

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For USRR

Terminal Charts For USRR

Revision Letter For Cycle 08-2013

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: 2347 Z  
Sunset: 1426 Z,

## Runway Information

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

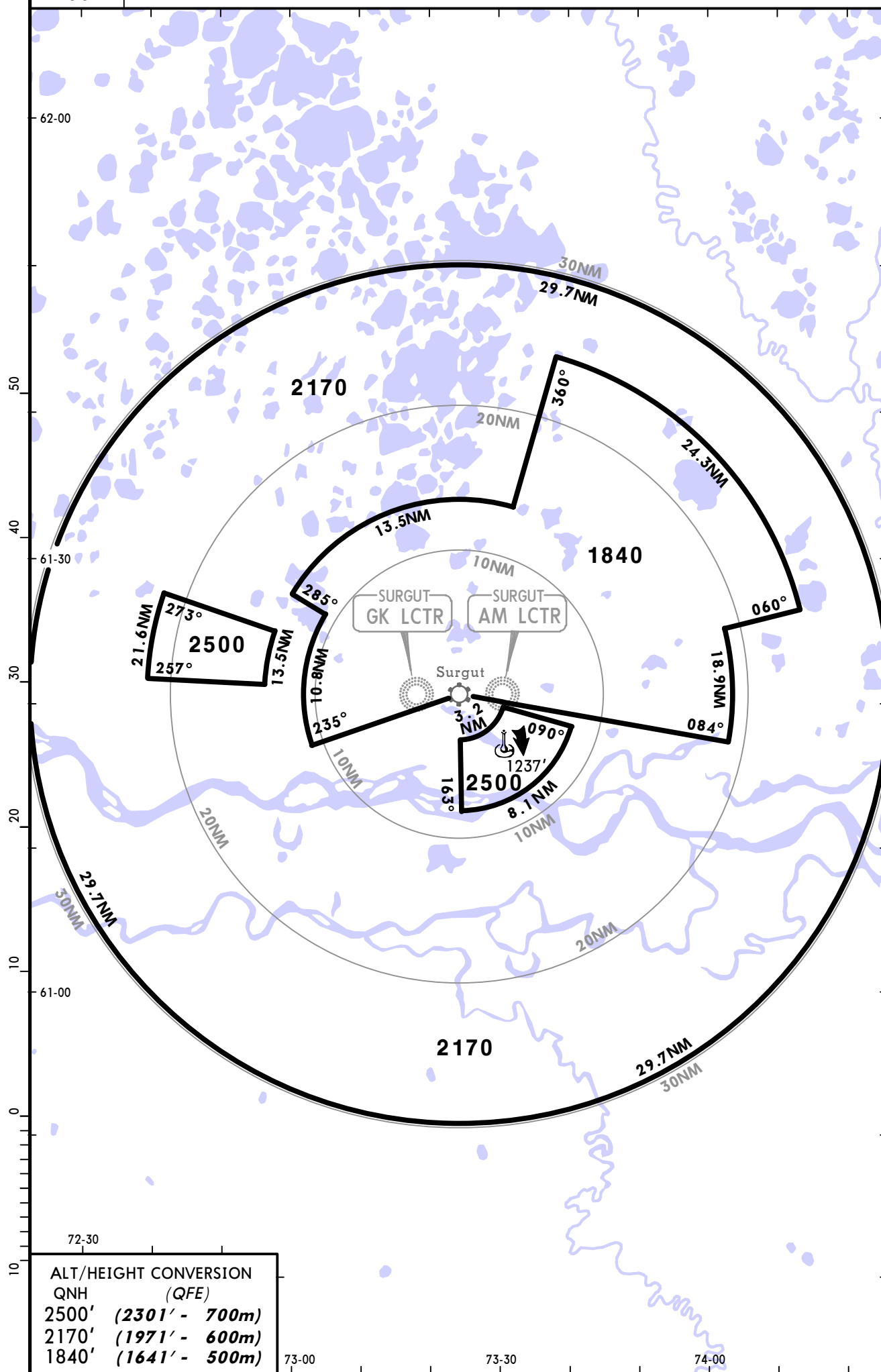
Runway: 25  
Length x Width: 9154 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 194 ft  
Lighting: Edge, ALS

## 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'

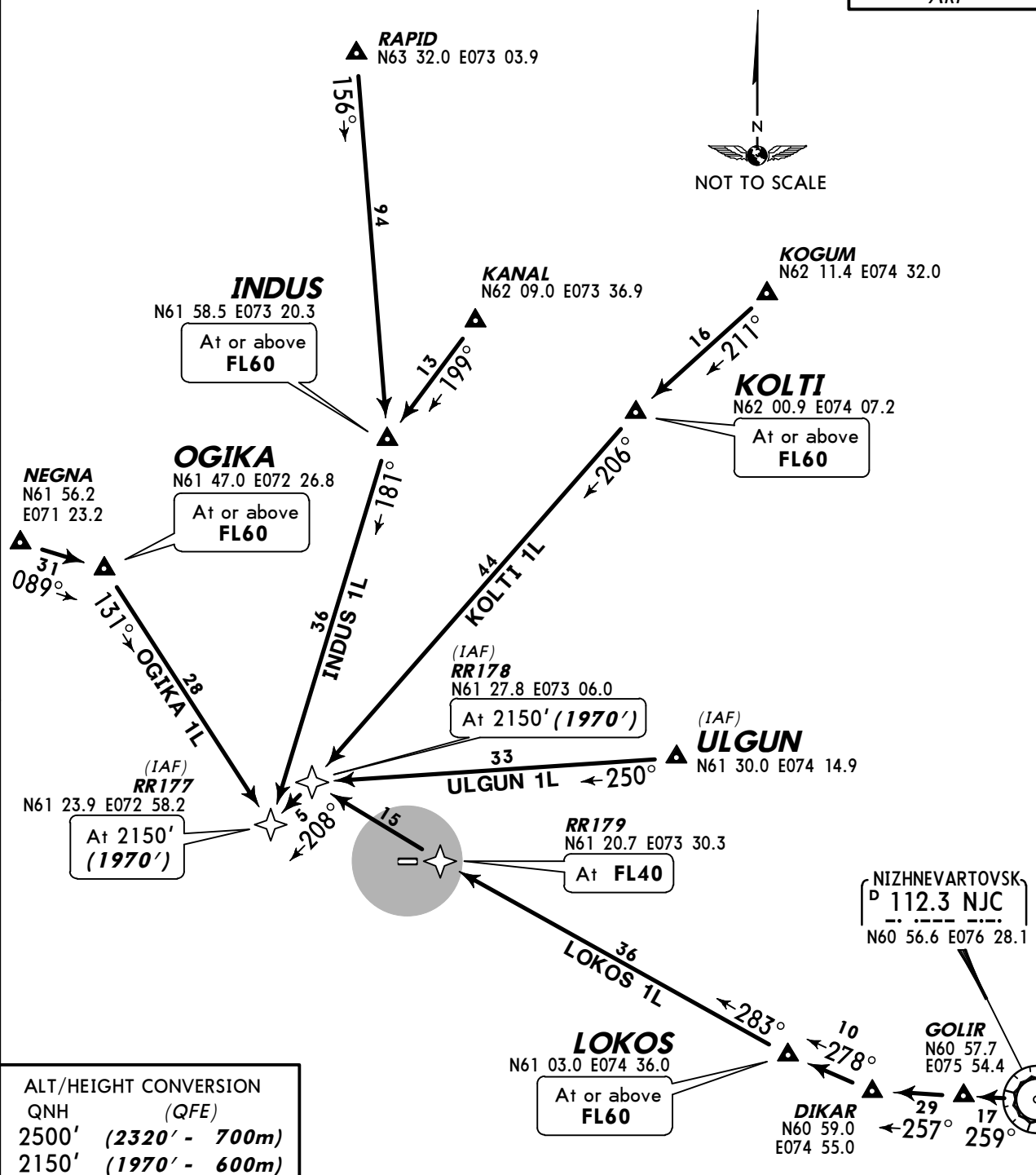
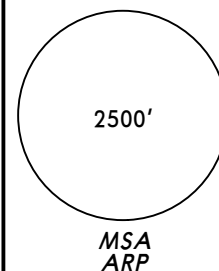
Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40 Trans alt: 2500' (2301')



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.

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



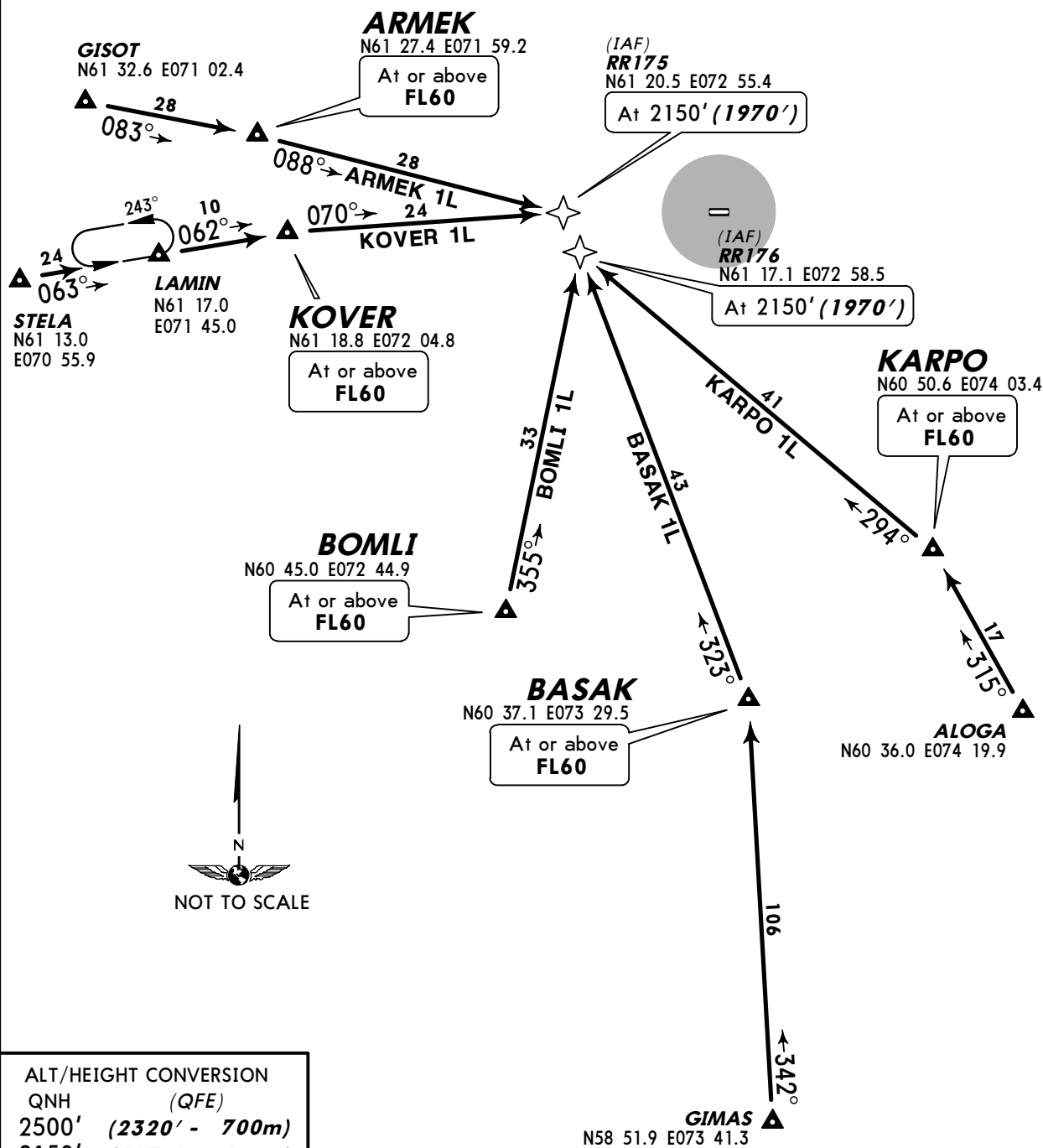
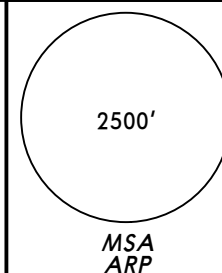
ALT/HEIGHT CONVERSION  
QNH (QFE)  
2500' (2320' - 700m)  
2150' (1970' - 600m)

| 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').                        |

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.

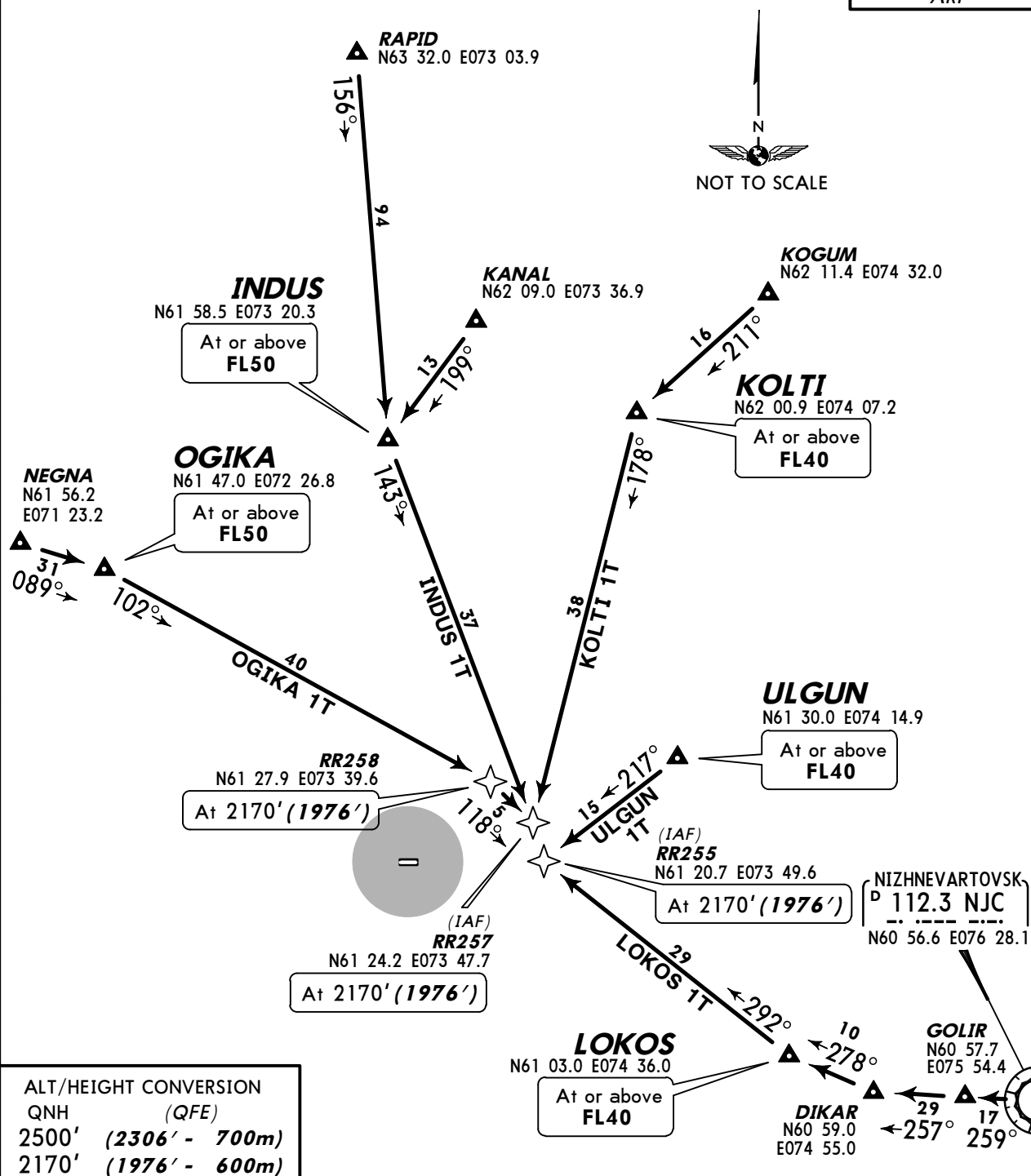
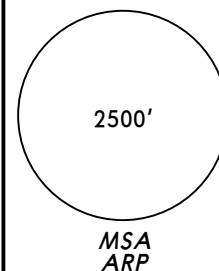
ARMEK 1L [ARME1L], BASAK 1L [BASA1L]  
BOMLI 1L [BOML1L], KARPO 1L [KARP1L]  
KOVER 1L [KOVE1L]  
RWY 07 RNAV ARRIVALS  
GLONASS AND/OR GPS REQUIRED



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

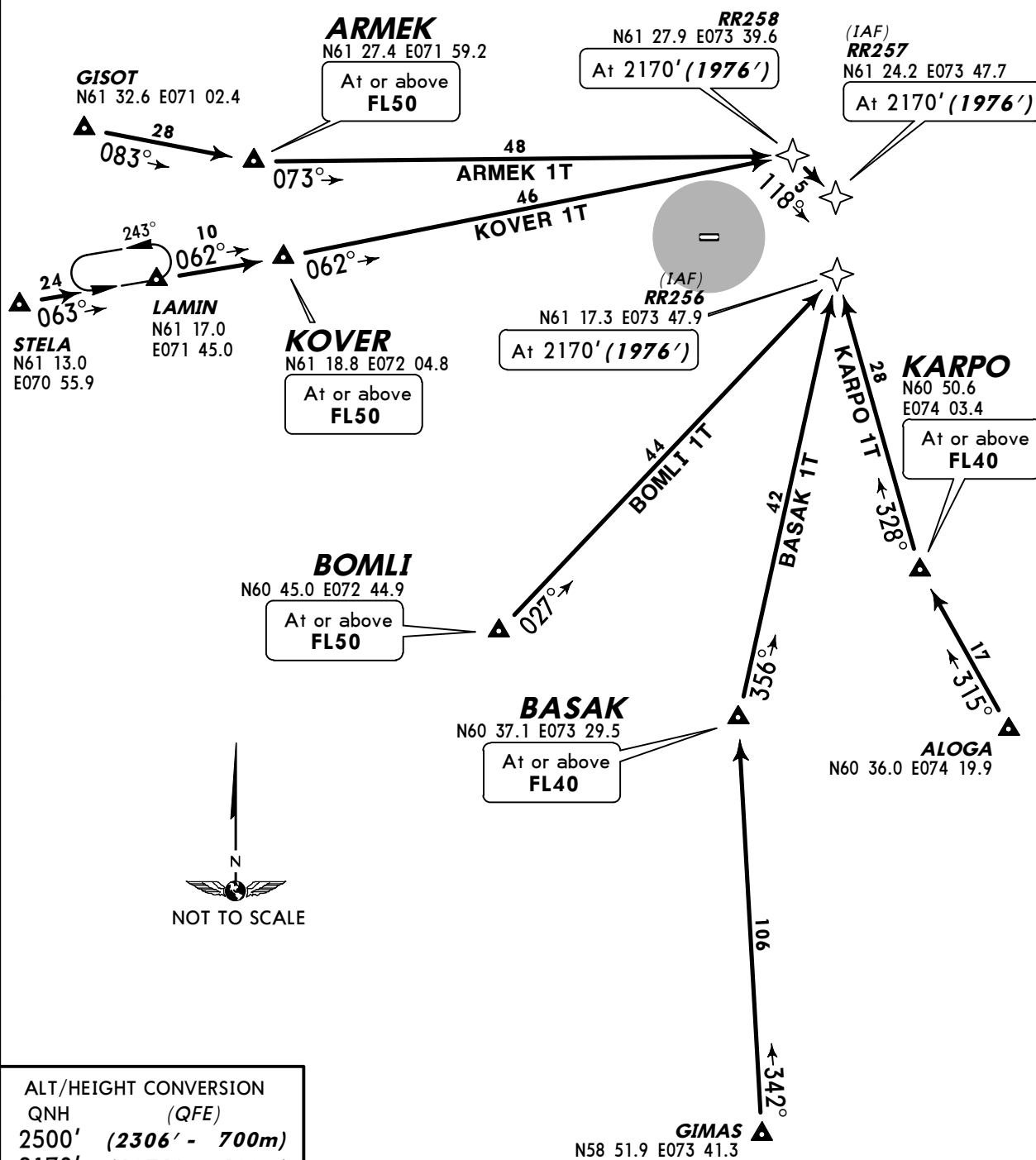
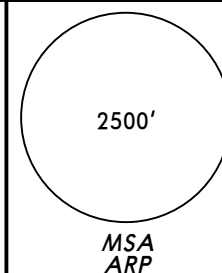


| STAR     | ROUTING                                        |
|----------|------------------------------------------------|
| INDUS 1T | INDUS (FL50+) - RR257 (2170').                 |
| KOLTI 1T | KOLTI (FL40+) - RR257 (2170').                 |
| LOKOS 1T | LOKOS (FL40+) - RR255 (2170').         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



ALT/HEIGHT CONVERSION  
QNH (QFE)  
2500' (2306' - 700m)  
2170' (1976' - 600m)

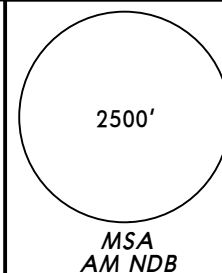
| STAR     | ROUTING                                        |
|----------|------------------------------------------------|
| ARMEK 1T | ARMEK (FL50+) - RR258 (2170') - RR257 (2170'). |
| BASAK 1T | BASAK (FL40+) - RR256 (2170').                 |
| BOMLI 1T | BOMLI (FL50+) - RR256 (2170').         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

ATIS  
124.8

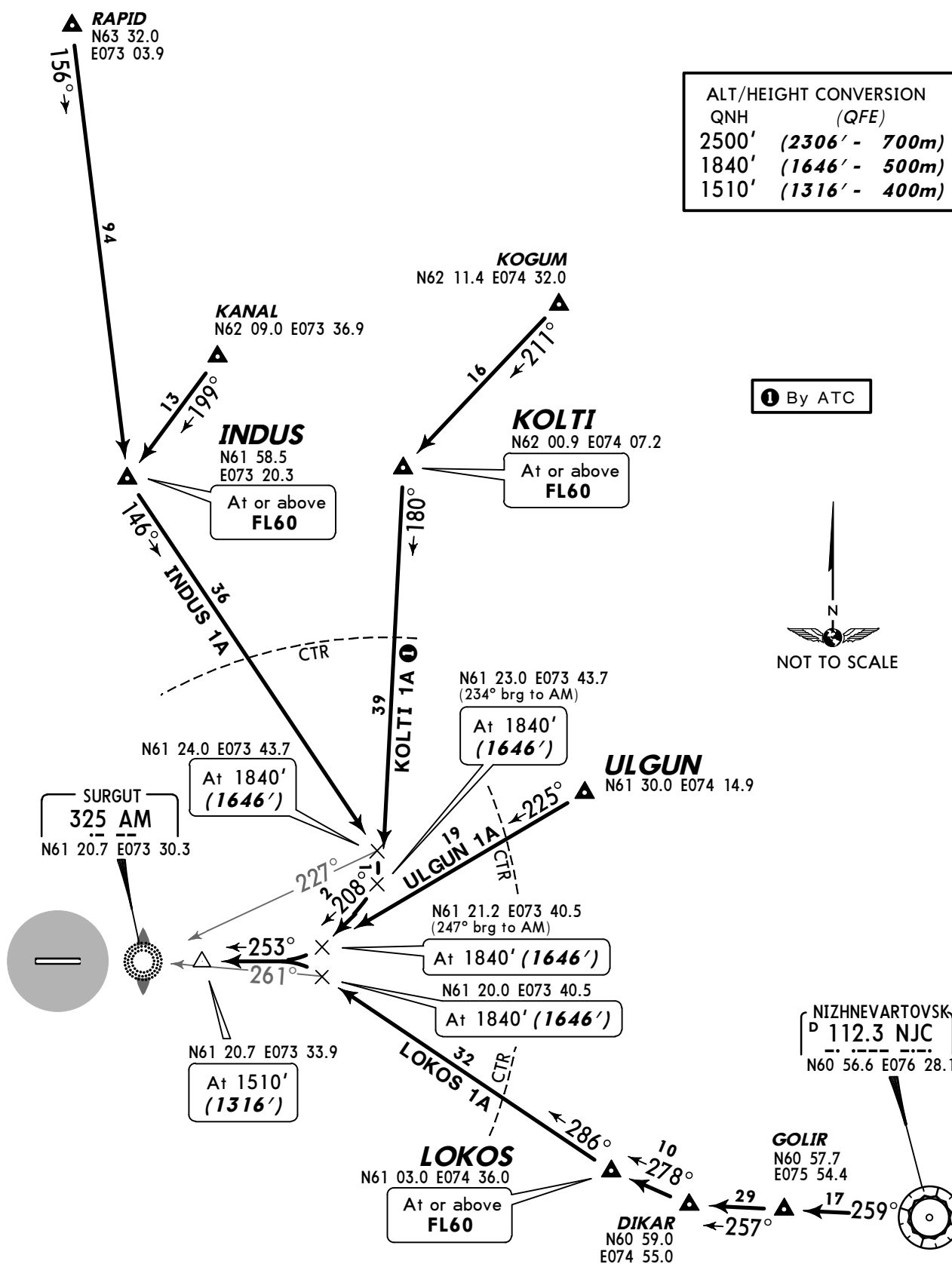
Apt Elev  
199'

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

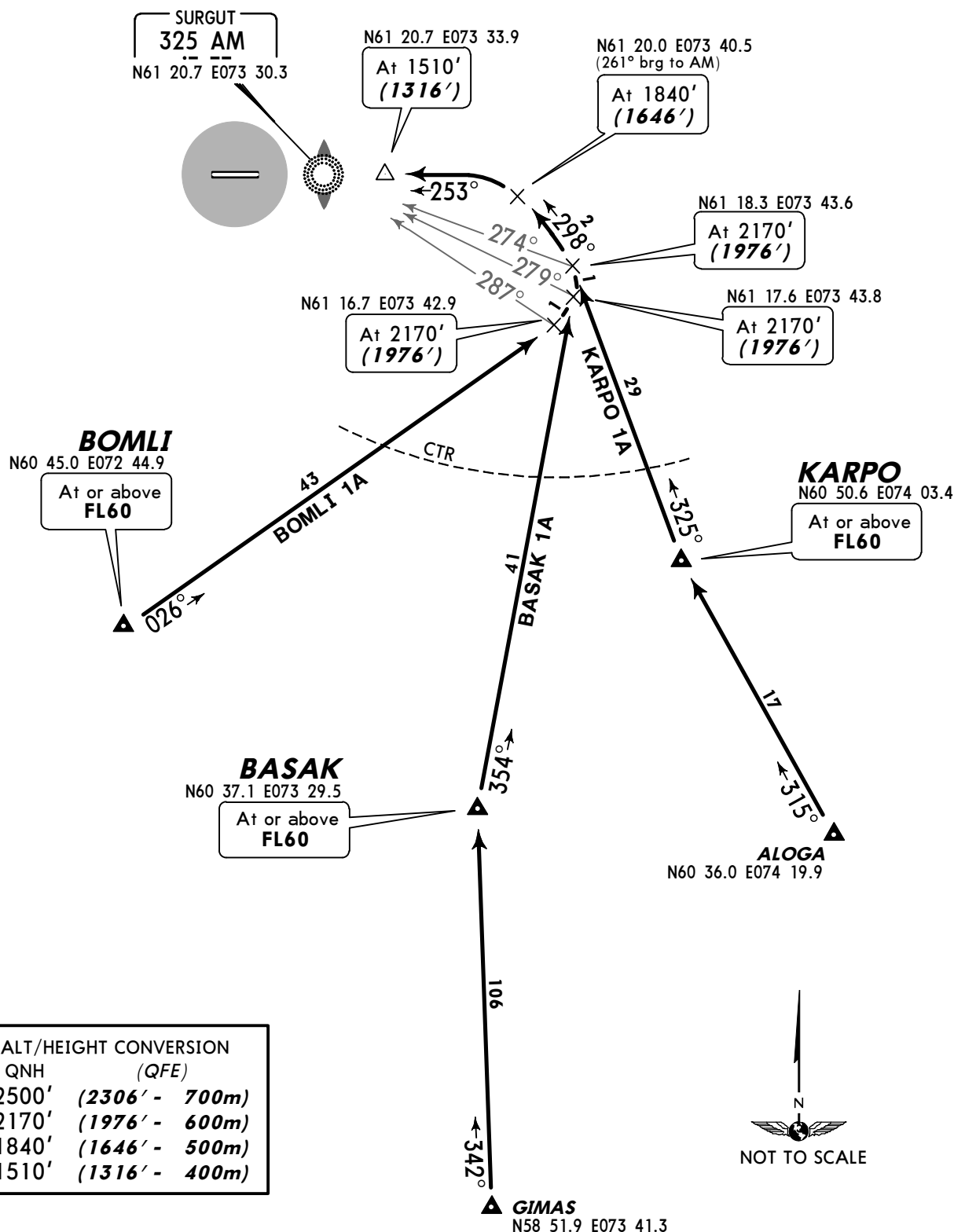
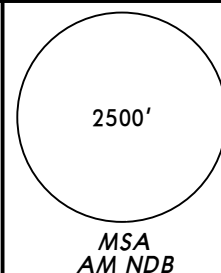


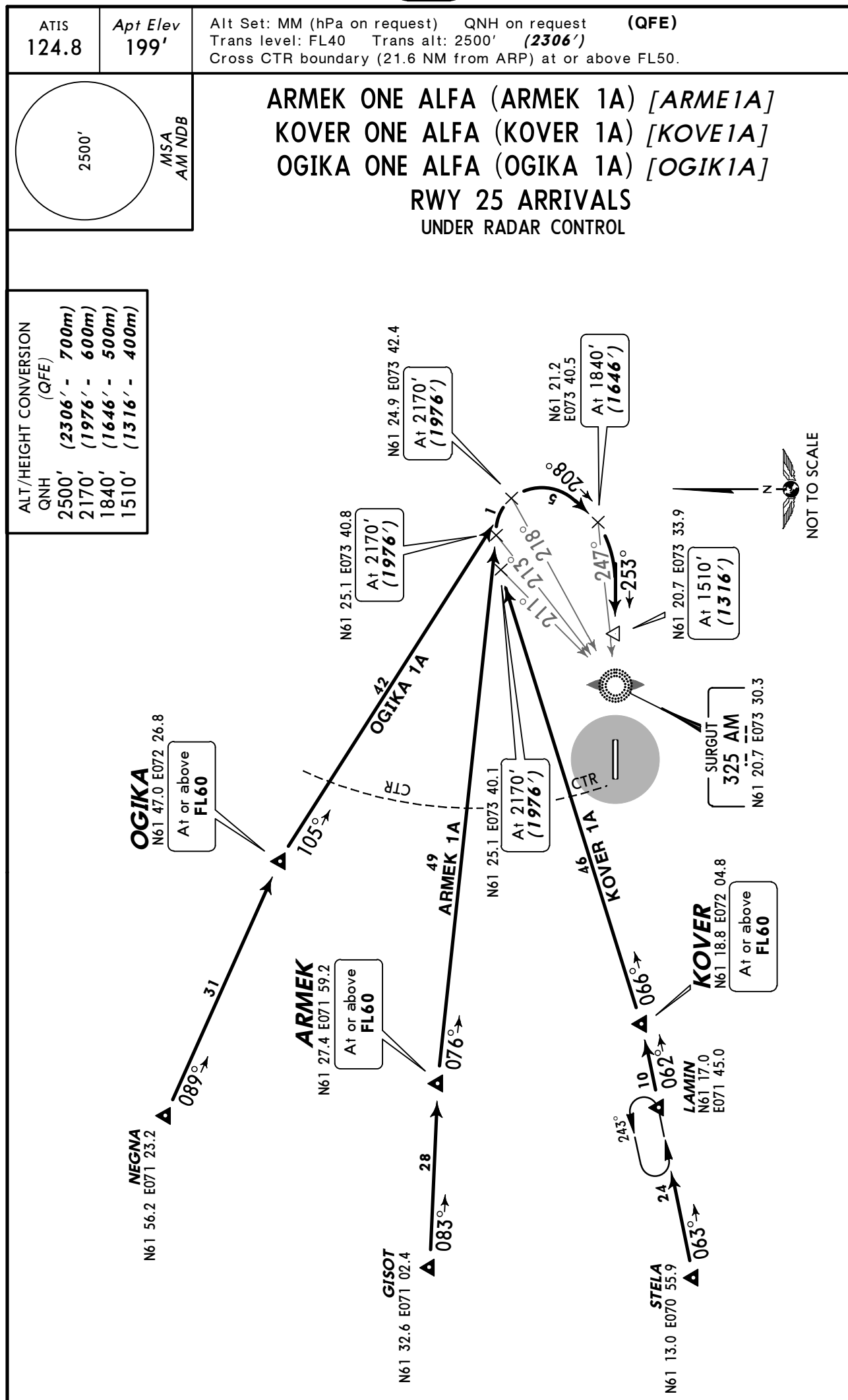
| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2500'                 | (2306' - 700m) |
| 1840'                 | (1646' - 500m) |
| 1510'                 | (1316' - 400m) |



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





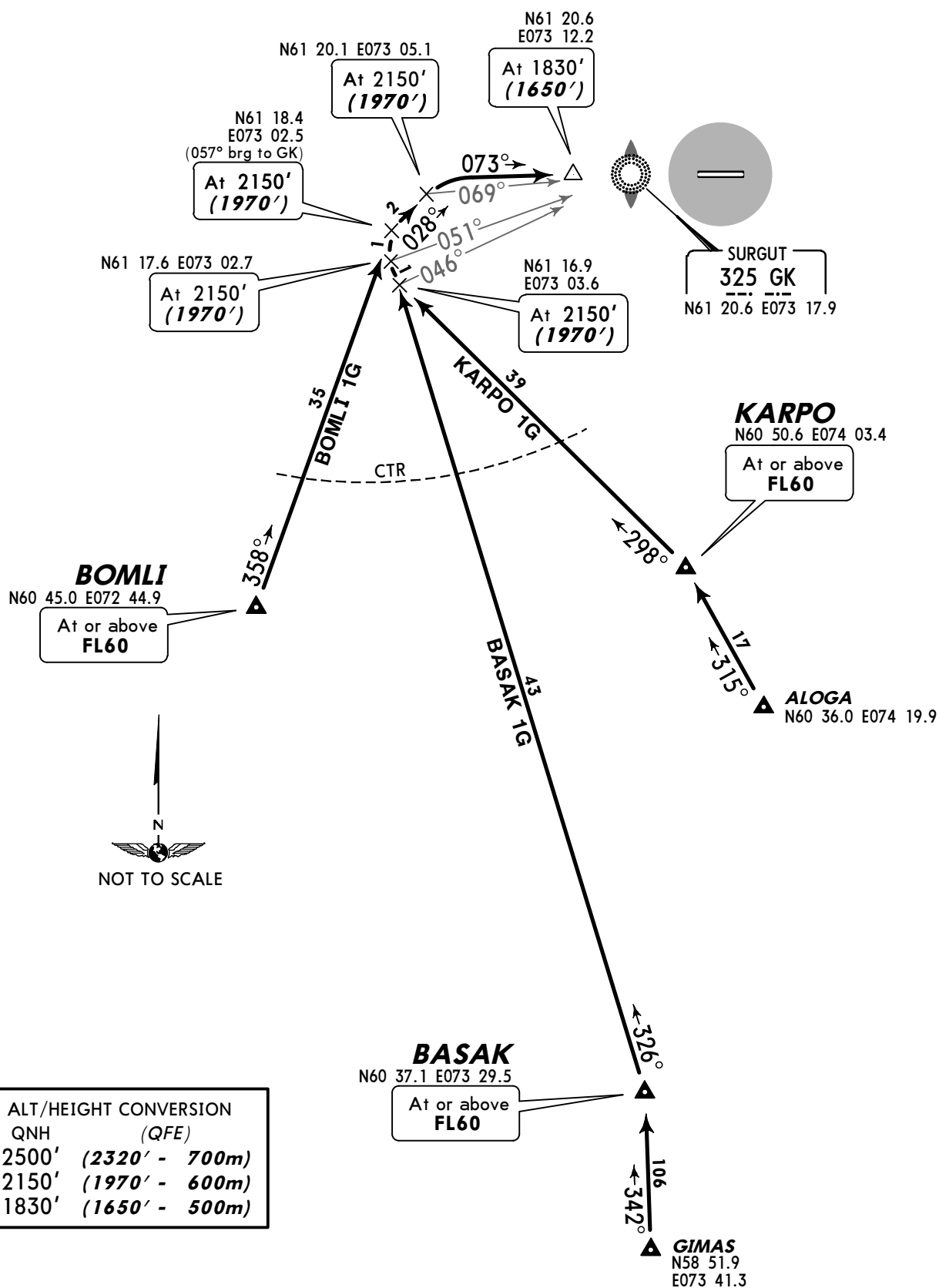
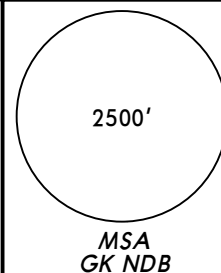
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ATIS  
124.8

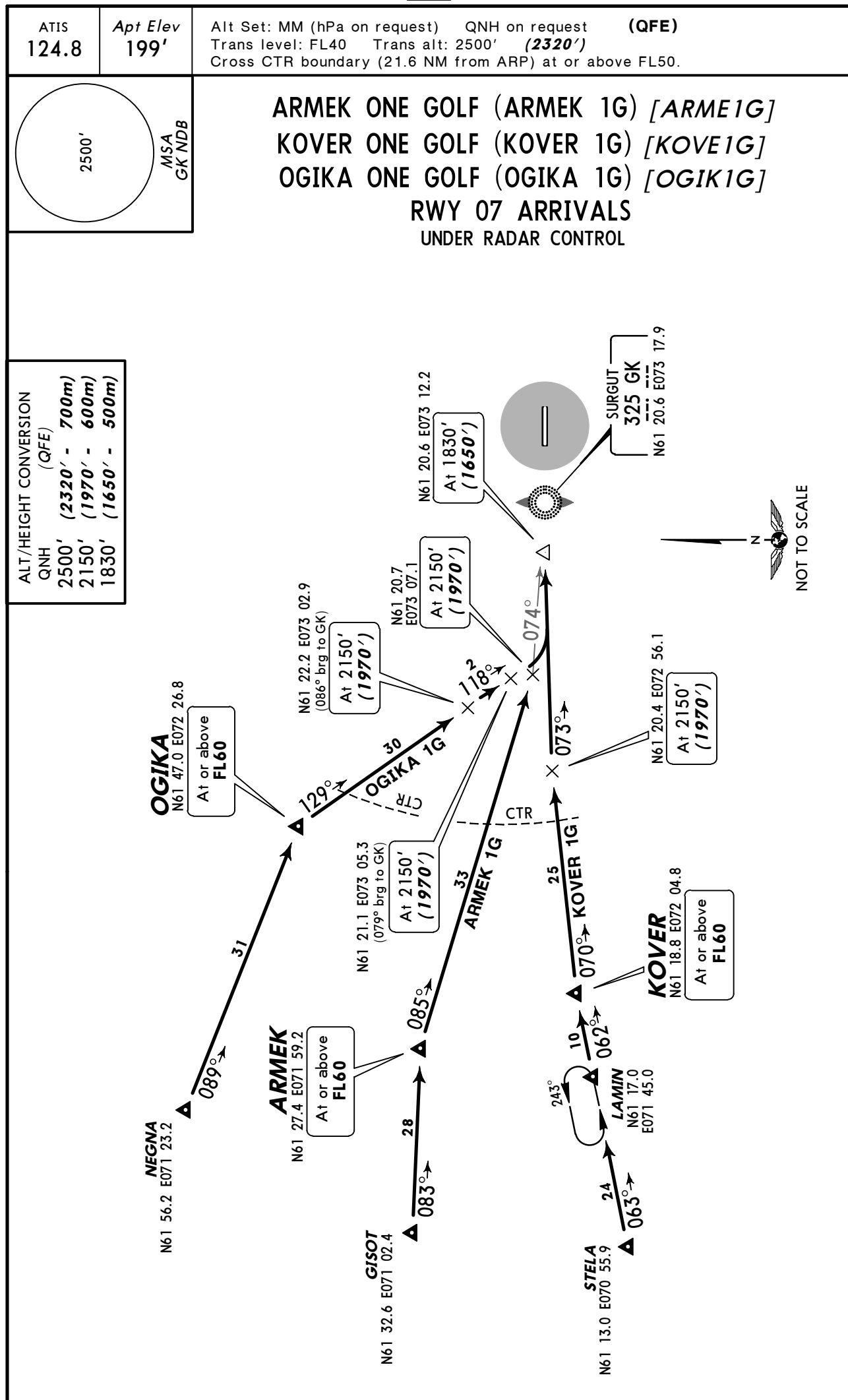
Apt Elev  
199'

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.

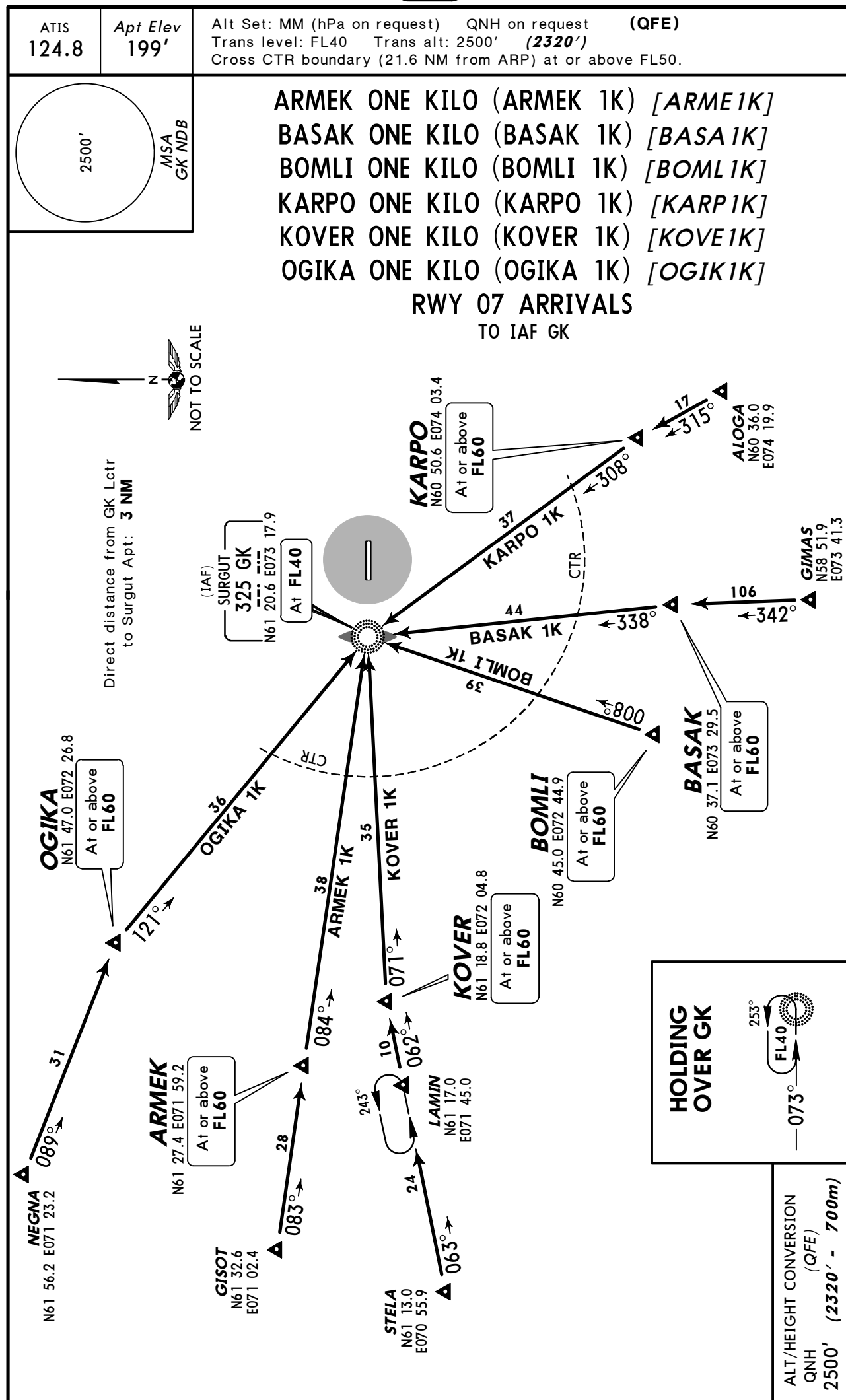
BASAK ONE GOLF (BASAK 1G) [BASA1G]  
BOMLI ONE GOLF (BOMLI 1G) [BOML1G]  
KARPO ONE GOLF (KARPO 1G) [KARP1G]  
RWY 07 ARRIVALS  
UNDER RADAR CONTROL



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

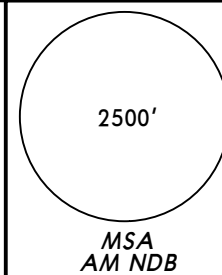


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|               |                  |                                                                                                                                                            |
|---------------|------------------|---------------------------------------------------------------------------------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

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

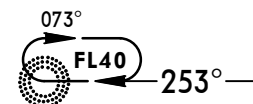


**RAPID**  
N63 32.0 E073 03.9

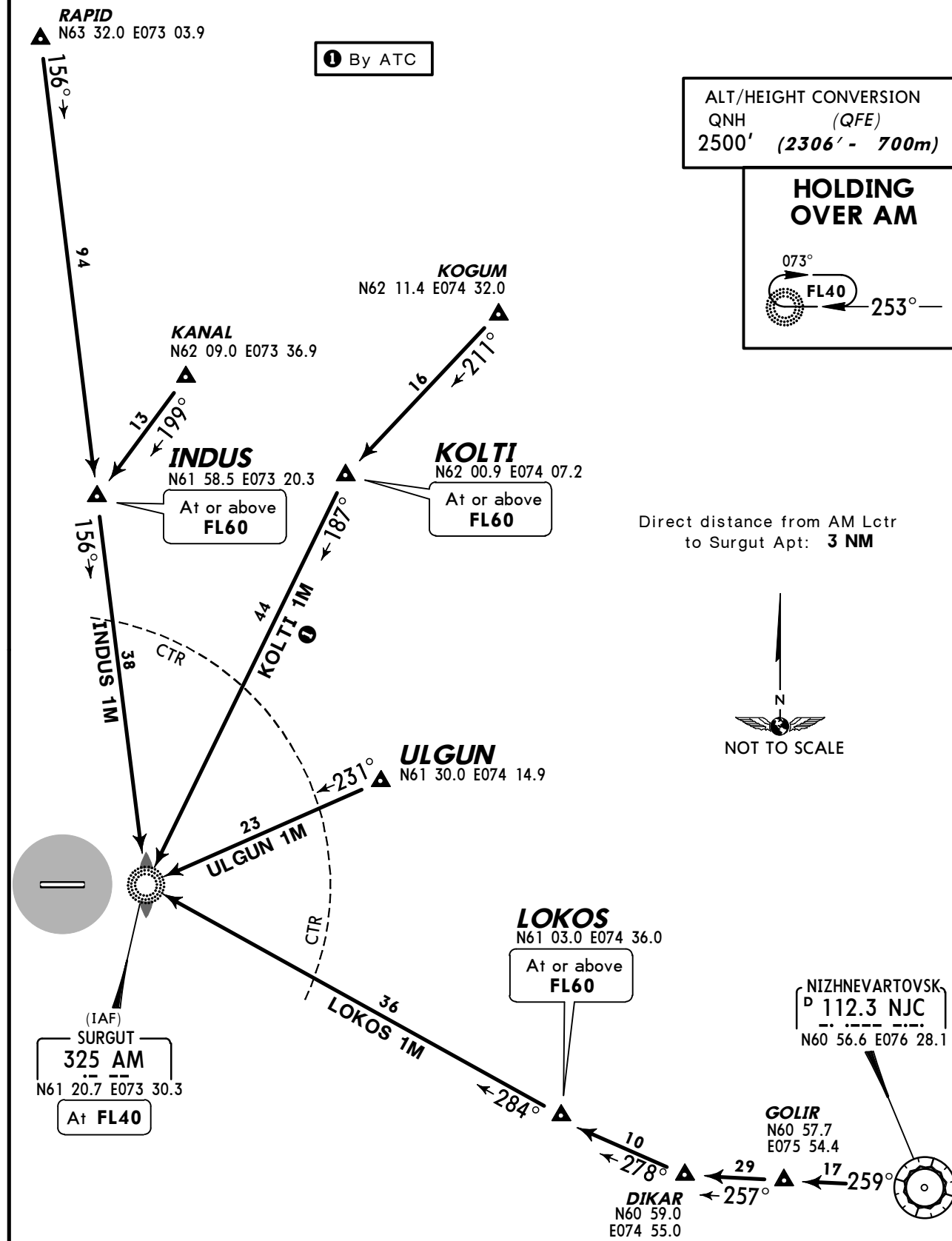
① By ATC

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

**HOLDING  
OVER AM**



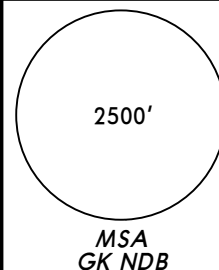
Direct distance from AM Lctr  
to Surgut Apt: 3 NM



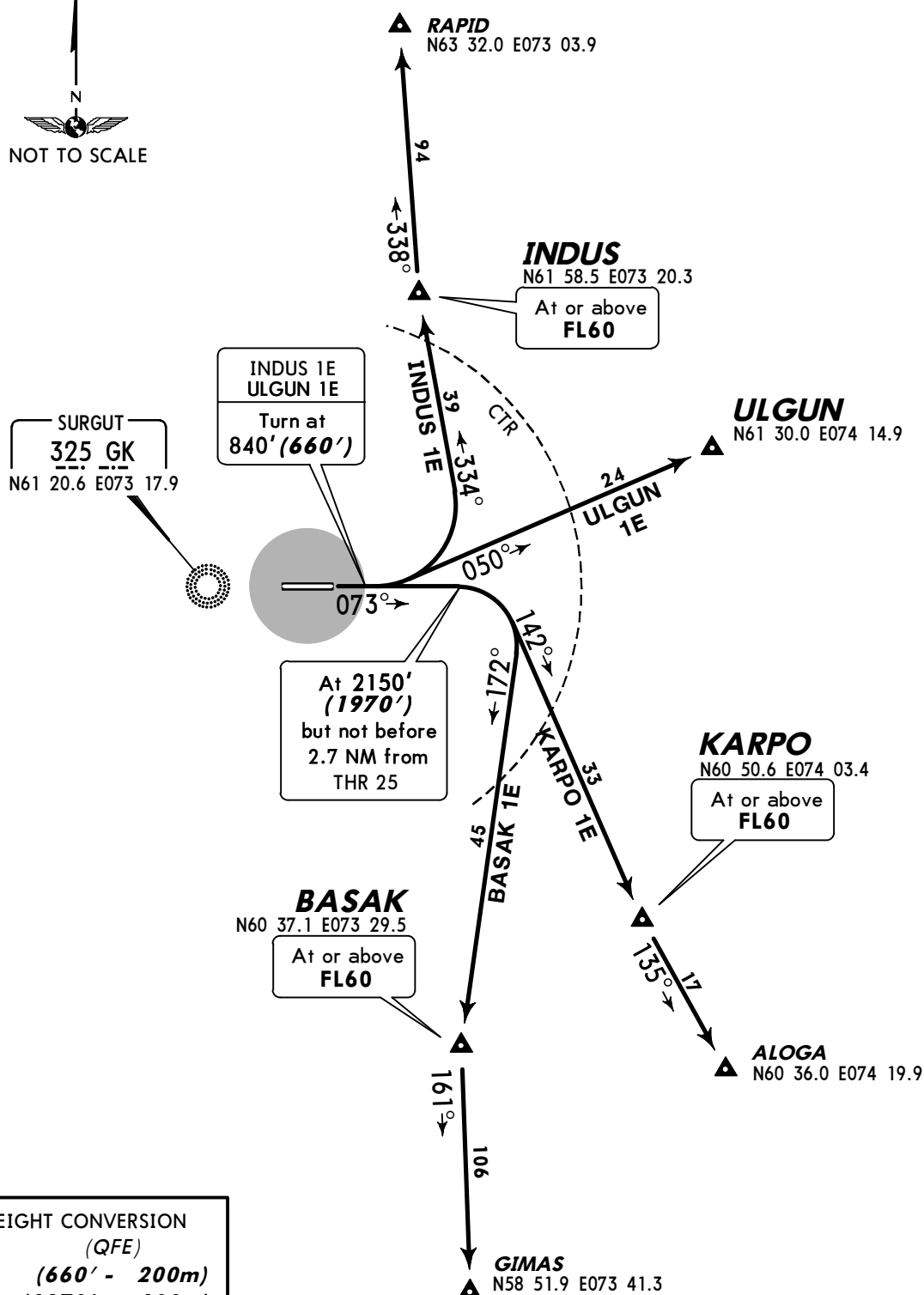
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Apt Elev  
199'

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



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

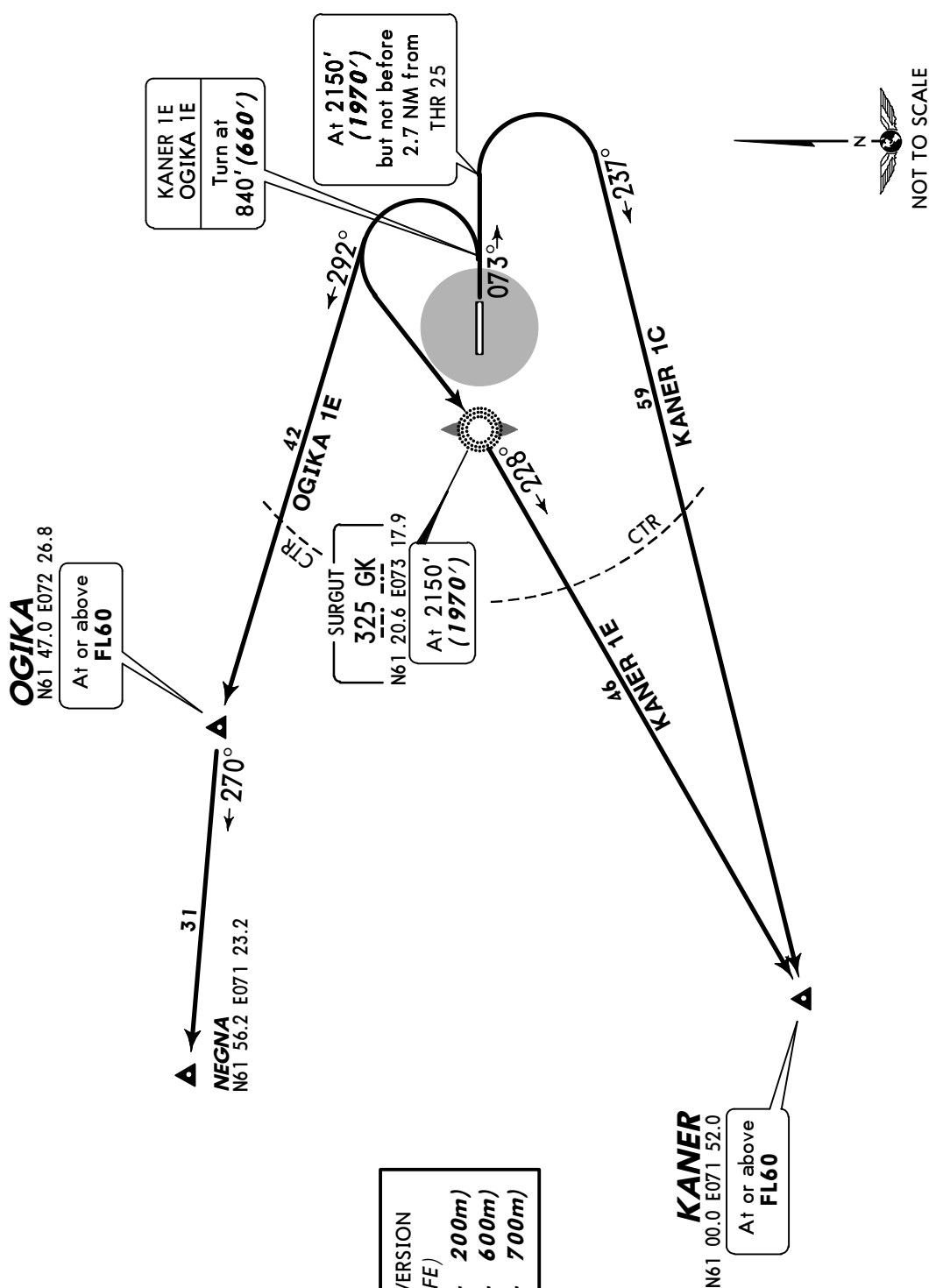
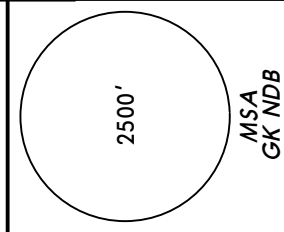


| ALT/HEIGHT CONVERSION |                |  |
|-----------------------|----------------|--|
| QNH                   | (QFE)          |  |
| 840'                  | (660' - 200m)  |  |
| 2150'                 | (1970' - 600m) |  |
| 2500'                 | (2320' - 700m) |  |

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.

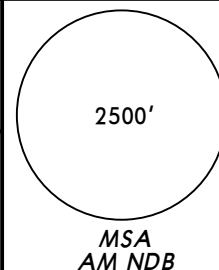
KANER ONE CHARLIE (KANER 1C) [KANE1C]  
KANER ONE ECHO (KANER 1E) [KANE1E]  
OGIKA ONE ECHO (OGIKA 1E) [OGIK1E]  
RWY 07 DEPARTURES



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

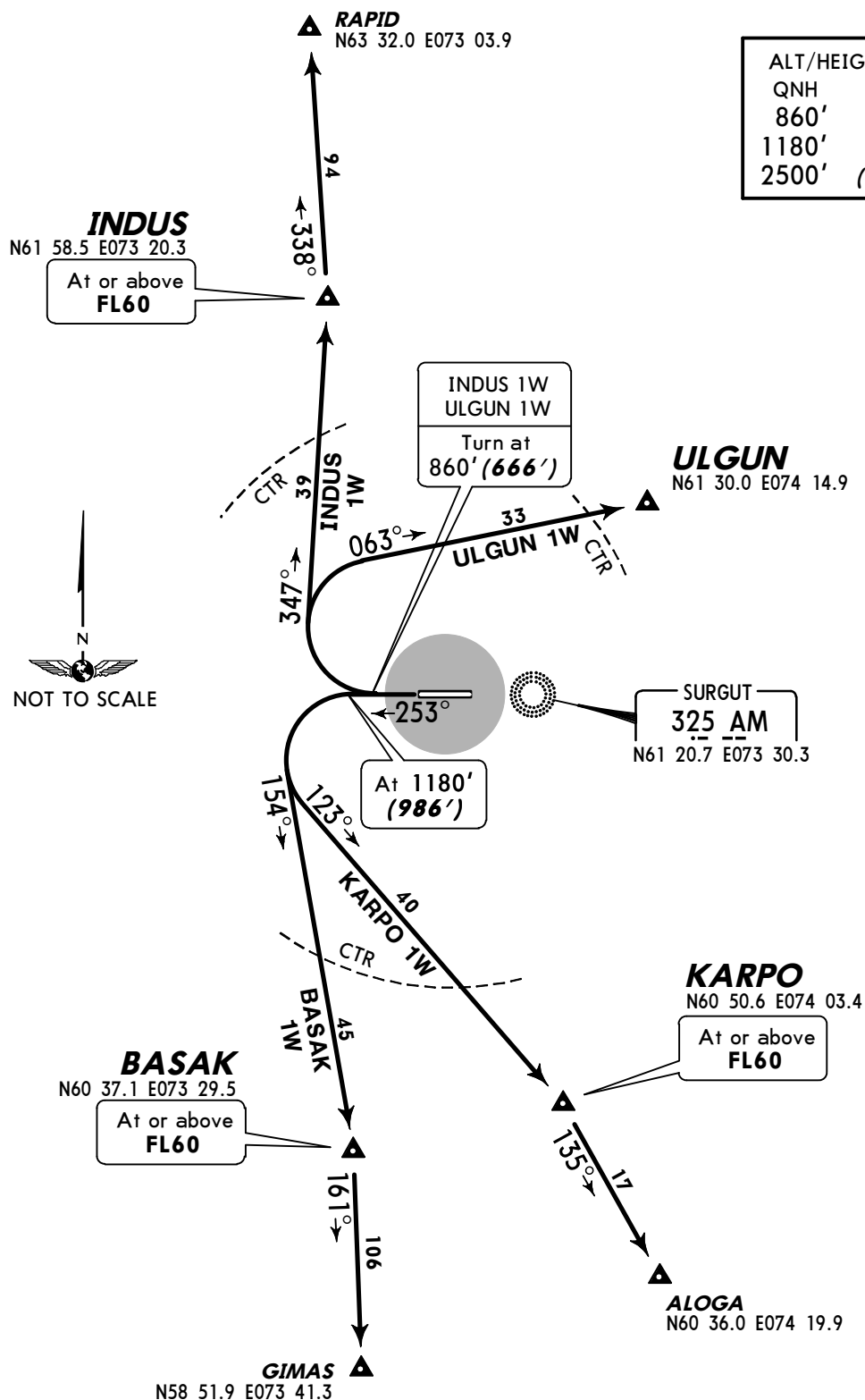
Apt Elev  
199'

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



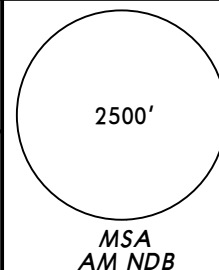
BASAK ONE WHISKEY (BASAK 1W) [BASA1W]  
INDUS ONE WHISKEY (INDUS 1W) [INDU1W]  
KARPO ONE WHISKEY (KARPO 1W) [KARP1W]  
ULGUN ONE WHISKEY (ULGUN 1W) [ULGU1W]  
RWY 25 DEPARTURES

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

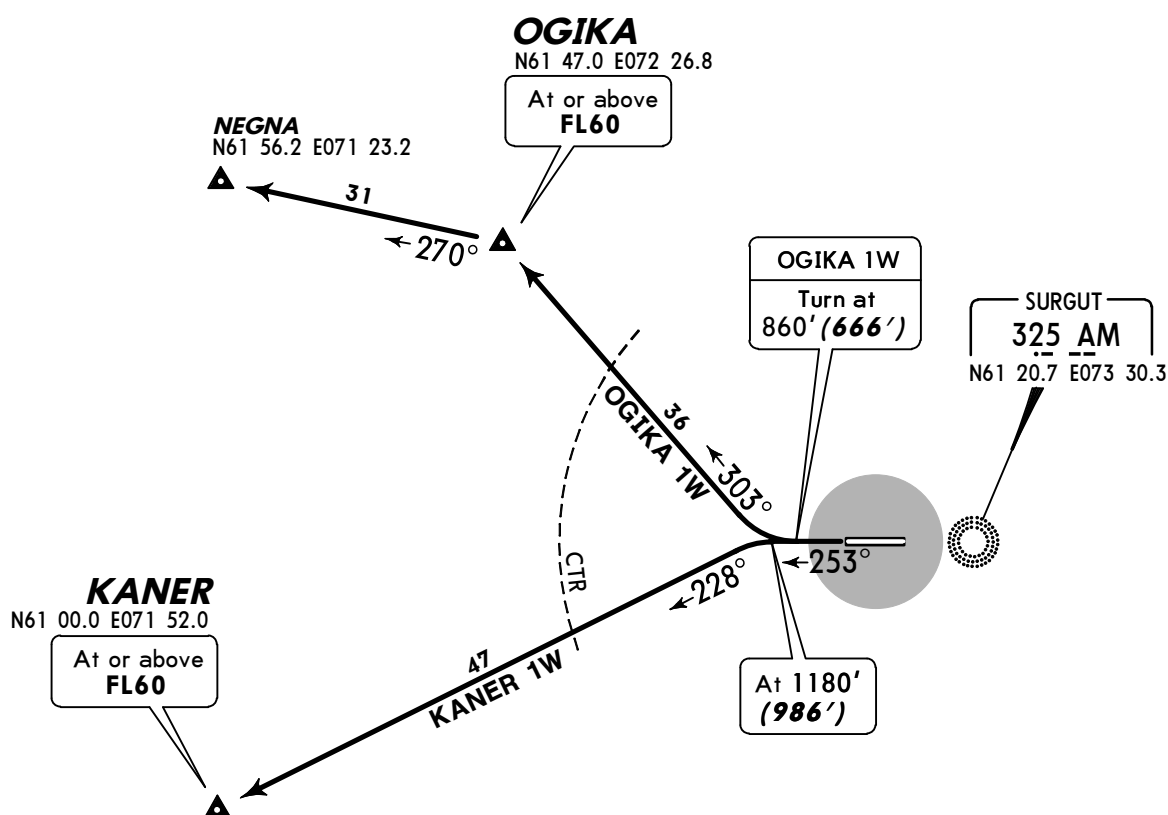


Apt Elev  
199'

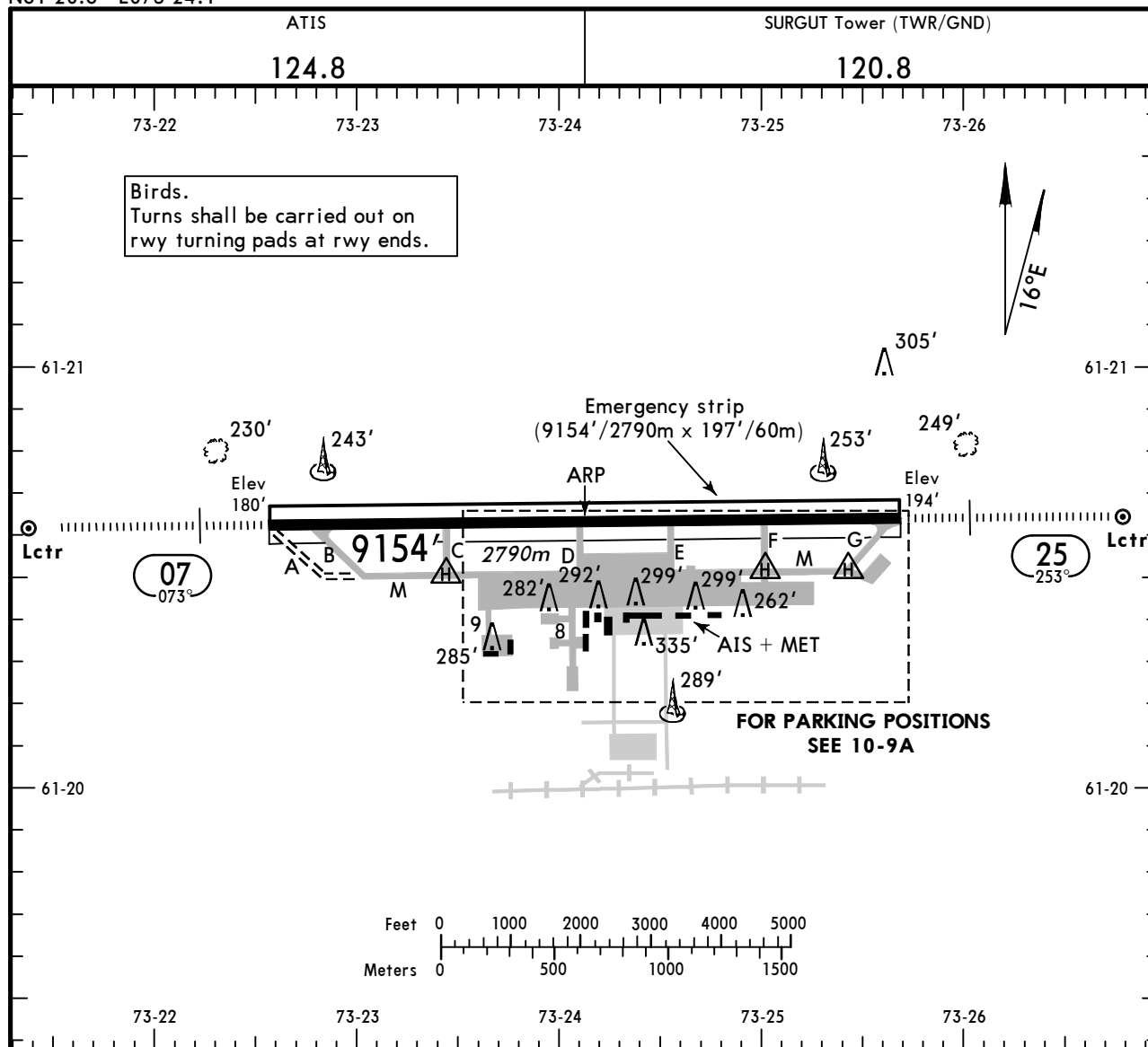
QNH on request (QFE)  
Trans level: FL40 Trans alt: 2500' (2306')  
Cross CTR boundary (21.6 NM from ARP) at or above FL50.



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       |
|-----|----|------------|---------------------------|----------------|----------------------------|----------|-------------|
|     |    |            |                           | Threshold      | Landing Beyond             |          |             |
| 07  | 25 | HIRL (58m) | HIALS PAPI-L (angle 3.0°) |                | 8182' 2494m<br>8486' 2587m |          | 148'<br>45m |
|     |    |            |                           |                |                            |          |             |
|     |    |            |                           |                |                            |          |             |
|     |    |            |                           |                |                            |          |             |

TAKE-OFF

AIR CARRIER (JAA)

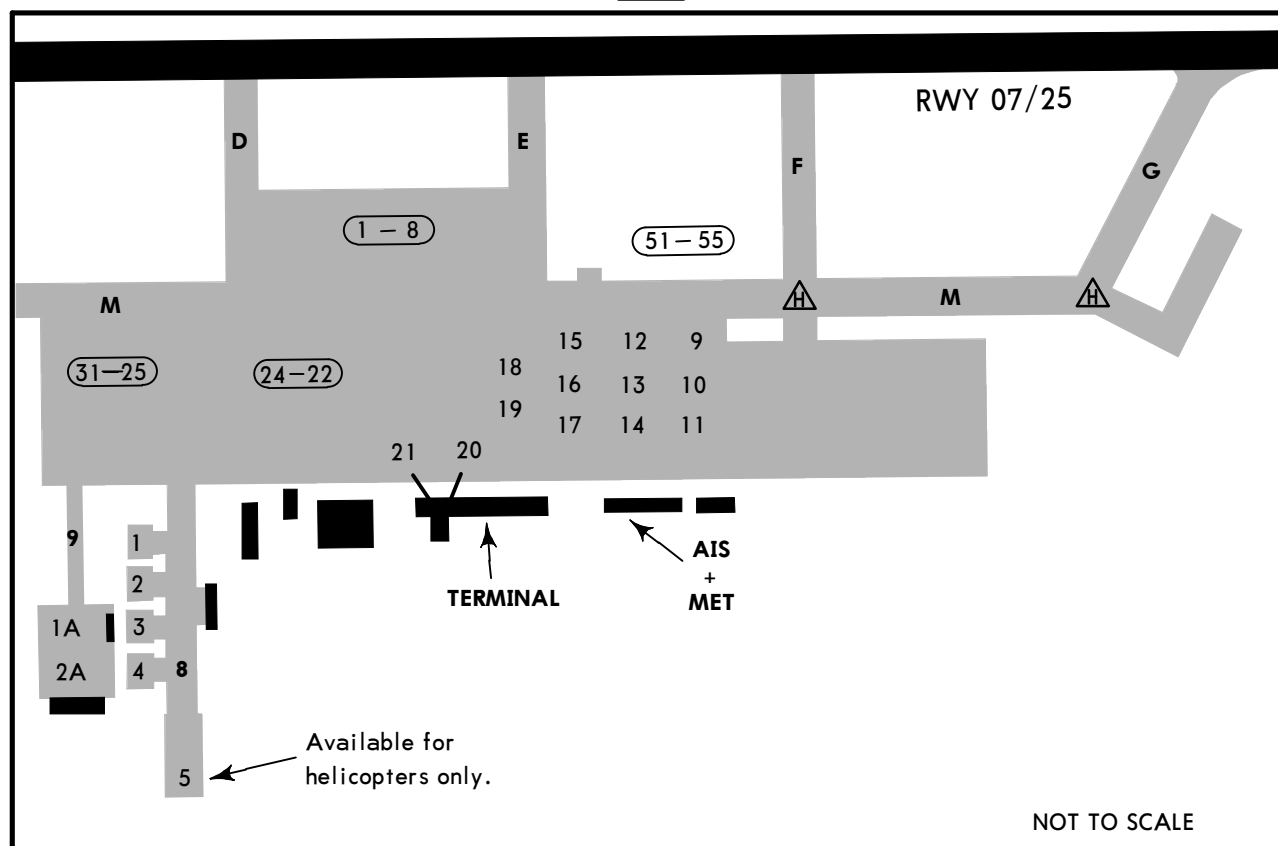
All Rwys

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.

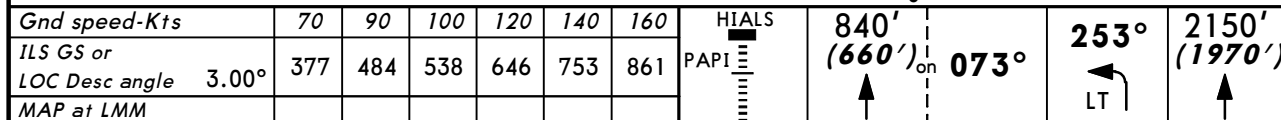
| STRAIGHT-IN RWY |                | A                  | B                  | C                  | D                  |
|-----------------|----------------|--------------------|--------------------|--------------------|--------------------|
| 07              | ILS            | <b>380'</b> (200') | 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

❶ Continuous Descent Final Approach

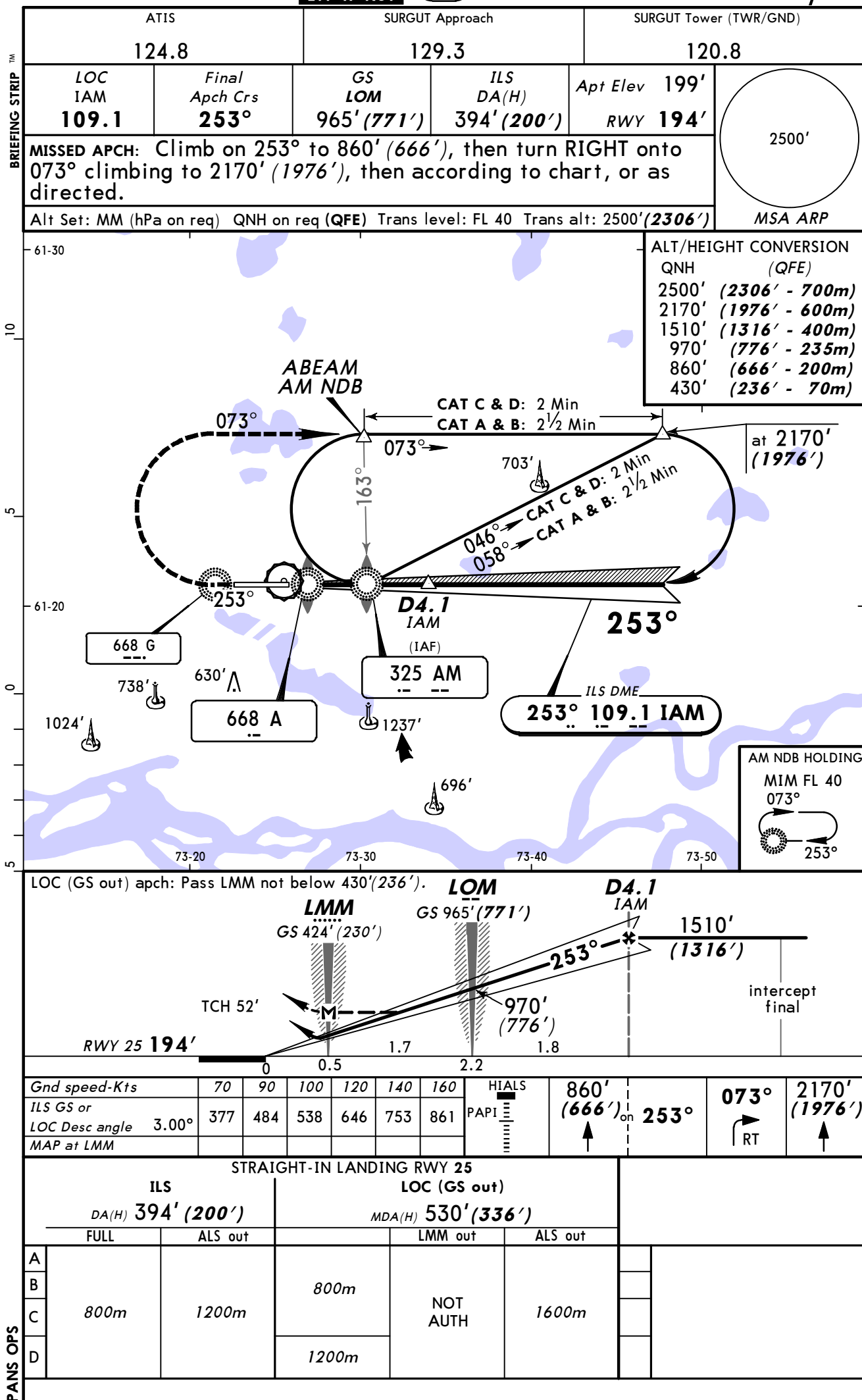
## TAKE-OFF RWY 07, 25

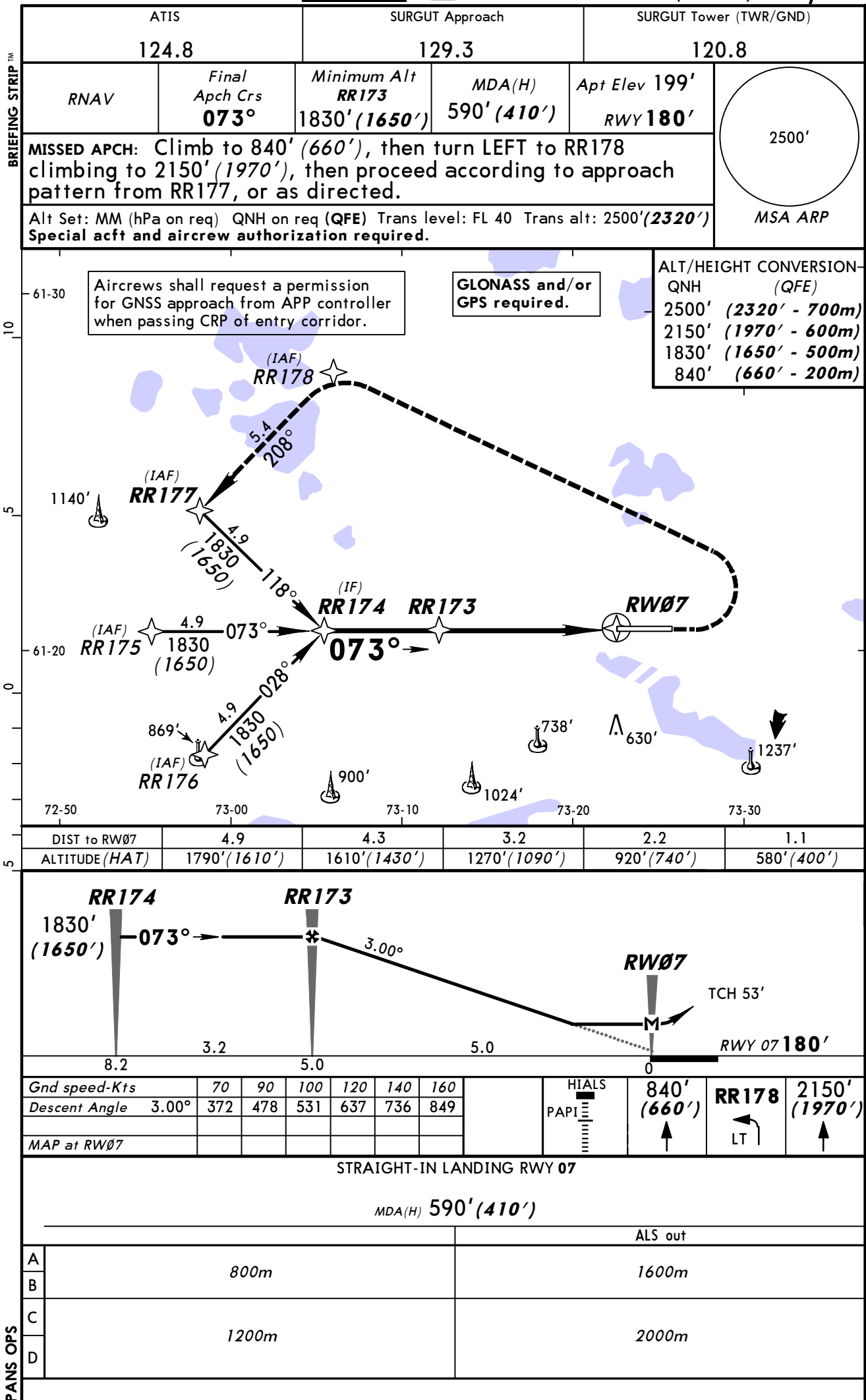
| LVP must be in Force     |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m           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

**BRIEFING STRIP** <sup>TM</sup>



## PANS OPS





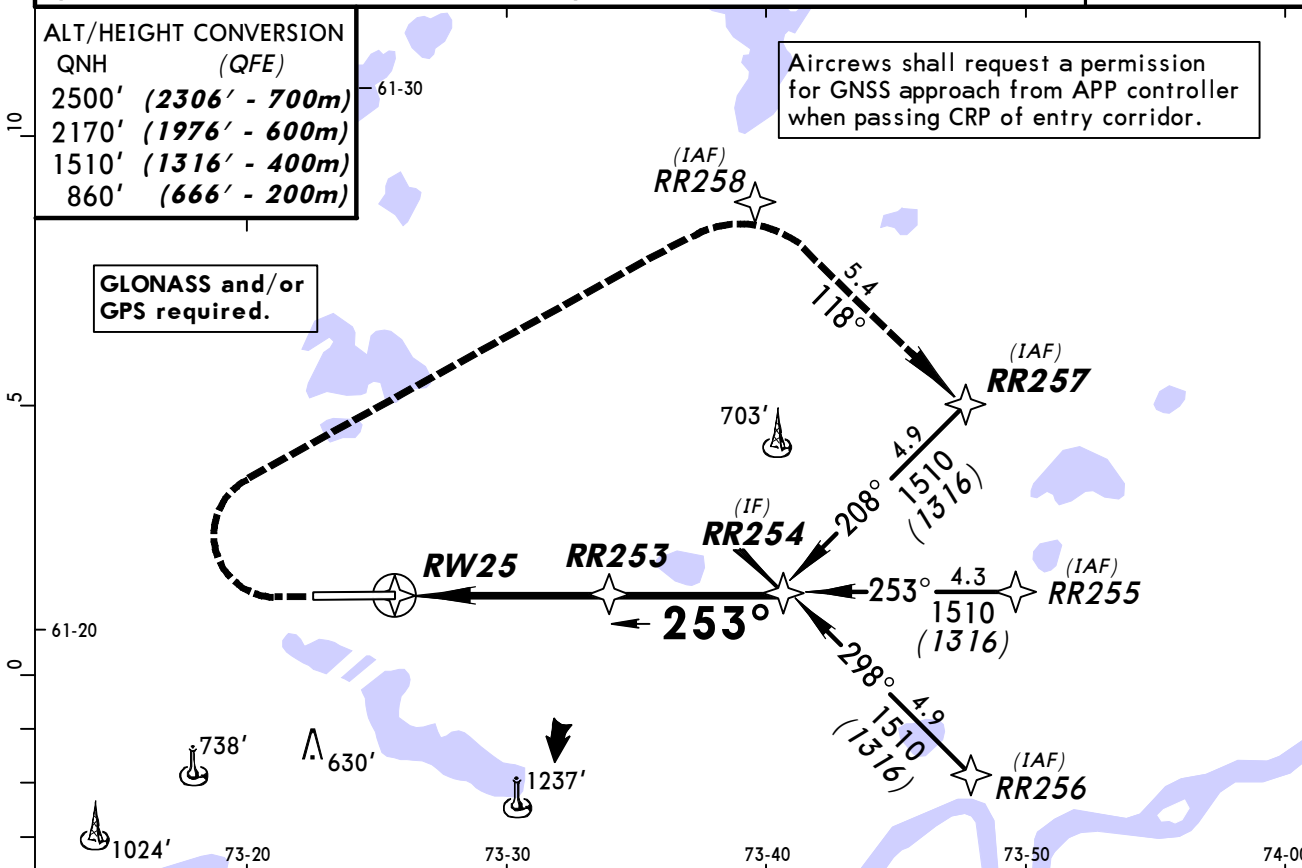
BRIEFING STRIP

|                                                                                                                                                         |                           |                                      |                      |                                 |                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|----------------------|---------------------------------|-------------------------------------|
| ATIS<br>124.8                                                                                                                                           |                           | SURGUT Approach<br>129.3             |                      | SURGUT Tower (TWR/GND)<br>120.8 |                                     |
| RNAV                                                                                                                                                    | Final<br>Apch Crs<br>253° | Minimum Alt<br>RR253<br>1510'(1316') | MDA(H)<br>590'(396') | Apt Elev 199'<br>RWY 194'       | <div>2500'</div> <div>MSA ARP</div> |
| 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')<br>Special acft and aircrew authorization required.                |                           |                                      |                      |                                 |                                     |

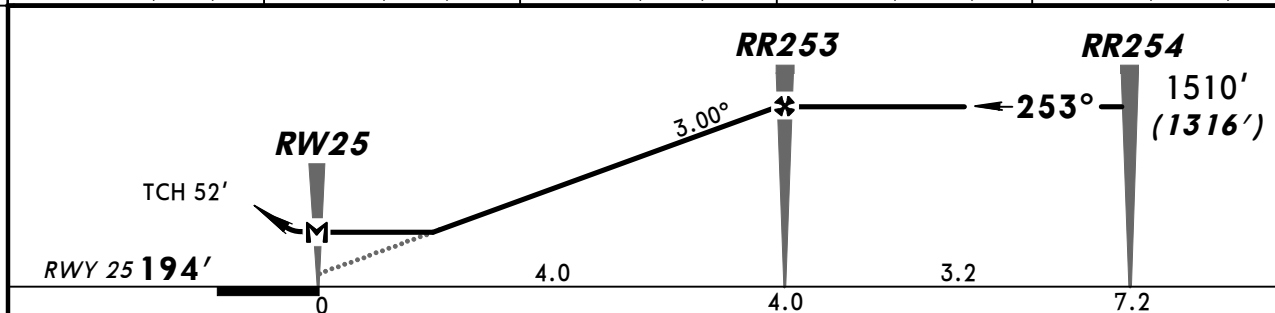
| ALT/HEIGHT CONVERSION |       |
|-----------------------|-------|
| QNH                   | (QFE) |
| 2500' (2306' - 700m)  |       |
| 2170' (1976' - 600m)  |       |
| 1510' (1316' - 400m)  |       |
| 860' (666' - 200m)    |       |

GLONASS and/or  
GPS required.

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



|                |             |             |               |               |
|----------------|-------------|-------------|---------------|---------------|
| 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 | HIALS<br>PAPI | 860' (666') | RR258 | 2170' (1976') |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 |               | ↑           | RT    | ↑             |
| MAP at RW25   |       |     |     |     |     |     |               |             |       |               |

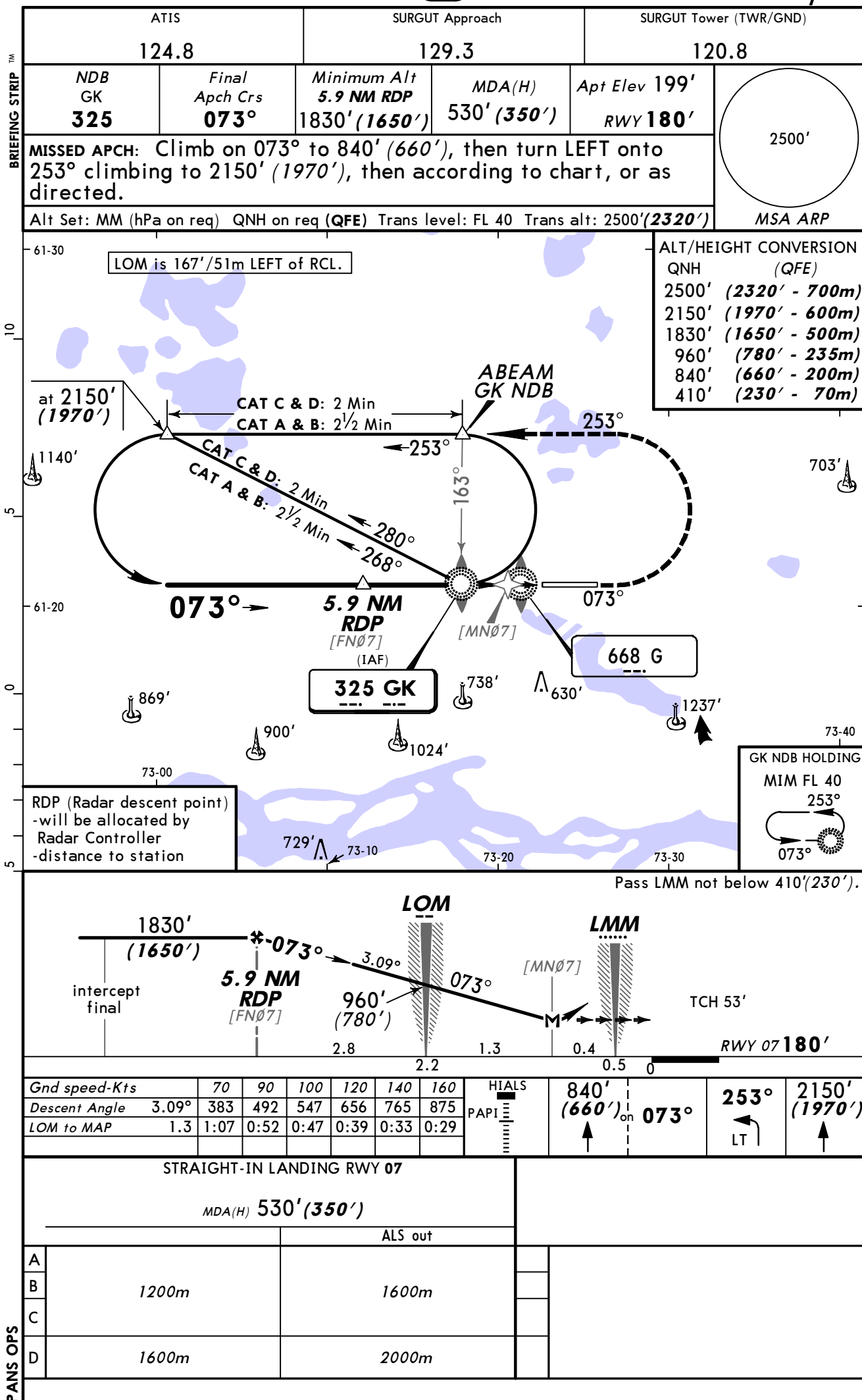
STRAIGHT-IN LANDING RWY 25

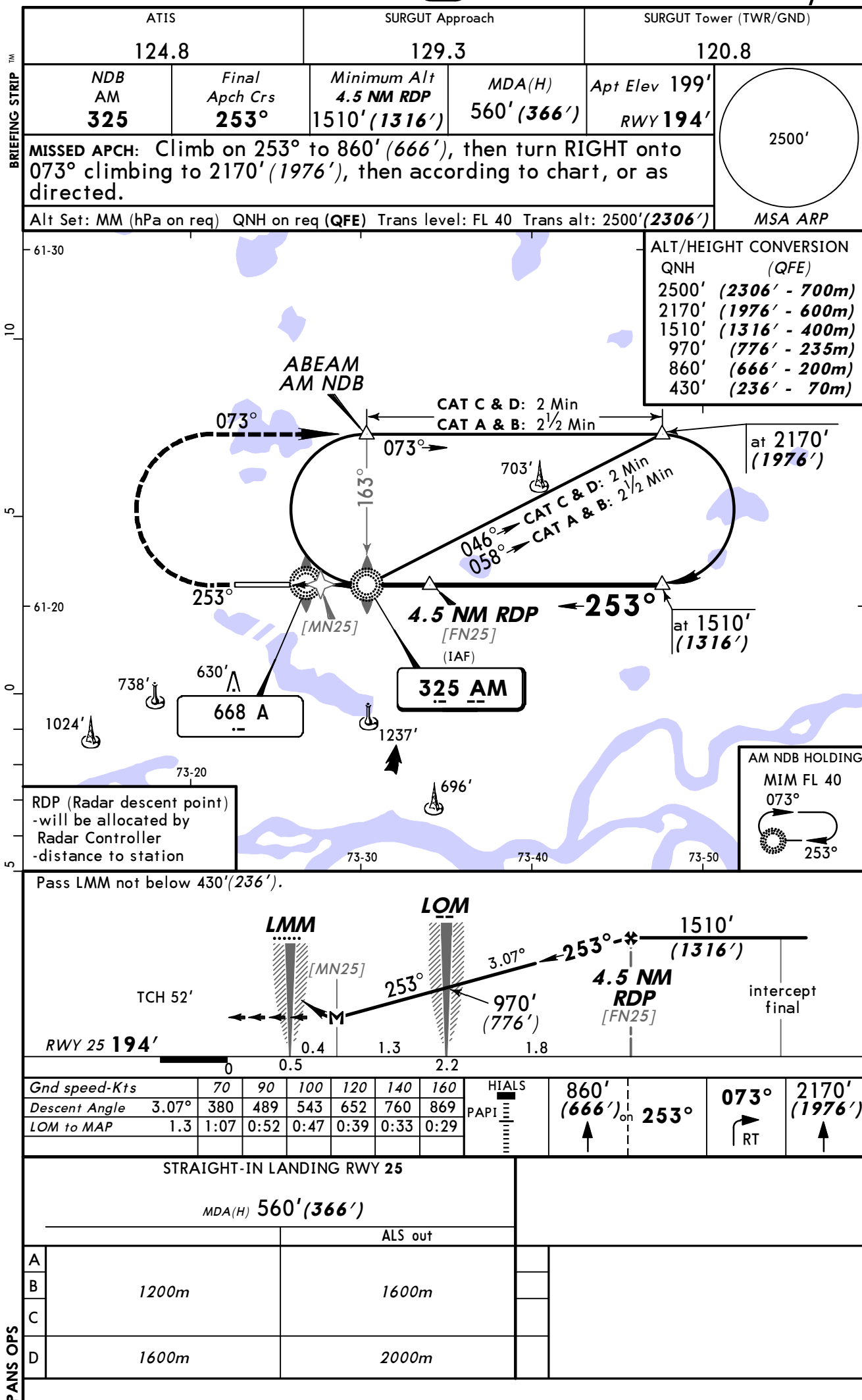
MDA(H) 590' (396')

ALS out

|   |       |       |
|---|-------|-------|
| A |       |       |
| B | 800m  | 1600m |
| C |       |       |
| D | 1200m | 2000m |

PANS OPS





**SURGUT, (SURGUT - USRR)**

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport USRR**