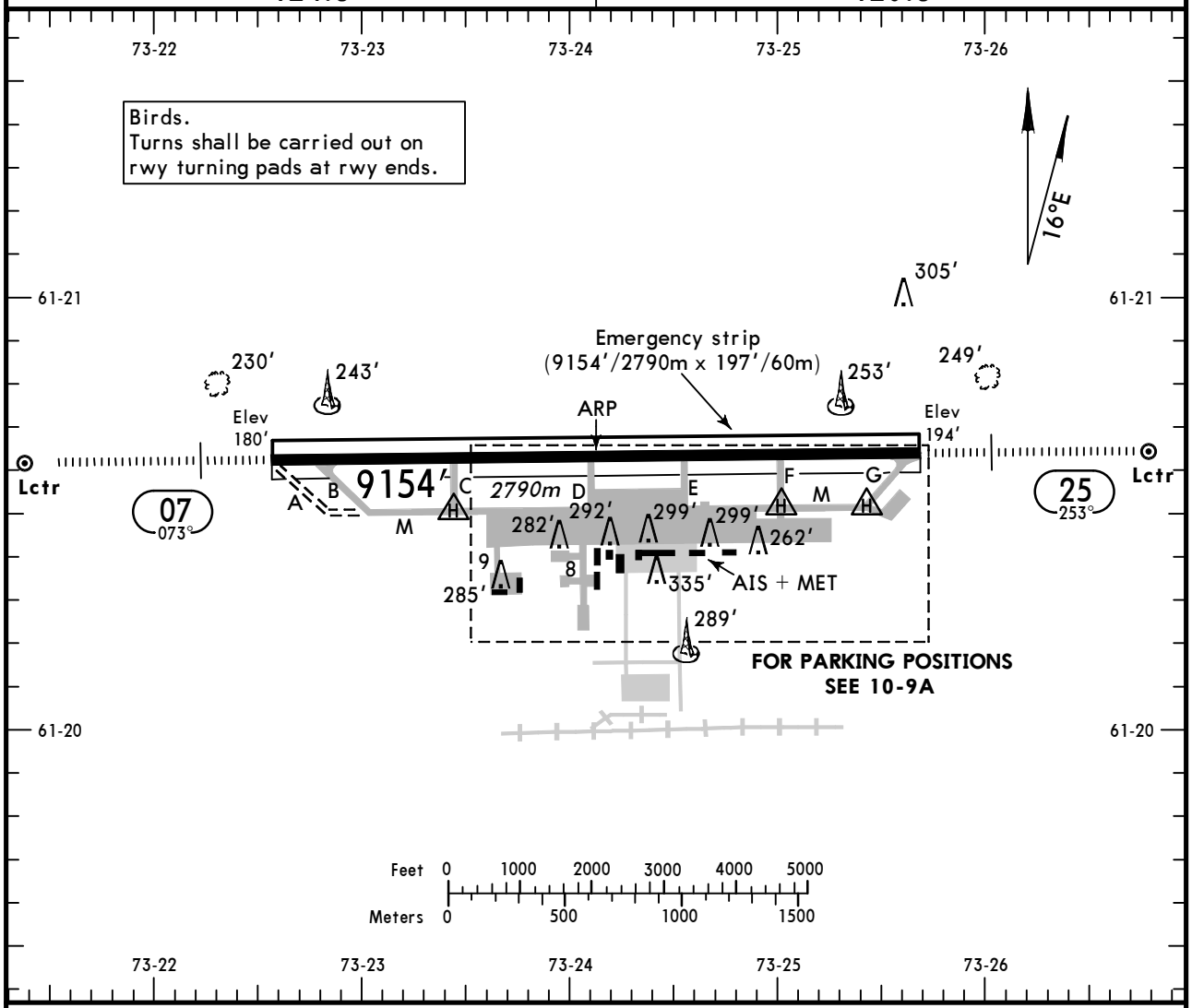
ATIS	SURGUT Tower (TWR/GND)
124.8	120.8



ADDITIONAL RUNWAY INFORMATION

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

TAKE-OFF

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

CHANGES: Airport elevation. Variation. Usable lengths.

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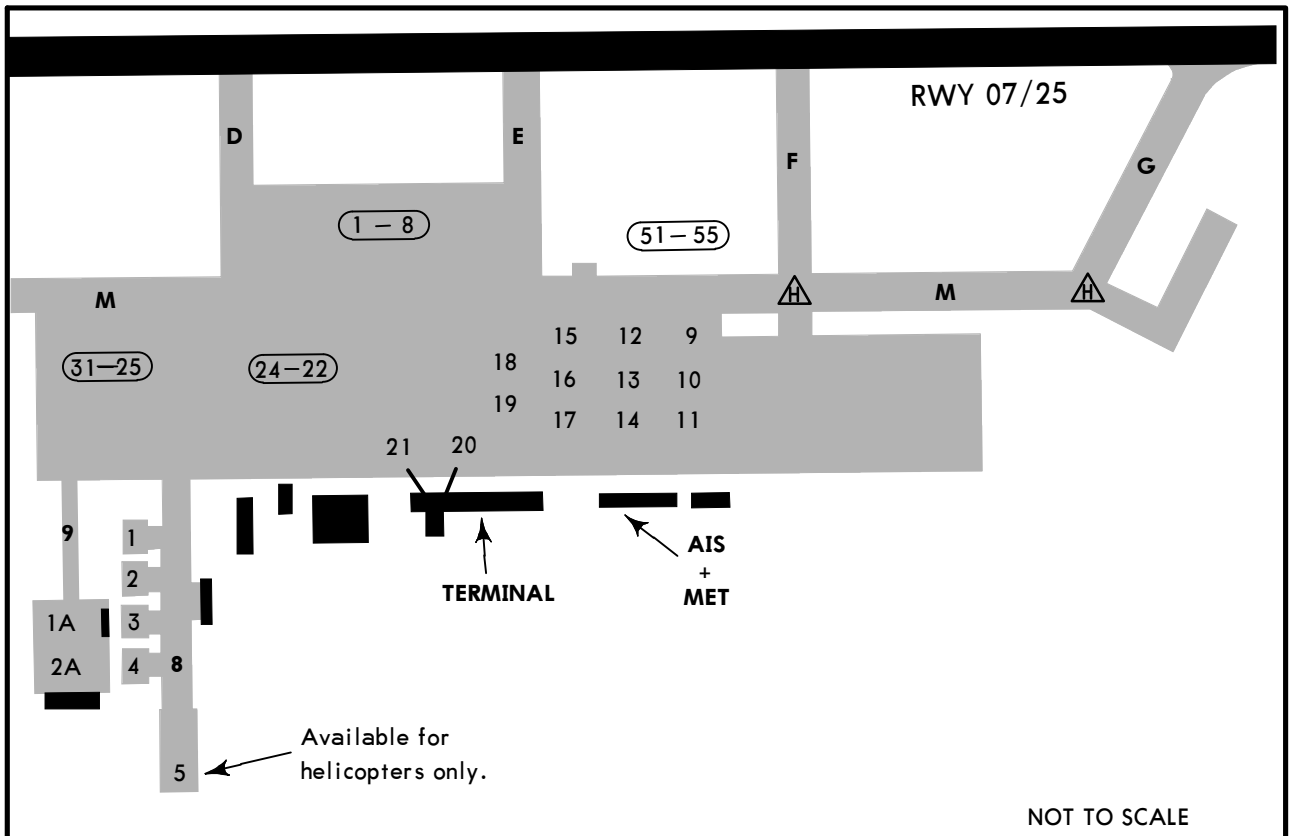

INS COORDINATES

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.

CHANGES: New page.

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STRAIGHT-IN RWY		A	B	C	D
07	ILS	**380**′(200′)	**380**′(200′)	**380**′(200′)	**380**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**510**′(330′)	**510**′(330′)	**510**′(330′)	**510**′(330′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	RNAV ❶	**590**′(410′)	**590**′(410′)	**590**′(410′)	**590**′(410′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❶	**530**′(350′)	**530**′(350′)	**530**′(350′)	**530**′(350′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
25	ILS	**394**′(200′)	**394**′(200′)	**394**′(200′)	**394**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**530**′(336′)	**530**′(336′)	**530**′(336′)	**530**′(336′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	RNAV ❶	**590**′(396′)	**590**′(396′)	**590**′(396′)	**590**′(396′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶	**560**′(366′)	**560**′(366′)	**560**′(366′)	**560**′(366′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	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, B, C	250m	400m	500m
D	300m		

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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	R1000m
	LOC ❶	**510′**(330′)	**510′**(330′)	**510′**(330′)	**510′**(330′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV	**590′**(410′)	**590′**(410′)	**590′**(410′)	**590′**(410′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**530′**(350′)	**530′**(350′)	**530′**(350′)	**530′**(350′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
25	ILS	**394′**(200′)	**394′**(200′)	**394′**(200′)	**394′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	**530′**(336′)	**530′**(336′)	**530′**(336′)	**530′**(336′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV	**590′**(396′)	**590′**(396′)	**590′**(396′)	**590′**(396′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**560′**(366′)	**560′**(366′)	**560′**(366′)	**560′**(366′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	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, B, C	*250m*	*400m*	*500m*
D	*300m*		

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BRIEFING STRIP

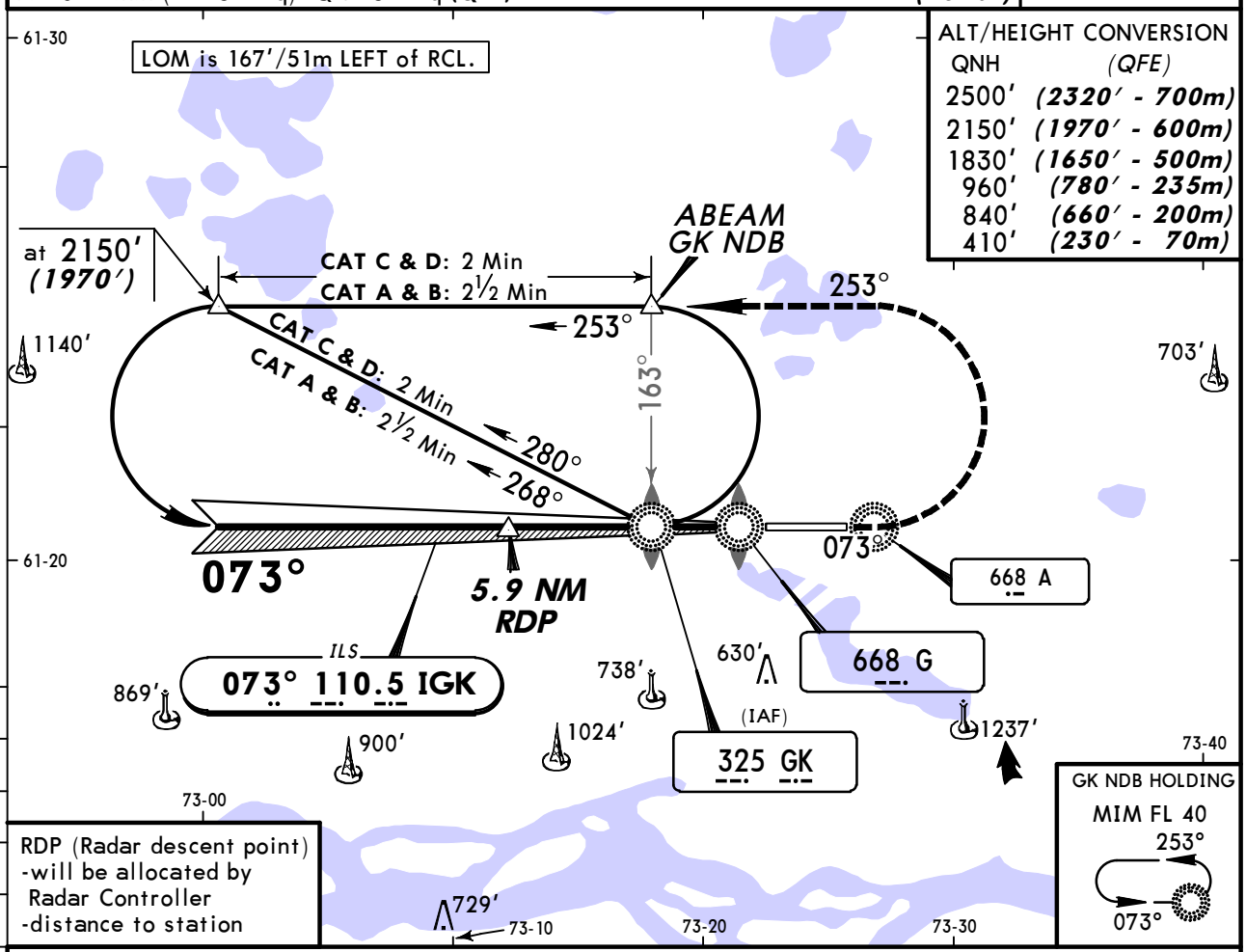
ATIS	SURGUT Approach	SURGUT Tower (TWR/GND)
124.8	129.3	120.8

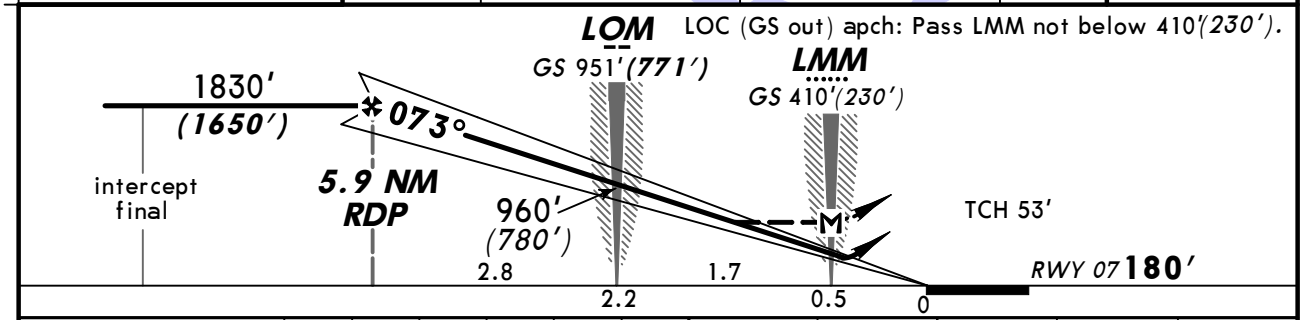
LOC	Final Apch Crs	GS / LOM	ILS / DA(H)	Apt Elev / RWY
IGK 110.5	073°	951′ (771′)	380′ (200′)	199′ / 180′

MISSED APCH: Climb on 073° to 840′ (660′), then turn LEFT onto 253° climbing to 2150′ (1970′), then according to chart, or as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2500′(2320′)

2500′
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc angle 3.00°	377	484	538	646	753	861
MAP at LMM						

HIALS
PAPI

840′ (660′) on 073°

253° LT

2150′ (1970′)

STRAIGHT-IN LANDING RWY 07

	ILS DA(H) 380′ (200′)		LOC (GS out) MDA(H) 510′ (330′)		
	FULL	ALS out		LMM out	ALS out
A	800m	1200m	800m	NOT AUTH	1600m
B					
C					
D			1200m		

PANS OPS

CHANGES: Apt elev. Trans level. Note. NDB holding.

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SURGUT, RUSSIA
ILS DME or LOC Rwy 25

BRIEFING STRIP

ATIS	SURGUT Approach	SURGUT Tower (TWR/GND)
124.8	129.3	120.8

LOC IAM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.1	253°	965′ (771′)	394′ (200′)	Apt Elev 199′ / RWY 194′

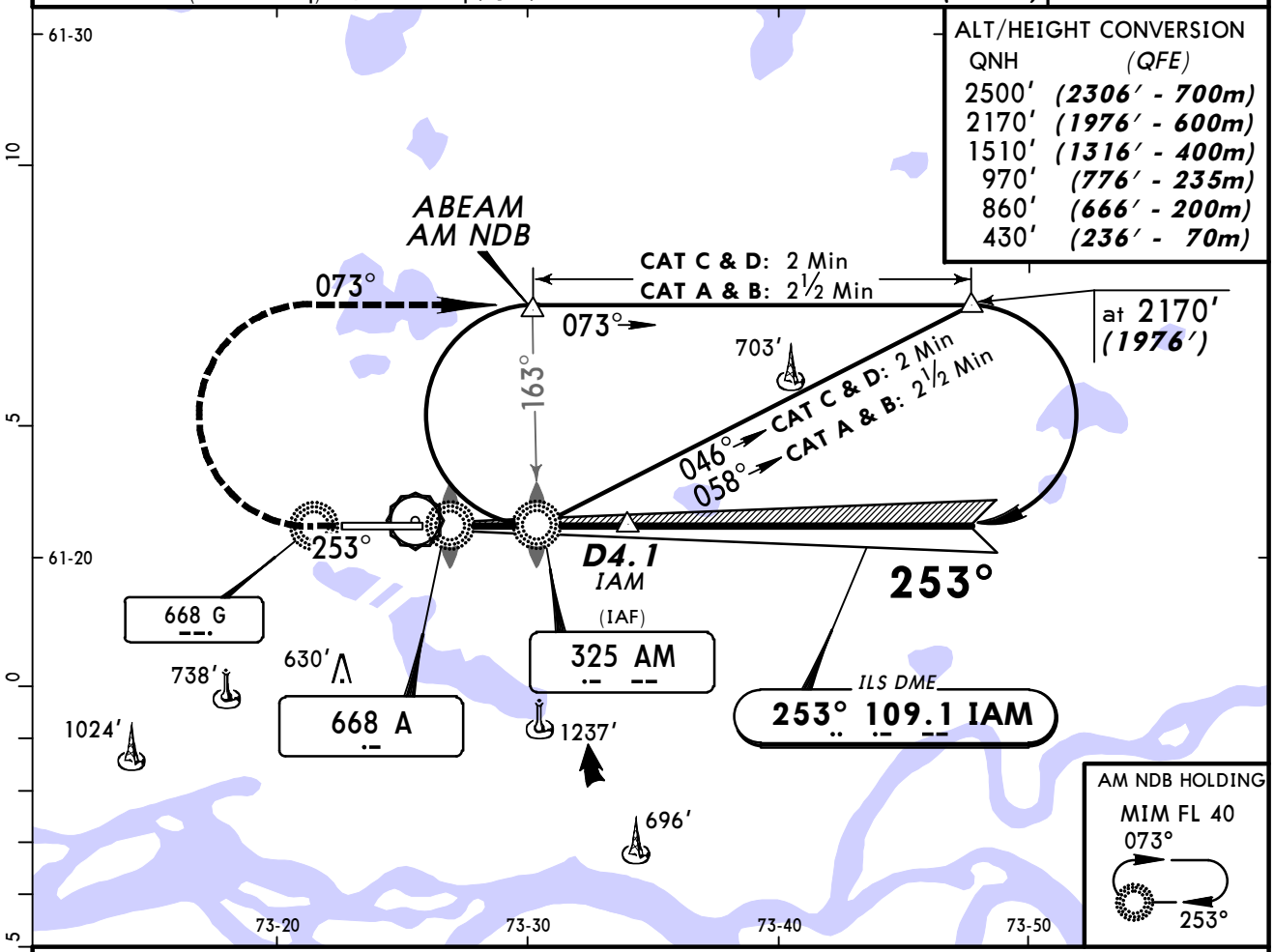
MISSED APCH: Climb on 253° to 860′ (666′), then turn RIGHT onto 073° climbing to 2170′ (1976′), then according to chart, or as directed.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2500′(2306′)

2500′
MSA ARP

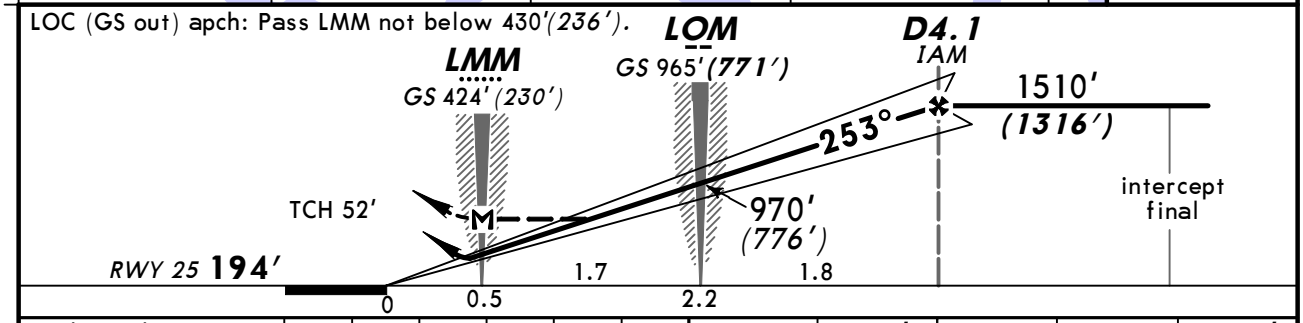
ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	(2306′ - 700m)
2170′	(1976′ - 600m)
1510′	(1316′ - 400m)
970′	(776′ - 235m)
860′	(666′ - 200m)
430′	(236′ - 70m)



AM NDB HOLDING
MIM FL 40
073°
253°

LOC (GS out) apch: Pass LMM not below 430′(236′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc angle 3.00°	377	484	538	646	753	861
MAP at LMM						

HIALS
PAPI

860′ (666′) on 253°

073° RT

2170′ (1976′)

STRAIGHT-IN LANDING RWY 25

	ILS DA(H) 394′ (200′)		LOC (GS out) MDA(H) 530′ (336′)		
	FULL	ALS out		LMM out	ALS out
A	800m	1200m	800m	NOT AUTH	1600m
B					
C					
D			1200m		

PANS OPS

CHANGES: Airport elevation. Trans level. NDB holding.

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BRIEFING STRIP™

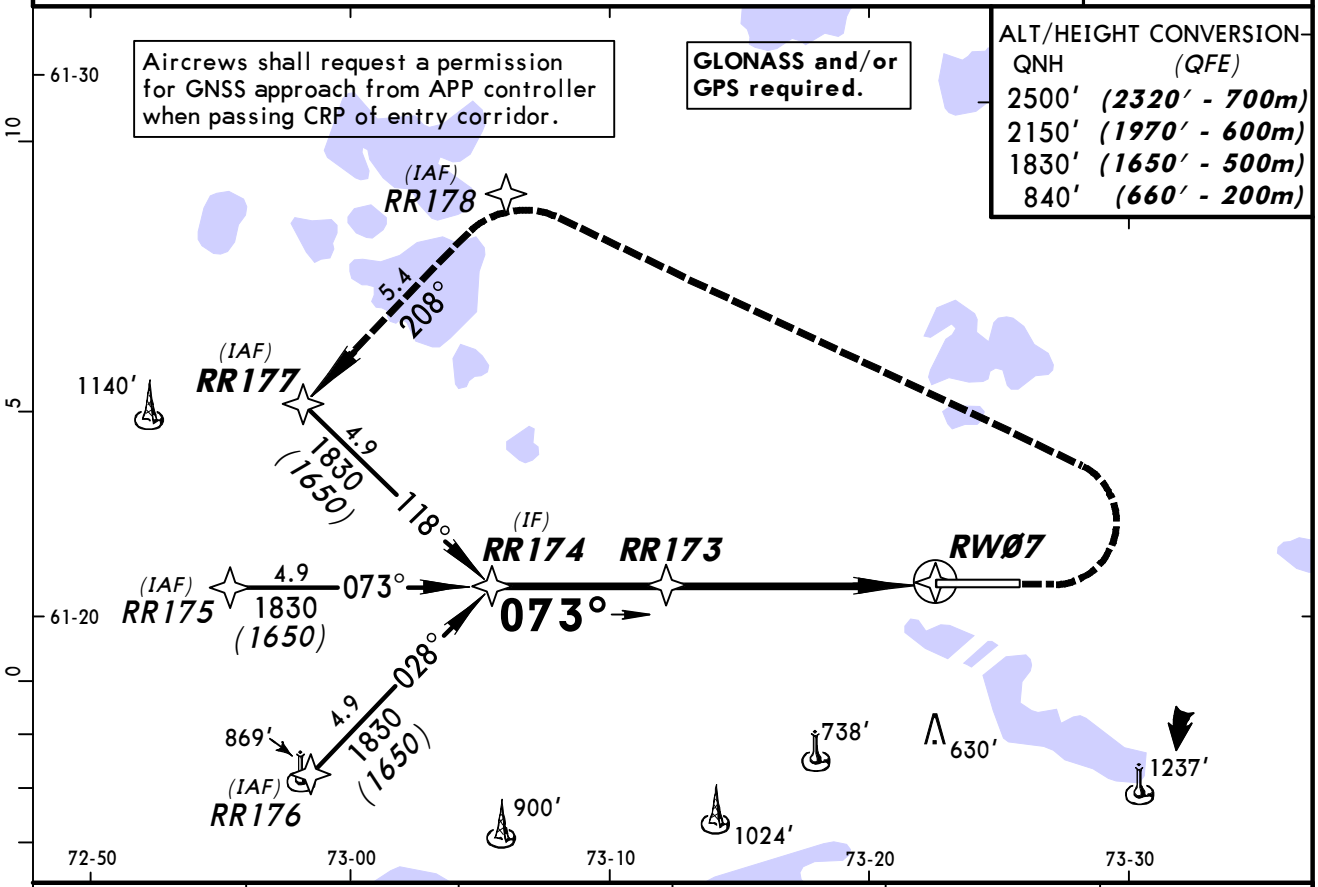
ATIS	SURGUT Approach	SURGUT Tower (TWR/GND)
124.8	129.3	120.8

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 199′
	073°	RR173 1830′ (1650′)	590′ (410′)	RWY 180′

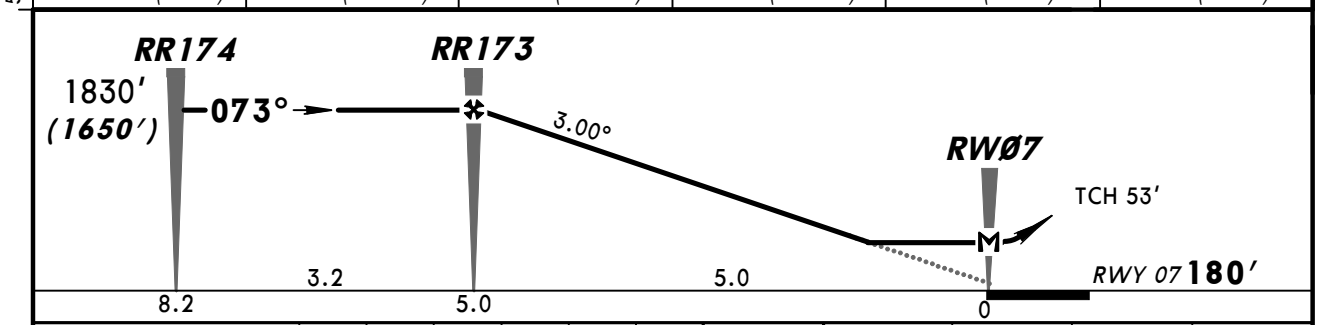
MISSED APCH: Climb to 840′ (660′), then turn LEFT to RR178 climbing to 2150′ (1970′), then proceed according to approach pattern from RR177, or as directed.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2500′(**2320′**)
Special acft and aircrew authorization required.

2500′
MSA ARP



DIST to RWØ7	4.9	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1790′(1610′)	1610′(1430′)	1270′(1090′)	920′(740′)	580′(400′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	736	849
MAP at RWØ7						

HIALS
PAPI

840′ (660′)

RR178
LT

2150′ (1970′)

STRAIGHT-IN LANDING RWY **07**

MDA(H) 590′(410′)

PANS OPS

		ALS out
A	800m	1600m
B		
C	1200m	2000m
D		

CHANGES: New procedure.

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BRIEFING STRIP ™

ATIS	SURGUT Approach	SURGUT Tower (TWR/GND)
124.8	129.3	120.8

RNAV	Final Apch Crs	Minimum Alt RR253	MDA(H)	Apt Elev 199'
	253°	1510' (1316')	590' (396')	RWY 194'

2500'
MSA ARP

MISSED APCH: Climb to 860' (666'), then turn RIGHT to RR258 climbing to 2170' (1976'), then proceed according to apch pattern from RR257, or as directed.

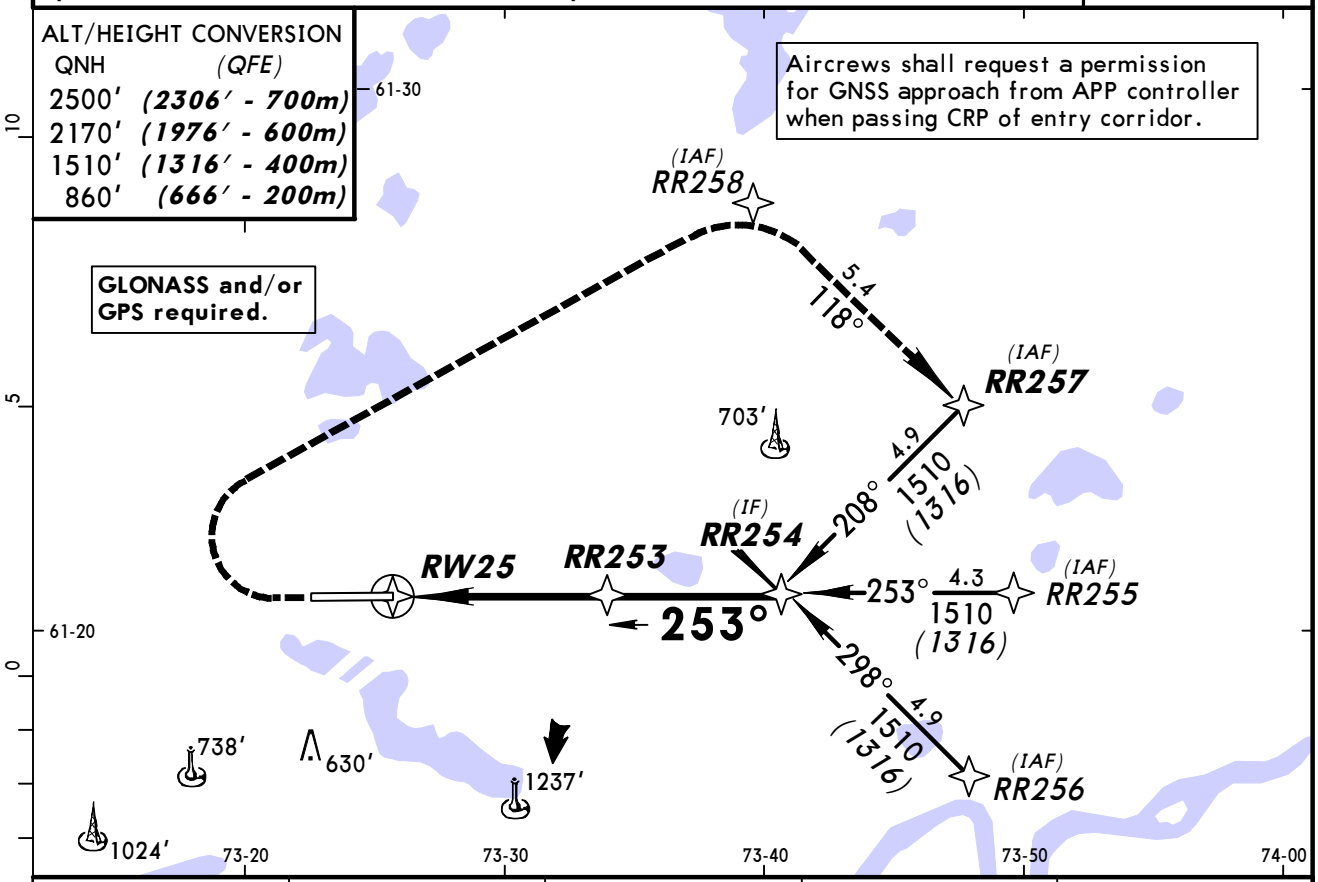
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2500' (2306')
Special acft and aircrew authorization required.

ALT/HEIGHT CONVERSION

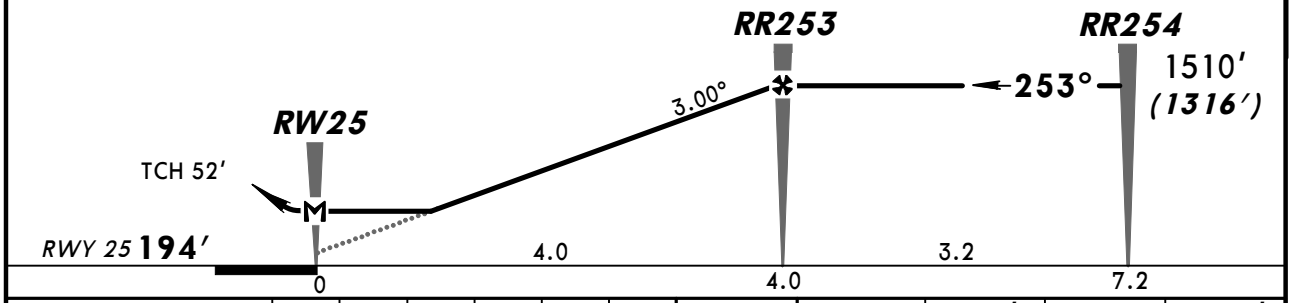
QNH	(QFE)
2500'	(2306' - 700m)
2170'	(1976' - 600m)
1510'	(1316' - 400m)
860'	(666' - 200m)

Aircrews shall request a permission for GNSS approach from APP controller when passing CRP of entry corridor.

GLONASS and/or GPS required.



DIST to RW25	1.1	2.2	3.2	3.8
ALTITUDE (HAT)	590' (396')	940' (746')	1280' (1086')	1460' (1266')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW25						

HIALS
PAPI

860' (666') ↑

RR258 RT

2170' (1976') ↑

STRAIGHT-IN LANDING RWY 25

MDA(H) 590' (396')

		ALS out
A	800m	1600m
B		
C		
D	1200m	2000m

PANS OPS

CHANGES: New procedure.

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BRIEFING STRIP ™

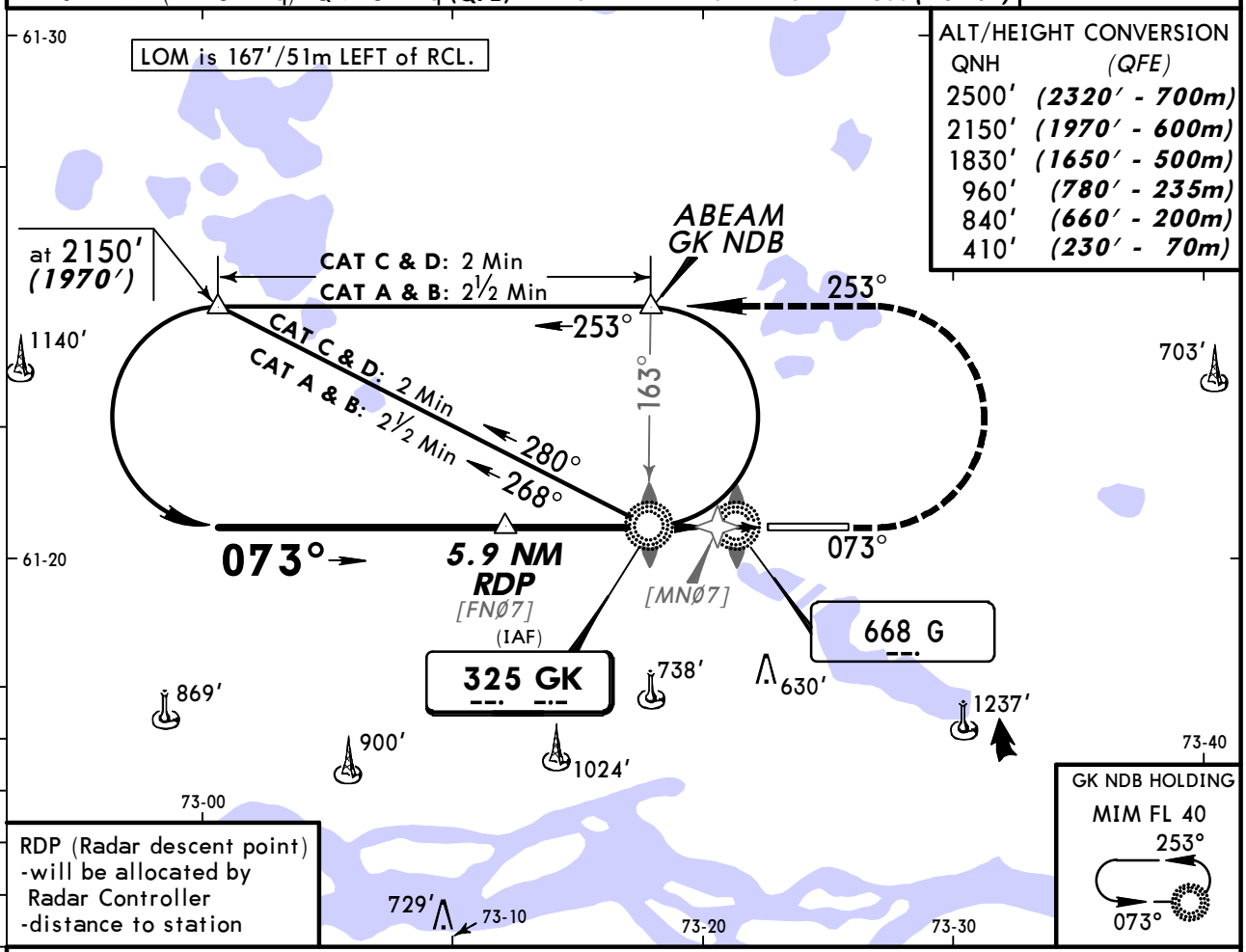
ATIS	SURGUT Approach	SURGUT Tower (TWR/GND)
124.8	129.3	120.8

NDB GK	Final Apch Crs	Minimum Alt 5.9 NM RDP	MDA(H)	Apt Elev 199′
325	073°	1830′ (1650′)	530′ (350′)	RWY 180′

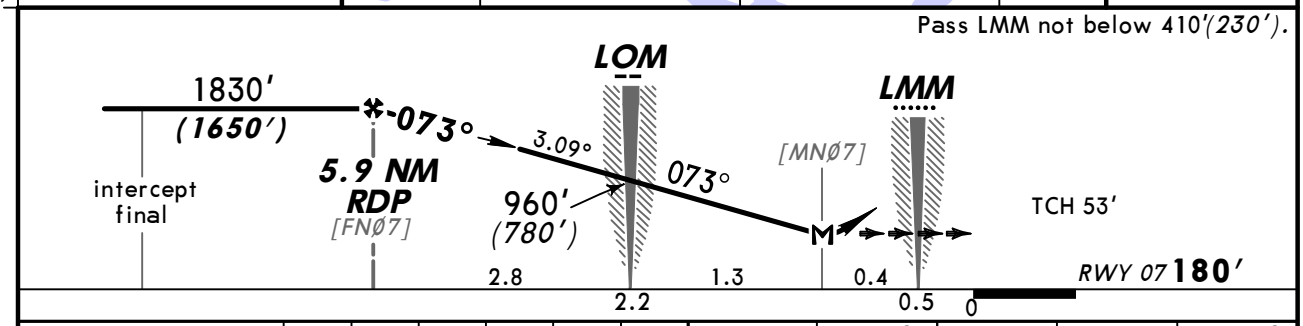
MISSED APCH: Climb on 073° to 840′ (660′), then turn LEFT onto 253° climbing to 2150′ (1970′), then according to chart, or as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2500′(2320′)

2500′
MSA ARP



Pass LMM not below 410′(230′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875
LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS
PAPI

840′ (660′) on 073°

253° LT

2150′ (1970′)

STRAIGHT-IN LANDING RWY 07

MDA(H) 530′(350′)

		ALS out
A	1200m	1600m
B		
C		
D	1600m	2000m

PANS OPS

CHANGES: Trans level. NDB holding.

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BRIEFING STRIP

ATIS	SURGUT Approach	SURGUT Tower (TWR/GND)
124.8	129.3	120.8

NDB AM	Final Apch Crs	Minimum Alt 4.5 NM RDP	MDA(H)	Apt Elev 199′ RWY 194′
325	253°	1510′ (1316′)	560′ (366′)	

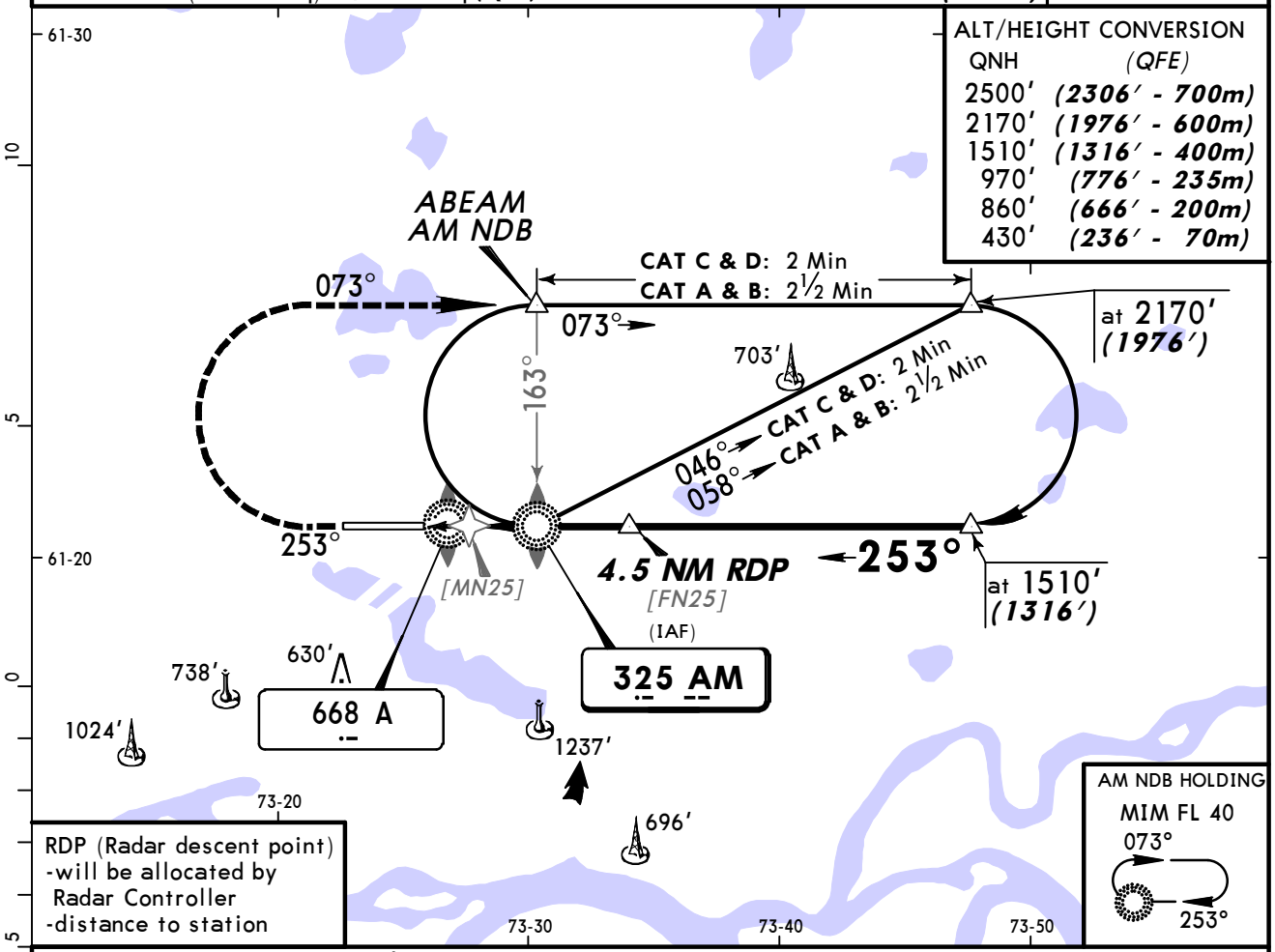
MISSED APCH: Climb on 253° to 860′ (666′), then turn RIGHT onto 073° climbing to 2170′ (1976′), then according to chart, or as directed.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 Trans alt: 2500′ (2306′)

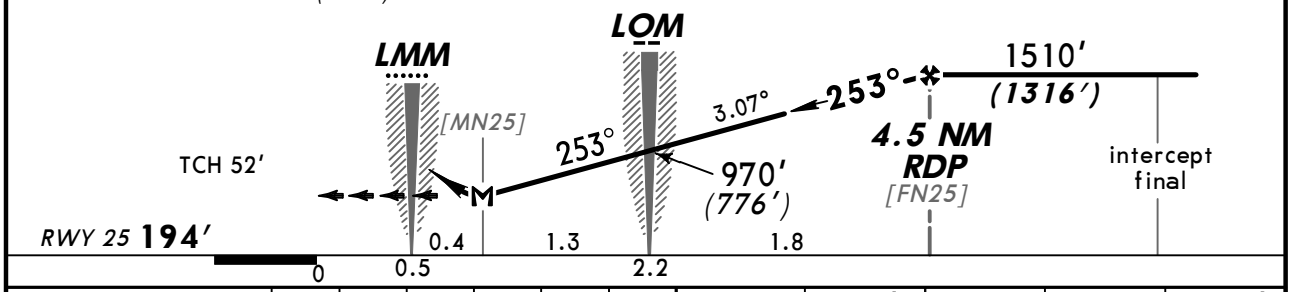
2500′
MSA ARP

ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	(2306′ - 700m)
2170′	(1976′ - 600m)
1510′	(1316′ - 400m)
970′	(776′ - 235m)
860′	(666′ - 200m)
430′	(236′ - 70m)



Pass LMM not below 430′ (236′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.07°	380	489	543	652	760	869
LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS
PAPI

860′ (666′) on 253°

073° RT

2170′ (1976′)

STRAIGHT-IN LANDING RWY 25

MDA(H) 560′ (366′)

PANS OPS

		ALS out
A, B, C	1200m	1600m
D	1600m	2000m

CHANGES: Trans level. NDB holding.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

SURGUT, (SURGUT - USRR)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USRR