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Notebook

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General Information

Location: SURGUT RUS
ICAO/IATA: USRR / SGC
Lat/Long: N61° 20.63', E073° 24.13'
Elevation: 200 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -5:00 = UTC
Magnetic Variation: 17.0° 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: 0408 Z
Sunset: 1023 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: 124.800
Surgut Krug Tower: 120.300
Surgut Tower: 129.000
Surgut Tower: 124.000
Surgut Tower: 120.800
Surgut Apron Ramp/Taxi: 118.800
Surgut Approach: 129.000
Surgut Approach: 129.300
Surgut Approach: 124.000

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Surgut Transit Operations: 131.700 Non-English

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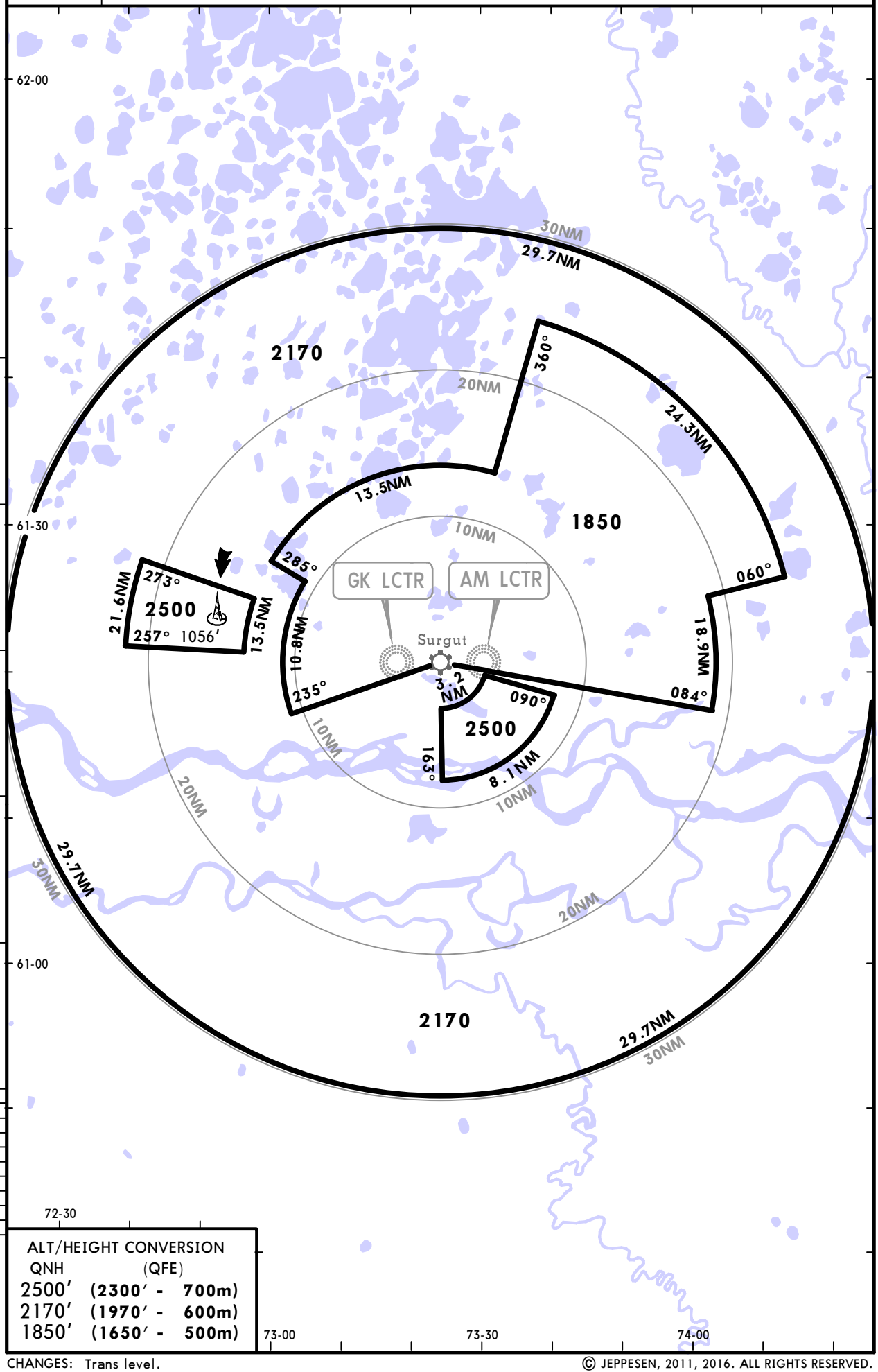
Apt Elev 200′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 742 mm (989.3 hPa)
Trans alt: 2500′ **(2300′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	**(2300′ - 700m)**
2170′	**(1970′ - 600m)**
1850′	**(1650′ - 500m)**

CHANGES: Trans level.

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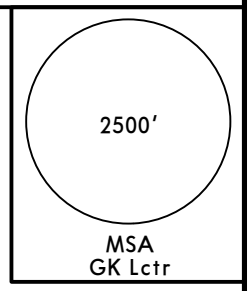
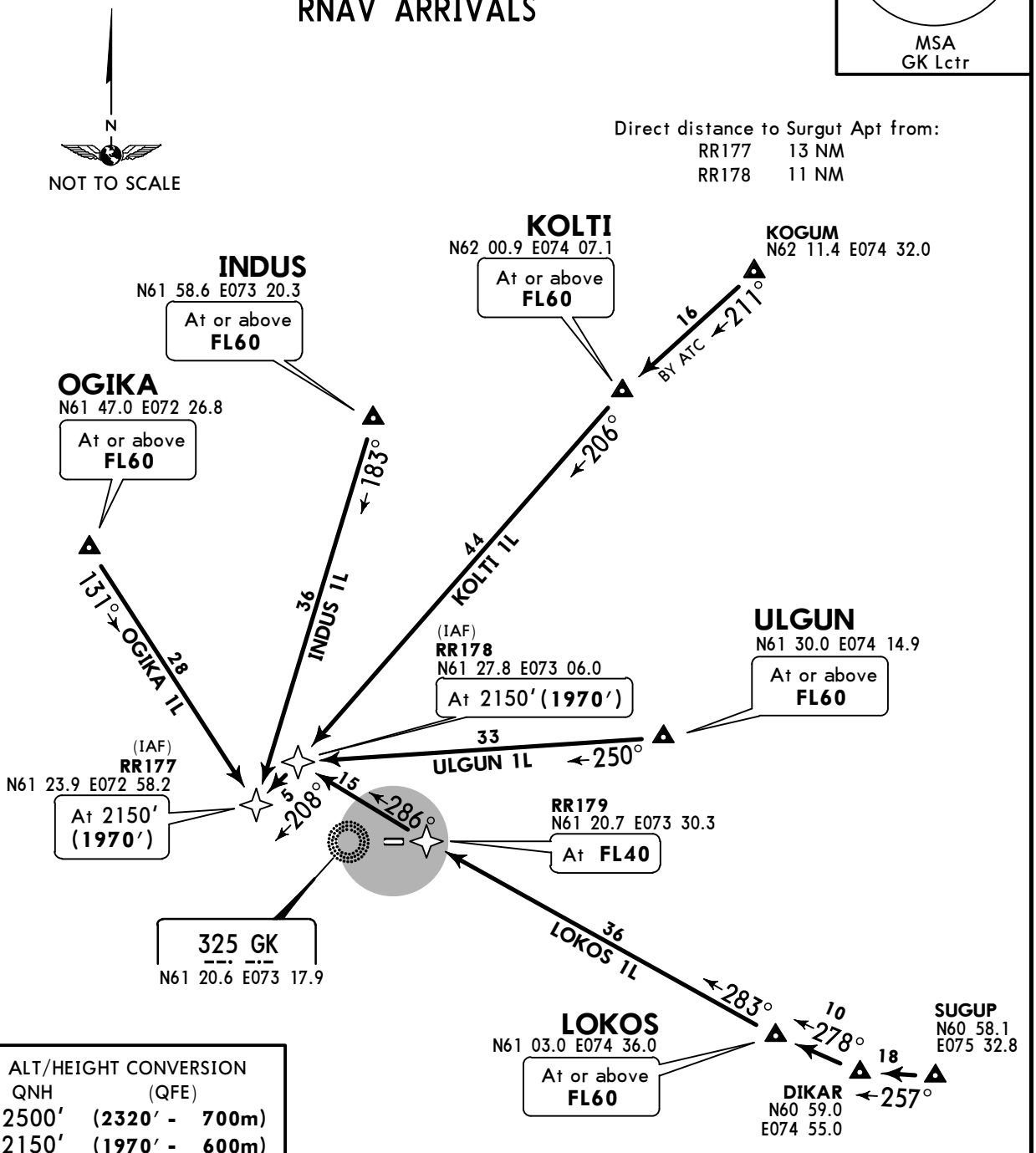
ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2320′)** **1. RNAV (GNSS)** **2. GLONASS AND/OR GPS REQUIRED** 3. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 4. 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]
RNAV ARRIVALS





ALT/HEIGHT CONVERSION

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

STAR	RWY	ROUTING
INDUS 1L	**07**	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 (FL60+) - RR178 (2150′) - RR177 (2150′).

CHANGES: KOLTI & LOKOS RNAV STARs revised.

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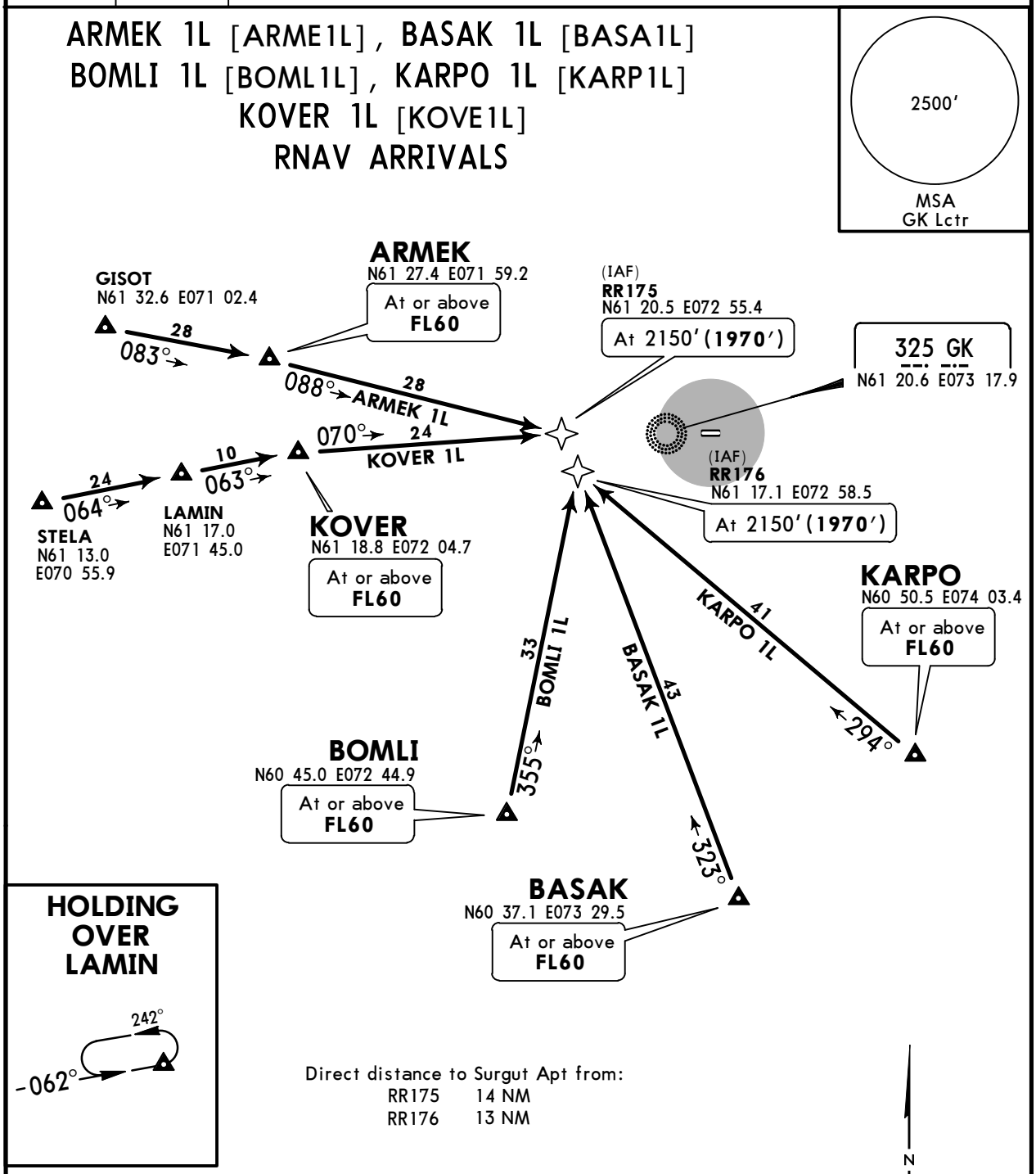
ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2320′)** **1. RNAV (GNSS)** **2. GLONASS AND/OR GPS REQUIRED** 3. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 4. 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] RNAV ARRIVALS



ALT/HEIGHT CONVERSION

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

STAR	RWY	ROUTING
ARMEK 1L	**07**	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 STAR KOVER 1L revised.

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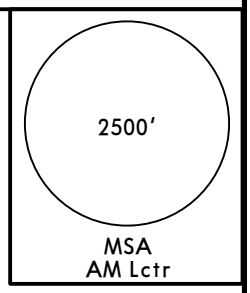
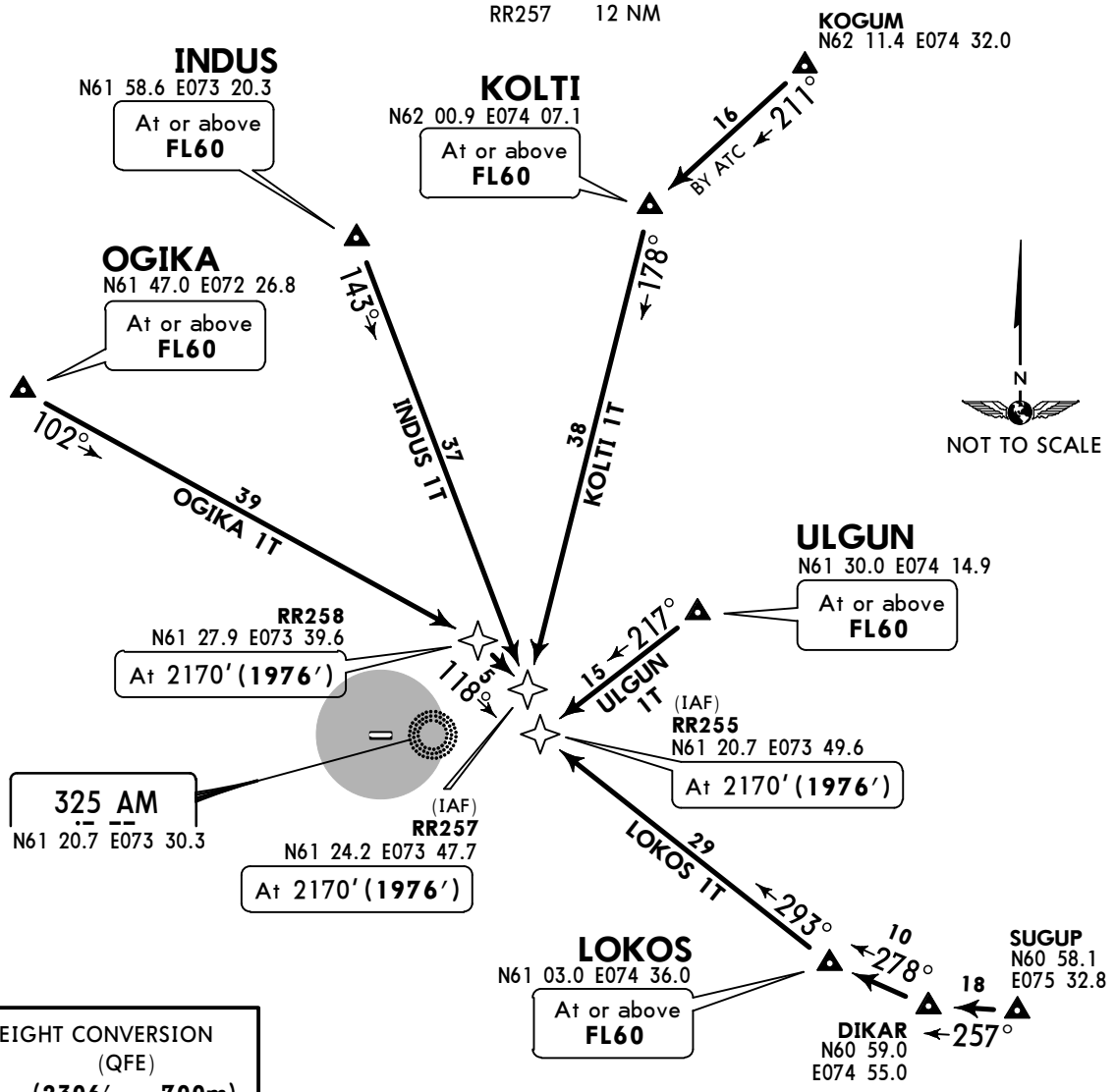
ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2306′)** **1. RNAV (GNSS)** **2. GLONASS AND/OR GPS REQUIRED** 3. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor. 4. 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]
RNAV ARRIVALS



Direct distance to Surgut Apt from:
RR255 12 NM
RR257 12 NM



ALT/HEIGHT CONVERSION

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

STAR	RWY	ROUTING
INDUS 1T	**25**	INDUS (FL60+) - RR257 (2170′).
KOLTI 1T		KOLTI (FL60+) - RR257 (2170′).
LOKOS 1T		LOKOS (FL60+) - RR255 (2170′).
OGIKA 1T		OGIKA (FL60+) - RR258 (2170′) - RR257 (2170′).
ULGUN 1T		ULGUN (FL60+) - RR255 (2170′).

CHANGES: Track update; KOLTI RNAV STAR airway continuation availability.

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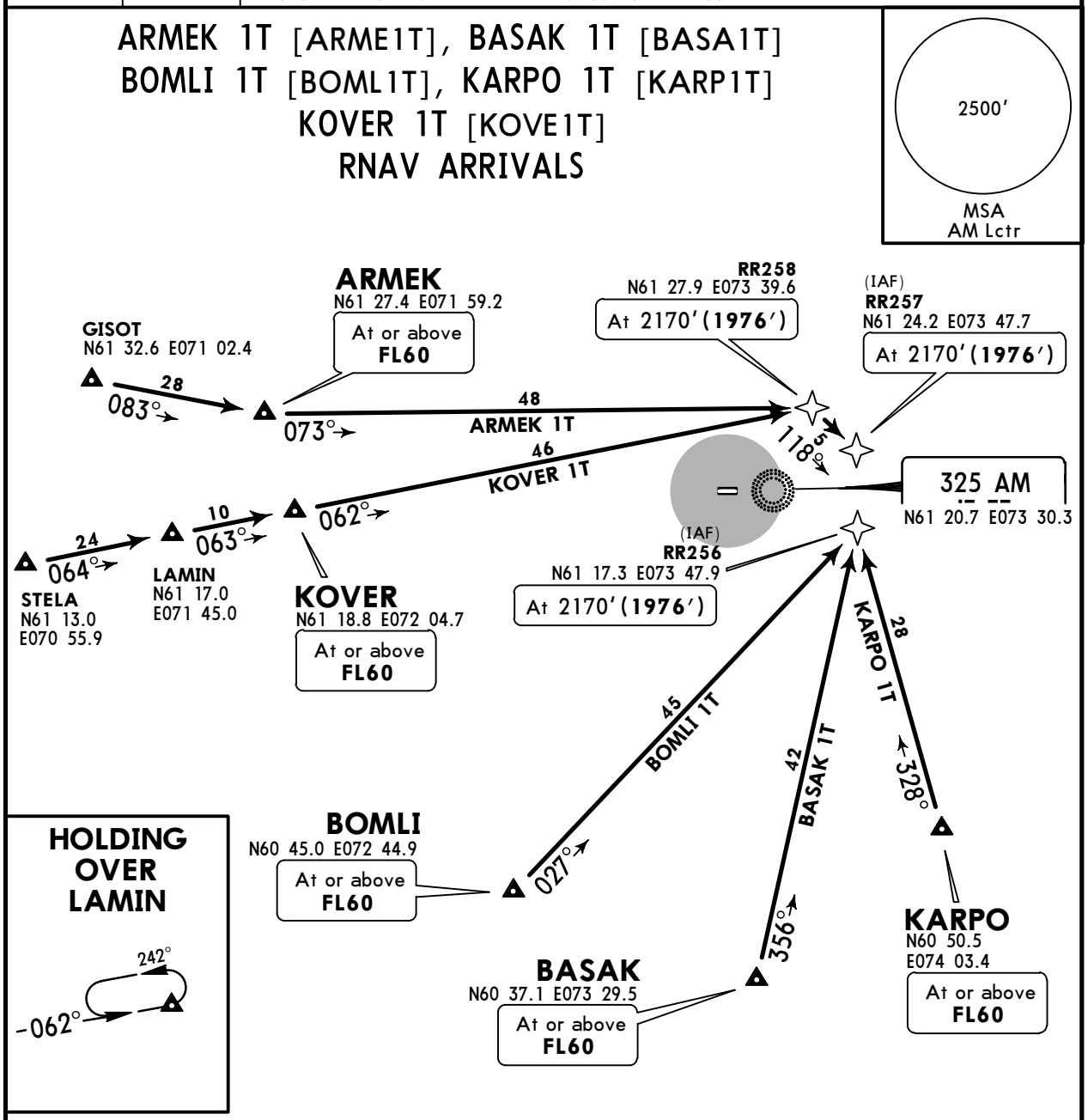
ATIS	Apt Elev
124.8	200′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 742 mm (989.3 hPa)
Trans alt: 2500′ **(2306′)**
1. RNAV (GNSS)
2. GLONASS AND/OR GPS REQUIRED
3. Attention: Flight crew shall request a permission to carry out GNSS approach procedure from APP controller when passing CRP of entry corridor.
4. 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] RNAV ARRIVALS



Direct distance to Surgut Apt from:

RR256	12 NM
RR257	12 NM

ALT/HEIGHT CONVERSION

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

STAR	RWY	ROUTING
ARMEK 1T	**25**	ARMEK (FL60+) - RR258 (2170′) - RR257 (2170′).
BASAK 1T		BASAK (FL60+) - RR256 (2170′).
BOMLI 1T		BOMLI (FL60+) - RR256 (2170′).
KARPO 1T		KARPO (FL60+) - RR256 (2170′).
KOVER 1T		KOVER (FL60+) - RR258 (2170′) - RR257 (2170′).

CHANGES: Track update.

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ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2306′)**

INDUS 1A [INDU1A]
LOKOS 1A [LOKO1A]
ULGUN 1A [ULGU1A]

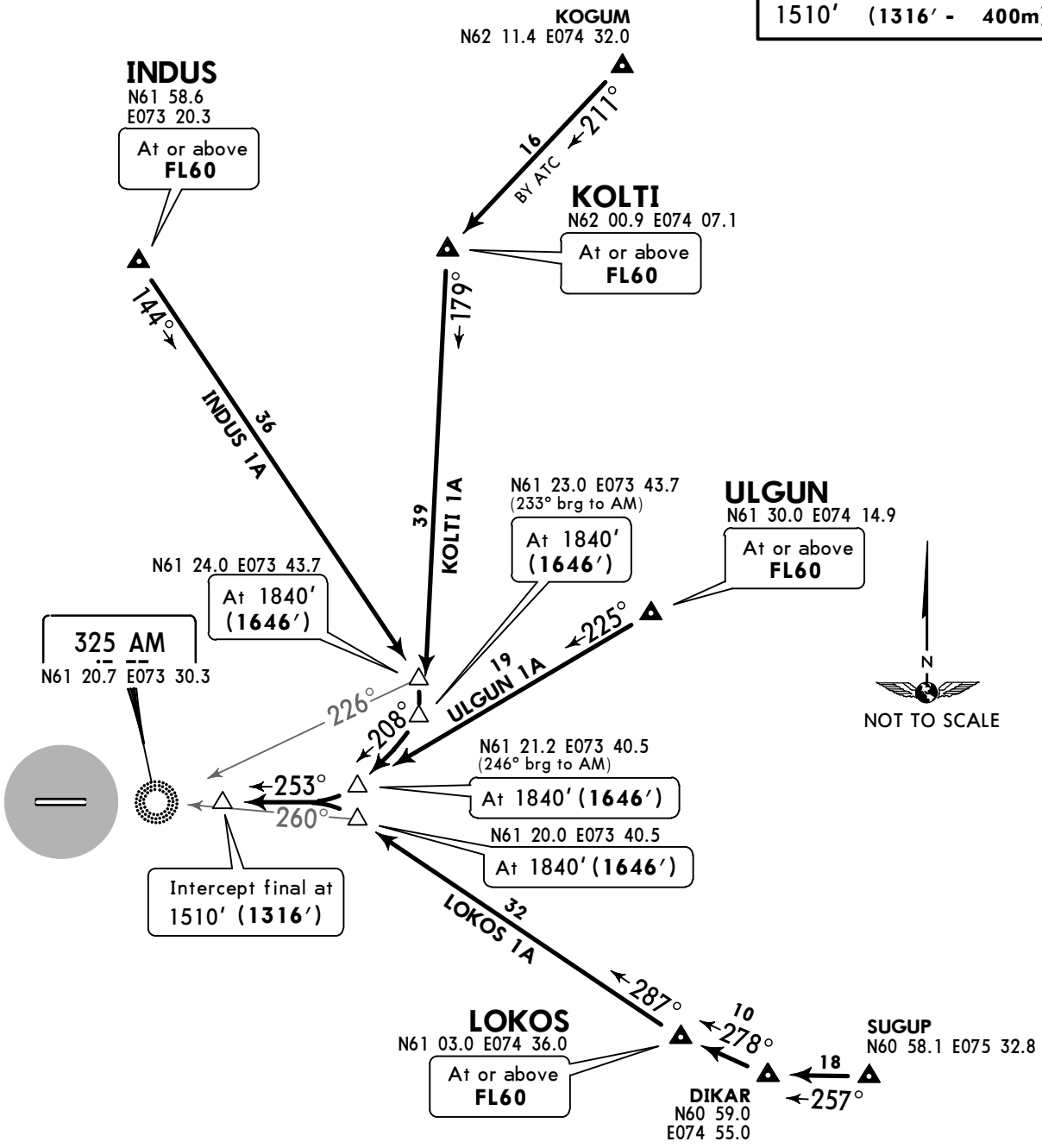
KOLTI 1A [KOLT1A]
BY ATC

RWY 25 ARRIVALS
UNDER RADAR CONTROL

2500′
MSA
AM Lctr

ALT/HEIGHT CONVERSION

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



CHANGES: STARs revised.

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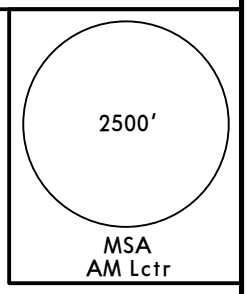
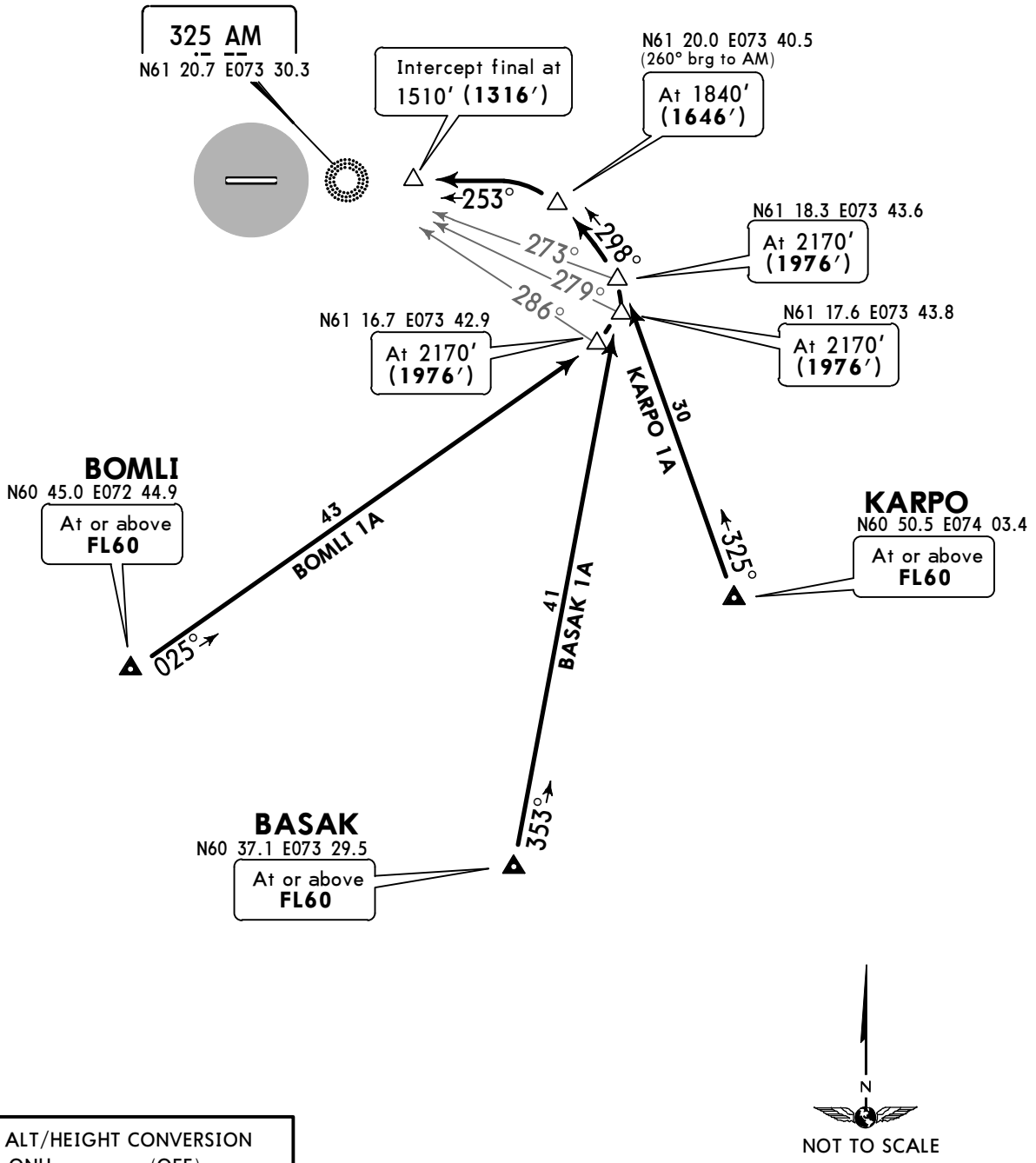
ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2306′)**

BASAK 1A [BASA1A]
BOMLI 1A [BOML1A]
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: STARs revised.

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ATIS	Apt Elev
124.8	200′

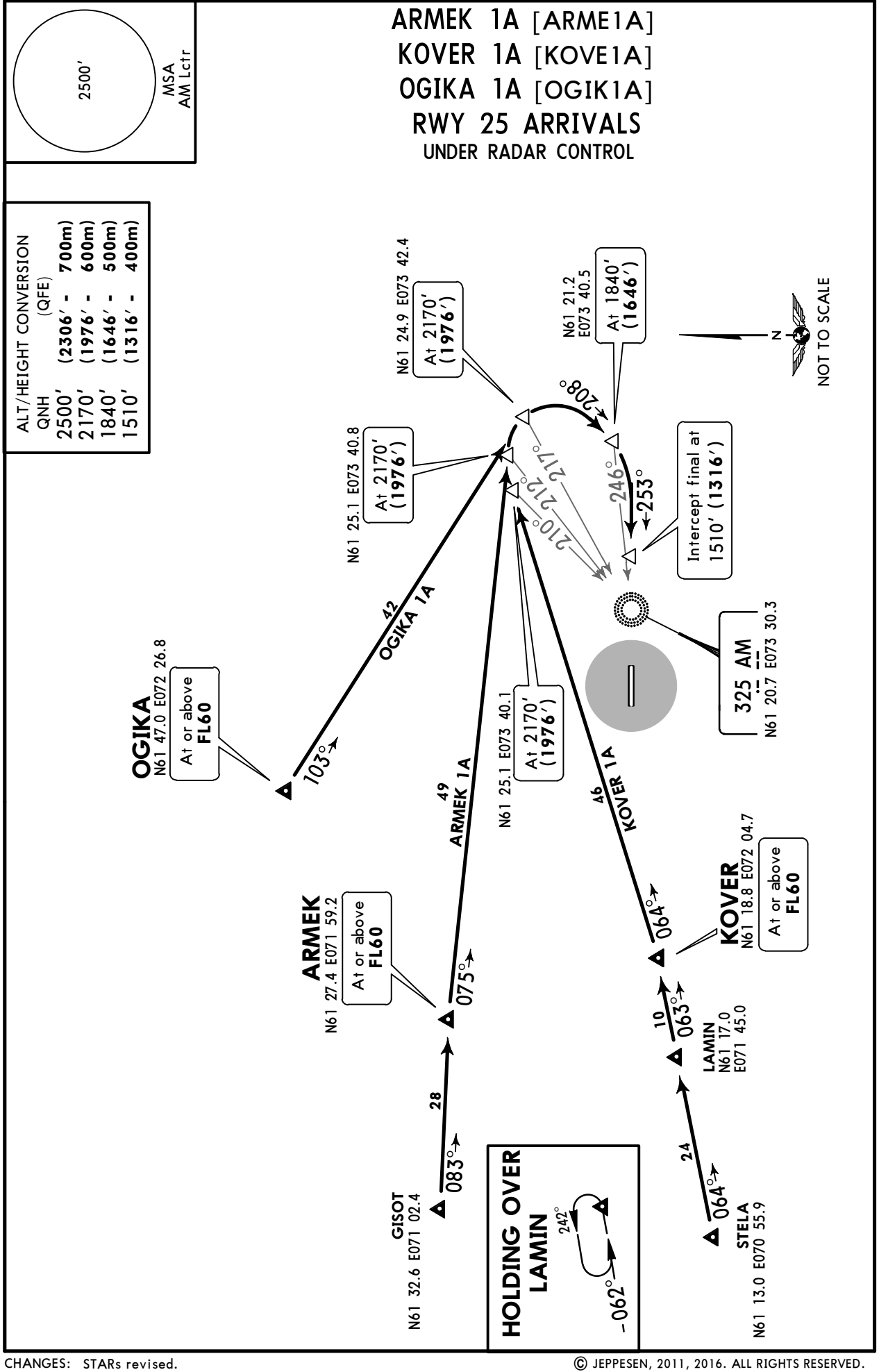
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 742 mm (989.3 hPa)
Trans alt: 2500′ **(2306′)**

2500′ MSA AM Lctr

ARMEK 1A [ARME1A]
KOVER 1A [KOVE1A]
OGIKA 1A [OGIK1A]
RWY 25 ARRIVALS
UNDER RADAR CONTROL

ALT/HEIGHT CONVERSION

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



CHANGES: STARs revised.

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ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2320′)**

2500′
MSA
GK Lctr

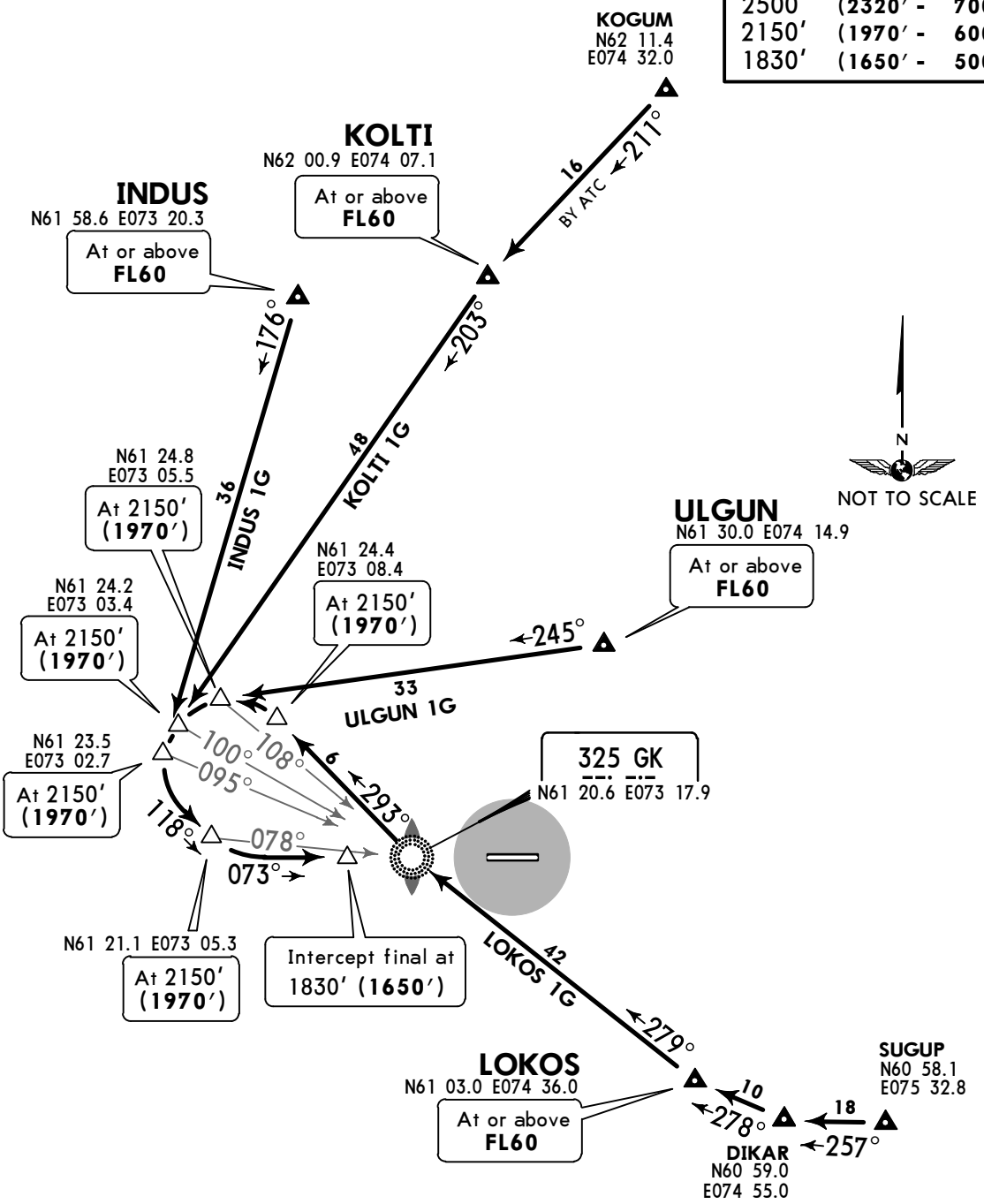
INDUS 1G [INDU1G]
LOKOS 1G [LOKO1G]
ULGUN 1G [ULGU1G]

KOLTI 1G [KOLT1G]
BY ATC

RWY 07 ARRIVALS
UNDER RADAR CONTROL

ALT/HEIGHT CONVERSION

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



CHANGES: STARs revised.

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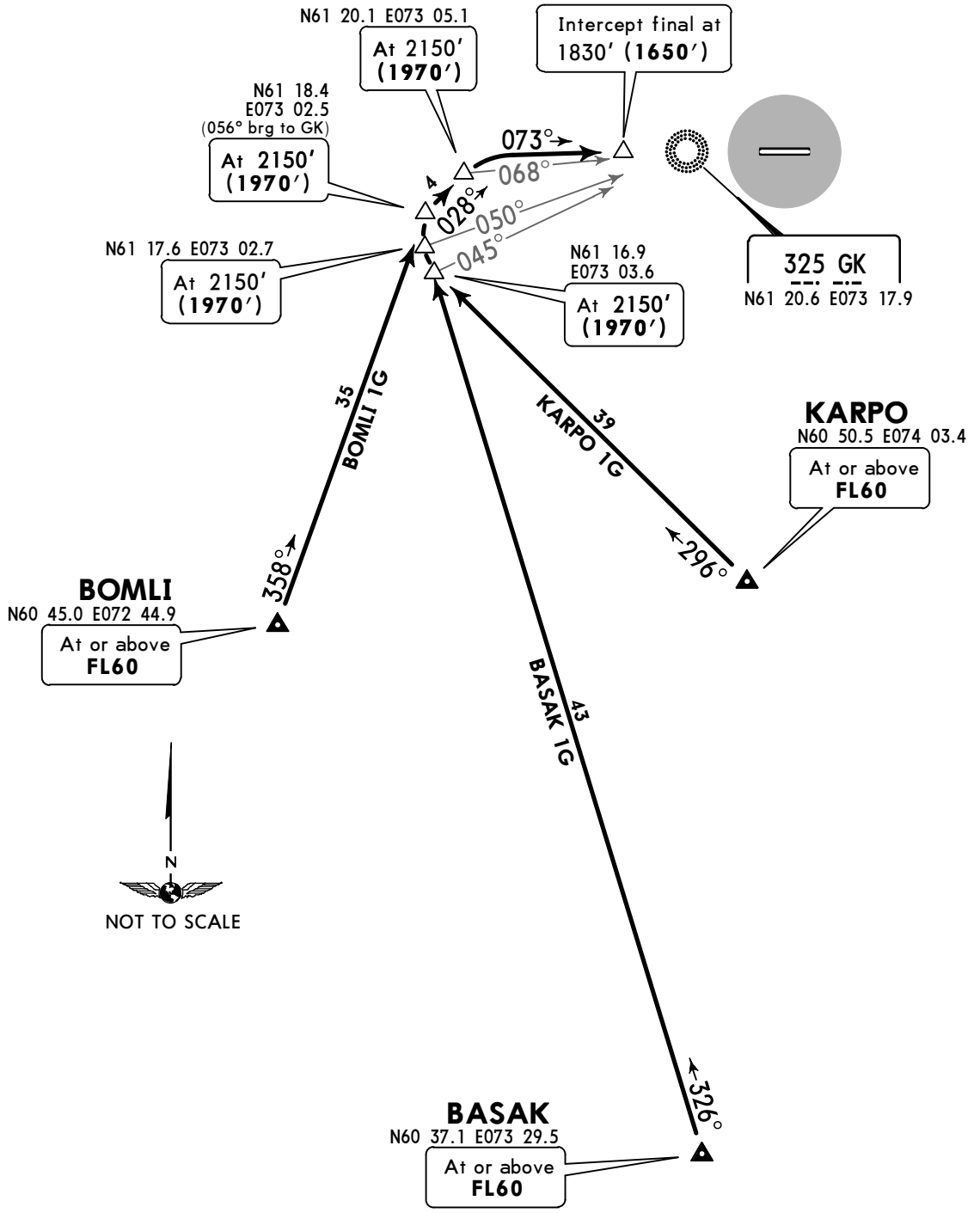
ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2320′)**

2500′
MSA
GK Lctr

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



ALT/HEIGHT CONVERSION

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

CHANGES: STARs revised.

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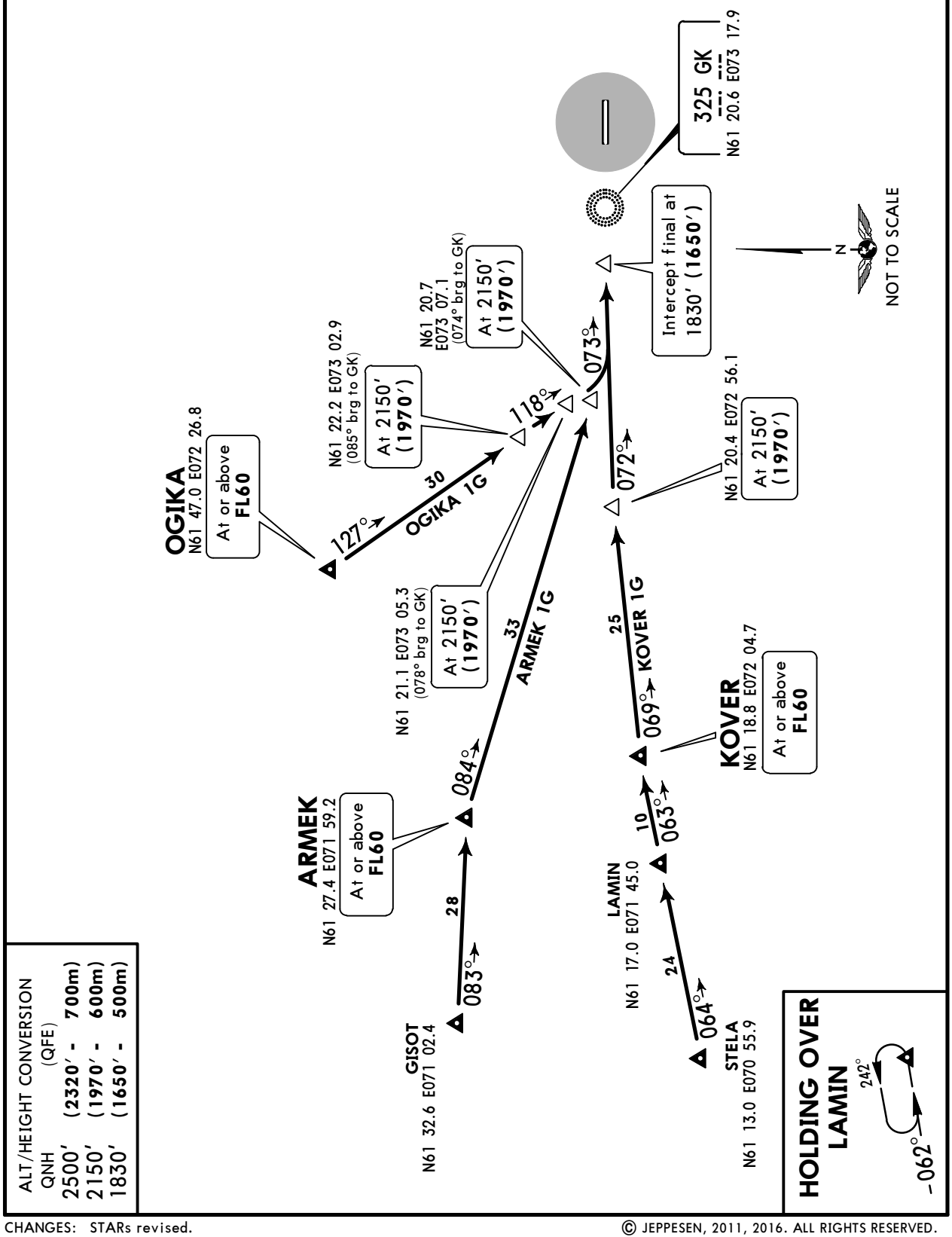
ATIS	Apt Elev
124.8	200′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 742 mm (989.3 hPa)
Trans alt: 2500′ **(2320′)**

MSA GK Lctr: 2500′

ARMEK 1G [ARME1G]
KOVER 1G [KOVE1G]
OGIKA 1G [OGIK1G]
RWY 07 ARRIVALS
UNDER RADAR CONTROL



ALT/HEIGHT CONVERSION

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

CHANGES: STARs revised.

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ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2320′)**

2500′
MSA
GK Lctr

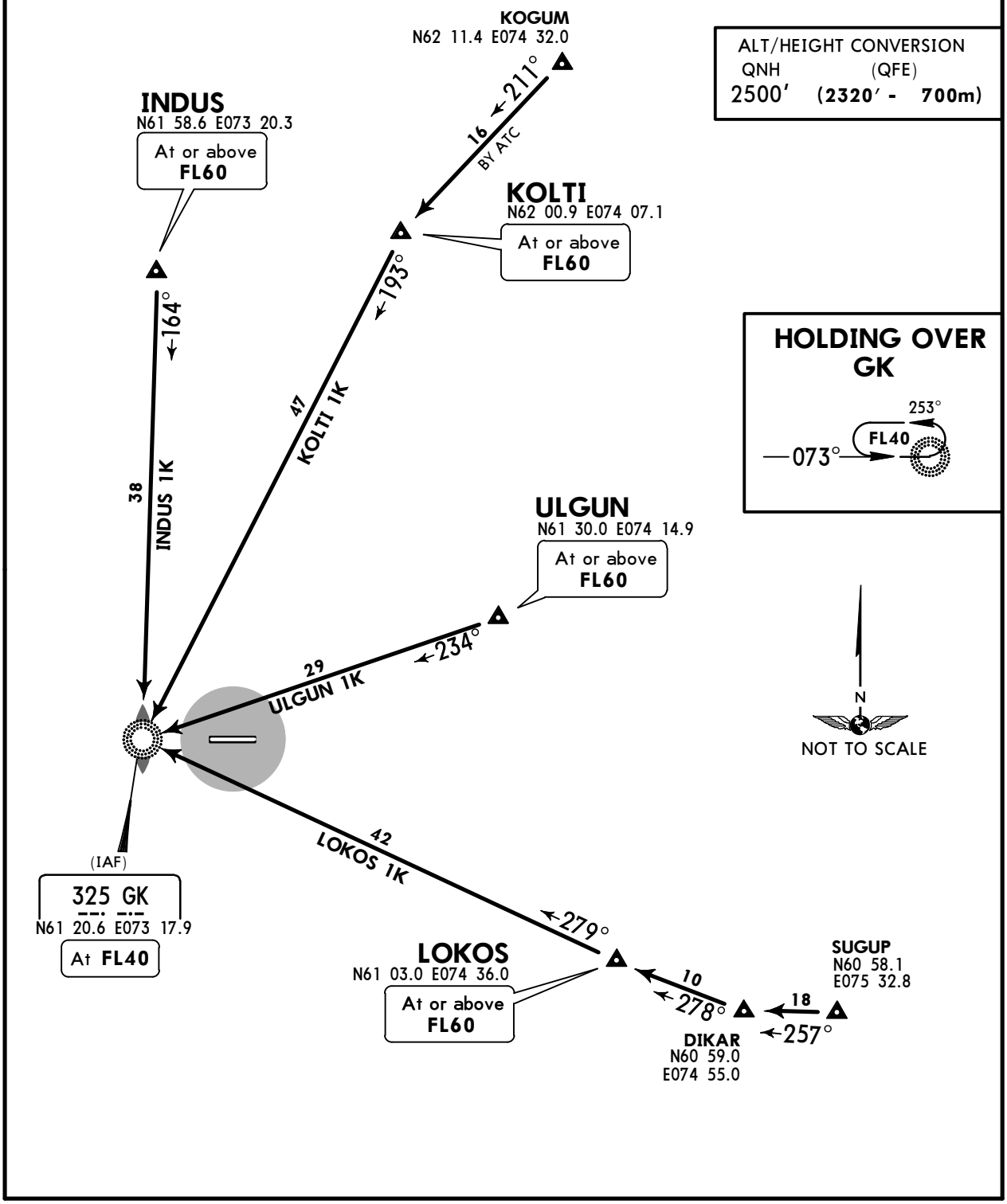
INDUS 1K [INDU1K]
LOKOS 1K [LOKO1K]
ULGUN 1K [ULGU1K]
KOLTI 1K [KOLT1K]
BY ATC

RWY 07 ARRIVALS

Direct distance from GK
to Surgut Apt: 3 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	**(2320′ - 700m)**



CHANGES: KOLTI STAR airway continuation availability.

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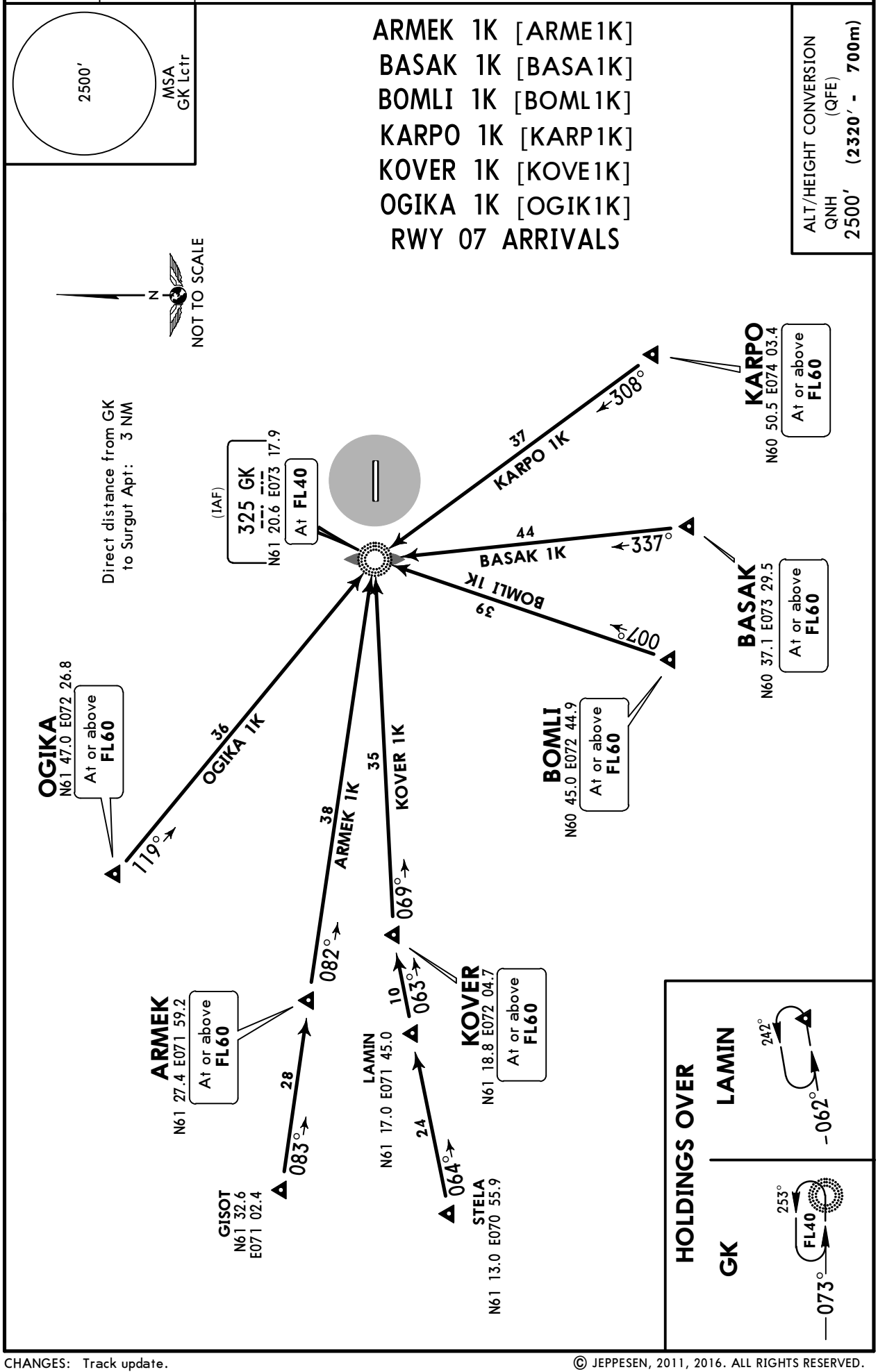
ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2320′)**

ARMEK 1K [ARME1K]
BASAK 1K [BASA1K]
BOMLI 1K [BOML1K]
KARPO 1K [KARP1K]
KOVER 1K [KOVE1K]
OGIKA 1K [OGIK1K]
RWY 07 ARRIVALS



CHANGES: Track update.

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ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2306′)**

2500′
MSA
AM Lctr

INDUS 1M [INDU1M]
LOKOS 1M [LOKO1M]
ULGUN 1M [ULGU1M]
KOLTI 1M [KOLT1M]
BY ATC

RWY 25 ARRIVALS

ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	**(2306′ - 700m)**

HOLDING OVER AM

073°
FL40
253°

KOGUM
N62 11.4 E074 32.0

16 BY ATC 211°

KOLTI
N62 00.9 E074 07.1
At or above **FL60**

186°

INDUS
N61 58.6 E073 20.3
At or above **FL60**

155°

38 INDUS 1M

44 KOLTI 1M

ULGUN
N61 30.0 E074 14.9
At or above **FL60**

230°

23 ULGUN 1M

Direct distance from AM to Surgut Apt: 3 NM

N
NOT TO SCALE

LOKOS
N61 03.0 E074 36.0
At or above **FL60**

36 LOKOS 1M

283°

(IAF)
325 AM
N61 20.7 E073 30.3
At **FL40**

10
278°

SUGUP
N60 58.1
E075 32.8

18
257°

DIKAR
N60 59.0
E074 55.0

CHANGES: KOLTI STAR airway continuation revised.

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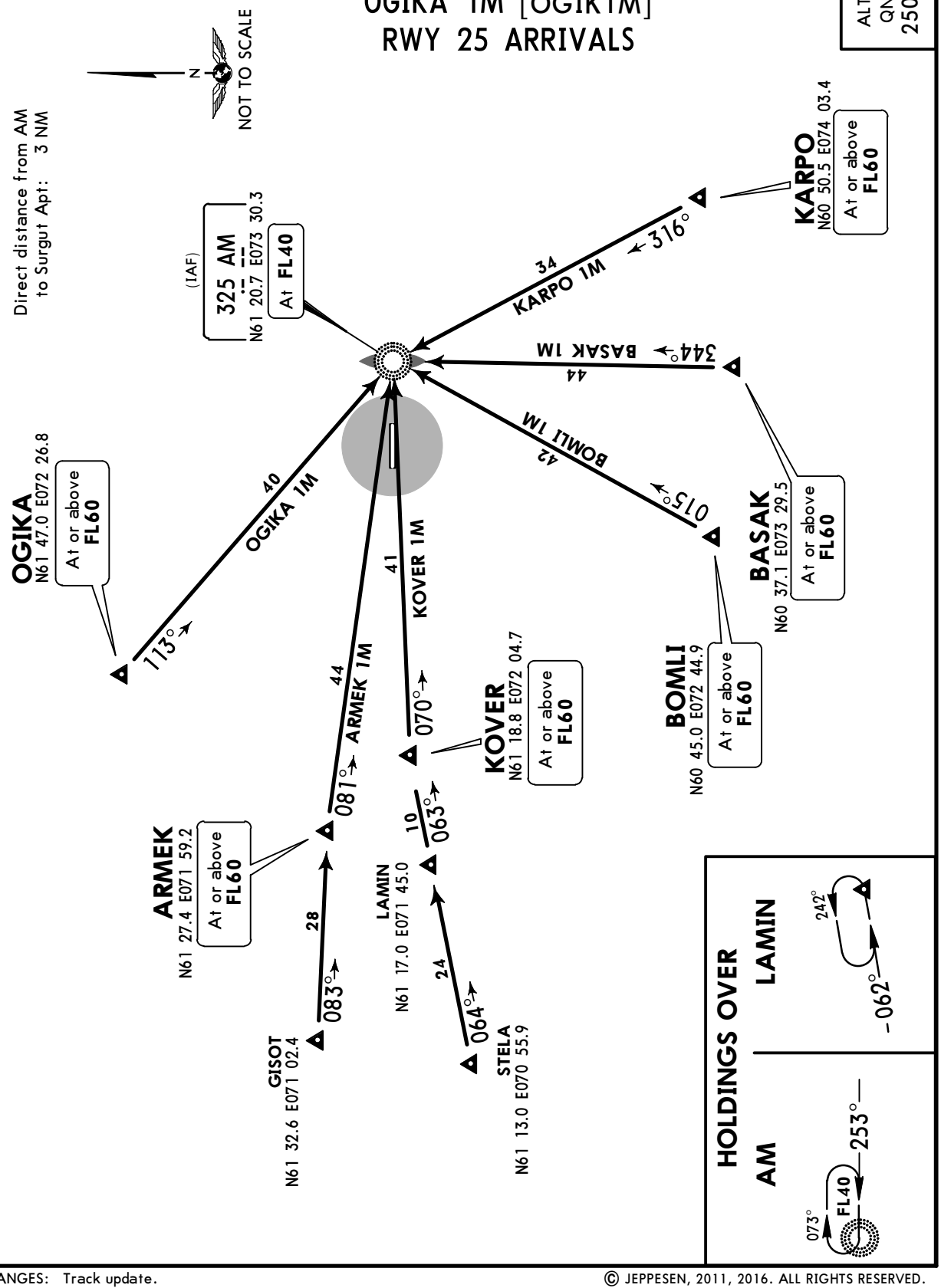
ATIS	Apt Elev
124.8	200′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is less than 742 mm (989.3 hPa)
Trans alt: 2500′ **(2306′)**

MSA AM Lctr: 2500′

ARMEK 1M [ARME1M]
BASAK 1M [BASA1M]
BOMLI 1M [BOML1M]
KARPO 1M [KARP1M]
KOVER 1M [KOVE1M]
OGIKA 1M [OGIK1M]
RWY 25 ARRIVALS

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



CHANGES: Track update.

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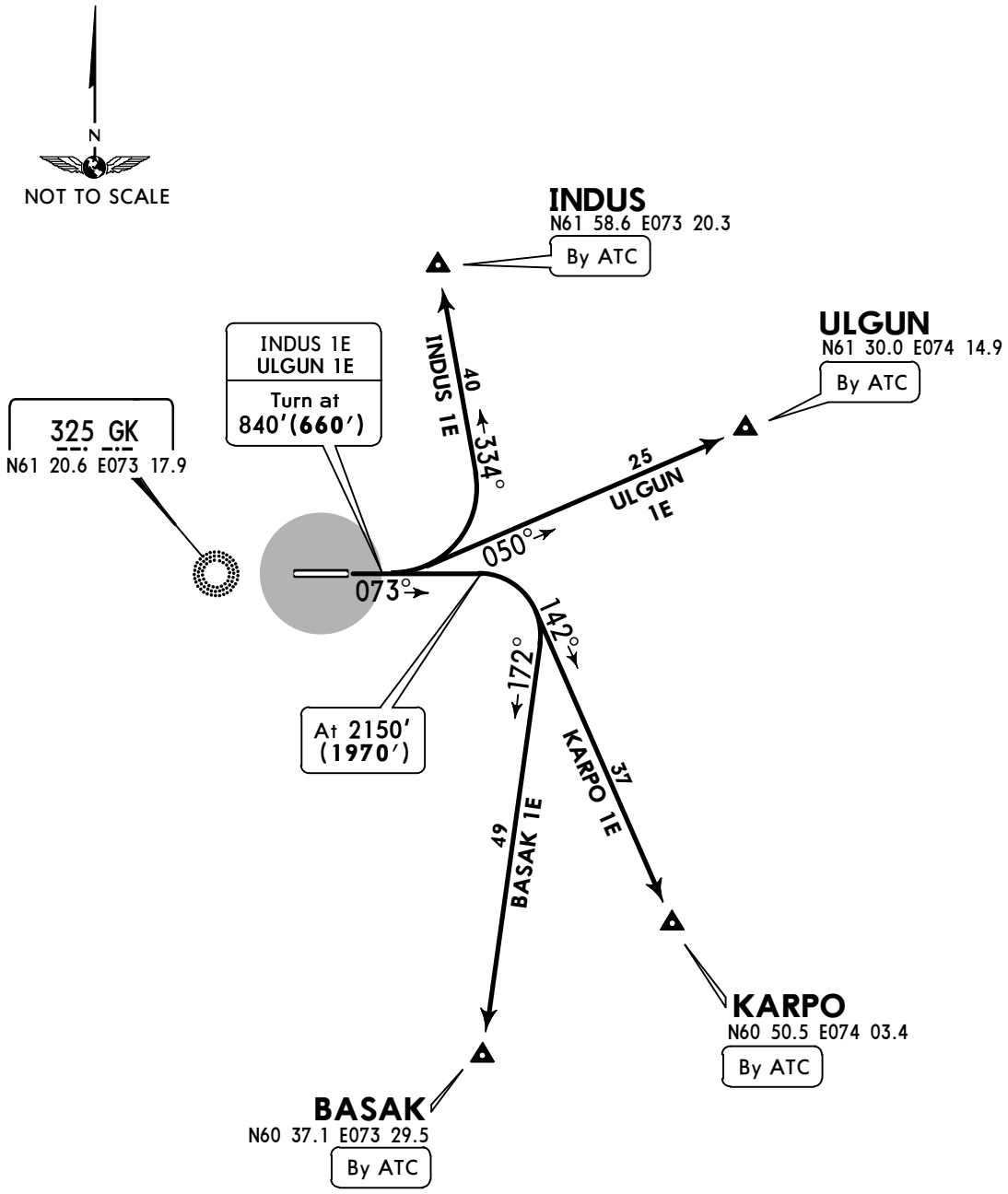
Apt Elev	
200′	QNH on request (**QFE**) Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ (**2320′**)

MSA
GK Lctr
2500′

BASAK 1E [BASA1E]
INDUS 1E [INDU1E]
KARPO 1E [KARP1E]
ULGUN 1E [ULGU1E]
RWY 07



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

CHANGES: None.

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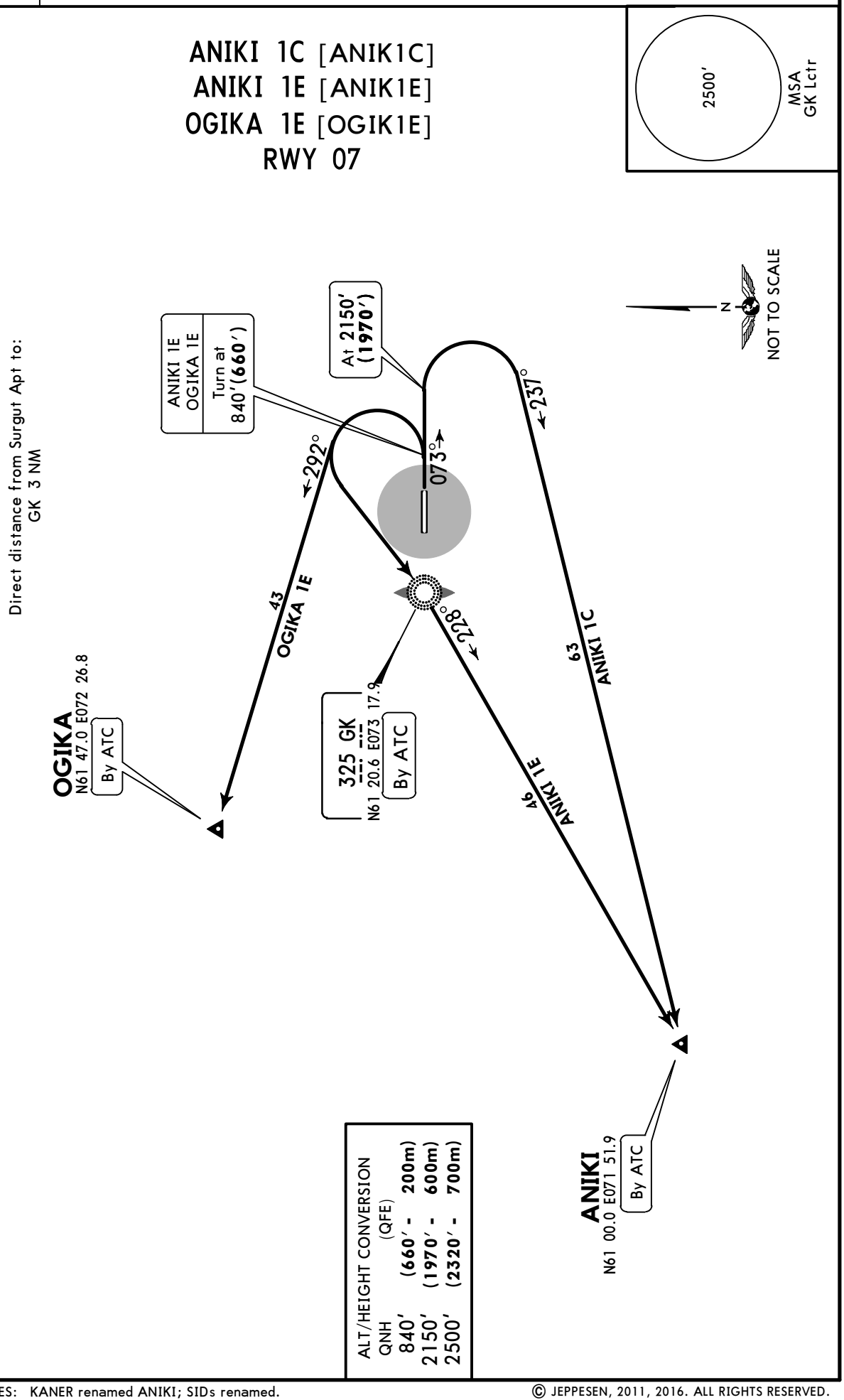
Apt Elev	
200′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2320′)**

ANIKI 1C [ANIK1C]
ANIKI 1E [ANIK1E]
OGIKA 1E [OGIK1E]
RWY 07



CHANGES: KANER renamed ANIKI; SIDs renamed.

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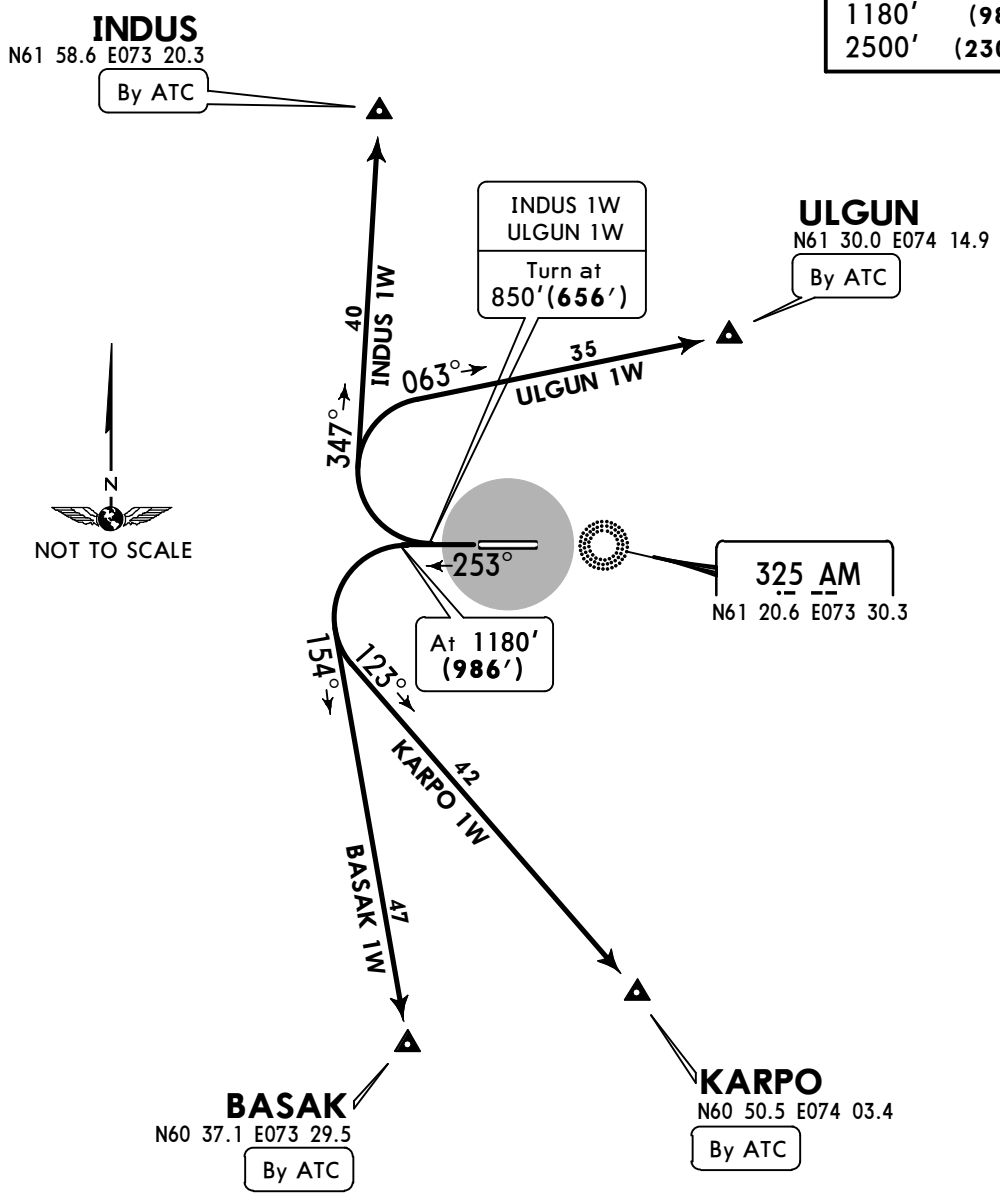
Apt Elev	
200′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2306′)**

MSA
AM Lctr
2500′

BASAK 1W [BASA1W]
INDUS 1W [INDU1W]
KARPO 1W [KARP1W]
ULGUN 1W [ULGU1W]
RWY 25

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
850′	**(656′ -**	**200m)**
1180′	**(986′ -**	**300m)**
2500′	**(2306′ -**	**700m)**



CHANGES: None.

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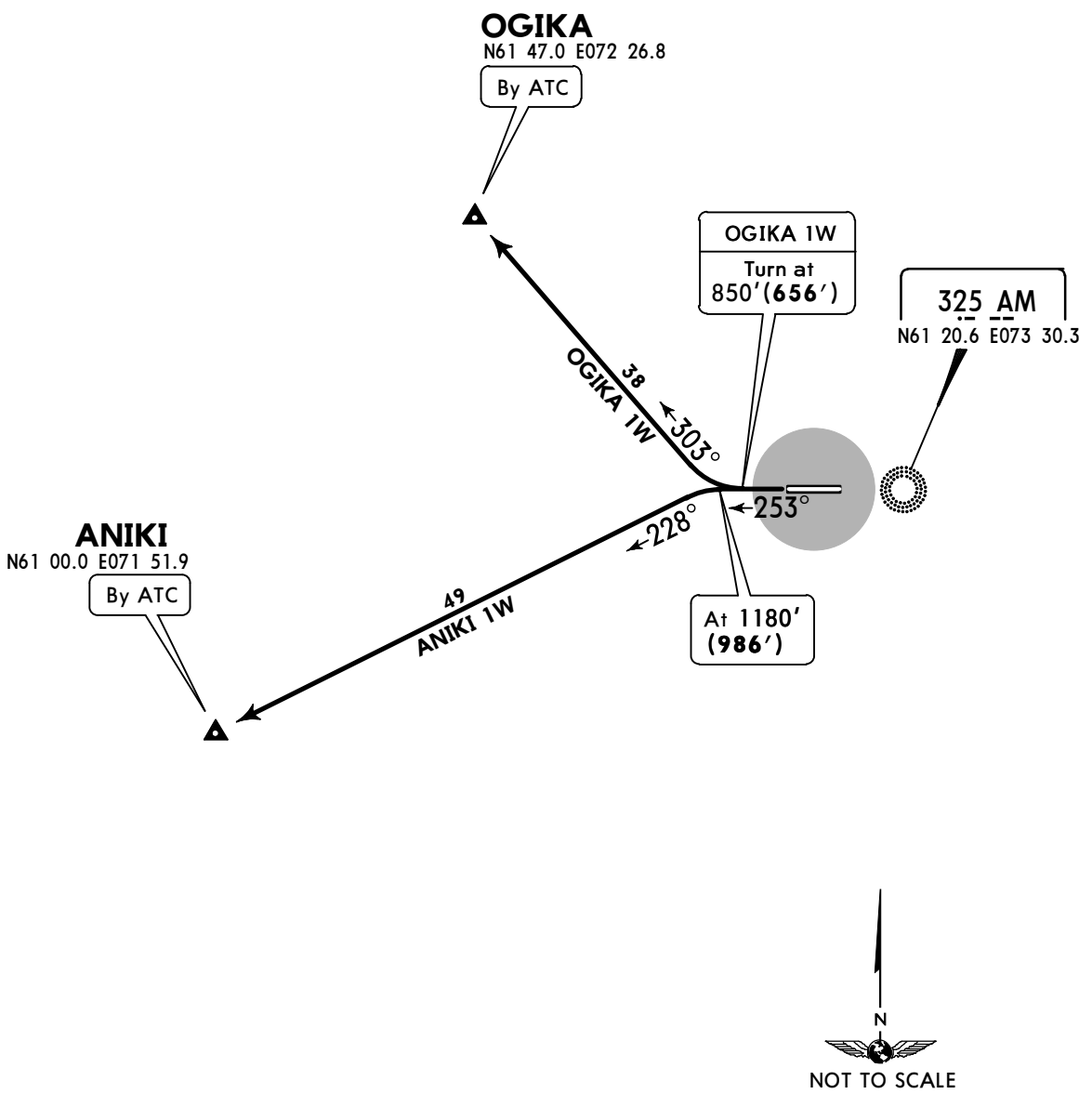
Apt Elev	
200′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is less than 742 mm (989.3 hPa) Trans alt: 2500′ **(2306′)**

2500′
MSA
AM Lctr

ANIKI 1W [ANIK1W]
OGIKA 1W [OGIK1W]
RWY 25



ALT/HEIGHT CONVERSION

QNH	(QFE)
850′	**(656′ - 200m)**
1180′	**(986′ - 300m)**
2500′	**(2306′ - 700m)**

CHANGES: KANER renamed ANIKI; SID renamed.

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USRR/SGC

Apt Elev **200′**
N61 20.6 E073 24.1

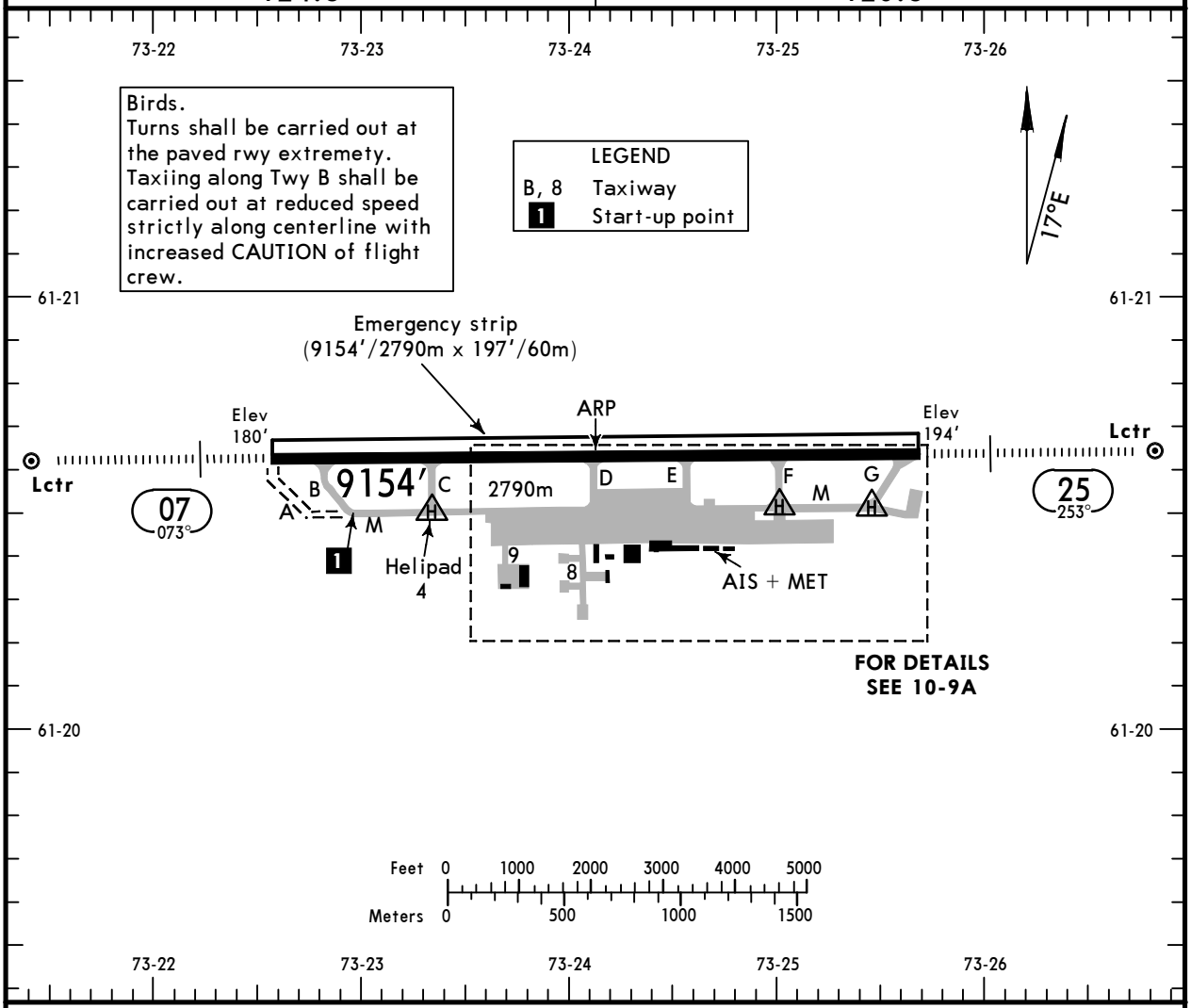
JEPPESEN

5 AUG 16 (10-9) **Eff 18 Aug**

SURGUT, RUSSIA

SURGUT

ATIS	SURGUT Tower (GND/TWR)
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°)		8121′ 2475m 8243′ 2512m	❶	148′ 45m

❶ TAKE-OFF RUN AVAILABLE

RWY 07:

From rwy head	9154′(2790m)
twy B int	8497′(2590m)
twy C int	6883′(2098m)
twy D int	4606′(1404m)

RWY 25:

From rwy head	9154′(2790m)
twy F int	7159′(2182m)
twy E int	5863′(1787m)
twy D int	4547′(1386m)

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: Var. Helipad.

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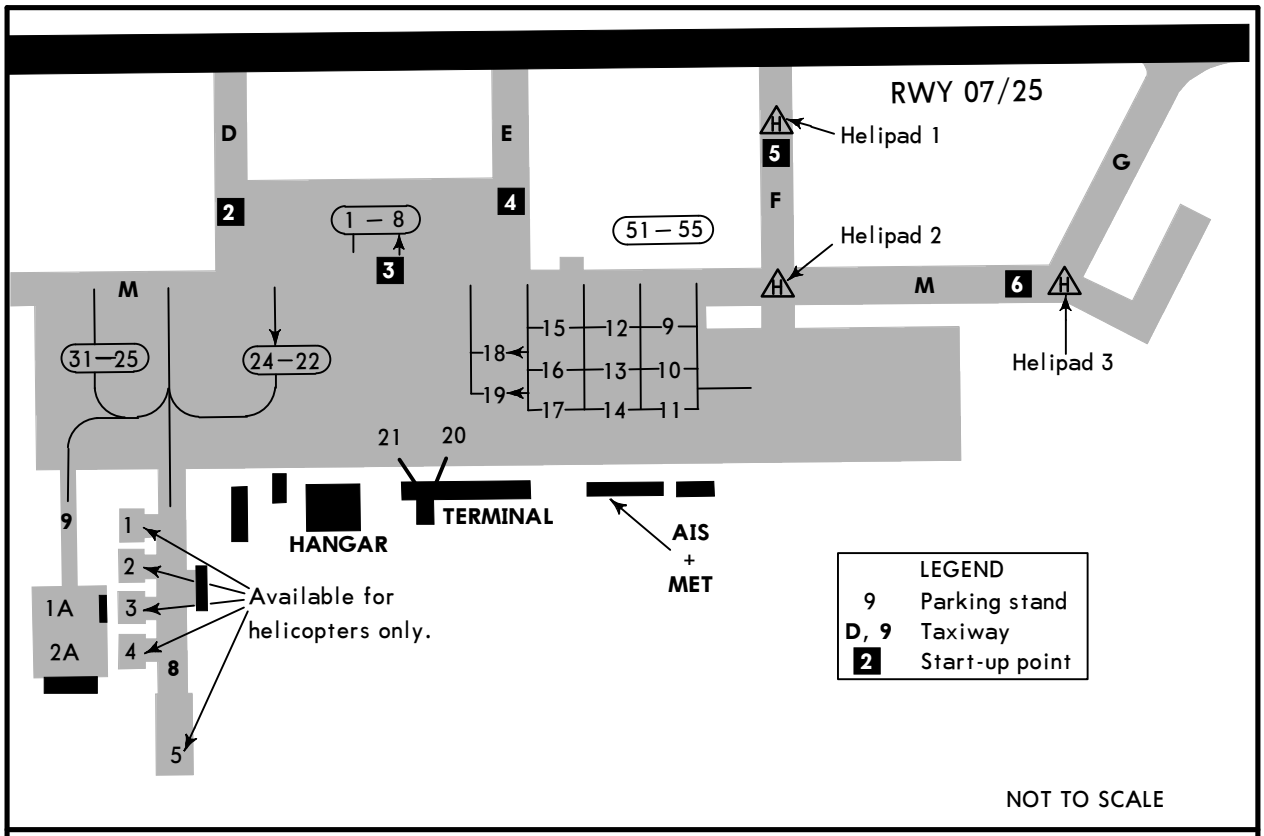

INS COORDINATES

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 into stands 1 thru 8 facing North.
Exit stands 1 thru 8, 20 and 21 by towing.
Stands 1 thru 19 and 22 thru 31 available for helicopters.
When visibility is less than 400m acft shall use Follow-me car.
Follow-me car is mandatory for use of stands 22 thru 31.

CHANGES: Helipads. Notes.

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STRAIGHT-IN RWY		A	B	C	D
07	ILS	**380'**(200')	**387'**(207')	**403'**(223')	**413'**(233')
	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	**510'**(330')	**510'**(330')	**510'**(330')	**510'**(330')
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	2 NDB ❶	**510'**(330')	**510'**(330')	**510'**(330')	**510'**(330')
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
25	ILS	**394'**(200')	**394'**(200')	**404'**(210')	**414'**(220')
	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	**610'**(416')	**610'**(416')	**610'**(416')	**610'**(416')
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	2 NDB ❶	**580'**(386')	**580'**(386')	**580'**(386')	**580'**(386')
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m

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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SURGUT, RUSSIA
ILS or LOC Rwy 07

BRIEFING STRIP™

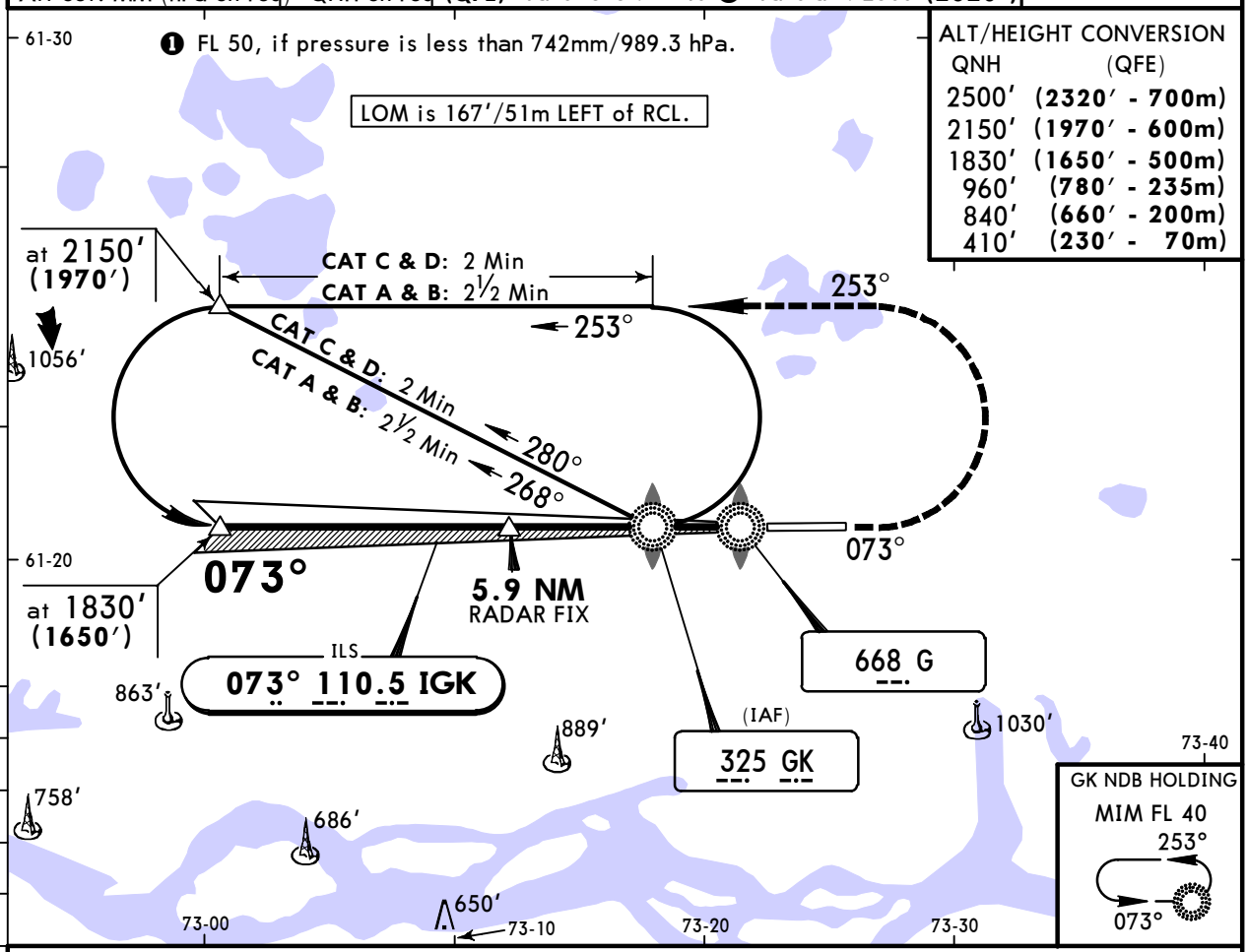
ATIS	SURGUT Approach	SURGUT Krug (TWR)	SURGUT Tower	Ground
124.8	129.3	120.3	120.8	120.8

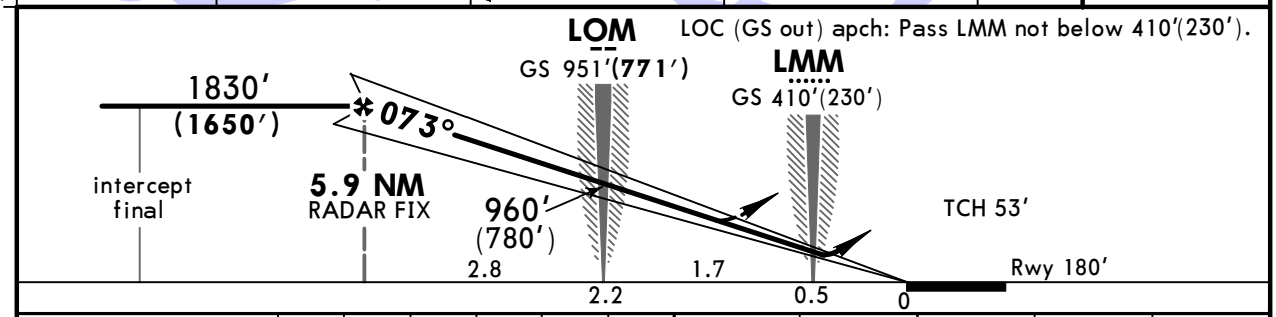
LOC IGK	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 200′ Rwy 180′
110.5	**073°**	951′(**771′**)		

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 ❶ Trans alt: 2500′(**2320′**)

2500′
MSA GK NDB





Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849

HIALS
PAPI

840′ (660′) on 073°

253° LT

2150′ (1970′)

STRAIGHT-IN LANDING RWY **07**

ILS DA(H)		LOC (GS out) MDA(H)
A: 380′(**200′**)	C: 403′(**223′**)	510′(**330′**)
B: 387′(**207′**)	D: 413′(**233′**)	

PANS OPS

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

CHANGES: None.

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SURGUT, RUSSIA
ILS DME or LOC Rwy 25

BRIEFING STRIP™

ATIS	SURGUT Approach	SURGUT Krug (TWR)	SURGUT Tower	Ground
124.8	129.3	120.3	120.8	120.8

LOC IAM	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 200′ Rwy 194′
109.1	**253°**	965′(**771′**)		

MISSED APCH: Climb on 253° to 850′(656′), then turn RIGHT onto 073° climbing to 2170′(1976′), then according to chart, or as directed.

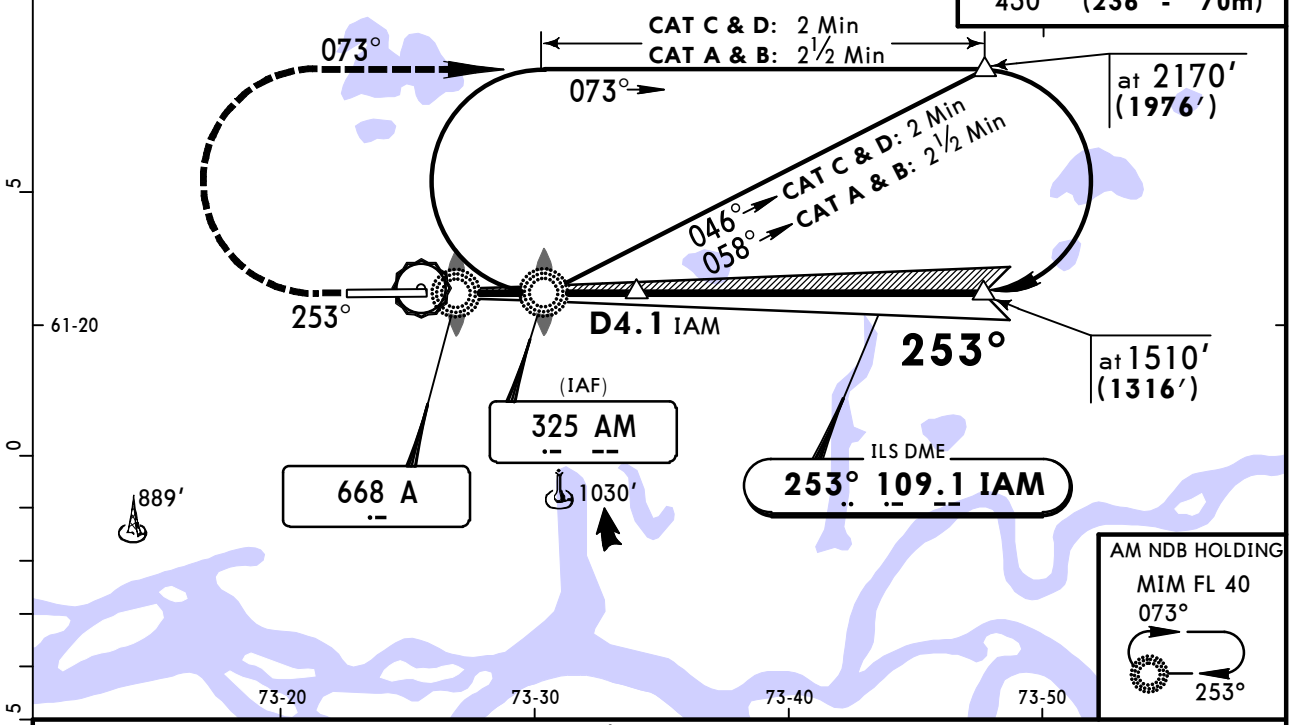
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2500′ (**2306′**)

2500′
MSA AM NDB

❶ FL 50, if pressure is less than 742mm/989.3 hPa.

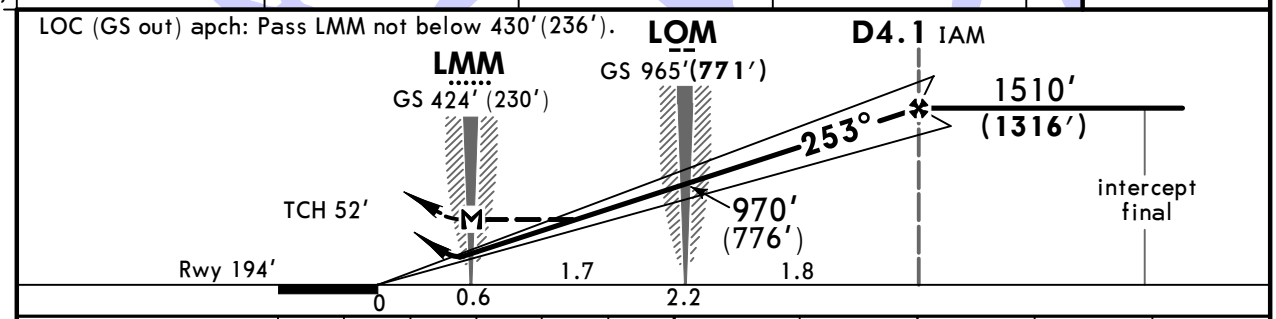
ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	(**2306′ - 700m**)
2170′	(**1976′ - 600m**)
1510′	(**1316′ - 400m**)
970′	(**776′ - 235m**)
850′	(**656′ - 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	HIALS PAPI	850′ (656′) on 253°	073° RT	2170′ (1976′)
ILS GS or LOC Desc Angle	3.00°	372	478	531	637	743	849				
MAP at LMM											

STRAIGHT-IN LANDING RWY **25**

	ILS		LOC (GS out)		
DA(H)	AB: 394′(**200′**)	C: 404′(**210′**) D: 414′(**220′**)	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: Minimums.

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USRR/SGC
SURGUT

JEPPESEN

5 AUG 16 (12-1) Eff 18 Aug

SURGUT, RUSSIA
RNAV (GNSS) Rwy 07

BRIEFING STRIP™

ATIS	SURGUT Approach	SURGUT Krug (TWR)	SURGUT Tower	Ground
124.8	129.3	120.3	120.8	120.8

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 200′
	073°	RR173 1830′(1650′)	510′(330′)	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 ❶ Trans alt: 2500′(2320′)
Special acft and aircrew authorization required.

2500′
MSA
GK NDB

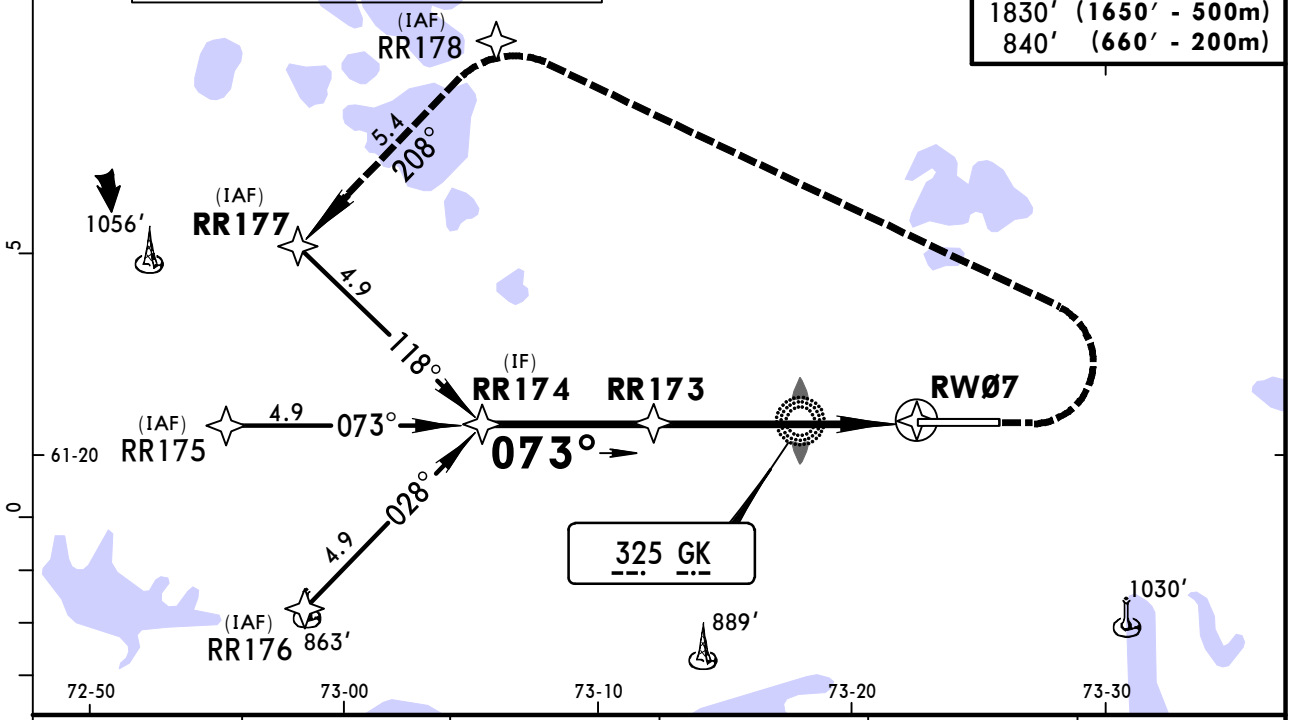
❶ FL 50, if pressure is less than 742mm/989.3 hPa.

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

GLONASS and/or GPS required.

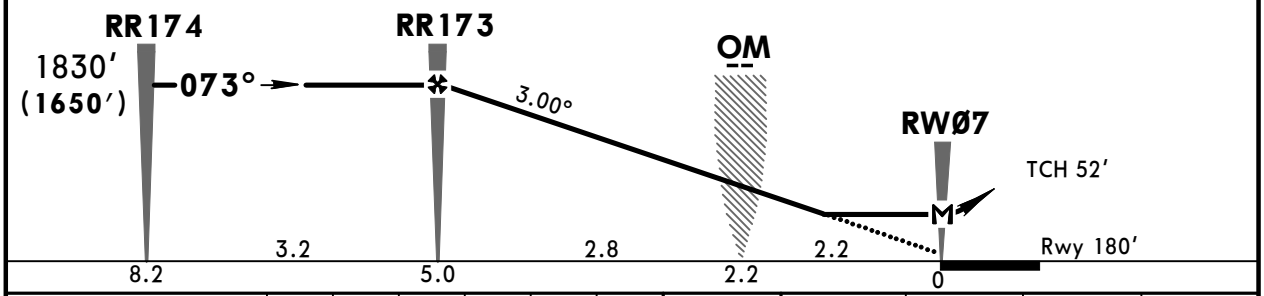
ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	(2320′ - 700m)
2150′	(1970′ - 600m)
1830′	(1650′ - 500m)
840′	(660′ - 200m)



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′)

5



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) 510′(330′)

PANS OPS

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

CHANGES: Comm.

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BRIEFING STRIP™

ATIS	SURGUT Approach	SURGUT Krug (TWR)	SURGUT Tower	Ground
124.8	129.3	120.3	120.8	120.8

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 200′
	253°	**RR253** 1510′(**1316′**)	610′(**416′**)	Rwy 194′

MISSED APCH: Climb to 850′(656′), 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 ❶ Trans alt: 2500′ (**2306′**)
Special acft and aircrew authorization required.

2500′
MSA
AM NDB

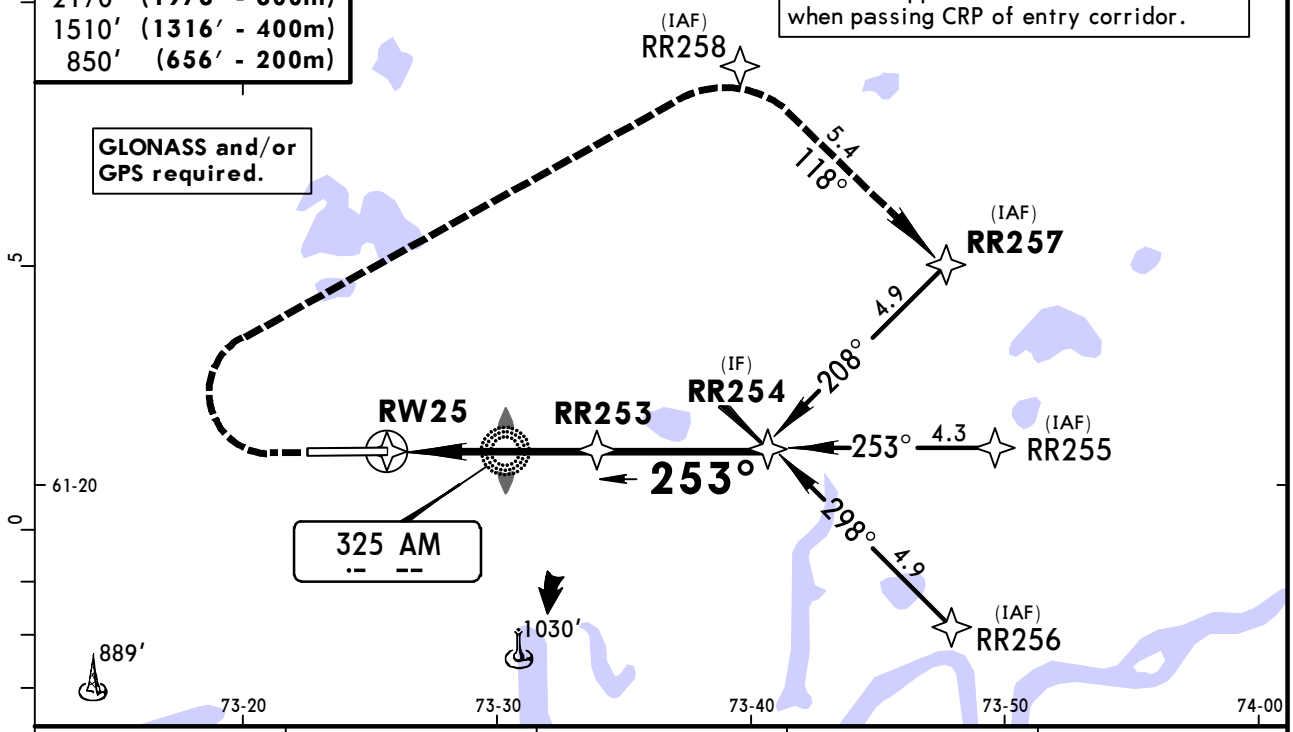
ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	(**2306′ - 700m**)
2170′	(**1976′ - 600m**)
1510′	(**1316′ - 400m**)
850′	(**656′ - 200m**)

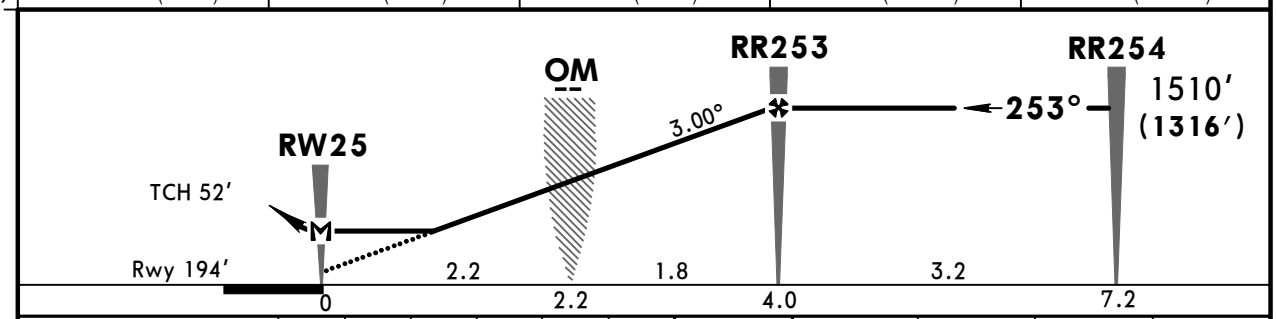
❶ FL 50, if pressure is less than 742mm/989.3 hPa.

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

850′ (656′) ↑ | RR258 ↱ RT | 2170′ (1976′) ↑

STRAIGHT-IN LANDING RWY **25**

MDA(H) 610′(**416′**)

PANS OPS

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

CHANGES: Comm.

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USRR/SGC
SURGUT

JEPPESEN

5 AUG 16 (16-1) Eff 18 Aug

SURGUT, RUSSIA
2 NDB Rwy 07

BRIEFING STRIP

ATIS	SURGUT Approach	SURGUT Krug (TWR)	SURGUT Tower	Ground
124.8	129.3	120.3	120.8	120.8

NDB GK	Final Apch Crs	Minimum Alt 5.9 NM RADAR FIX	MDA(H)	Apt Elev 200′ Rwy 180′
325	073°	1830′(1650′)	510′(330′)	

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 ❶ Trans alt: 2500′(2320′)

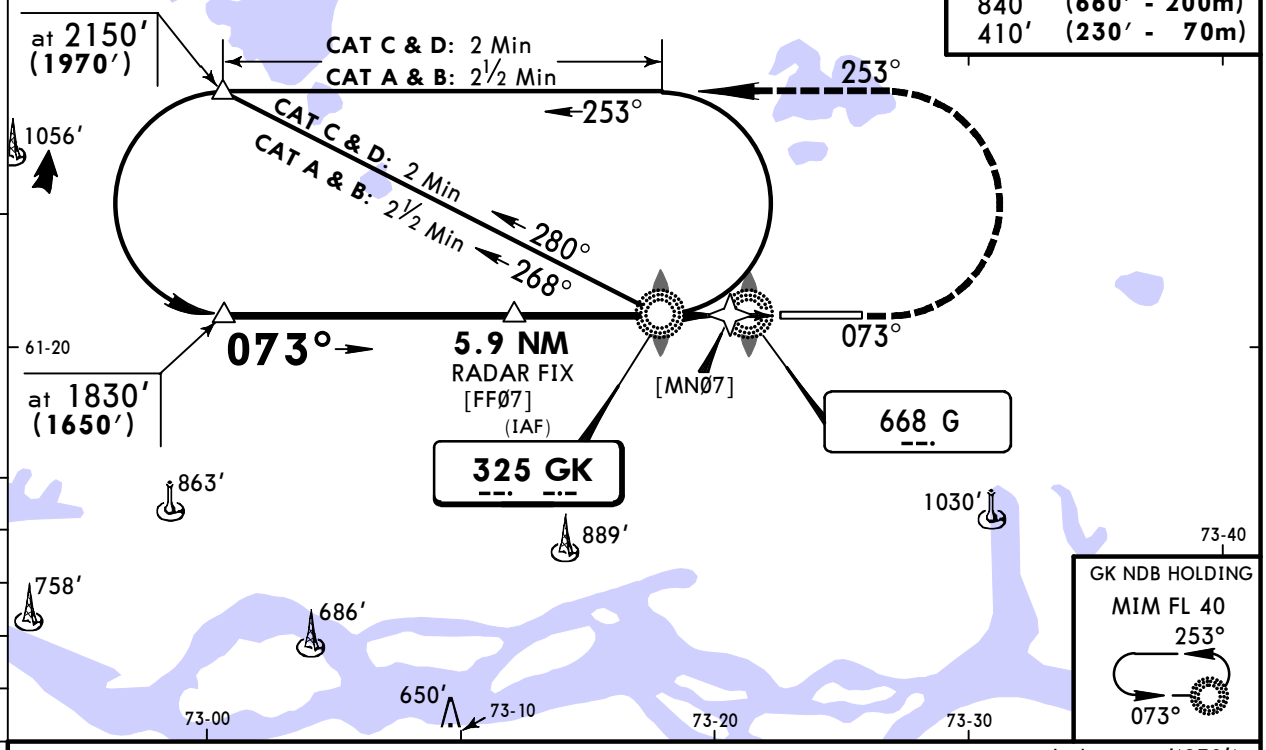
2500′ MSA GK NDB

61-30 ❶ FL 50, if pressure is less than 742mm/989.3 hPa.

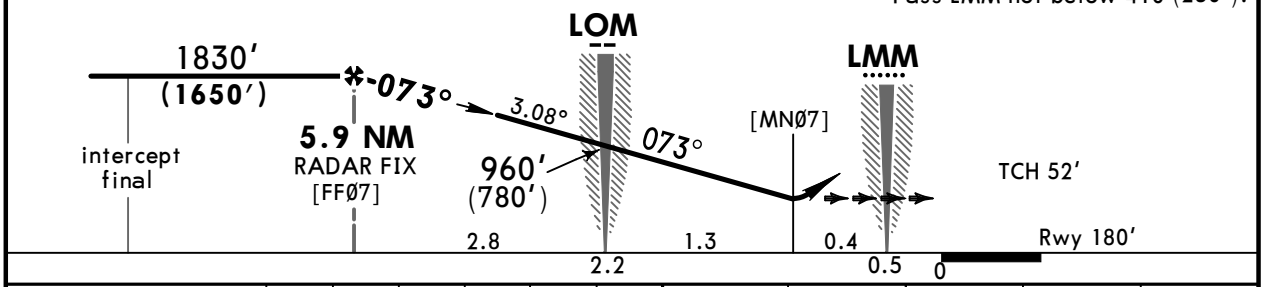
LOM is 167′/51m LEFT of RCL.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	(2320′ - 700m)
2150′	(1970′ - 600m)
1830′	(1650′ - 500m)
960′	(780′ - 235m)
840′	(660′ - 200m)
410′	(230′ - 70m)



Pass LMM not below 410′(230′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.08°	381	490	545	654	763	872

HIALS PAPI

840′ (660′) on 073°

253° LT

2150′ (1970′)

STRAIGHT-IN LANDING RWY 07

MDA(H) 510′(330′)

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

PANS OPS

CHANGES: Comm. MAP timing withdrawn.

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BRIEFING STRIP ™

ATIS	SURGUT Approach	SURGUT Krug (TWR)	SURGUT Tower	Ground
124.8	129.3	120.3	120.8	120.8

NDB AM	Final Apch Crs	Minimum Alt 4.5 NM RADAR FIX	MDA(H)	Apt Elev 200′ Rwy 194′
325	**253°**	1510′(**1316′**)	580′(**386′**)	

MISSED APCH: Climb on 253° to 850′(656′), then turn RIGHT onto 073° climbing to 2170′(1976′), then according to chart, or as directed.

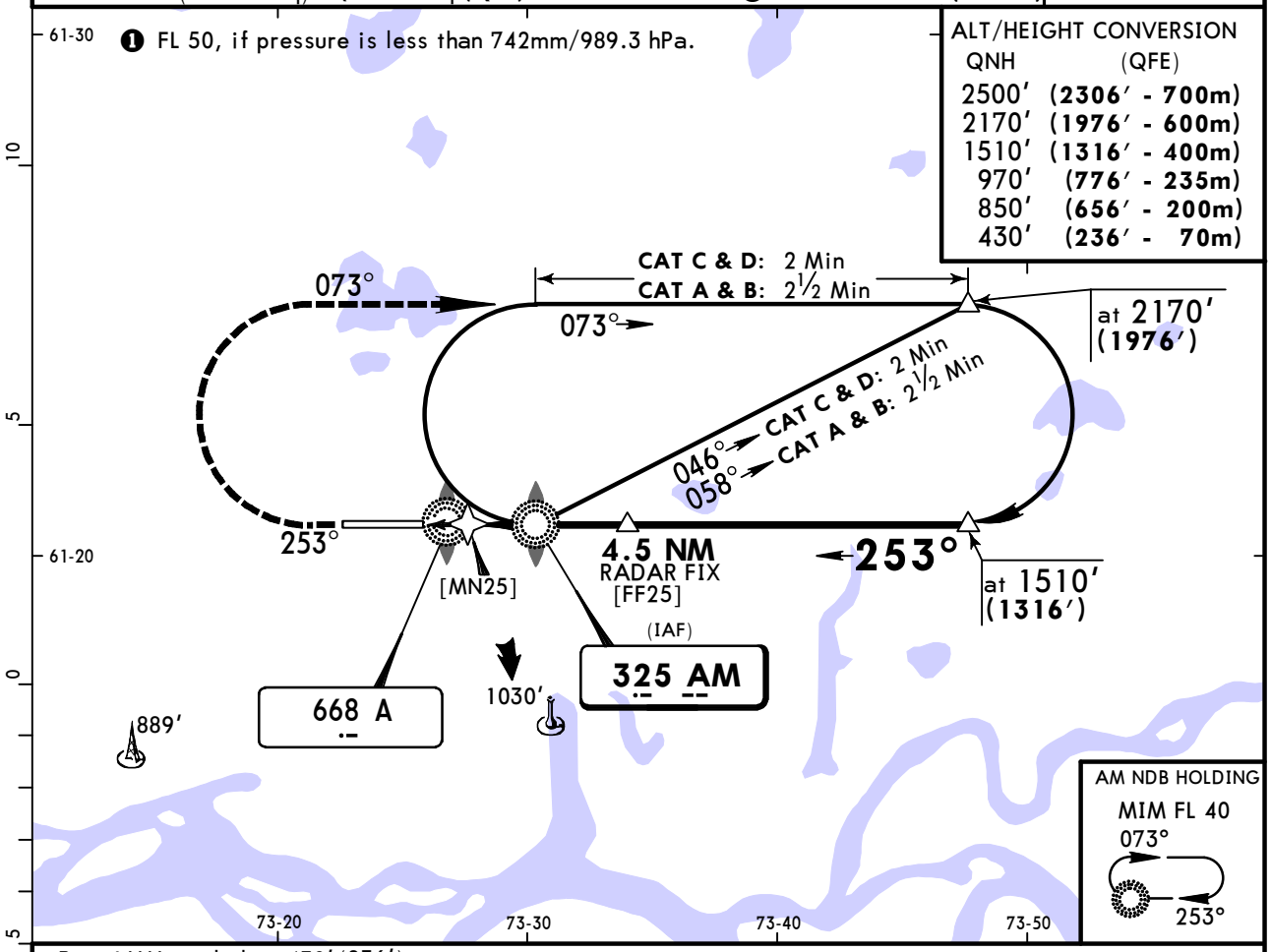
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 40 ❶ Trans alt: 2500′ (**2306′**)

2500′
MSA AM NDB

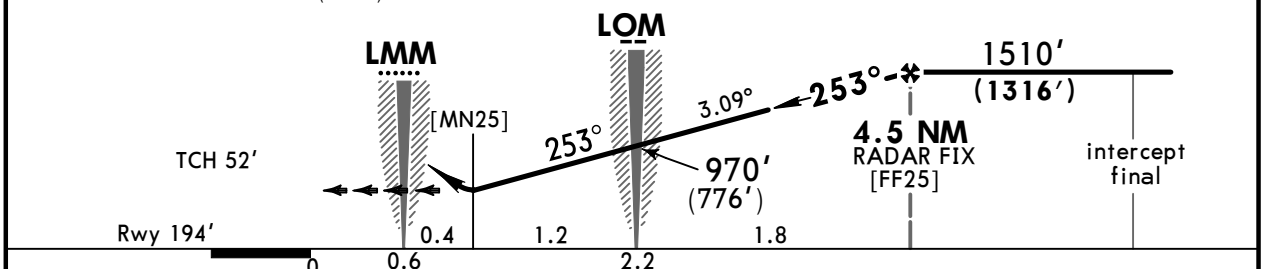
❶ FL 50, if pressure is less than 742mm/989.3 hPa.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	(**2306′ - 700m**)
2170′	(**1976′ - 600m**)
1510′	(**1316′ - 400m**)
970′	(**776′ - 235m**)
850′	(**656′ - 200m**)
430′	(**236′ - 70m**)



Pass LMM not below 430′(236′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.09°	383	492	547	656	765	875

HIALS
PAPI

850′ (656′) on 253° | 073° RT | 2170′ (1976′)

STRAIGHT-IN LANDING RWY **25**

MDA(H) 580′(**386′**)

PANS OPS

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

CHANGES: Comm. MAP timing withdrawn.

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JeppView for Windows

Chart changes since cycle 27-2016

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