

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USRR

Terminal Charts For USRR

Revision Letter For Cycle 08-2026

Change Notices

Notebook

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: 2247 Z
Sunset: 1519 Z

Runway Information

Runway: 07
Length x Width: 9154 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 187 ft
Lighting: Edge, ALS

Runway: 25
Length x Width: 9154 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 199 ft
Lighting: Edge, ALS

Communication Information

ATIS: 124.800
Surgut Tower: 129.000 Secondary
Surgut Tower: 120.800
Surgut Apron Ramp/Taxi: 118.800
Surgut Approach: 129.300
Surgut Approach: 129.000 Secondary
Surgut Krug Radar: 129.000 Secondary
Surgut Krug Radar: 120.300
Surgut Transit Operations: 131.700

1. GENERAL

1.1. ATIS

ATIS 124.8

1.2. NOISE ABATEMENT PROCEDURES

Flight procedures shall be carried out in accordance with the Aeroplane Flight Manual and its strict adherence to the flight procedures is obligatory.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP are applied when RVR is less than 800m or less and further deterioration to 550m or less is expected.

LVP are implemented, when RVR is less than 550m by the following phrase: "Low visibility procedures in progress".

Taxiing after Follow-me car only.

Only one ACFT permitted on maneuvering area.

After landing:

- The flight crew must report execution of landing and vacating of RWY;
- ATS unit assigns TWY for RWY vacating to the flight crew;
- ACFT is met by the Follow-me car at the RWY holding position.

Before take-off:

- Take-off shall be carried out only from the RWY beginning;
- Take-off without stop at the line-up position is prohibited.

1.4. TAXI PROCEDURES

Turns shall be carried out at the RWY extremity on turn pads.

Taxiing on apron of index 4, 5 ACFT on segments of taxi routes is prohibited:

- Between stand 20 and stands 18, 19;
- Between stands 18, 19 and stands 15-17.

Taxiing of index 6 ACFT on apron is prohibited via:

- TWY B, TWY E, TWY F, TWY G, TWY M (on segment from TWY B to TWY C and on segment from TWY G to stand 9);
- Segment of taxi route passing along stands 9, 12, 15, 18 on the North side;
- Segment of taxi route passing along stand 8 on the South and East sides;
- Segment of taxi route passing along stands 22-24, 25-31 on the South side;
- Segment of taxi route between stands 24 and 25.

1.5. PARKING INFORMATION

Stands 1 thru 8 are cul-de-sac. Taxiing into stands 1 thru 8 facing North.

ACFT parking on stands 20, 21 under own engines power shall be carried out at reduced speed under extreme caution of the flight crew, ensuring the ability to safely stop the ACFT if required, and following the marshaller's instructions.

Exit stands 1 thru 8, 20 and 21 by towing.

Enter/exit stands 1A and 22 thru 31 after Follow-me car only.

Stands 9 thru 19 and 22 thru 31 available for helicopter.

Stand 31 is available as quarantine stand.

Enter/exit stands 51 thru 55 (grass) only by towing.

De-icing on stands 20 and 21 is prohibited.

When ACFT stops on stand 20 or 21, flight crew shall not turn off the "fasten seat belt" sign until obtaining signal "chocks are placed" from the marshaller.

USRR/SGC
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4 AUG 23

10-1P1

SURGUT, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.6. COMMUNICATION FAILURE PROCEDURES

In case it was decided for landing at Surgut aerodrome:

- Listen to instructions from ATS and LOM frequency;
- Enter holding, hold at lower save FL;
- Commence descent for approach after passing LOM at ETA;
- On final, identify (if possible) ACFT by repeated switching on and off landing lights or flashing navigation lights;
- Execute landing.

1.7. FUEL DUMPING AND EMERGENCY LANDING

1.7.1. FUEL DUMPING

To be carried out at the FL in the holding. When at traffic circuit height, if an emergency landing is necessary, emergency fuel dumping is allowed on segment after passing LOM abeam final approach, and also on outbound leg when using the holding area.

1.7.2. EMERGENCY LANDING

There are no special areas for emergency landing outside the aerodrome. In emergency cases, after take-off, it is allowed to land on the RWY or a graded portion of RWY strip located North of the RWY by making a procedure turn on back course.

1.8. OTHER INFORMATION

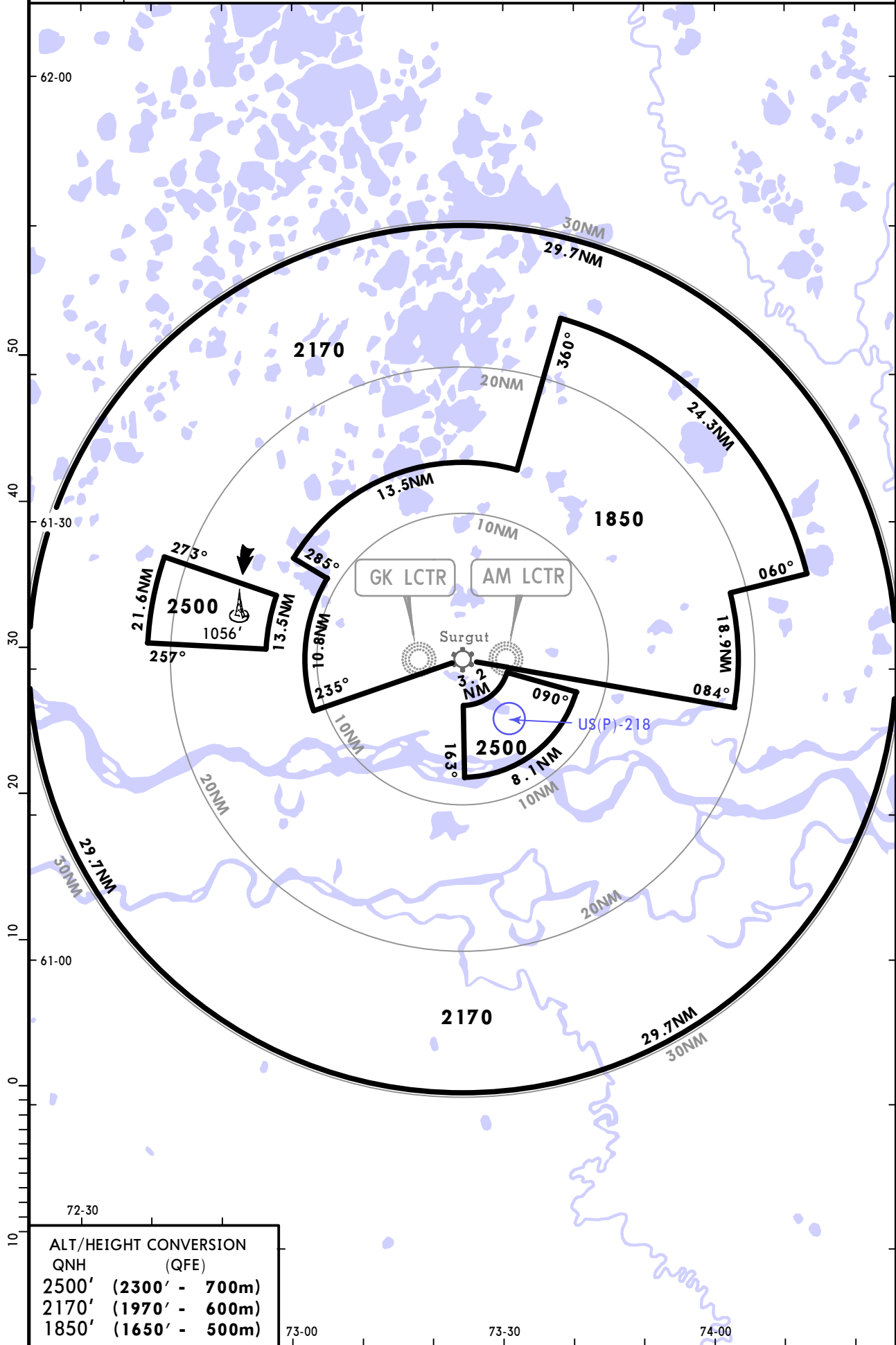
Birds.

USRR/SGC SURGUT

27 NOV 20 **10-1R** Eff 3 Dec

SURGUT, RUSSIA RADAR MINIMUM ALTITUDES

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: Prohibited area added.

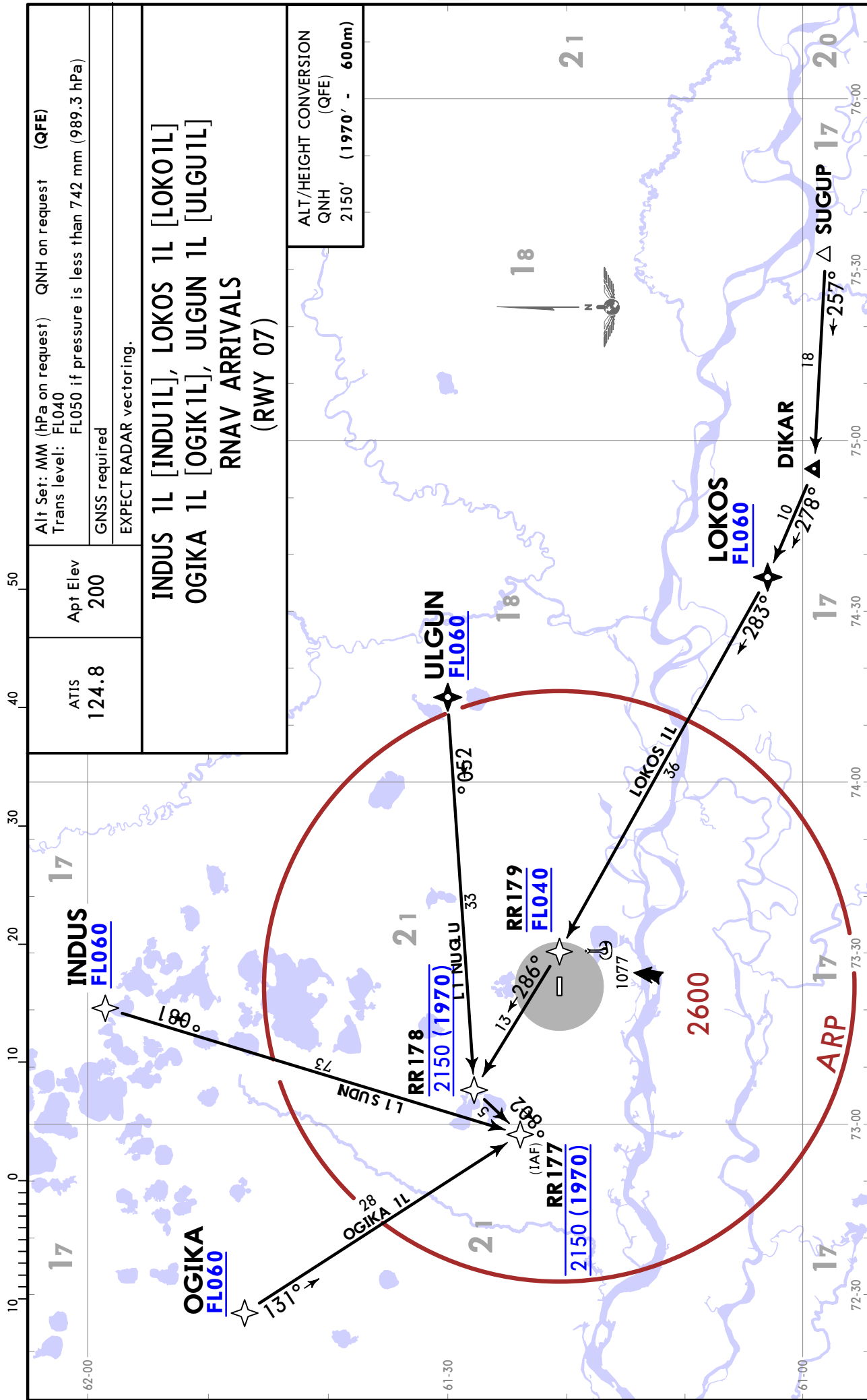
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SURGUT, RUSSIA

11 AUG 23 10-2

RNAV STAR



Alt Set: MM (hPa on request) Trans level: FL040 GNSS required	QNH on request	(QFE)
EXPECT RADAR vectoring.		
Apt Elev 200	INDUS 1L [INDU1L], LOKOS 1L [LOKO1L] OGIKA 1L [OGIK1L], ULGUN 1L [ULGU1L] RNAV ARRIVALS (RWY 07)	
ATIS 124.8	ALT/HEIGHT CONVERSION QNH (QFE) 2150' (1970' - 600m)	

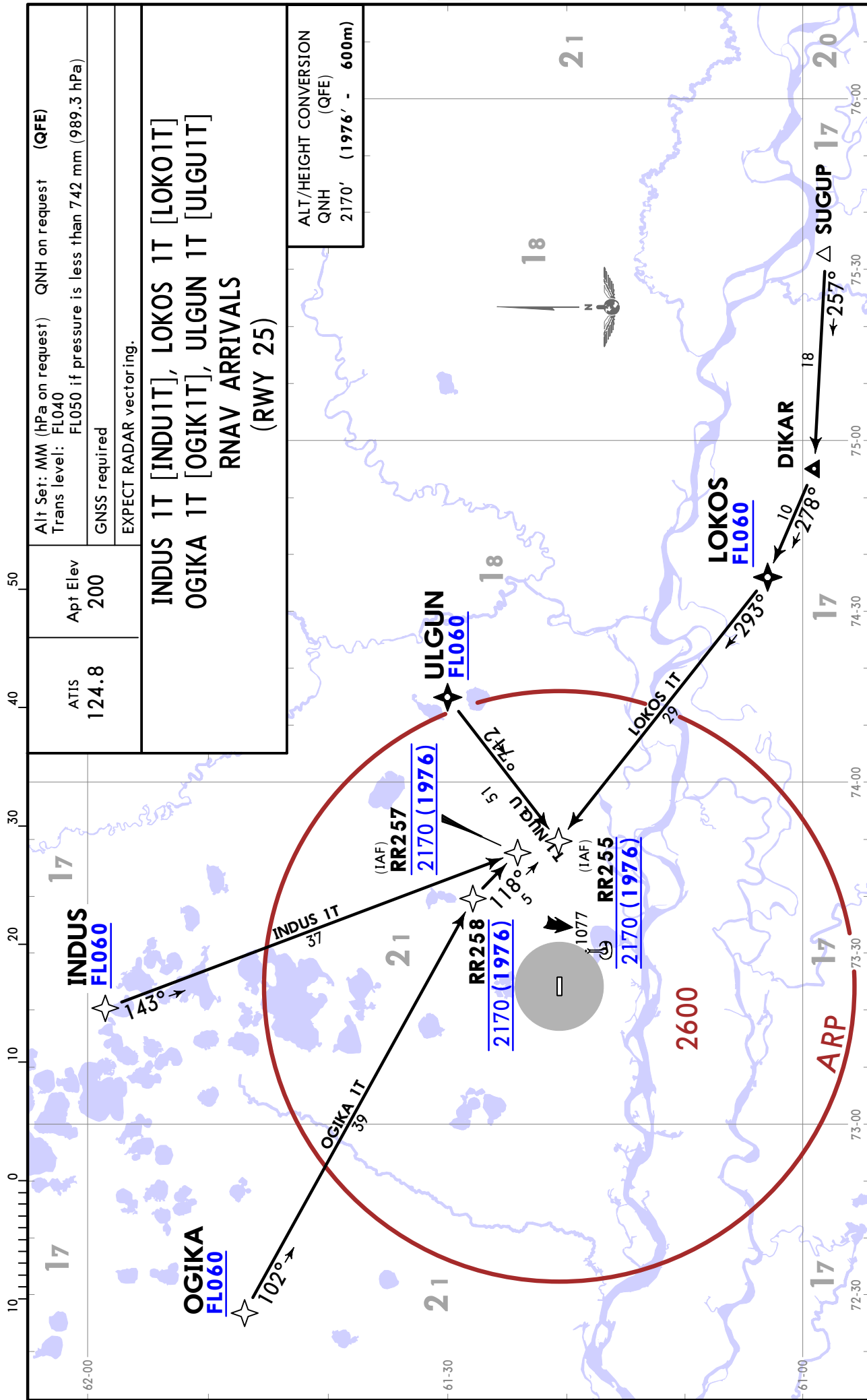
USRR/SGC
SURGUT

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SURGUT, RUSSIA

11 AUG 23 10-2A

RNAV STAR



USRR/SGC SURGUT

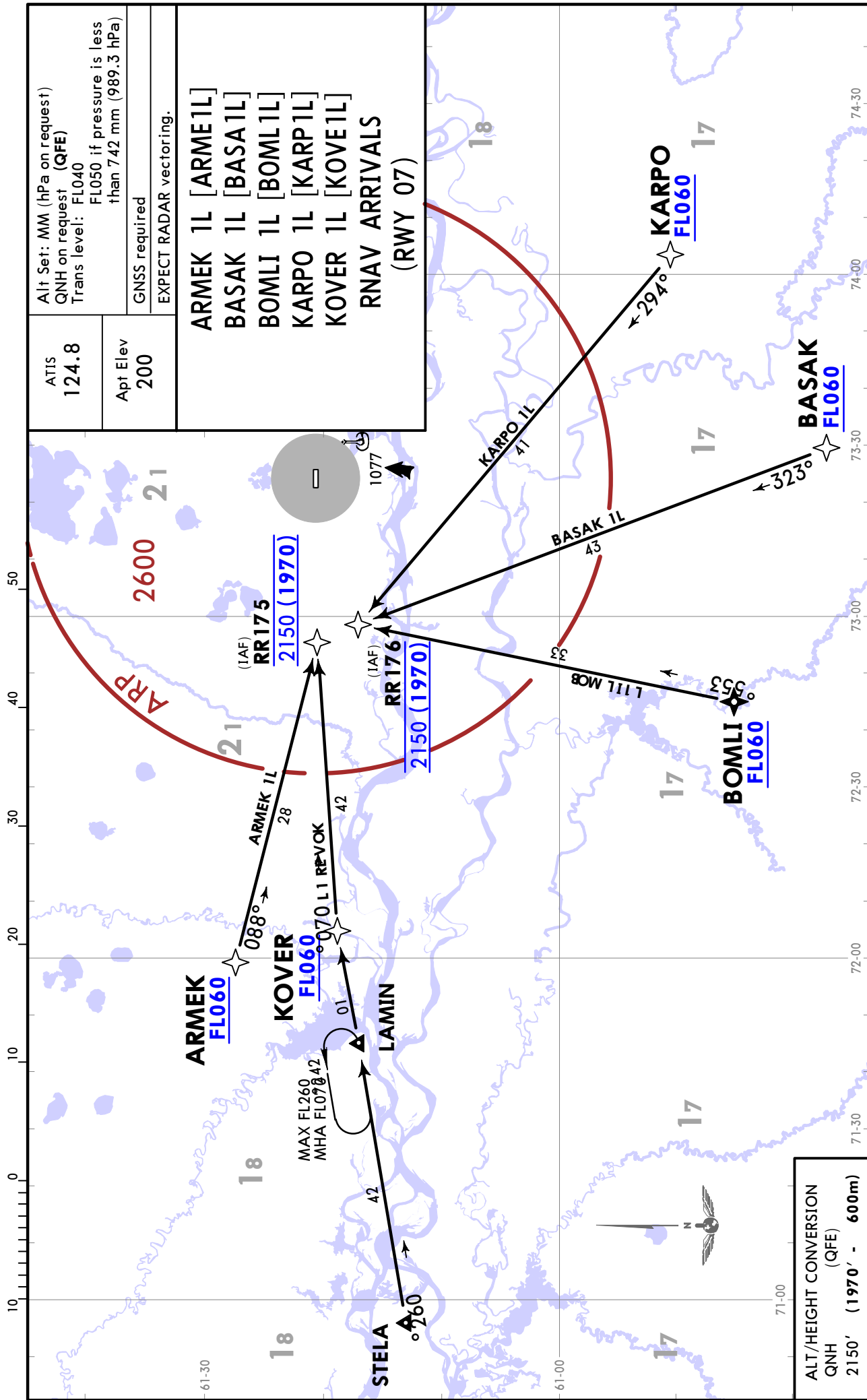


SURGUT, RUSSIA

11 AUG 23 (10-2B)

RNAV STAR

ATIS 124.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL040 FL050 if pressure is less than 742 mm (989.3 hPa)
Apt Elev 200	GNSS required EXPECT RADAR vectoring.
ARMEK 1L [ARME1L] BASAK 1L [BASA1L] BOMLI 1L [BOML1L] KARPO 1L [KARP1L] KOVER 1L [KOVE1L] RNAV ARRIVALS (RWY 07)	



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

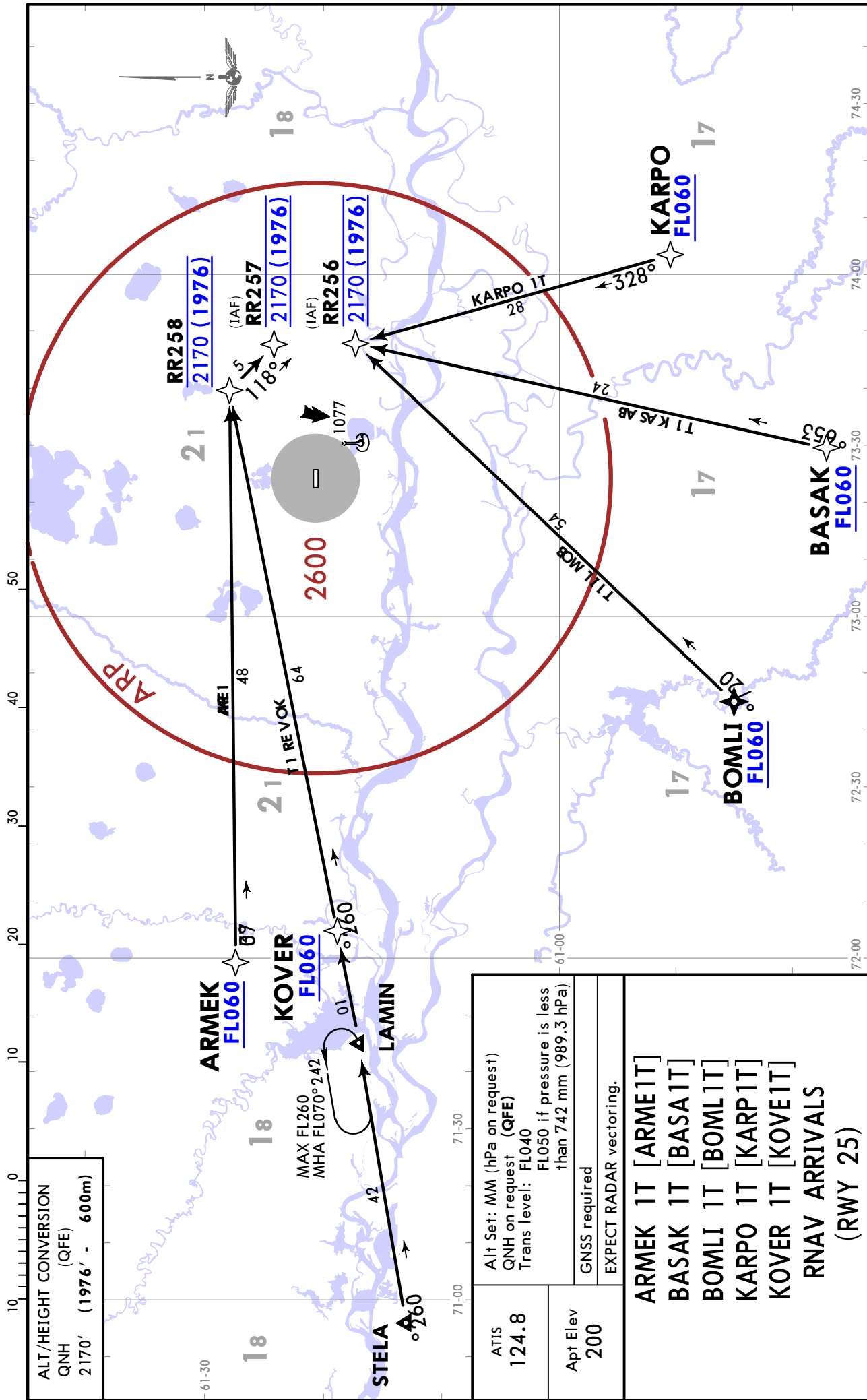
USRR/SGC
SURGUT



11 AUG 23 **10-2C**

SURGUT, RUSSIA

RNAV STAR

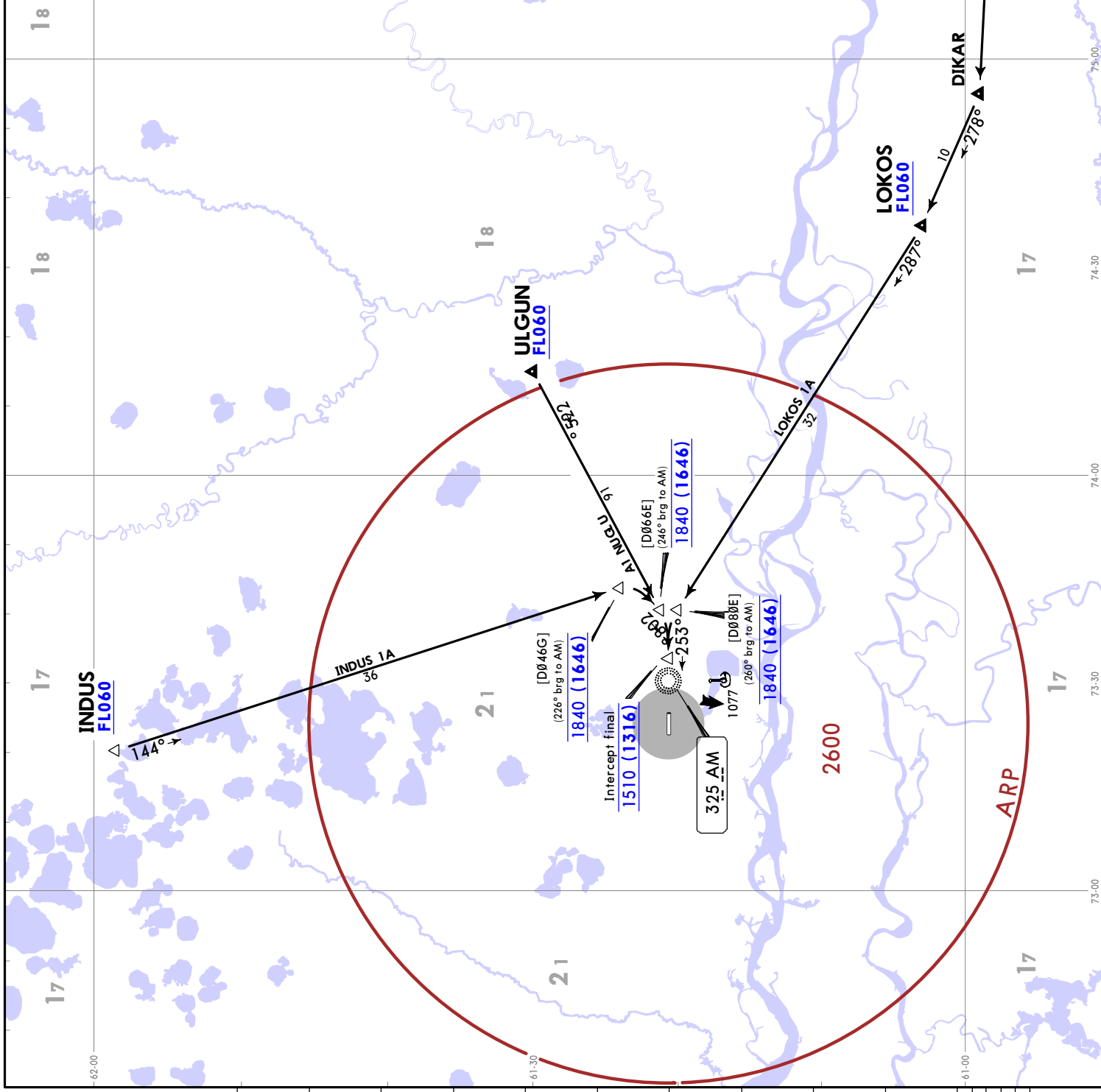


ATIS 124.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL040 FL050 if pressure is less than 742 mm (989.3 hPa)
Apt Elev 200	GNSS required EXPECT RADAR vectoring.
ARMEK 1T [ARME1T] BASAK 1T [BASA1T] BOMLI 1T [BOML1T] KARPO 1T [KARP1T] KOVER 1T [KOVE1T] RNAV ARRIVALS (RWY 25)	

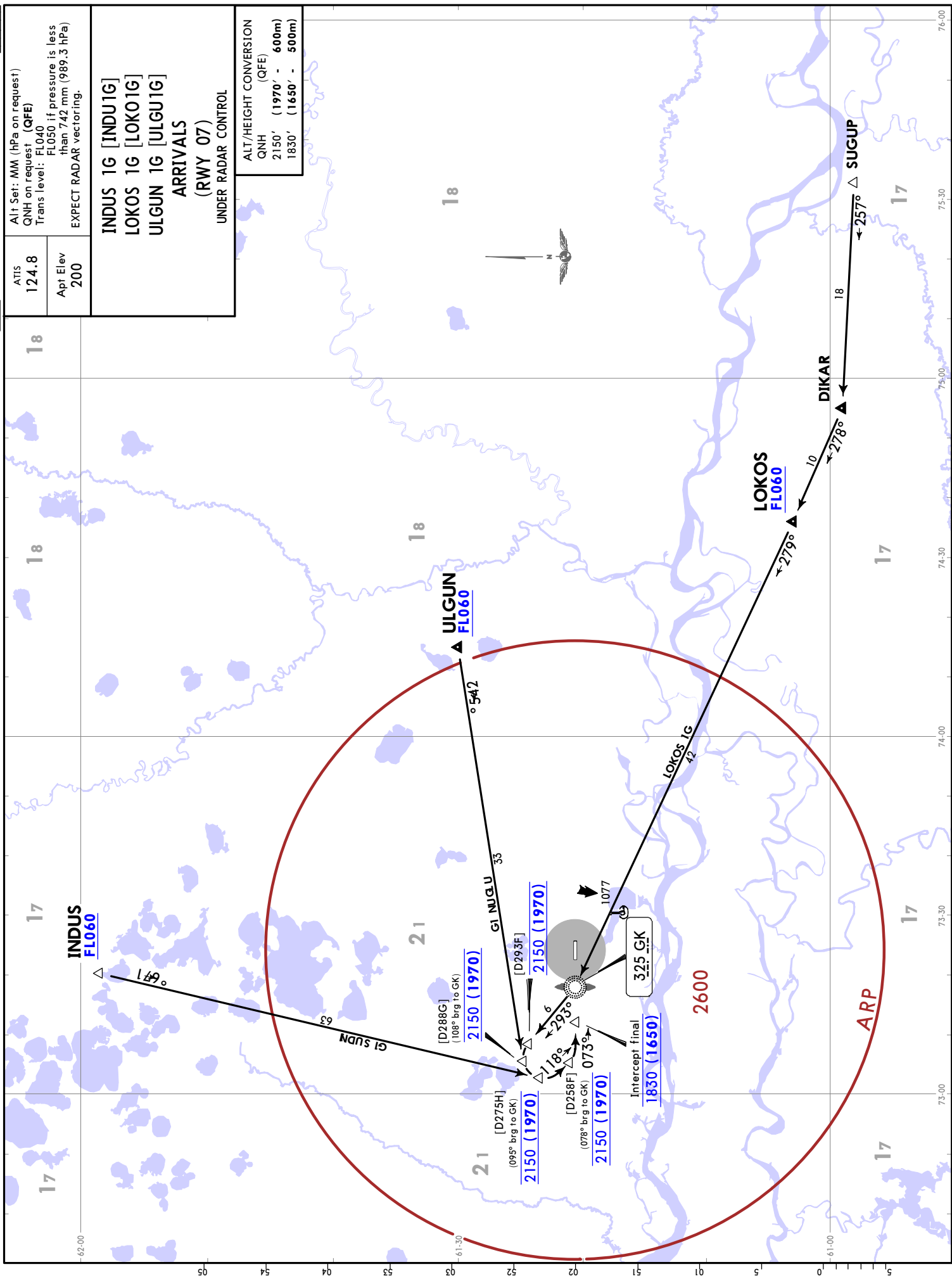
ATIS 124.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL040 FL050 if pressure is less than 742 mm (989.3 hPa) EXPECT RADAR vectoring.
Apt Elev 200	

**INDUS 1A [INDU1A]
LOKOS 1A [LOKO1A]
ULGUN 1A [ULGU1A]
ARRIVALS
(RWY 25)
UNDER RADAR CONTROL**

**ALT/HEIGHT CONVERSION
QNH (QFE)**
1840' (1646' - 500m)
1510' (1316' - 400m)



ATIS 124.8 Apt Elev 200	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL040 FL050, if pressure is less than 742 mm (989.3 hPa) EXPECT RADAR vectoring.
INDUS 1G [INDU1G] LOKOS 1G [LOKO1G] ULGUN 1G [ULGU1G] ARRIVALS (RWY 07) UNDER RADAR CONTROL	
ALT/HEIGHT CONVERSION QNH (QFE) 2150' (1970' - 600m) 1830' (1650' - 500m)	



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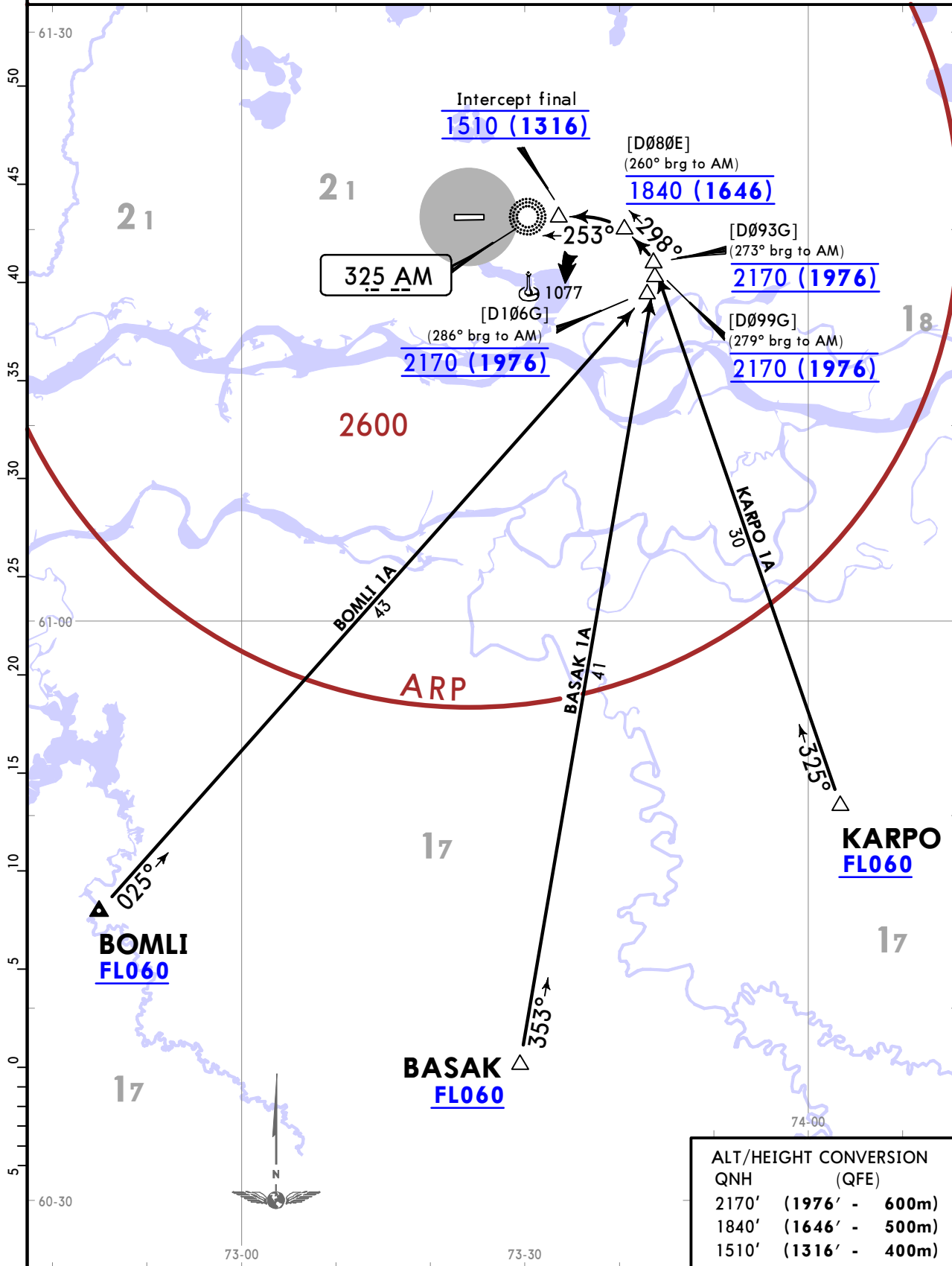
SURGUT, RUSSIA

11 AUG 23 **(10-2F)**

STAR

ATIS 124.8	Apt Elev 200	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL040 FL050 if pressure is less than 742 mm (989.3 hPa) EXPECT RADAR vectoring.
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**BASAK 1A [BASA1A], BOMLI 1A [BOML1A]
KARPO 1A [KARP1A]
ARRIVALS
(RWY 25)
UNDER RADAR CONTROL**



USRR/SGC
SURGUT

JEPPESEN

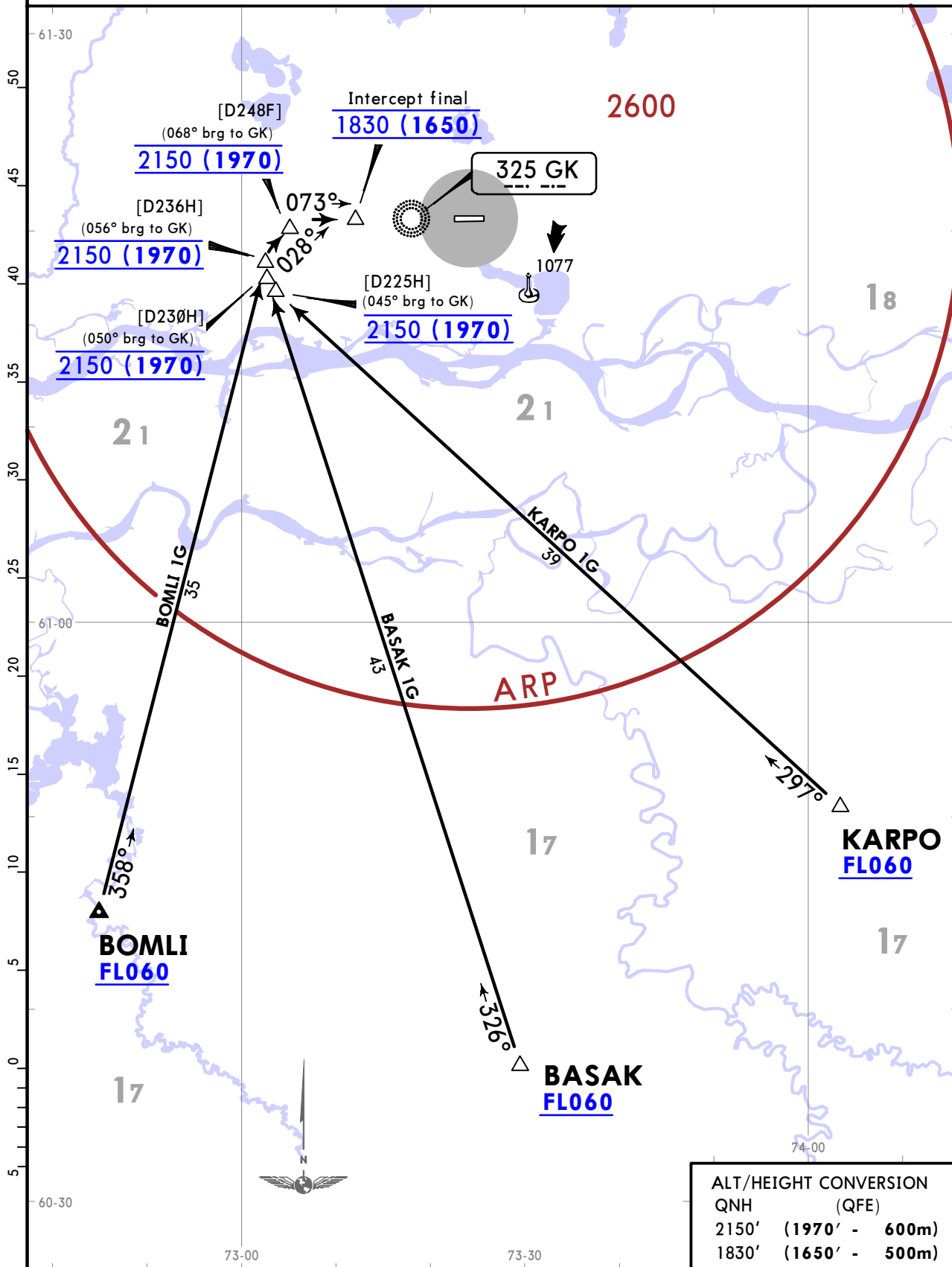
SURGUT, RUSSIA

11 AUG 23 (10-2G)

STAR

ATIS 124.8	Apt Elev 200	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL040 FL050 if pressure is less than 742 mm (989.3 hPa) EXPECT RADAR vectoring.
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**BASAK 1G [BASA1G], BOMLI 1G [BOML1G]
KARPO 1G [KARP1G]
ARRIVALS
(RWY 07)
UNDER RADAR CONTROL**



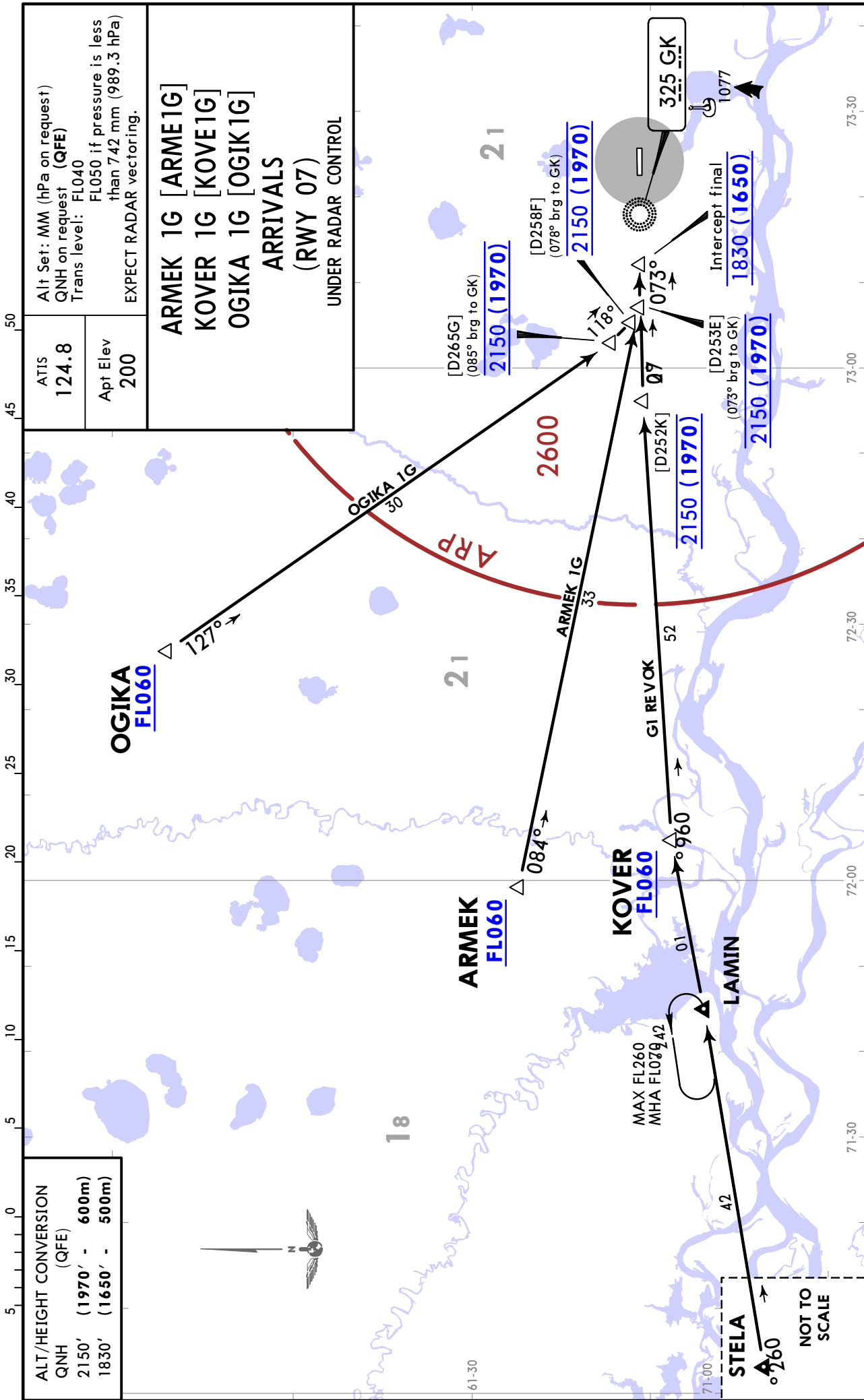
USRR/SGC SURGUT



SURGUT, RUSSIA

11 AUG 23 (10-2J)

STAR



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SURGUT

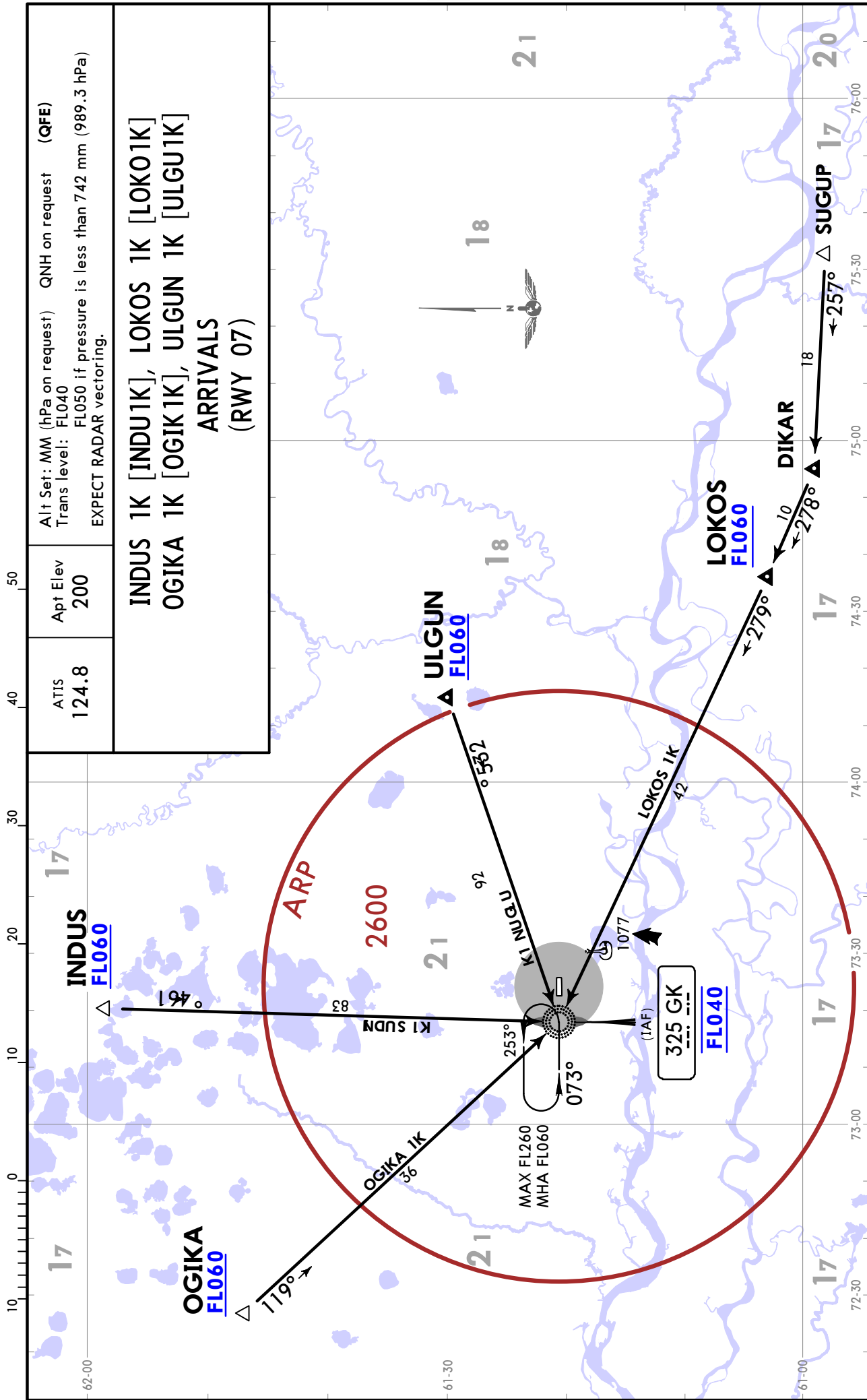
JEPPESSEN

SURGUT, RUSSIA

11 AUG 23

10-2K

STAR



USRR/SGC
SURGUT

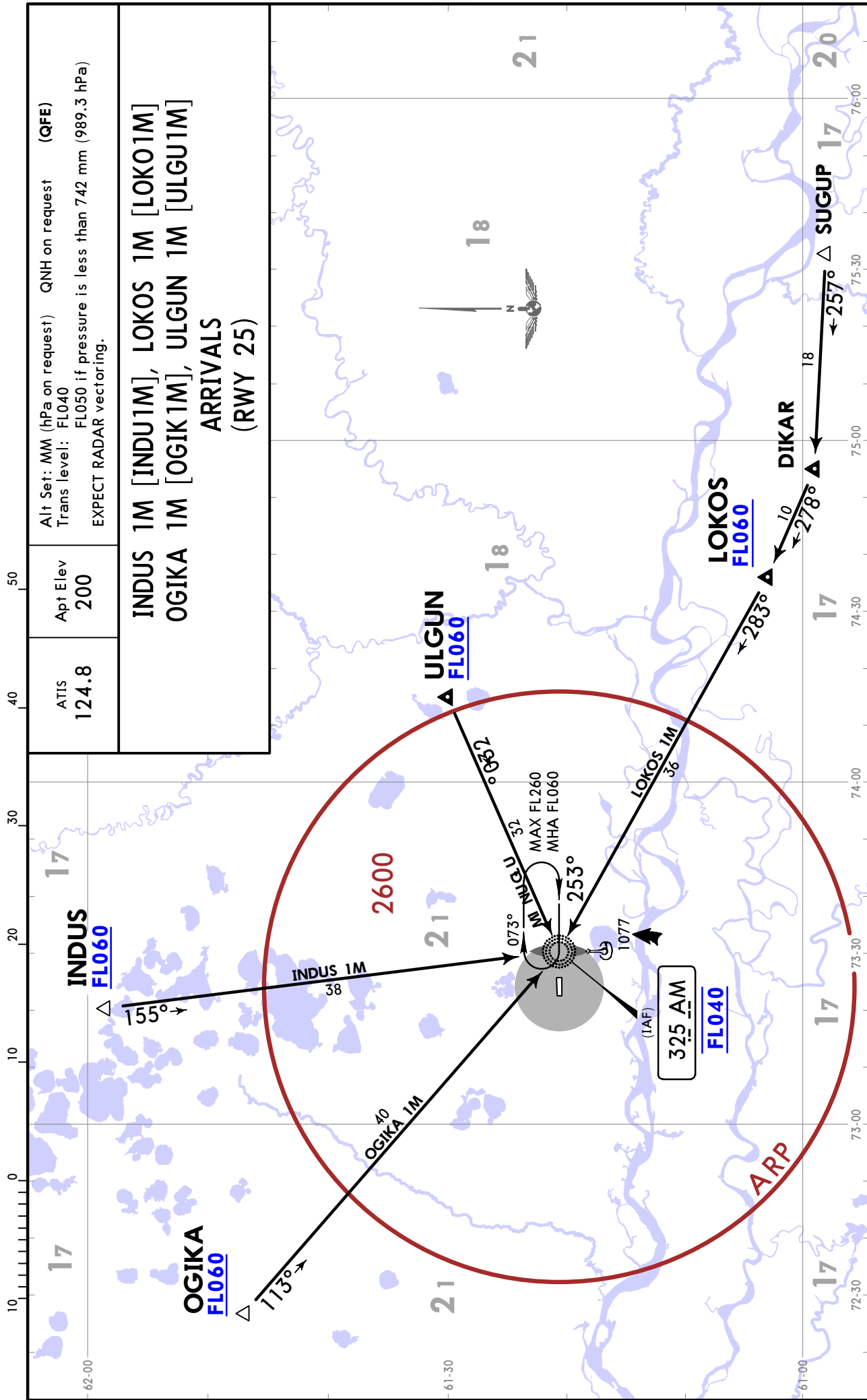
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SURGUT, RUSSIA

11 AUG 23

10-2L

STAR



USRR/SGC SURGUT



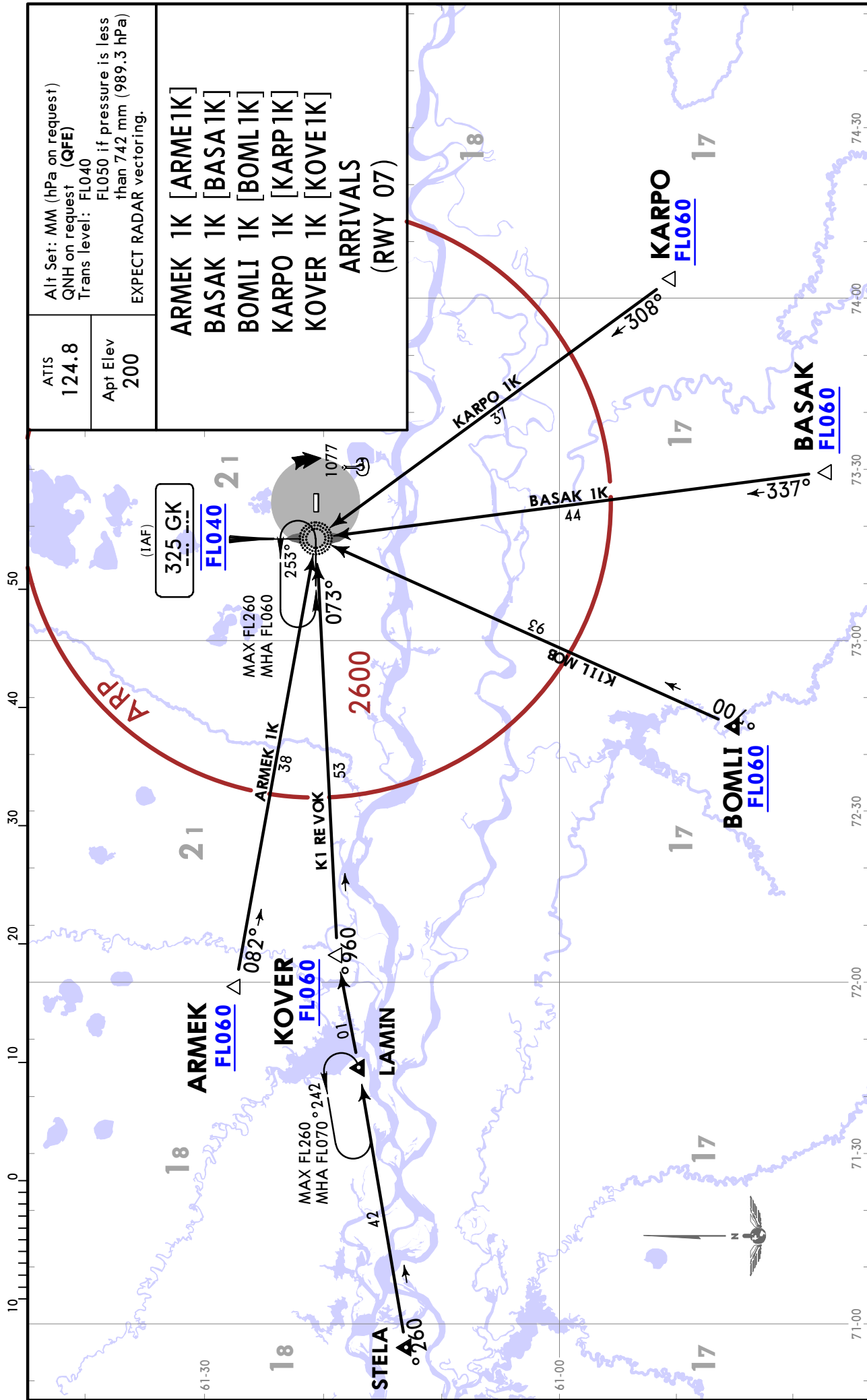
SURGUT, RUSSIA

11 AUG 23 (10-2M)

STAR

ATIS 124.8	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL040 FL050 if pressure is less than 742 mm (989.3 hPa) EXPECT RADAR vectoring.
Apt Elev 200	ARRIVALS (RWY 07)

ARMEK 1K [ARME1K]
BASAK 1K [BASA1K]
BOMLI 1K [BOML1K]
KARPO 1K [KARP1K]
KOVER 1K [KOVE1K]



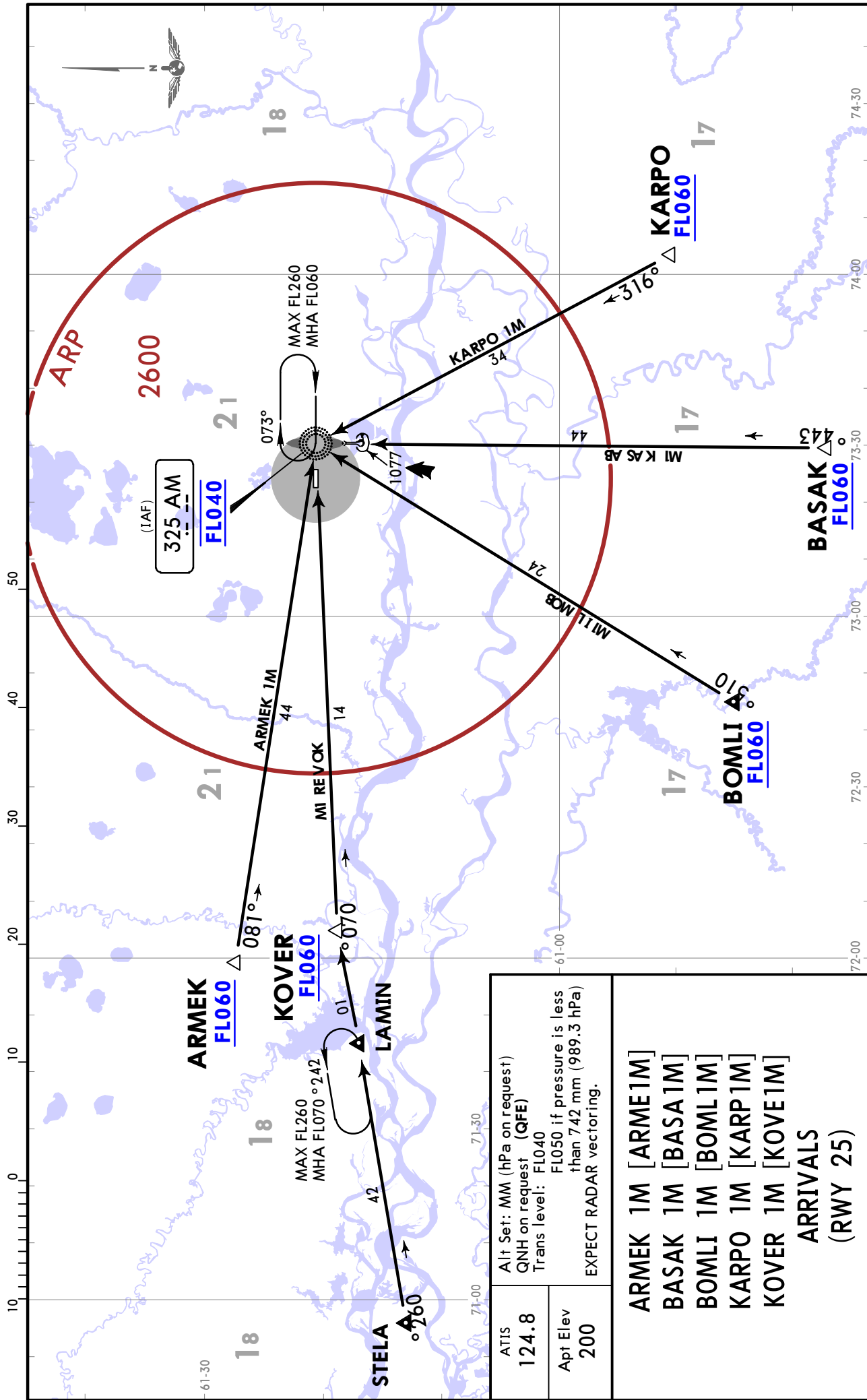
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SURGUT, RUSSIA

11 AUG 23 10-2N

STAR



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SURGUT

JEPPESEN

SURGUT, RUSSIA

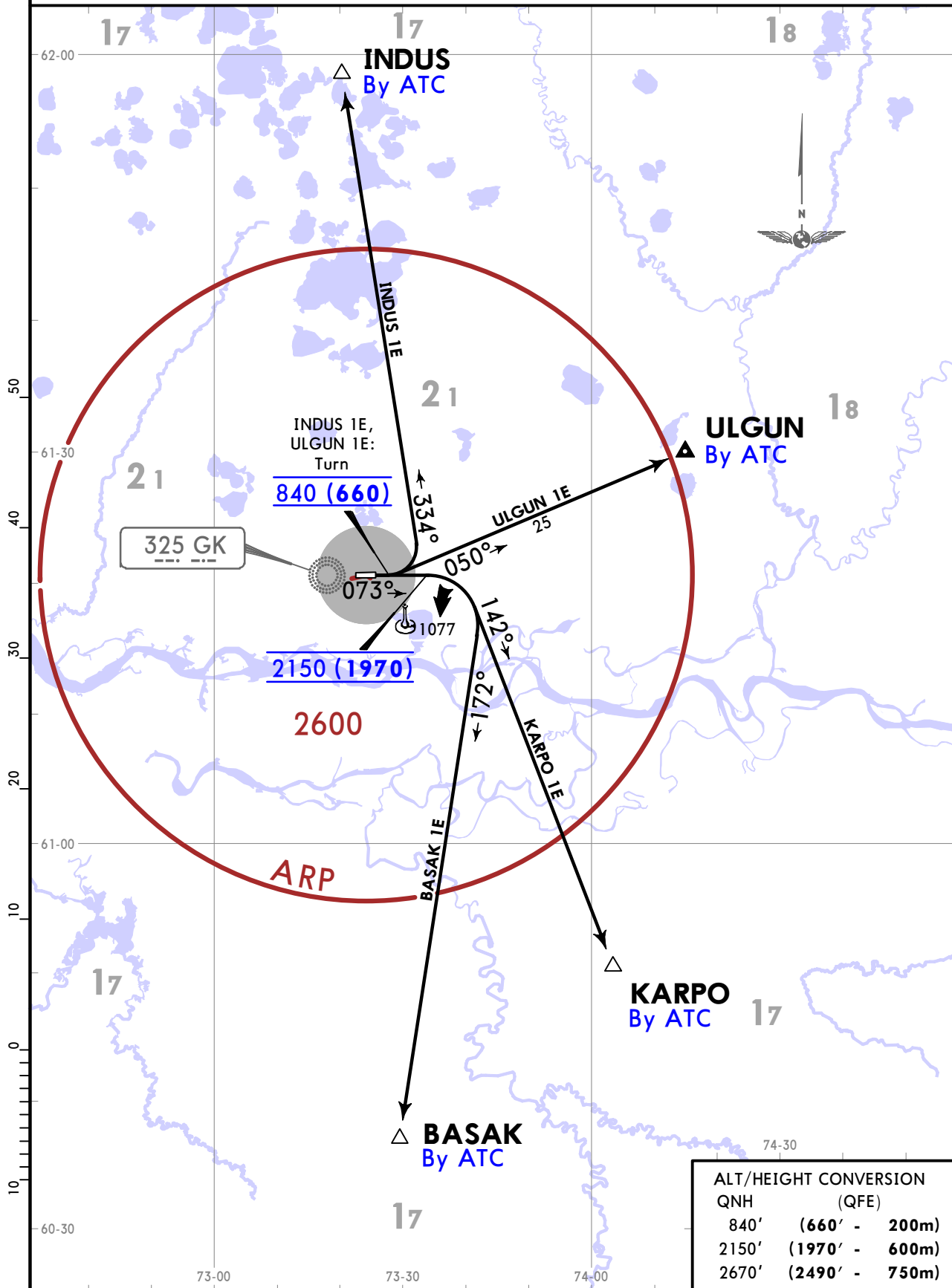
11 AUG 23 **10-3**

SID

Apt Elev
200

QNH on request (QFE) Trans alt: 2670 (2490)
1. When contacting ATS after take-off, report completion of take-off, assigned SID or assigned flight course, present altitude and altitude to be reached.
2. EXPECT RADAR vectoring.

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



ALT/HEIGHT CONVERSION	
QNH	(QFE)
840'	(660' - 200m)
2150'	(1970' - 600m)
2670'	(2490' - 750m)

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SURGUT, RUSSIA

11 AUG 23 (10-3A)

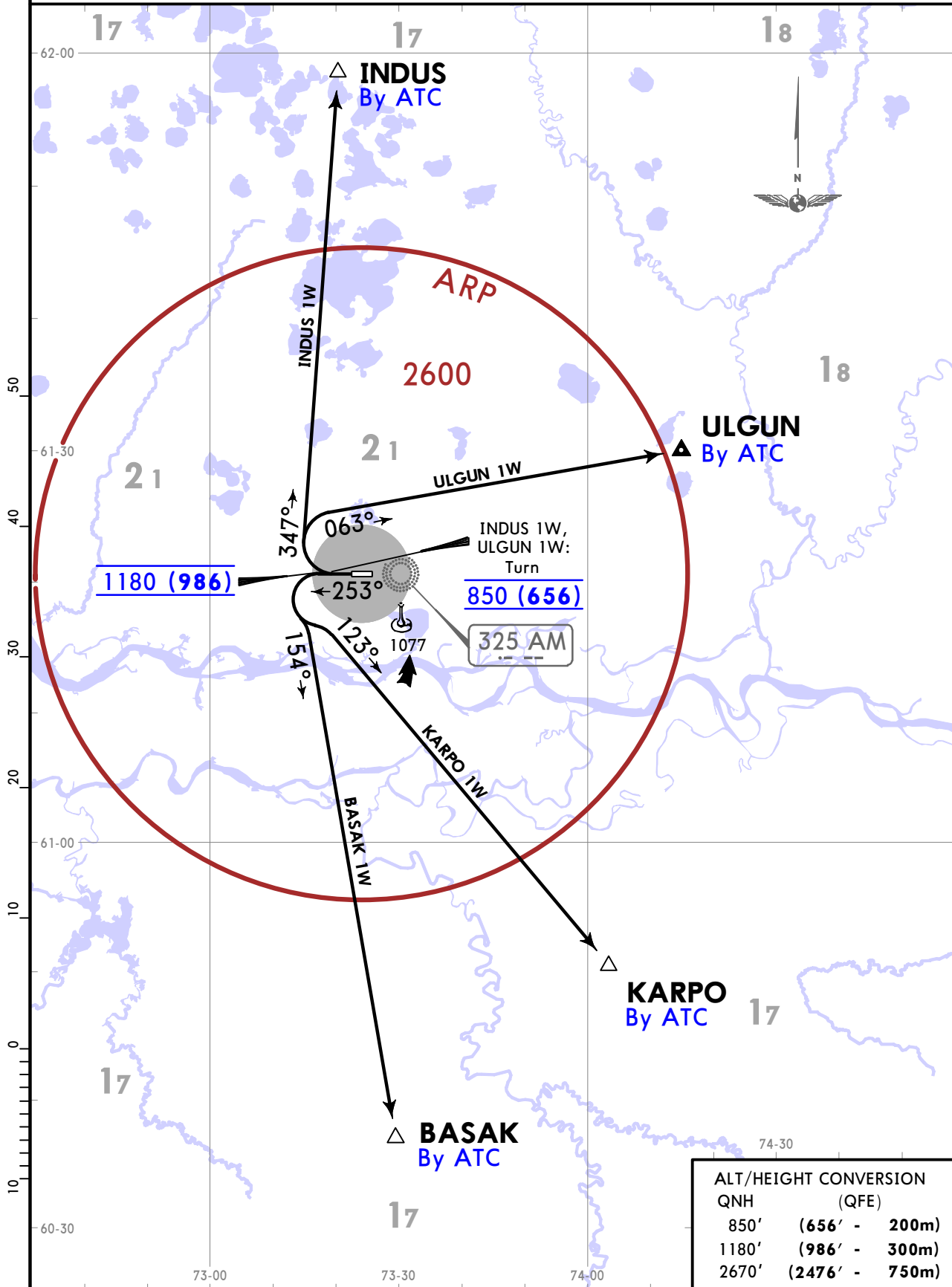
SID

Apt Elev
200

QNH on request (QFE) Trans alt: 2670 (2476)

1. When contacting ATS after take-off, report completion of take-off, assigned SID or assigned flight course, present altitude and altitude to be reached.
2. EXPECT RADAR vectoring.

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



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SURGUT

JEPPESEN

SURGUT, RUSSIA

11 AUG 23

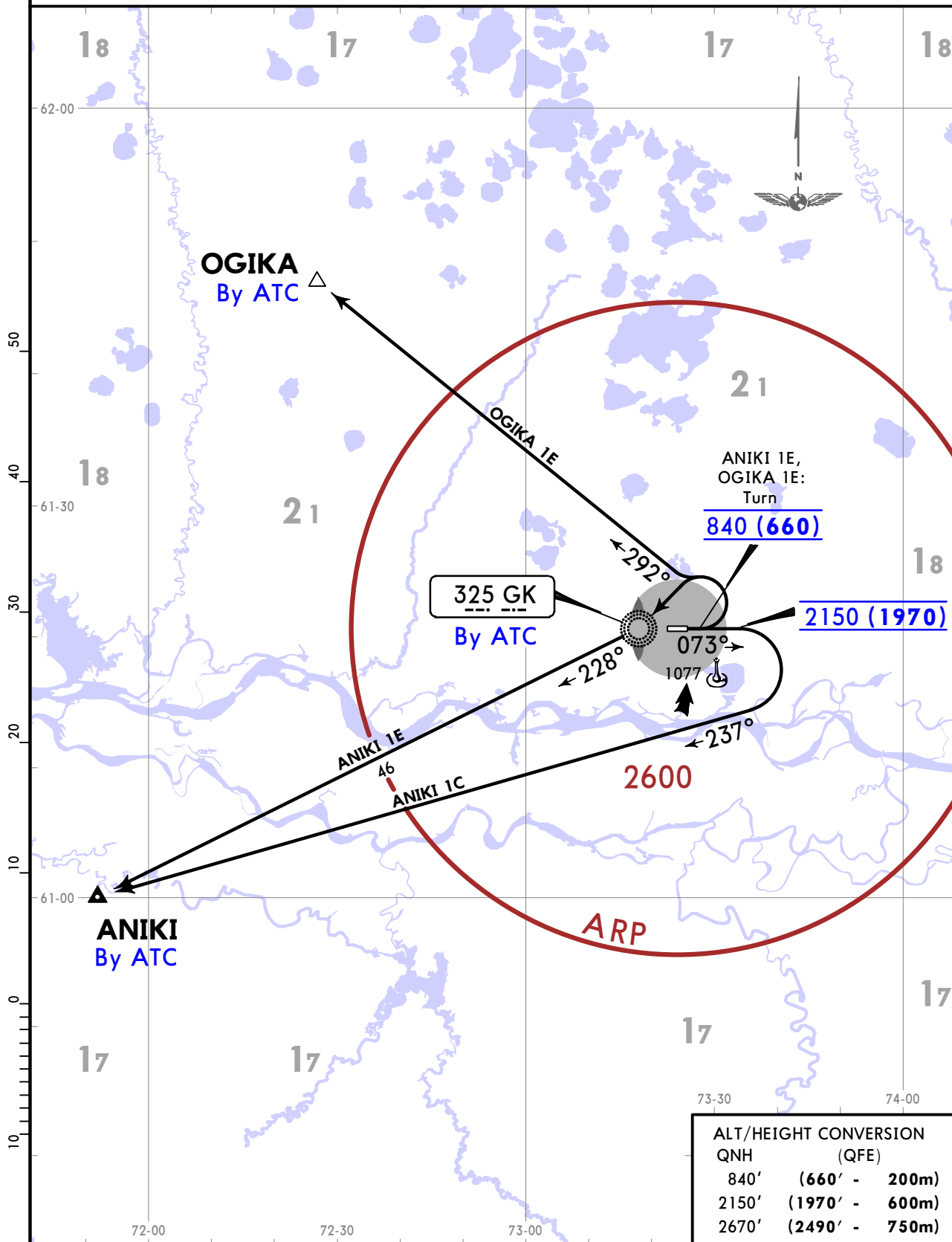
10-3B

SID

Apt Elev
200

QNH on request (QFE) Trans alt: 2670 (2490)
1. When contacting ATS after take-off, report completion of take-off, assigned SID or assigned flight course, present altitude and altitude to be reached.
2. EXPECT RADAR vectoring.

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



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
840'	(660' -	200m)
2150'	(1970' -	600m)
2670'	(2490' -	750m)

USRR/SGC
SURGUT

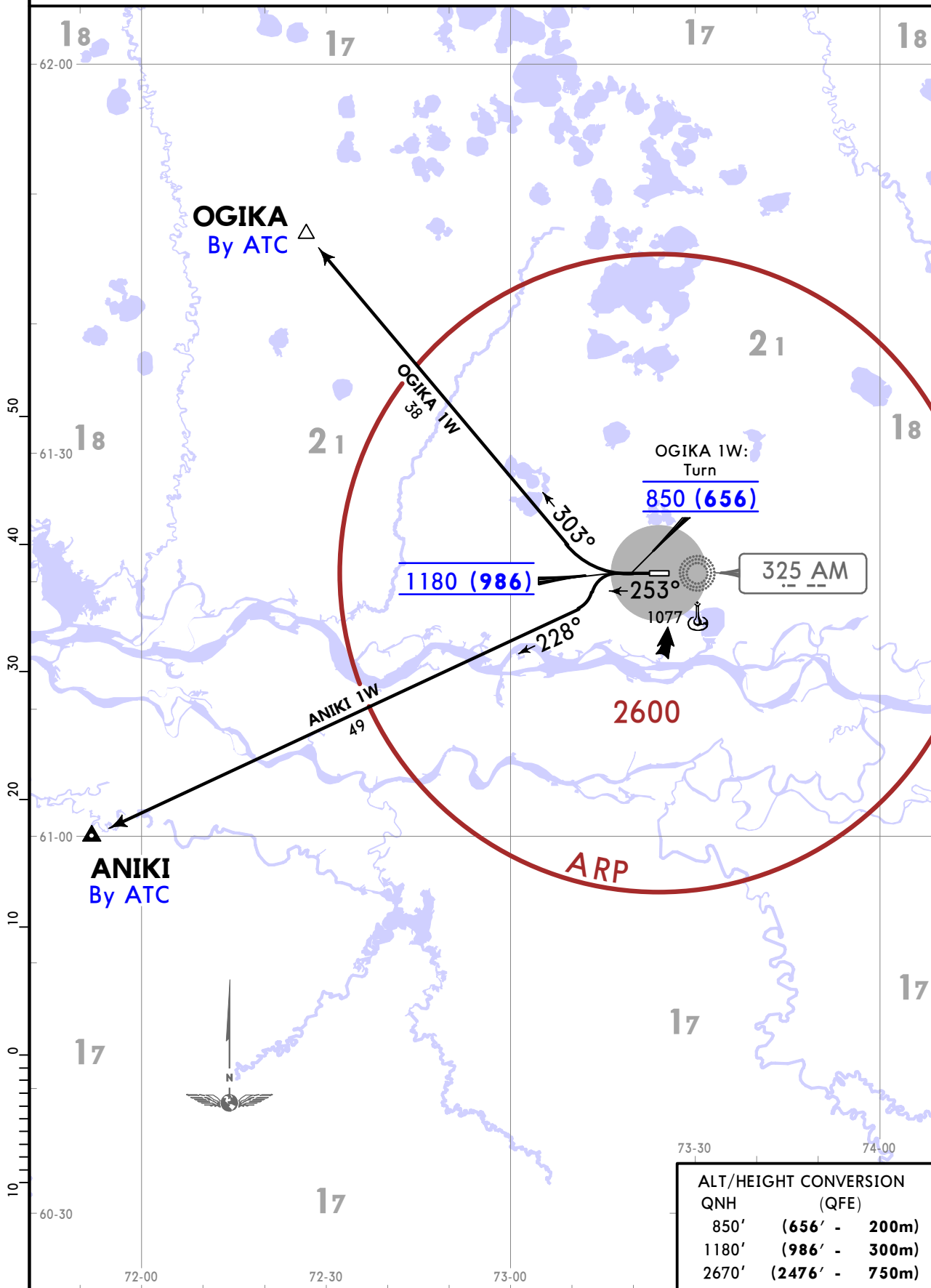
JEPPESEN
11 AUG 23 **(10-3C)**

SURGUT, RUSSIA
SID

Apt Elev
200

QNH on request (QFE) Trans alt: 2670 (2476)
1. When contacting ATS after take-off, report completion of take-off, assigned SID or assigned flight course, present altitude and altitude to be reached.
2. EXPECT RADAR vectoring.

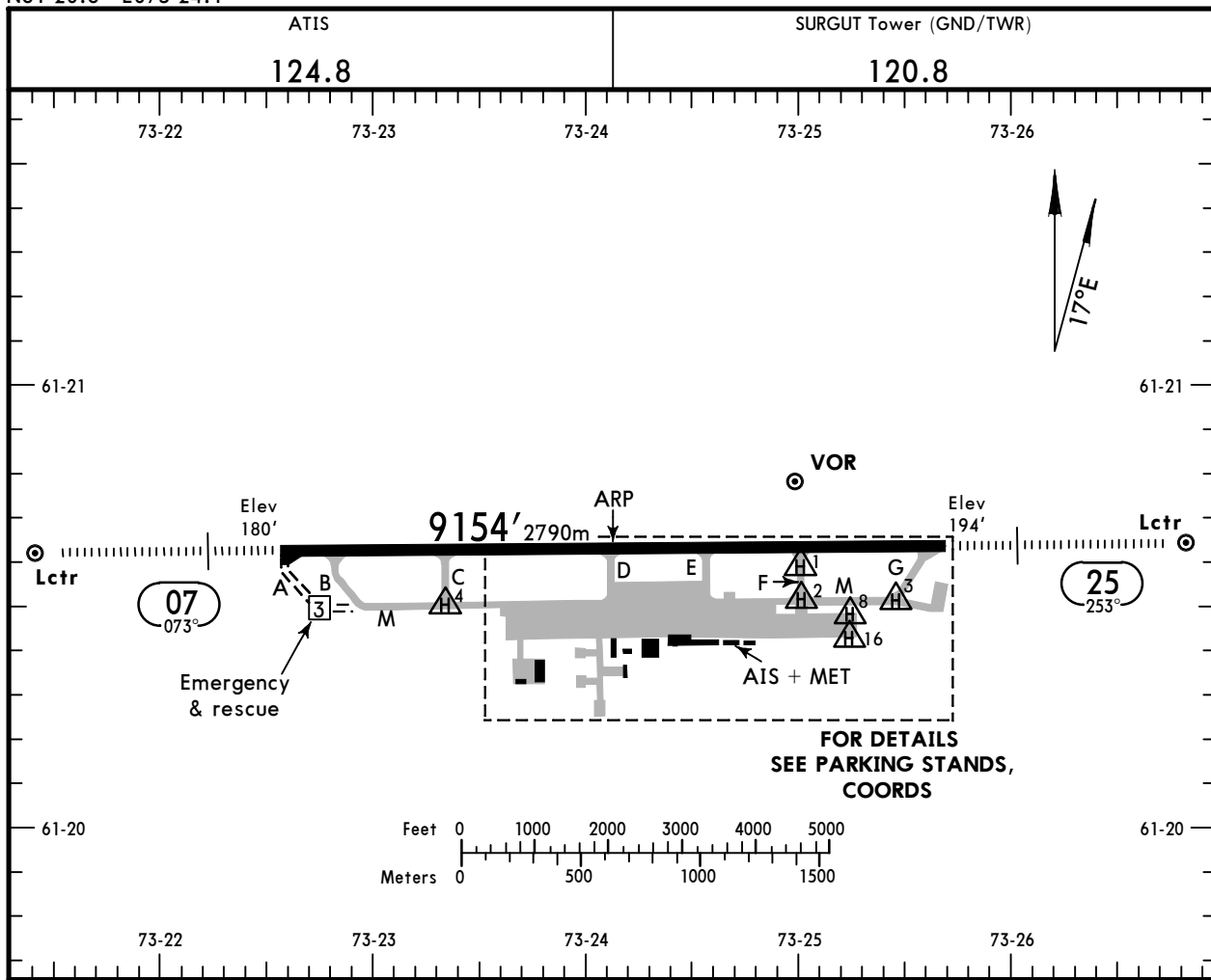
ANIKI 1W [ANIK1W], OGIKA 1W [OGIK1W]
DEPARTURES
(RWY 25)



USRR/SGC
 Apt Elev **200'**
 N61 20.6 E073 24.1

JEPPESEN
 4 AUG 23 **(10-9)**

SURGUT, RUSSIA
SURGUT



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (54-60m)	HIALS	PAPI-L (angle 3.0°)	USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
07 25					8121' 2475m	①	148' 45m
					8242' 2512m		

① TAKE-OFF RUN AVAILABLE

RWY 07:

From Rwy head	9154' (2790m)
Twy B int	8497' (2590m)
Twy C int	6619' (2109m)
Twy D int	4642' (1415m)

RWY 25:

From Rwy head	9154' (2790m)
Twy F int	7198' (2194m)
Twy E int	5896' (1797m)
Twy D int	4583' (1397m)

Std TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	DAY NIGHT
R300m		R400m	R/V500m NA

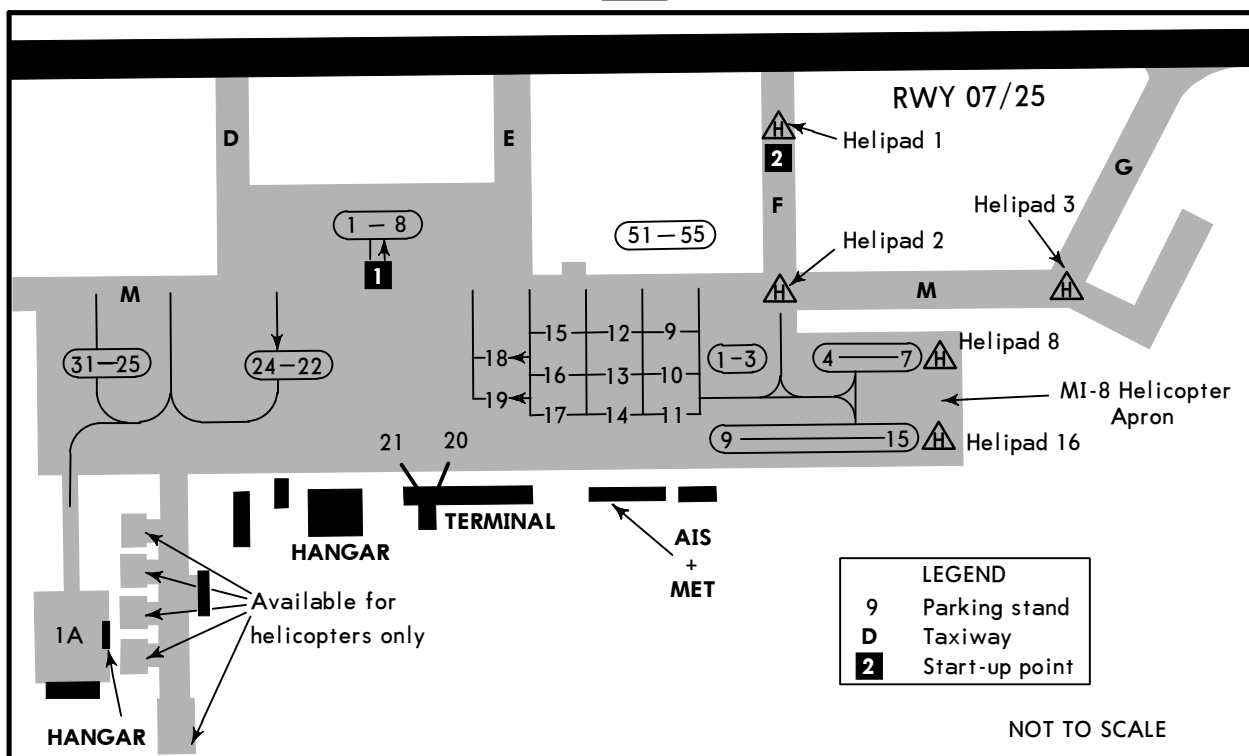
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JEPPESEN

SURGUT, RUSSIA

4 AUG 23 (10-9A)

SURGUT



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N61 20.6 E073 24.2	23	N61 20.5 E073 24.2
1A	N61 20.4 E073 23.7	24	N61 20.5 E073 24.1
2	N61 20.6 E073 24.2	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		
22	N61 20.5 E073 24.3		

USRR/SGC



EASA AIR OPS

4 AUG 23 10-9S

SURGUT, RUSSIA
SURGUT

STRAIGHT-IN RWY	A	B	C	D
07 ILS	380' (200')	380' (200')	380' (200')	380' (200')
	① R550m	① R550m	① R550m	① R550m
	ALS out R1200m	ALS out R1200m	ALS out R1200m	ALS out R1200m
	② LOC	② LOC	② LOC	② LOC
ALS out	510' (330')	510' (330')	510' (330')	510' (330')
	R800m	R800m	R800m	R800m
② RNAV	510' (330')	510' (330')	510' (330')	510' (330')
	R800m	R800m	R800m	R800m
ALS out	530' (350')	530' (350')	530' (350')	530' (350')
	R900m	R900m	R900m	R900m
② 2 NDB	530' (350')	530' (350')	530' (350')	530' (350')
	R900m	R900m	R900m	R900m
ALS out	530' (350')	530' (350')	530' (350')	530' (350')
	R1500m	R1500m	R1600m	R1600m
25 ILS	394' (200')	394' (200')	394' (200')	394' (200')
	① R550m	① R550m	① R550m	① R550m
	ALS out R1200m	ALS out R1200m	ALS out R1200m	ALS out R1200m
	② LOC	② LOC	② LOC	② LOC
ALS out	510' (316')	510' (316')	510' (316')	510' (316')
	①③ R700m	①③ R700m	①③ R700m	①③ R700m
② RNAV	510' (316')	510' (316')	510' (316')	510' (316')
	R1400m	R1400m	R1400m	R1400m
ALS out	610' (416')	610' (416')	610' (416')	610' (416')
	R1200m	R1200m	R1200m	R1200m
② 2 NDB	610' (416')	610' (416')	610' (416')	610' (416')
	R1500m	R1500m	R1900m	R1900m
ALS out	560' (366')	560' (366')	560' (366')	560' (366')
	R1000m	R1000m	R1000m	R1000m
ALS out	560' (366')	560' (366')	560' (366')	560' (366')
	R1500m	R1500m	R1700m	R1700m

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.
- ③ R750m for CDFA 2D operations.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	④ 610' (410')	700' (500')	800' (600')	900' (700')
	V1500m	V1600m	V2400m	V3600m

④ or higher minimums of preceding straight-in approach

TAKE-OFF

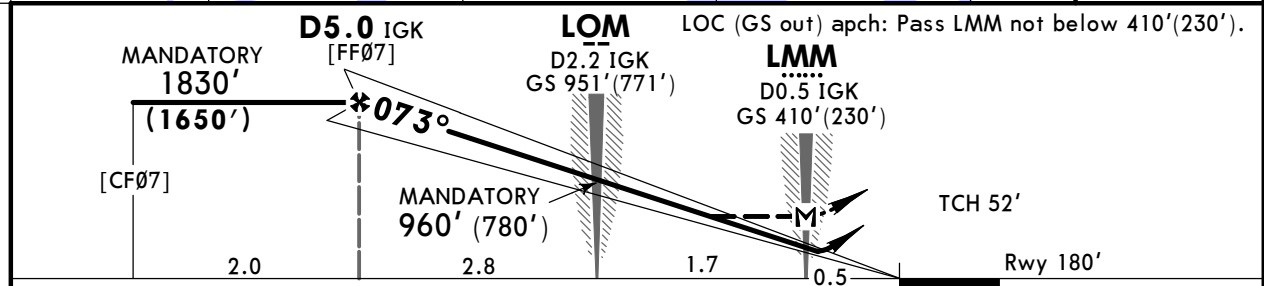
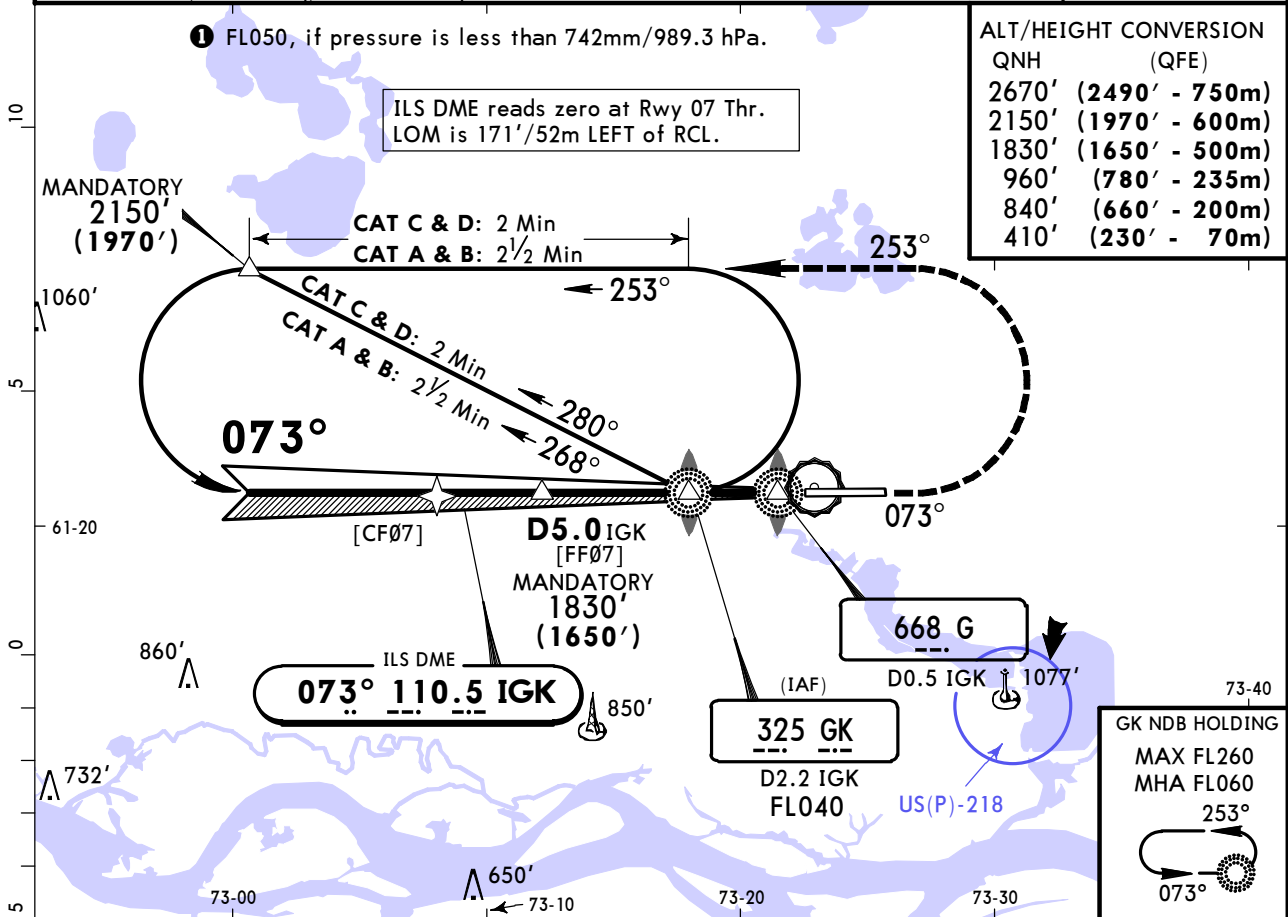
Low Visibility Procedures required		RL or RCLM	RL	Adequate Vis Ref	
Approval for Low Visibility Take-off required				DAY	NIGHT
RCLM & RL & RVR		DAY	NIGHT	DAY	NIGHT
DAY	NIGHT				
R300m		R/V400m		R/V500m	NA

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4 AUG 23 (11-1)

SURGUT, RUSSIA ILS or LOC Rwy 07

ATIS 124.8	SURGUT Approach 129.3	SURGUT Krug (TWR) 120.3	SURGUT Tower 120.8	Ground 120.8
LOC IGK 110.5	Final Apch Crs 073°	D5.0 IGK MANDATORY 1830' (1650')	ILS DA(H) 380' (200')	Apt Elev 200' 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.				2700 MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL040 ① Trans alt: 2670' (2490')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	840' (660')	253°	2150' (1970')
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	073°	LT	
MAP at LMM/D0.5 IGK										

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H)
	DA(H) 380' (200')		2 DA/MDA(H) 510' (330')			
	ALS out		ALS out			
A					100	610' (410') V1500m
B					135	700' (500') V1600m
C	1 R550m	R1200m	R800m	R1500m	180	800' (600') V2400m
D					205	900' (700') V3600m

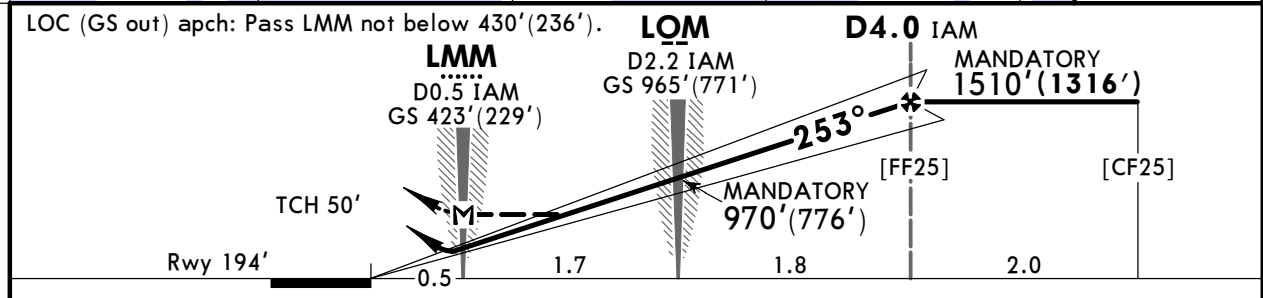
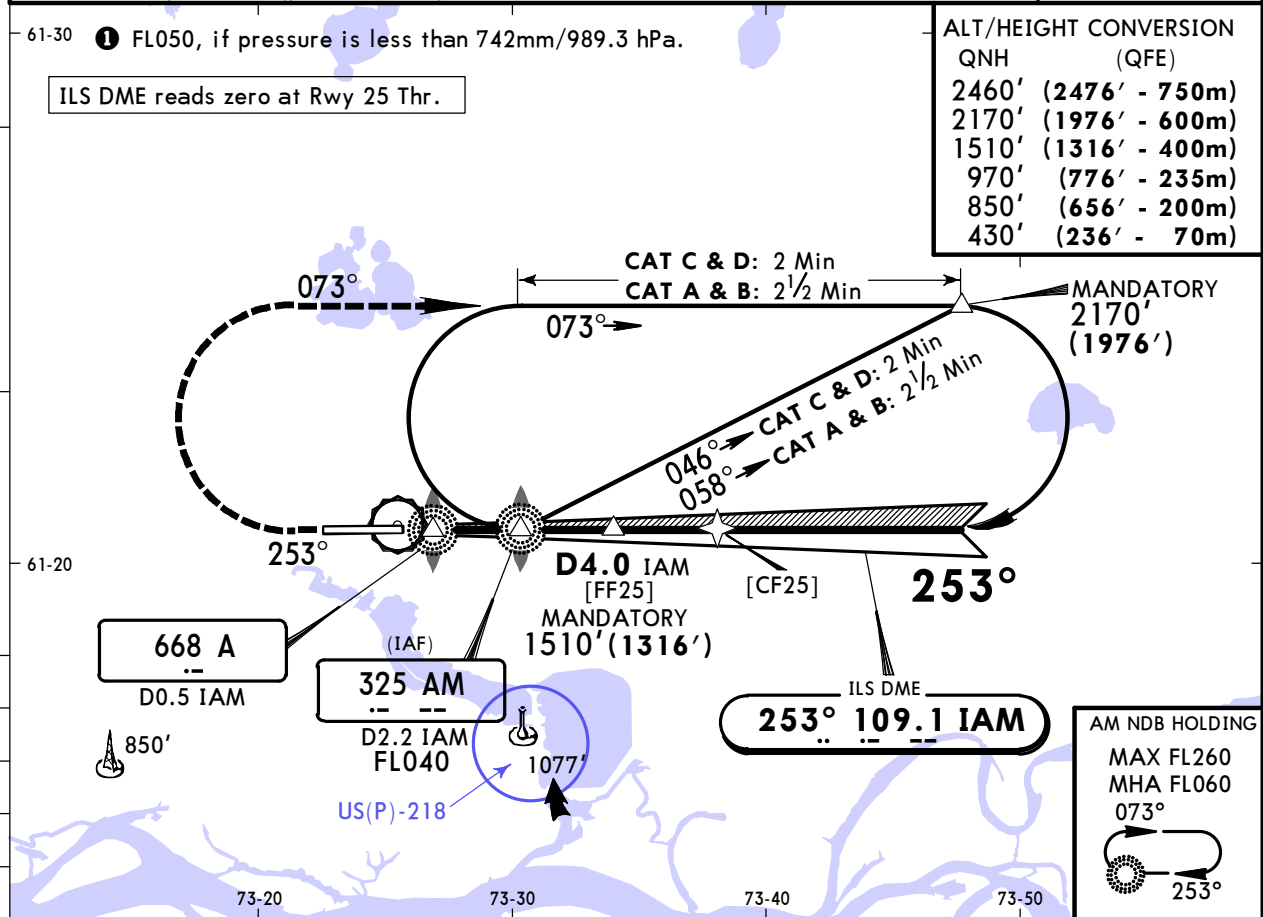
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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4 AUG 23 **(11-2)**

SURGUT, RUSSIA
ILS or LOC Rwy 25

ATIS 124.8	SURGUT Approach 129.3	SURGUT Krug (TWR) 120.3	SURGUT Tower 120.8	Ground 120.8
LOC IAM 109.1	Final Apch Crs 253°	D4.0 IAM MANDATORY 1510' (1316')	ILS DA(H) 394' (200')	Apt Elev 200' Rwy 194'
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: FL040 1 Trans alt: 2670' (2476')				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	850' (656') on	253°	073°	2170' (1976')
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	RT	↑
MAP at LMM/D0.5 IAM											

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H)
	DA(H) 394' (200')		2 DA/MDA(H) 510' (316')			
	ALS out		ALS out			
A					100	610' (410') V1500m
B					135	700' (500') V1600m
C	1 R550m	R1200m	R750m	R1400m	180	800' (600') V2400m
D					205	900' (700') V3600m

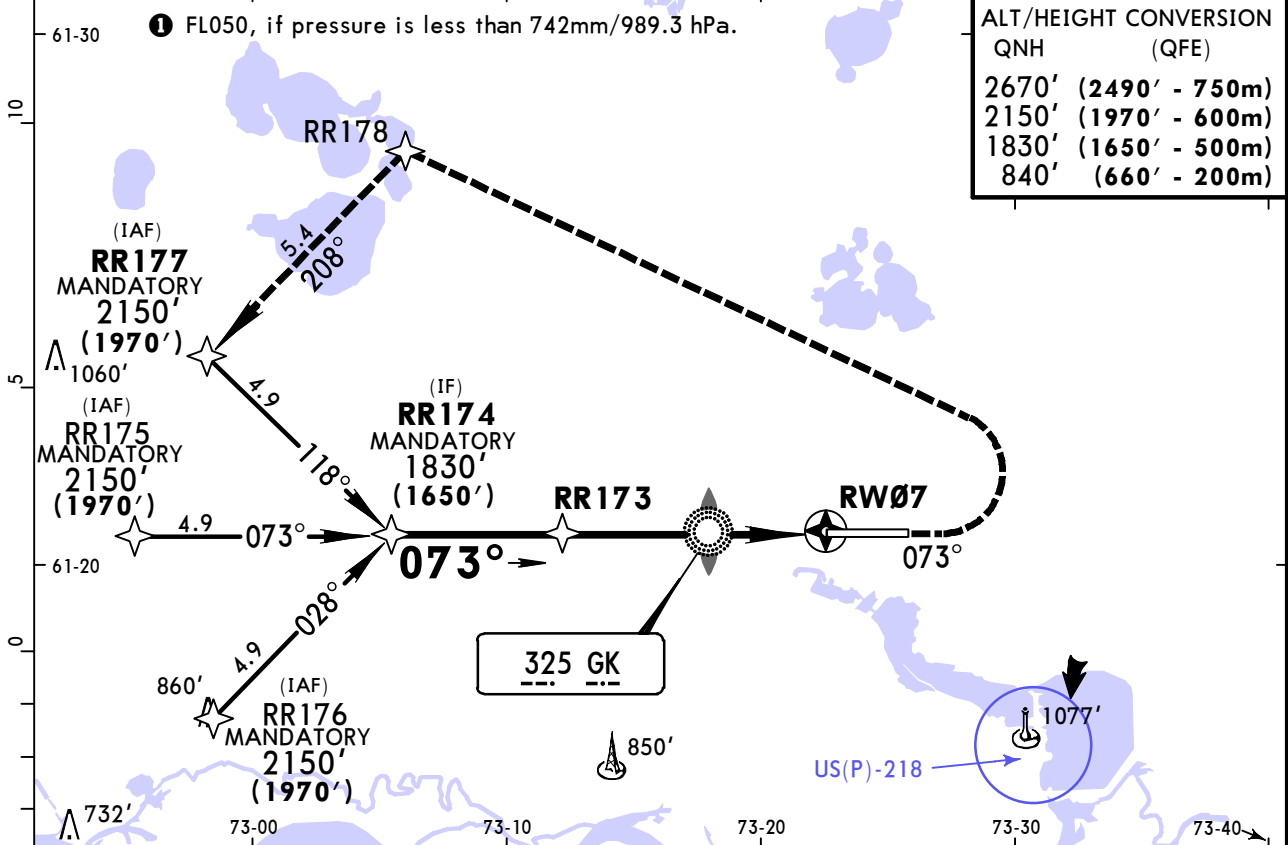
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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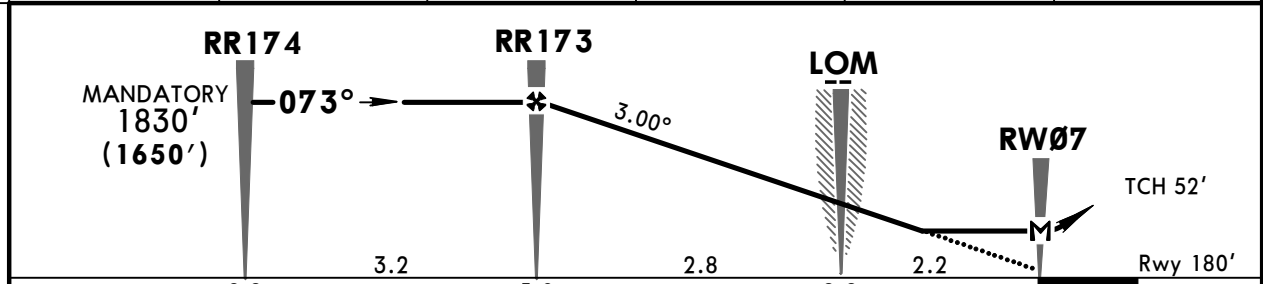


SURGUT, RUSSIA
RNAV Rwy 07

ATIS	SURGUT Approach	SURGUT Krug (TWR)	SURGUT Tower	Ground
124.8	129.3	120.3	120.8	120.8
RNAV	Final Apch Crs 073°	RR173 MANDATORY 1830'(1650')	DA/MDA(H) 530' (350')	Apt Elev 200' Rwy 180'
MISSED APCH: Climb on 073° to 840'(660'), then turn LEFT to RR178 climbing to 2150'(1970'), then proceed to RR177, then according to chart, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL040 1 Trans alt: 2670'(2490') GNSS required.				



DIST to RW07	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	HIALS	840'	RR178	2150'
Descent Angle	3.00°	372	478	531	637	849	PAPI	(660')	on 073°	(1970')
MAP at RW07										

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 530' (350')			
	ALS out		Max Kts	MDA(H)
	A	R1500m	100	610' (410') V1500m
B	R900m	135	700' (500') V1600m	
C	R1600m	180	800' (600') V2400m	
D		205	900' (700') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: MSA, TA, circling minimums. © JEPPesen, 2011, 2023. ALL RIGHTS RESERVED.

USRR/SGC SURGUT

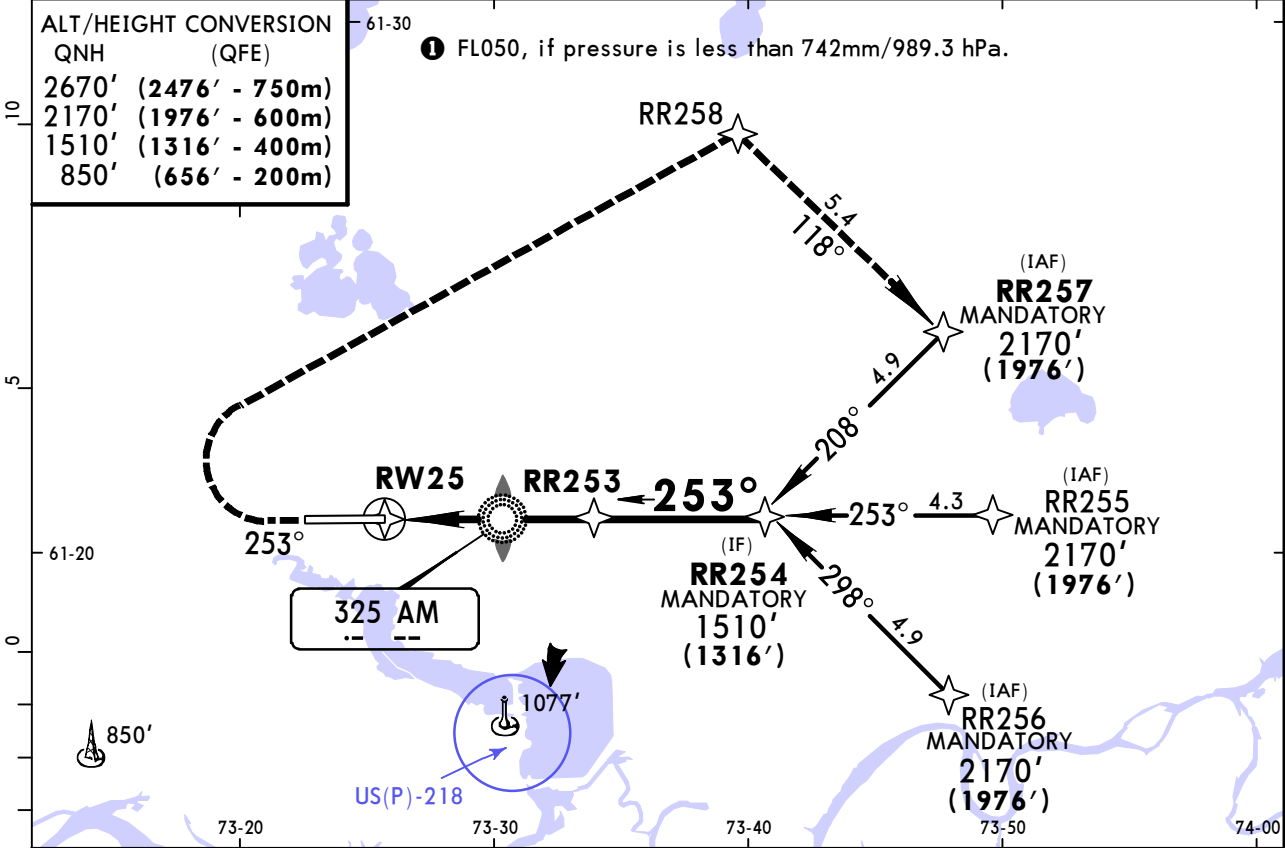
JEPPESSEN
4 AUG 23 (12-2)

SURGUT, RUSSIA RNAV Rwy 25

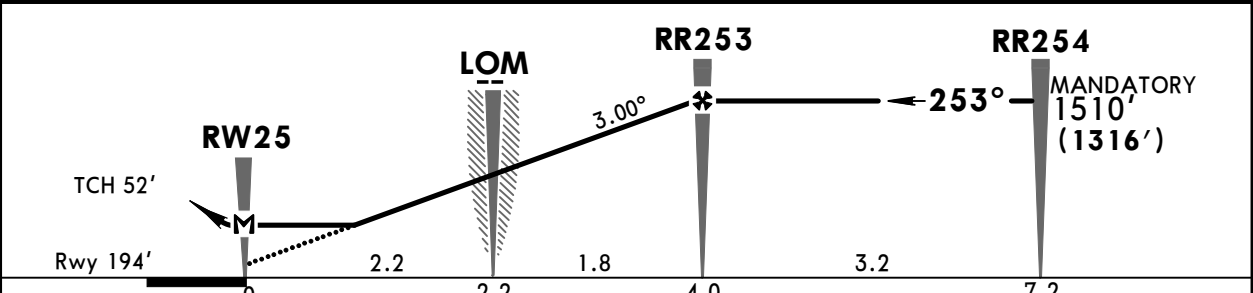
ATIS	SURGUT Approach	SURGUT Krug (TWR)	SURGUT Tower	Ground
124.8	129.3	120.3	120.8	120.8
RNAV	Final Apch Crs 253°	RR253 MANDATORY 1510'(1316')	DA/MDA(H) 610' (416')	Apt Elev 200' Rwy 194'
MISSED APCH: Climb on 253° to 850'(656'), then turn RIGHT to RR258 climbing to 2170'(1976'), then proceed to RR257, then according to chart, or as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL040 1 Trans alt: 2670'(2476') GNSS required.				
MSA ARP				

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2670' (2476' - 750m)	
2170' (1976' - 600m)	
1510' (1316' - 400m)	
850' (656' - 200m)	

1 FL050, if pressure is less than 742mm/989.3 hPa.



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	850' (656')	on 253°	RR258	2170' (1976')
Descent Angle	3.00°	372	478	531	637	849	PAPI			RT	

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Max Kts	
	DA/MDA(H) 610' (416')		100	610' (410') V1500m
A	R1200m		135	700' (500') V1600m
B			180	800' (600') V2400m
C	R1900m		205	900' (700') V3600m
D				

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

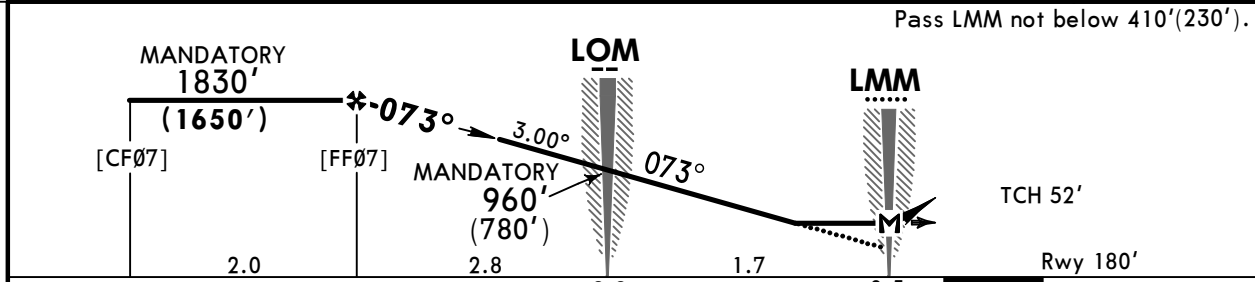
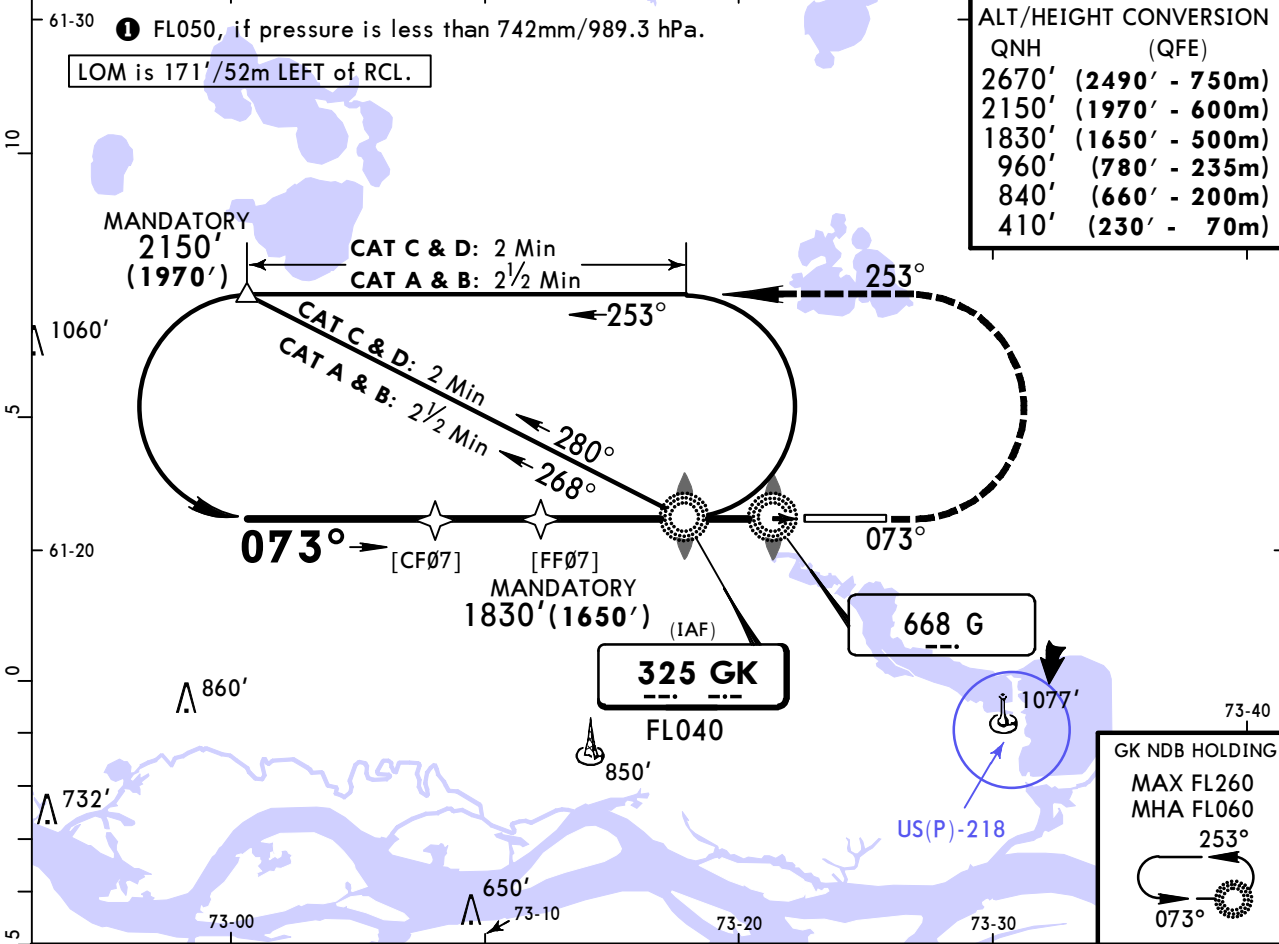
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4 AUG 23 (16-1)

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	[FF07] MANDATORY	DA/MDA(H)	Apt Elev 200'	2700
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.					MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL040 ① Trans alt: 2670' (2490')					



Gnd speed-Kts	70	90	100	120	140	160	HIALS	840' (660')	253°	2150' (1970')
Descent Angle	3.00°	372	478	531	637	743	PAPI	on 073°	LT	
MAP at LMM										

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Max Kts	
	① DA/MDA(H) 530' (350')		100	610' (410') V1500m
A	ALS out		135	700' (500') V1600m
B	R1500m		180	800' (600') V2400m
C	R900m		205	900' (700') V3600m
D	R1600m			

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: MSA, TA, holding alt, circling minimums. © JEPPESSEN, 2007, 2023. ALL RIGHTS RESERVED.

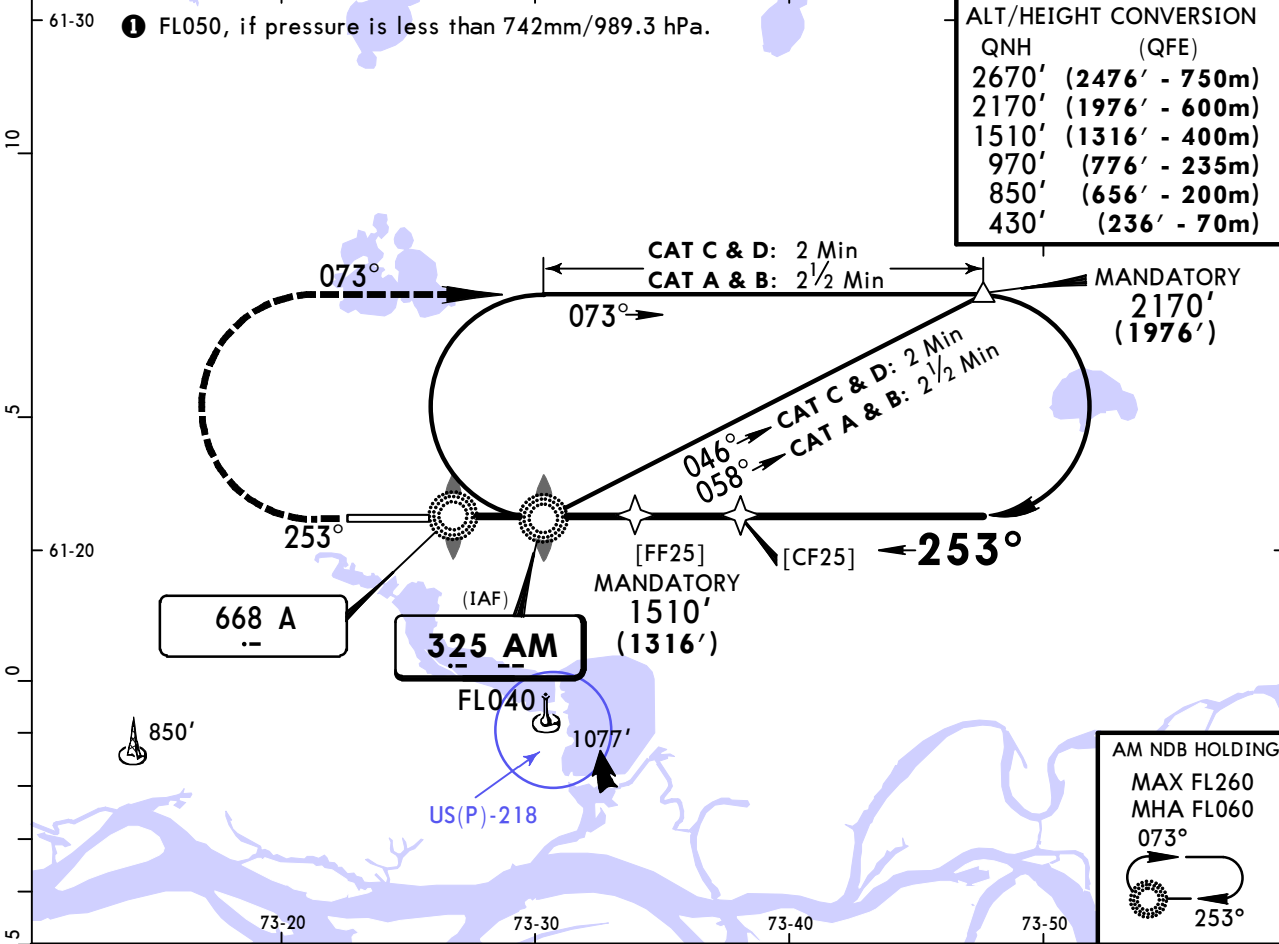
USRR/SGC SURGUT

JEPPESSEN
4 AUG 23 (16-2)

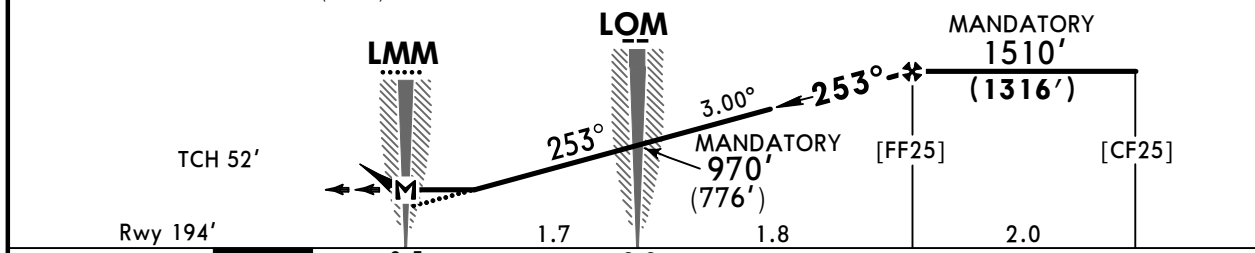
SURGUT, RUSSIA

2 NDB Rwy 25

ATIS 124.8	SURGUT Approach 129.3	SURGUT Krug (TWR) 120.3	SURGUT Tower 120.8	Ground 120.8
NDB AM 325	Final Apch Crs 253°	[FF25] MANDATORY 1510' (1316')	DA/MDA(H) 560' (366')	Apt Elev 200' Rwy 194'
MISSED APCH: Climb on 253° to 850' (656'), then turn RIGHT onto 073° climbing to 2170' (1976'), then according to chart, or as directed.				 MSA ARP
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL040 ① Trans alt: 2670' (2476')				



Pass LMM not below 430' (236').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	850' (656') on	253°	073°	2170' (1976')
Descent Angle	3.00°	372	478	531	637	849	PAPI			RT	
MAP at LMM											

Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Max Kts	
	① DA/MDA(H) 560' (366')		100	610' (410') V1500m
A	R1000m	ALS out		135
B		R1500m		180
C		R1700m		205
D				
				MDA(H)
				900' (700') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SURGUT, (SURGUT - USRR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USRR