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List of pages in this Trip Kit

General Information

Location: MOSCOW RUS
ICAO/IATA: UUEE / SVO
Lat/Long: N55° 58.35', E037° 24.78'
Elevation: 630 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 11.0° E

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

Sunrise: 0224 Z
Sunset: 1637 Z

Runway Information

Runway: 06C
Length x Width: 11654 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 620 ft
Lighting: Edge, ALS, Centerline

Runway: 06L
Length x Width: 10499 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 600 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 06R
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 619 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24C
Length x Width: 11654 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 622 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24L
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 621 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24R
Length x Width: 10499 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 589 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 126.375 Departure Service Non-English
ATIS: 125.125 Departure Service
ATIS: 122.075 Arrival Service
ATIS: 120.375 Arrival Service Non-English
Sheremetyevo Tower: 119.300 At or below 1500 ft
Sheremetyevo Tower: 120.700 At or below 3000 ft Secondary
Sheremetyevo Tower: 129.000 Secondary
Sheremetyevo Tower: 131.500 At or below 3000 ft
Sheremetyevo Tower: 118.700 At or below 3000 ft
Sheremetyevo Ground: 129.000 Secondary
Sheremetyevo Ground: 122.900
Sheremetyevo Ground: 121.800
Sheremetyevo Ground: 119.000
Sheremetyevo Apron Ramp/Taxi: 134.550
Sheremetyevo Apron Ramp/Taxi: 130.350
Sheremetyevo Apron Ramp/Taxi: 123.600
Sheremetyevo Apron Ramp/Taxi: 121.900
Sheremetyevo Clearance Delivery: 128.600
Sheremetyevo Clearance Delivery: 120.875
Moscow Approach: 118.550
Moscow Approach: 119.450 Secondary
Moscow Approach: 134.000
Moscow Approach: 131.200
Moscow Approach: 130.375
Moscow Approach: 129.000 Secondary
Moscow Approach: 128.000
Moscow Approach: 127.200
Moscow Approach: 124.400 Secondary
Moscow Approach: 124.200
Moscow Approach: 118.950
Sheremetyevo Radar: 135.175

Deicing Operations: 123.950
Deicing Operations: 118.800
Sheremetyevo Radar: 129.000 Secondary
Sheremetyevo Radar: 126.600
Sheremetyevo Radar: 122.700
Sheremetyevo Radar: 120.675
Sheremetyevo Radar: 118.100
Sheremetyevo Transit Operations: 130.650 Non-English

1. GENERAL

1.1. ATIS

ATIS Departure 125.125
126.375 (Russian)

ATIS Arrival 122.075
120.375 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT but not at the expense of flight safety.

Daily from 2300-0600LT take-off and landing of Tu-134, Tu-154, Il-86, Il-76, An-12, An-26 which do not comply with noise standards stated in ICAO Annex 16 are restricted, except VIP, medical, emergency and SAR flights.

1.2.2. PREFERENTIAL RWYs

RWYs 06C, 06R, 24C and 24L shall be used to the maximum possible degree.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

RWYs 06L/24R, 06C/24C and 06R/24L are available for take-off in low visibility conditions, if LVP are in progress.

LVP shall be applied when RVR is less than 550m and/or ceiling is less than 60m at least at one of the three observation points (touchdown zone, mid-point and stop-end of RWY).

In LVP conditions:

- RWY 06L/24R, TWYs D, E, E1, E2, E3, E4 and E5 are available without restrictions;
- Restrictions and safety measures are applied for RWYs 06C, 24C, 06R and 24L as follows:

  When RVR is less than 550m:

  - RWY guard lights are illuminated on TWYs G2, G3, G4, A2, A3, A4, A5, A6, A7 and A8.
  - Taxiing along TWYs N6, N7, N8 and B shall be executed only after Follow-me car.

  When RVR is less than 350m stop bars are illuminated on TWYs B2, B3, B4, B5 and B6.

1.3.2. ARRIVAL

After landing, flight crew must report RWY and ILS critical area vacated to SHEREMETYEVO Tower. Arriving ACFT are met by Follow-me car on TWY B1 or TWY G1 (RWY 24C), on TWY G5 or TWY A9 (RWY 06R).

The following standard taxi routes are established for arriving ACFT, when RVR is less than 350m:

- For RWY 06L:
  - to aprons of terminals A, B, C and Aviation Scientific and Technical Center apron:
    TWY (E3, E4, E5) - TWY E - TWY D - TWY B - TWY (N1, N2, N3, N6, N7, N8, N9, N11) - stand.
  - to aprons of terminals E and F:
    TWY (E1, E2) - TWY E - TWY D - TWY B - TWY B1 - TWY G1 - TWY A1 - MAIN TWY A - TWY (S4, S5, S6, S7, S8, S9, S11, S12) - stand.
  - to aprons of terminal D:
    TWY (E1, E2) - TWY E - TWY D - TWY B - TWY B1 - TWY G1 - TWY A1 - MAIN TWY A - TWY (S1, S2, S3) - stand.

1. GENERAL

- For RWY 06C:
  - to aprons of terminals A, B, C and Aviation Scientific and Technical Center apron:
    TWY B7 - TWY B - TWY (N9, N8, N7, N6, N3, N2, N11) - stand.
  - to aprons of terminals E and F:
    TWY G5 - TWY A9 - MAIN TWY A - TWY (S4, S5, S6, S7, S8, S9, S11, S12) - stand.
  - to sectors on apron of terminal D:
    TWY G5 - TWY A9 - MAIN TWY A - TWY (S4, S5, S6, S7, S8, S9, S11, S12) - stand.
- For RWY 06R:
  - to aprons of terminals A, B, C and Aviation Scientific and Technical Center apron:
    TWY G5 - TWY B7 - TWY B - TWY (N9, N8, N7, N6, N3, N2, N11) - stand.
  - to sectors on apron of terminal D:
    TWY A9 - MAIN TWY A - TWY (S1, S2 and S3) - stand.
  - to aprons of terminal E and F:
    TWY A9 - MAIN TWY A - TWY (S4, S5, S6, S7, S8, S9, S11 and S12) - stand.
- For RWY 24L:
  - to aprons of terminals A, B, C and Aviation Scientific and Technical Center apron:
    TWY G1 - TWY B1 - TWY B - TWY (N1, N2, N3, N6, N7, N8, N9, N11) - stand.
  - to aprons of terminals E and F:
    TWY A1 - MAIN TWY A - TWY (S4, S5, S6, S7, S8, S9, S11, S12) - stand.
  - to sectors on apron of terminal D:
    TWY A1 - MAIN TWY A - TWY (S1, S2, S3) - stand.
- For RWY 24C:
  - to aprons of terminals A, B, C and Aviation Scientific and Technical Center apron:
    TWY B1 - TWY B - TWY (N1, N2, N3, N6, N7, N8, N9, N11) - stand.
  - to aprons of terminals D, E and F:
    TWY G1 - TWY A1 - MAIN TWY A - TWY (S1, S2, S3, S4, S5, S6, S7, S8, S9, S11, S12, S13) - stand.
- For RWY 24R:
  - to aprons of terminals A, B, C and Aviation Scientific and Technical Center apron:
    TWY (E1, E2) - TWY E - TWY D - TWY B - TWY (N1, N2, N3, N6, N7, N8, N9, N11) - stand.
  - to aprons of terminals E and F:
    TWY (E1, E2) - TWY E - TWY D - TWY B - TWY B1 - TWY G1 - TWY A1 - MAIN TWY A - TWY (S4, S5, S6, S7, S8, S9, S11, S12) - stand.
  - to aprons of terminal D:
    TWY (E1, E2) - TWY E - TWY D - TWY B - TWY B1 - TWY G1 - TWY A1 - MAIN TWY A - TWY (S1, S2, S3) - stand.

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1.3.3. START-UP AND TAXIING

Pilots shall request start-up clearance when ready for start-up indicating the number of stand (apron).

Taxiing from stand to line-up position after Follow-me car only.

The following standard taxi routes are established for departing ACFT, when RVR is less than 350m:

- For RWY 06L:
  - from aprons of terminals A, B, C:
    stand - TWY (N1, N2, N3, N6, N7, N8, N9, N11) - TWY B - TWY D - TWY E - TWY E1.
  - from sectors on apron of terminal D:
    stand - TWY (S1, S2 and S3) - MAIN TWY A - TWY A1 - TWY G1 - TWY B1 - TWY B - TWY D - TWY E - TWY E1.
  - from aprons of terminals E and F:
    stand - TWY (S4, S5, S6, S7, S8, S9, S11 and S12) - MAIN TWY A - TWY A1 - TWY G1 - TWY B1 - TWY B - TWY D - TWY E - TWY E1.
  - from De-icing area 1:
    stand (82, 82A, 83, 83A, 84) - MAIN TWY A - TWY A1 - TWY G1 - TWY B1 - TWY B - TWY D - TWY E - TWY E1.
- For RWY 06C:
  - from aprons of terminals A, B, C :
    stand - TWY (N1, N2, N3, N6, N7, N8, N9, N11) - TWY B - TWY B1.
  - from aprons of terminals D, E and F:
    stand - TWY (S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12) - MAIN TWY A - TWY A1 - TWY G1.
  - from De-icing area 1:
    stand (82, 82A, 83, 83A, 84) - MAIN TWY A - TWY A1 - TWY G1.
  - from De-icing area 1:
    stand (82A, 83A) - TWY A9 - TWY G5 - TWY B7 - TWY B - TWY B1.
- For RWY 06R:
  - from aprons of terminals A, B, C and Aviation Scientific and Technical Center apron:
    stand - TWY (N1, N2, N3, N5, N6, N7, N8, N9, N11) - TWY B - TWY B1 - TWY G1.
  - from aprons of terminals D, E and F:
    stand - TWY (S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12) - MAIN TWY A - TWY A1.
  - from De-icing area 1:
    stand (82, 83, 84) - MAIN TWY A - TWY A1.
  - from De-icing area 1:
    stand (82A, 83A) - TWY A9 - TWY G5 - TWY B7 - TWY B - TWY B1 - TWY G1.
- For RWY 24L:
  - from aprons of terminals A and B:
    stand - TWY N11 - TWY B7 - TWY G5.
  - from aprons of terminals B and C:
    stand - TWY (N5, N6, N7, N8) - TWY B - TWY B7 - TWY G5.
  - from aprons of terminals D, E and F:
    stand - TWY (S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12) - MAIN TWY A - TWY A9.
  - from De-icing area 1:
    stand (82, 82A, 83, 83A, 84) - TWY A9.
  - from Aviation Scientific and Technical Center apron:
    TWY (N1, N2, N3) - TWY B - TWY B7 - TWY G5.

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- For RWY 24C:
  - from aprons of terminals A and B:
    stand - TWY N11 - TWY B - TWY B7.
  - from aprons of terminals B and C:
    stand - TWY (N5, N6, N7, N8) - TWY B - TWY B7.
  - from aprons of terminals D, E and F:
    stand - TWY (S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12) - MAIN TWY A - TWY A9 - TWY G5.
  - from De-icing area 1:
    stand (82, 82A, 83, 83A, 84) - TWY A9 - TWY G5.
  - from Aviation Scientific and Technical Center apron:
    TWY (N1, N2, N3) - TWY B - TWY B7.
- For RWY 24R:
  - from aprons of terminals A, B, C:
    stand - TWY (N1, N2, N3, N6, N7, N8, N9, N11) - TWY B - TWY D - TWY E - TWY E5.
  - from sectors of apron of terminal D:
    stand - TWY (S1, S2, S3) - MAIN TWY A - TWY A1 - TWY G1 - TWY B1 - TWY B - TWY D - TWY E - TWY E5.
  - from aprons of terminals E and F:
    stand - TWY (S4, S5, S6, S7, S8, S9, S11, S12) - MAIN TWY A - TYW A1 - TWY G1 - TWY B1 - TWY B - TWY D - TWY E - TWY E5.
  - from De-icing area 1:
    stand (82, 82A, 83, 83A, 84) - MAIN TWY A - TWY A1 - TWY G1 - TWY B1 - TWY B - TWY D - TWY E - TWY E5.

1.4. TAXI PROCEDURES

It is prohibited to occupy MAIN TWY A, MAIN TWY 1, TWY B, D and E without permission of GND controller.

Taxiing into hangar area and into/out of Aviation Scientific and Technical Center apron MAX wingspan of 105'/32m. Taxiing of ACFT with more than wingspan of 105'/32m shall be executed by towing.

Taxiing in front of stands 74 thru 81 with MAX wingspan 164'/50m.

Taxiing between stands 66 and 68 (taxi route F4) with MAX wingspan 213'/64.8m.

Simultaneous use of taxi routes T3 and T5 available for ACFT with MAX wingspan 118'/36m.

Simultaneous use of taxi routes T3 and T6 is permitted. T3 is available for ACFT MAX 118'/36m. T6 is available for ACFT with MAX 213'/65m.

Simultaneous use of taxi routes T4 and T6 is permitted. T4 is available for ACFT with MAX wingspan of 118'/36m or 213'/65m. T6 is available for ACFT with MAX wingspan of 118'/36m or 213'/65m.

Simultaneous use of taxi routes C1 and C3 is permitted for ACFT with MAX wingspan 118'/36m.

Simultaneous use of taxi routes C1 and C2, C2 and C3, T3 and T4, T4 and T5 or T5 and T6 is PROHIBITED.

Segment of taxi route L3 from taxi routes A1 to A2 are available for ACFT with MAX wingspan 108'/33m.

Taxi routes C1, C3, J1, J2, J3, L6, L7, P4, T3 and T5 are available for ACFT with MAX wingspan 118'/36m.

Taxi route D5 in vicinity of stand 12 is available for ACFT with wingspan 118'/36m. For ACFT with wingspan of more than 118'/36m up to 213'/65m only by Follow-me car.

Taxi route F3 in vicinity of stands 59 thru 60 is available for ACFT with wingspan 138'/42m.

Taxi route F1 is available for ACFT with wingspan 139'/42.5m.

Taxi route D4 is available for ACFT with MAX wingspan 148'/45m.

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Taxi routes C2, C5, D1, D2, D3, D5 in vicinity of stands 15 thru 17, F4, L1 (except segment from TWY S4 thru S8), L5, L8, T1, T2, T4, T6 and segment of taxi route C7 from stand 190 to 201 are available for ACFT with MAX wingspan of 213'/65m.

Taxi route F3 (except segment in vicinity of stands 59 thru 60) is available for ACFT with wingspan 224'/68.4m.

Taxi routes A1, A2, A3, C8, F2, F5, segment of taxi route L1 from TWY S4 thru S8, L4, segment of taxi route C7 from TWY N3 to stand 201 and segment of taxi route L3 from taxi routes A2 to A3 are available for ACFT with MAX wingspan of 263'/80m.

When taxiing North ACFT with MAX wingspan 118'/36m are permitted to turn after Follow-me car from taxi route T3 to T5, T6 as well as from taxi route T5, T6 to T3 along the relevant marking abeam stand 131.

When taxiing North ACFT with MAX wingspan 213'/65m less are permitted to turn after Follow-me car from taxi route T4 to T6 as well as from taxi route T6 to T4 along the relevant marking abeam stand 128.

Taxiing of AN-124, B747-8 and A380 ACFT via MAIN TWY A (from TWY A9 to TWY S13) and TWY S13 shall be carried out strictly along centerline at reduced speed with flight crews increased caution.

Taxiing of ACFT with a wingspan of 197'/60 m or above via TWY S12 shall be carried out after the Follow-me car.

Terminal F stands 42 thru 45 and 62 thru 66 available for successive engines start-up followed by setting idle power by Apron 2 controller's clearance, provided that ACFT are parked facing the terminal.

Apron segment between stands 2, 2A, 3 and the hangar is available for taxiing.

1.5. PARKING INFORMATION

When parking on stands 15 thru 41 and 46 thru 60 needs to be carried out by towing, taxiing to the intersection of taxi route and stand safety area shall be executed under own engine-power. ACFT shall stop after receiving instruction from the specialist coordinating ACFT ground movement upon arrival. If the specialist is not present, pilot must stop and report to Apron 1 or Apron 2 controller. After that parking shall be executed by towing.

Apron of terminal A:

- Taxiing to the apron shall be executed after Follow-me car onto stands 85 and 85A thru 85Z.
- Taxiing into hangar 2 shall be executed by towing.
- Taxiing of ACFT from stands 85 and 85A thru 85Z and out of hangar 2 shall be executed by towing to start-up positions.

Terminal D stands 15 thru 33, terminal E stands 34 thru 41, terminal F stands 46 thru 60, terminal B stands 113 thru 131 and terminal C stands 132 thru 150 equipped with visual docking guidance system SAFEDOCK.

Stand 1 is designated for maintenance.

Stands 1A, 82 thru 84, 190 and stands T and V available for commercial servicing and maintenance.

ACFT intended to take off in heading 064^ MAG shall vacate stand 1A via TWY S2.

When docking guidance system is inoperative, pilot must stop and inform Apron 1 or Apron 2 or Apron 3 or Apron 4 controller about it. Taxiing shall be carried out by the signals of marshaller.

Enter stands 2 and 3 facing stands 7 thru 9 by towing.

Enter stands 4 thru 6 facing stands 10 and 11 by towing.

Enter stands 1, 1A, 42C, 43C, 44C, 68 thru 72, 73B, 74, 74A, 74B, 75, 76, 76A, 76B, 77, 78, 79, 79A, 79B, 80, 81, 81A, 81B, 86, 87, 88, 88B, 89, 89B and 90 by towing.

Enter stands 86A, 89C, 89D, 162 thru 182, 186A, 187A, 190, 201A, 203A, 205A, 207A, 208A, 209A, 211A, 213A, 215A and 220 by push-back.

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Stands 89C and 89D available for helicopters.

Exit stands 1 thru 6, 15 thru 33, 34 thru 41, 46 thru 60, 61 thru 63, 67A, 68 thru 72, 73B, 74 thru 76B, 77, 78, 79, 79A, 79B, 80, 81, 81A, 81B, 82, 86 thru 90A, 98, 98A, 99, 100, 100A, 101, 102, 103, 113 thru 150, 162 thru 182, 184 thru 189 and 220 by towing.

Exit stands 93 thru 97 and 191 thru 216 by push-back.

Exit stands 201A, 203A, 205A, 207A, 209A, 211A, 213A, 215A by towing to start-up position.

Stands 42 thru 45, 61 thru 66 and 68 thru 72 available for de-icing.

Enter stands 191 thru 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 216, 215, V and T by Follow-me car.

Taxiing onto stands and hangar of hangar 1 apron/terminal B shall be executed by towing.

Taxiing out of hangar and stands 104 thru 104L shall be executed by towing.

ACFT with wingspan more than 102'/31 m shall stop at start-up area G on apron of terminal B, after that ACFT shall be parked by towing.

Enter stands 82 thru 84 after Follow-me car by instructions of Apron 1 controller.

Exit stands 82, 82A, 83, 83A and 84 only by instruction of TWR (GND) controller.

1.6. COMMUNICATION FAILURE PROCEDURE

In case of communication failure, the pilot can:

- use mobile communication
  Flight Control Officer (Moscow TMA Control Center)
  Tel: +7 495 956 87 33
  +7 495 436 25 36
  +7 916 043 35 90
  Flight Control Officer (Moscow ACC)
  Tel: +7 495 956 87 34
  +7 495 436 26 62
  +7 916 043 36 16
  Flight Control Officer (Sheremetyevo AD)
  Tel: +7 495 578 03 71
  +7 916 249 15 68
- monitor LOM frequency for ATC information and instructions.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

1.7.1. PECULIARITIES OF TWO-RWY-SYSTEM OPERATION

RWY 06C/24C and RWY 06R/24L:

1. One RWY shall be used for departures, the other one for approaches and/or for departures.
2. Both RWYs shall be used both for departures and approaches.

RWY 06L/24R, RWY 06C/24C and RWY 06R/24L:

1. Simultaneous dependent parallel approaches, phrase "Simultaneous dependent instrument approaches in progress" and information about approaches executed to both RWYs are broadcasted via ATIS.
2. Simultaneous independent parallel approaches, phrase "Simultaneous independent instrument approaches in progress" and information about approaches executed to both RWYs including information about ILS LOC frequencies of the relevant RWY are broadcasted via ATIS.
3. Simultaneous independent parallel departures from RWY 06C/24C (RWY 06R/24L) and RWY 06L/24R, ATIS broadcast includes the information "Parallel RWY operations in progress" in this case only departures (independent departures) can be carried out, or RWY 06L/24R is used only for departures and RWY 06C/24C (RWY 06R/24L) is used both for approaches and for departures and vice versa (semi-mixed operations), or RWY 06C/24C (RWY 06R/24L) and RWY 06L/24R are used both for approaches and for departures (mixed operations).

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ILS, GLS precision approaches can be carried out during segregated parallel approach operations.

Simultaneous independent parallel departures shall be operated, provided ACFT proceed in accordance with the published SID procedures.

Simultaneous dependent and independent parallel approaches shall be operated, provided ACFT proceed in accordance with the published STAR and approach procedures.

Simultaneous independent parallel departures and simultaneous dependent and independent parallel approaches shall not be operated, if flight crew reports inability to proceed in accordance with the established SID, STAR approach procedures.

When instrument approaches are carried out to parallel RWYs 06C, 06R, 24L, 24C ACFT can be re-directed before it passes GP interception point. TWR controller requests flight crews, executing approaches to the above-mentioned parallel RWYs, to advise possibility of being re-directed to another RWY before ACFT reaches a distance of 4.3NM/8km from THR.

TWR controller takes the decision to re-direct ACFT upon receiving flight crew's report about readiness to execute visual approach.

In the event of a missed approach in the course of re-directed approach, flight crew shall report missed approach execution to TWR controller, climb to 3000', change to an IFR flight and execute missed approach according to the published missed approach procedure or follow TWR controller's instructions.

1.7.2. PECULIARITIES OF INTRODUCTION OF THE PROCEDURE OF REDUCTION OF DECLARED DISTANCES ON RWY

To ensure a non-stop crossing of two RWYs (RWY 06C/24C, RWY 06R/24L), a procedure of reduction of Take-Off Run Available (TORA) and Landing Distance Available (LDA) is applied. In this case, ground crossing by taxiing or towing shall be executed by ACFT as follows:

- RWY 24L, RWY 24C: via TWY A1 - TWY G1 - TWY B1;
- RWY 06C, RWY 06R: via TWY A9 - TWY G5 - TWY B7.

The flight crews will be notified about introduction of the process of reduction of declared distances on RWY via ATIS, Tower, SHEREMETYEVO Ground or SHEREMETYEVO Apron controllers.

Conditions:

- The procedures are applied for RWY 06C/24C and RWY 06R/24L;
- Friction coefficient on the RWY is 0.45 or above.

The procedures are not applied:

- In respect of ACFT of "Heavy" category executing approach or take-off procedures;
- In respect of ACFT, the flight crews of which have reported the necessity to use full length of the RWY;
- In respect of ACFT which are in emergency situation;
- In respect of ACFT executing take-off not from the RWY beginning;
- In respect of ACFT executing take-off procedure when the RWY is crossed by B747, B777, A380, An-124 ACFT and their modifications;
- If LVP are initiated at the APT.

When the procedure of reduction of declared distances on RWY is introduced, the following declared distances are established:

For take-off:

- RWY 06C, RWY 06R: Take-Off Run Available (TORA) is 2121m, Take-Off Distance Available (TODA) is 2520m;
- RWY 24L, RWY 24C: Take-Off Run Available (TORA) is 2340m, Take-Off Distance Available (TODA) is 2790m.

For landing:

- RWY 06C, RWY 06R, RWY 24L, RWY 24C: Landing Distance Available (LDA) is 3072m.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

Continue the flight maintaining the route and flight profile of the cleared basic RNAV STAR to the maximum extent.

Execute approach-to-land according to the established procedure.

In the event of a missed approach follow paragraph 2.1.1. AFTER MISSED APPROACH.

Set transponder to code 7700, if it is necessary to deviate from the specified procedure.

2.1.1. AFTER MISSED APPROACH

Continue maintaining the route and profile of missed approach procedure to the nearest holding area to the maximum extent.

Enter the holding area at the upper published altitude at IAF, burn out fuel, if necessary.

After taking the decision to land at Moscow/Sheremetyevo:

- Execute approach in accordance with the established procedure.

After taking the decision to proceed to the alternate AD in Moscow TMA:

- Proceed to MR DVORDME climbing to transition altitude 10000'.
- Proceed to IAF via the following waypoints:

  Moscow/Domodedovo:

  BESTA - RUGEL - GEKLA - IMZUP - KUPVE - NIDBE - IZVOK - IPKED - ZOVGO - ODZAG - GUFUZ - ALBOR (IAF).

  Moscow/Vnukovo:

  GIGUN - ASLEK - BUPOS - ORSIF - MEZER - NALFI - RAMZA - UKABE - FIDOT - RORUK (IAF)

  Ostafyevo:

  GIGUN - ASLEK - BUPOS - ORSIF - MEZER - NALFI - RAMZA - UKABE - FIDOT - RORUK (IAF)

  Ramenskoye:

  BESTA - RUGEL - MONIK - RAFDA - NIGLI - NDB RT - BW316 - BW317 - BW318 - BW319 - ODLOR (IAF)
- At IAF enter the published, if available, or standard holding area.
- In the holding area descend from transition altitude 10000' to the upper published approach procedure altitude at IAF.
- Execute approach in accordance with the established procedure.

After taking the decision to proceed to the alternate AD outside Moscow TMA:

- Execute approach according to the established procedure to IF.
- Proceed from IF to the initiation point of the basic RNAV SID of the same RWY.
- Maintain the route and flight profile of the basic RNAV SID till leaving Moscow TMA to the maximum extent.
- Continue climbing to the FL specially established for flight without radio communication (FL 140, FL 150, FL 240, FL 250) after leaving Moscow TMA.

After taking the decision to proceed to the destination AD:

- Execute approach in accordance with the established procedure to IF.
- Proceed from IF to the initiation point of the basic RNAV SID of the same RWY.
- Maintain flight route and profile of the basic RNAV SID to the maximum extent until leaving Moscow TMA.
- After leaving Moscow TMA, reach flight level indicated in the flight plan.

2. ARRIVAL

2.2. EMERGENCY LANDING PROCEDURE

In cases of emergency, requiring immediate landing, during take-off phase from V1 (decision speed) till reaching 1030' (400'), the pilot-in-command can carry out emergency landing depending on take-off conditions having reported about emergency landing to SHEREMETYEVO Tower as follows:

- At 1030' (400') carry out 180-degree turn (right turn when take-off heading is 244^ and left turn when take-off heading is 064^) climbing to 1780' (1150') under VFR or 2110' (1480') under IFR and carry out a flight according to approach chart and land.

Execution of continued take-off

If during take-off the emergency situation arises when V1 speed has been reached, pilot must continue take-off, access the situation and execute the following:

- approach according to published procedure or by vectoring on operational landing direction;
- missed approach procedure;
- flying to the alternate aerodrome, if unable to land at the departure aerodrome due to meteorological conditions.

Pilot must report his decision and about ACFT position relative to RWY to ATS.

2.3. NOISE ABATEMENT PROCEDURES

Maintain STAR routes, in case of deviation join the assigned track immediately. If special meteorological conditions are present in arrival and approach sectors, the flight crew can deviate from STAR route with mandatory report about it to ATC.

Limitations

Immediately prior to the final approach, avoid excessive rates of descent, change configuration and speed according Airplane Flight Manual. During instrument as well as visual approach, it is not allowed to fly below ILS GS. Noise abatement procedures shall not envisage the increasing of indicated rate of descent. A displacement of THR shall not be used as a noise abatement measure. 'AIR GROUND' communication shall be reduced to absolute minimum.

2.4. CAT II/III OPERATIONS

RWY 24L approved for CAT II operations and RWYs 06L, 06R, 24C and 24R approved for CAT II/III operations, special aircrew and ACFT certification required.

2.5. REDUCED RADIO COMMUNICATION

- After receiving the instruction "Contact SHEREMETYEVO Tower" from Radar controller, a pilot shall tune the radio station to the mentioned frequency and call for TWR controller having advised his call sign and selected approach procedure: "SHEREMETYEVO Tower, AFL 1713, ILS 24R".
- TWR controller shall confirm establishing radio communication by a phrase indicating the index of RWY for landing: "AFL 1713, 24R".
- The pilot shall confirm: "24R, AFL 1713".
- If the type of approach, chosen by a pilot and advised to ATS unit, differs from the type of approach broadcasted in ATIS message, then a controller shall indicate it on first contact: "AFL 1713, RNAV 24R approach".
- The pilot shall confirm: "RNAV 24R approach, AFL 1713".

2. ARRIVAL

2.6. RWY OPERATIONS

2.6.1. MINIMUM RWY OCCUPANCY TIME

After landing arriving ACFT shall vacate the RWY via the nearest TWY, or the TWY assigned TWR controller.

After vacating the RWY via TWY G1-G5, flight crew of arriving ACFT shall standby for TWR controller's clearance to cross the parallel RWY.

It is permitted to cross the parallel RWY only by the instruction of TWR controller.

It is considered that the ACFT has vacated the RWY, when it left the RWY onto the adjoining TWY, neither of the ACFT parts is located closer than 30m to the RWY centerline, the ACFT is in motion and will continue moving without stop.

2.6.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

The reduced RWY separation minima shall be applied in daytime only (within 30 minutes after sunrise to 30 minutes before sunset). When meteorological conditions conform to the following criteria:

- VIS 5km or above, ceil 1600' AAL or above;
- Tailwind component shall not exceed 3m/sec;
- Measured friction coefficient is 0.36 or above.

Information about application of reduced separation minima is included into ATIS.

Landing clearance is issued to flight crews of arriving ACFT under the following conditions:

- The preceding ACFT has landed and passed the point located at a distance of not less than 8202'/2500m from RWY THR, and there is well-grounded confidence, that this ACFT will be in motion and will vacate RWY without backtracking, when the succeeding arriving ACFT will be crossing RWY THR;
- The departing ACFT is airborne and has passed the point located at a distance of not less than 8202'/2500m from RWY THR.

The flight crew of the succeeding ACFT is informed about the preceding ACFT by indicating the type of the preceding ACFT in lan ding clearance. RWY of landing designator is indicated in landing clearance: "AFL 1703, be informed preceding traffic (ACFT type), RWY 24L, cleared to land". Pilot-in-command can take a decision to land onto occupied RWY, provided, that the preceding ACFT has passed the point located at a distance of 8202'/2500m from RWY THR.

The flight crew shall inform the controller when the preceding ACFT is in sight and confirm the landing clearance: "AFL 1703, (ACFT type) in sight, RWY 24L, cleared to land".

Reasonable confidence of the controller is based on observance by the flight crews of the published time of RWY occupation after landing (or passing the distance of not less than 8202'/2500m from RWY THR).

If the flight crew is not ready to observe the published requirements, the flight crew must inform the controller about it on first radio contact or as early as possible.

3. DEPARTURE

3.1. DE-ICING

For de-icing positions refer to 20-9 charts.

During de-icing treatment of ACFT with running engines communication between the flight crew and operator of de-icing car shall be maintained on following frequencies:

- 118.900 - on apron of Terminal C (de-icing areas E10, H1, 4), de-icing areas D, 5;
- 118.500 - on aprons of Terminals A, B (de-icing areas on stands 105A, 107A, de-icing area M1, S);
- 118.400 - on aprons of Terminals D, E, F (de-icing area on TWY S1, de-icing areas W, B2);
- 118.200 - on apron of Terminal F (de-icing areas on TWY S8, stand 73), apron of the Cargo Terminal, de-icing area 1.

The flight crew shall notify the appropriate Apron controller of the necessity of de-icing treatment on initial radio contact.

De-icing treatment of ACFT is executed on:

- Engines start-up positions;
- ACFT stands and temporary parking points;
- De-icing areas.

Simultaneous taxiing and towing on de-icing area 1 and de-icing area 5 is prohibited.

T1, T2, T3 and T4 are engines start-up and de-icing areas.

V1 and V2 are additional stop points and engine start-up positions.

Apron controller coordinates movement on area designated for de-icing treatment of ACFT with running engines.

Flight crews shall report the relevant Apron controller, controlling them, that de-icing treatment is completed and they are ready to vacate de-icing area with started engines to perform the procedure "After De-icing/Anti-icing Checklist".

It is prohibited to vacate de-icing area to perform the procedure "After De-icing/ Anti-icing Checklist" from stands of de-icing area 1, de-icing area 5.

After de-icing treatment of ACFT with running engines in areas H1, M1, W (9A), E10, stands 105A, 107A and 73 an operator of de-icing treatment informs pilot about completion of de-icing treatment via radio: "ACFT call sign ??? all is clear, route is clear, transmitting a visual signal" and gives a visual signal by a hand with a thumb turned up. Pilot confirms obtained information via radio "ACFT call sign ??? all is clear, route is clear, start taxiing".

In de-icing areas in vicinity of TWYs S1, S2, S8, S12, de-icing areas B2, 1, 4, S, 5, W (7A), D and stand 67A an operator of de-icing treatment informs via radio after completion of de-icing treatment: "Expect clear signal", drives away to a safe distance and transmits a signal: "ACFT call sign ??? all is clear, route is clear". Pilot confirms the obtained information via radio: "ACFT call sign ??? all is clear, route is clear, start taxiing".

De-icing treatment of ACFT in engines start-up areas and on stands shall be carried out with shutdown engines.

3. DEPARTURE

3.2. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.2.1. START-UP

A request for ATC departure clearance shall be made to Delivery or Delivery 2. Information about availability of Delivery 2 will be broadcasted via ATIS.

A pilot shall request departure clearance within 5 to 15 minutes before TOBT.

The request must include call sign, destination APT, ACFT stand number and the code letter of the latest ATIS information.
The received clearance must be acknowledged by the following information:

- RWY designation number for take-off, SID designator, SSR squawk and any other information that differs from the information that shall be at pilot's disposal at that moment.

In case of departure in the South direction, a pilot request to change departure route shall be made 20 minutes before TOBT.

The validity period of the departure clearance is not earlier than 15 minutes before and not later than 30 minutes after getting such permission.

When approaching the TWY designated by the controller, flight crew shall report this to GND controller.

When it is necessary to treat the ACFT with de-icing fluid, it is allowed to request the departure clearance before or during the de-icing treatment.

Clearance for towing and start-up shall be requested on the frequency of Apron 1, Apron 2, Apron 3 or Apron 4.

The operation of the ACFT transponder in Mode S on the ground:

- The transponder shall be switched on before towing (start-up);
- The transponder shall be switched off after the termination of parking on the ACFT stand.

The ACFT shall start movement within 10 seconds after getting take-off clearance. If the ACFT movement has not begun after 10 seconds, take-off can be prohibited by TWR controller instructing the flight crew to clear the RWY via the nearest TWY.

When medium and light ACFT take off from TWYs B2, G2, B6, G4, A2 or A8 following a heavy ACFT, a separation minimum of 2 minutes or more is applied in view of wake turbulence; when ACFT take off from TWYs B4, G3 or A5 a separation minimum of 3 minutes or more is applied. If flight crew determines that additional spacing is required, they shall inform TWR controller.

3.2.2. TAXI PROCEDURES

The pilot shall request clearance for towing to the position of ACFT treatment with de-icing fluid and engines start-up when the ACFT is completely ready for towing. When submitting the request, the pilot shall advise ACFT position (stand number) and receipt of the latest ATIS information.

For ACFT parked on Terminal D apron clearance for start-up and taxiing is issued by Apron 2 controller.

When the RWY is available only for take-off, TWR controller can issue conditional clearance which is the instruction to the flight crew for self-dependent line-up from the RWY beginning after the preceding ACFT which has started the take-off run.

For example:

"AFL1234, Tower, 24L line-up in sequence". After the start of the take-off run by a preceding ACFT, a pilot shall taxi to line-up position and wait for further instructions.

3. DEPARTURE

3.2.3. TAXI ROUTES FROM TERMINALS D, E, F AND CARGO AREA TERMINAL F

Assigned by ATC follow TWYs S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12 and stands on de-icing area 1 via MAIN TWY A:

Route A1 - to holding position on TWY A1;
Route A2 - to holding position on TWY A2;
Route A5 - to holding position on TWY A5;
Route A8 - to holding position on TWY A8;
Route S13 - to holding position on TWY S13;
Route A9 - to holding position on TWY A9;
Route CAT II - to holding position on MAIN TWY A indicated by "24 CAT II" sign;
Route CAT IIIA - to holding position on MAIN TWY A indicated by "06 CAT III" sign.

3.3. NOISE ABATEMENT PROCEDURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in case of engine failure during take-off.

Restrictions

Changing of flight direction after take-off is permitted only after reaching 1030' and passing back course MKR, then strictly maintain the published procedures.

Turns from 1030’ to 1600’ (excluding) shall be executed with a bank angle not exceeding 15^, from 1600’ to 3600’ (excluding) with a bank angle of not more than 20^, and from 3600’ with a bank angle of not more than 25^ or with rate of turn 3^/sec.

Noise Abatement Procedures

NADP1 is applied.

3.4. COMMUNICATION FAILURE PROCEDURES

3.4.1. AFTER TAKE-OFF

Maintain the route and profile of the cleared RNAV SID to the maximum extent.

After taking the decision to return to the departure AD:

- Proceed to SID termination fix, and then to the nearest origination point of the shortest basic RNAV STAR of the departure aerodrome.
- Maintain the route and flight profile of the basic RNAV STAR to the maximum extent.
- Execute approach-to-land according to the established procedure.
- In case of missed approach continue the flight maintaining the route and profile of missed approach procedure to the nearest holding area to the maximum extent.
- Follow paragraph 2.1.1. AFTER MISSED APPROACH.

After taking the decision to proceed to the destination AD:

- Continue climbing to the flight level indicated in flight plan after leaving Moscow TMA.

The flight crew must set transponder to code 7700, if it is necessary to deviate from the specified procedure.

3. DEPARTURE

3.5. RWY OPERATIONS

3.5.1. MINIMUM RWY OCCUPANCY TIME

In all cases while taxiing along MAIN TWY A, pilot must be ready to stop before CAT II/III marking and to obtain further instructions and permissions from TWR controller.

When making decisions, TWR controller is based on the fact that the flight crew of the ACFT, which is at the RWY holding position, is ready for departure without delay. The flight crew must advise if additional time for preparation is required.

The flight crew shall provide take-off without stop on line-up position not later than 30 seconds after receiving ATC clearance at the RWY holding position.

The execution of take-off immediately after lining up can be required on the basis of the air and ground situation. In this case, TWR controller can give the instruction to line up and be ready for the immediate take-off.

If unable to follow this instruction, the flight crew shall report it to TWR controller.

The instruction to line up and take off shall be carried out by the flight crew without delay.

Take-off from RWYs 06C, 06R, 24L, 24C shall be carried out as follows:

- from intersection with TWY G2, B2 - for RWY 06C;
- from intersection with TWY G2, A2 - for RWY 06R;
- from intersection with TWY G4, A8 - for RWY 24L;
- from intersection with TWY G4, B6 - for RWY 24C.

When full RWY distances are required, the flight crew shall advise this to Delivery controller after obtaining departure clearance.

The checks, which must be carried out during the stay on the RWY, must be reduced to a minimum.

After ACFT occupation of the RWY, the flight crew shall provide commencement of ACFT movement for take-off within 10 seconds after obtaining clearance.

After confirmation of the take-off clearance by the flight crew, TWR controller anticipates that the ACFT will commence movement within 10 seconds.

3.5.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

The reduced RWY separation minima shall be applied in daytime only (within 30 minutes after sunrise to 30 minutes before sunset). When meteorological conditions conform to the following criteria:

- VIS 5km or above, Ceil 1600' AAL or above;
- Tailwind component shall not exceed 3m/sec;
- Measured friction coefficient is 0.36 or above.

Information about application of reduced separation minima is included into ATIS.

Take-off clearance can be issued to the flight crew of the ACFT if there is well-grounded confidence that at the moment of commencement of the accelerated movement of this ACFT on the RWY the preceding departing ACFT is airborne and has passed the point located at a distance of not less than 8202'/2500m from the succeeding ACFT.

Restriction on initial climb height and information about air traffic can be issued to the flight crew of the succeeding ACFT:

"AFL 1702, initially climb to 3600', be informed preceding traffic (ACFT type), RWY 24L, cleared for take-off".

UUEE/SVO SHEREMETYEVO

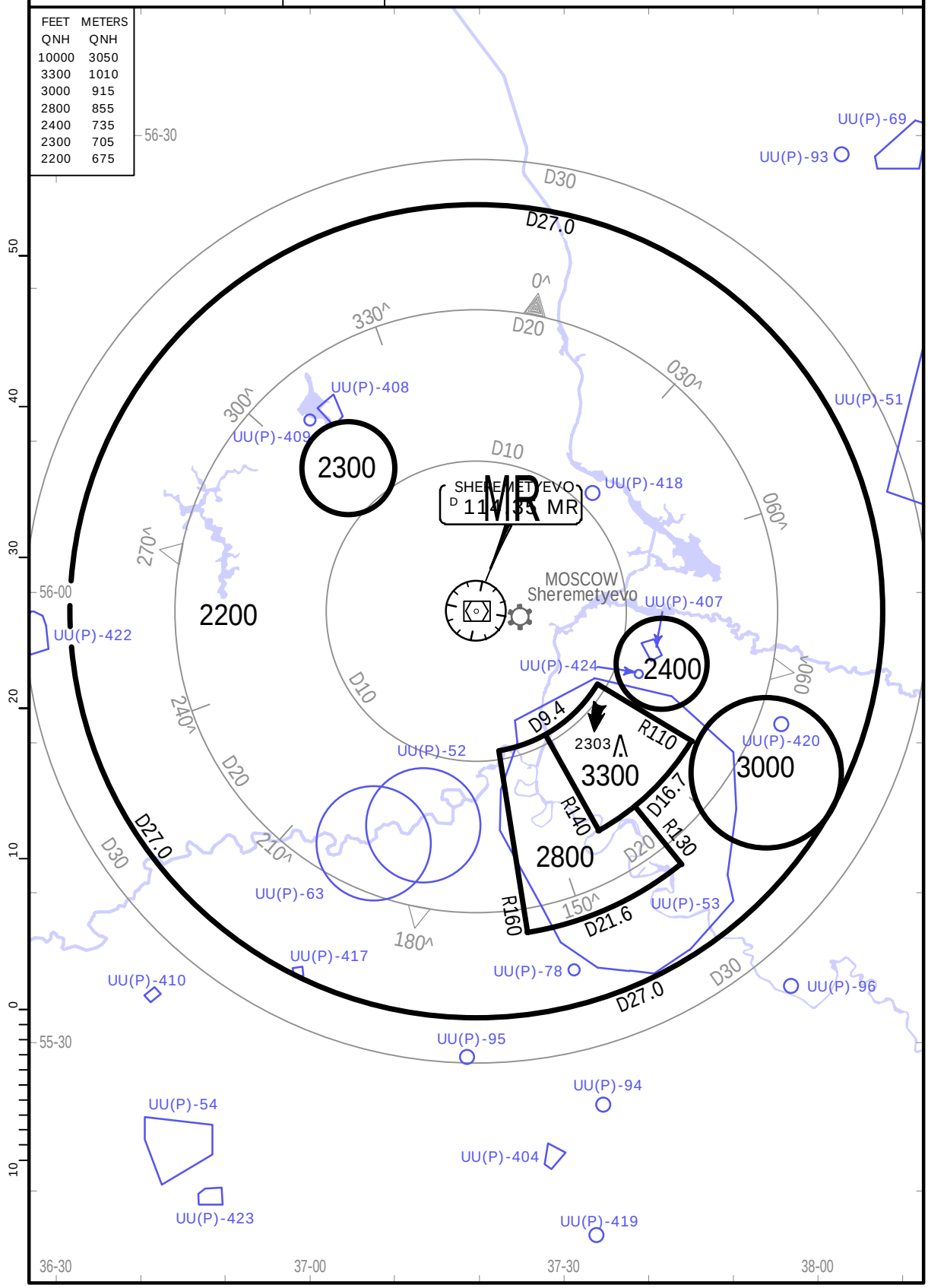
JEPPESEN

16 DEC 22 | 20-1R .Eff.29.Dec. .RADAR.MINIMUM.ALTITUDES.

MOSCOW, RUSSIA

SHEREMETYEVO Radar (TWR)	Apt Elev	
118.1 120.675 122.7 126.6 135.175	630	Alt Set: hPa (MM on request) Trans level: FL110 FL120 when QNH is less than 1013 hPa (760 mm) FL130 when QNH is less than 977 hPa (733 mm) Trans alt: 10000 QNH (QFE on request) 1. This chart may only be used for cross-checking of altitudes while under RADAR control. 2. When vectoring is carried out under low-temperature conditions, minimum altitudes must be corrected by altimeter temperature correction.

FEET QNH	METERS QNH
10000	3050
3300	1010
3000	915
2800	855
2400	735
2300	705
2200	675



CHANGES: Prohibited areas established.

ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: By ATC or
FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)
1. RNAV 1.
2. DME/DME or GNSS required.

DIMGI 3E [DIMG3E]
RNAV ARRIVAL
(ALL RWYS)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC COMMS

EE1~1
AT 250 KT
9000

TAFAZ

RIMDE
AT 250 KT
FL140
FL130

KEZVU
(IAF)
BY ATC

HOLDING OVER KEZVU
MAX 10000
MHA 3000
2100T

SORET
AT 250 KT
FL150

PANZO
AT 250 KT
FL160
FL150

MAX FL200
MHA FL150
3000T

TAREF
AT 250 KT
FL200

LUPTE
AT 270 KT
FL200

MEFED
AT 270 KT
FL230
FL220

MAX FL280
MHA FL220
3000T

VIVZO
AT 270 KT
FL240
FL230

MAX FL280
MHA FL220
3000T

DIMGI
AT 270 KT
FL260

3900 1

2303

1 for surface air temperature at ARP -31^C

MOSCOW
Vnukovo
UUWW

ARP

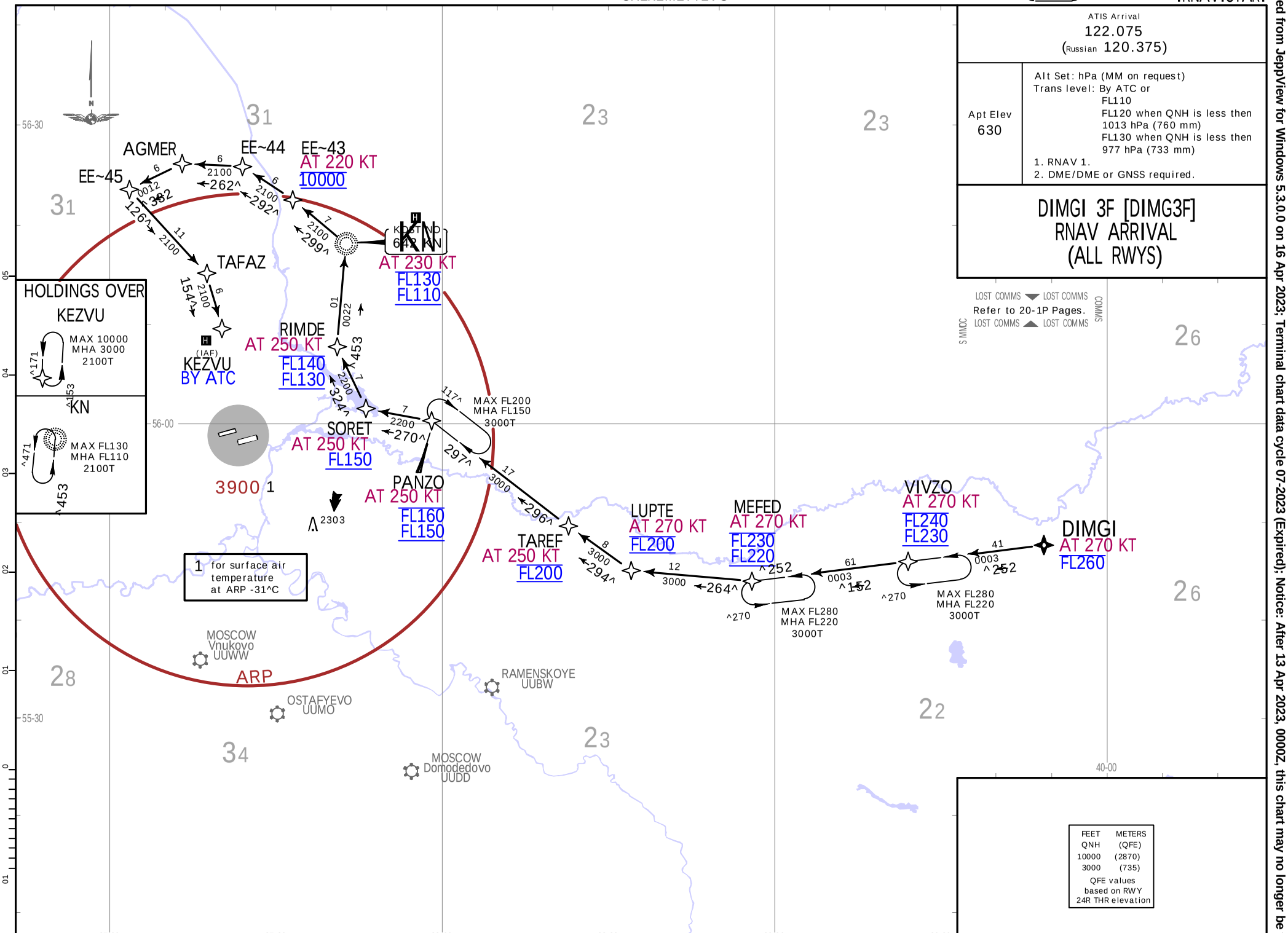
OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

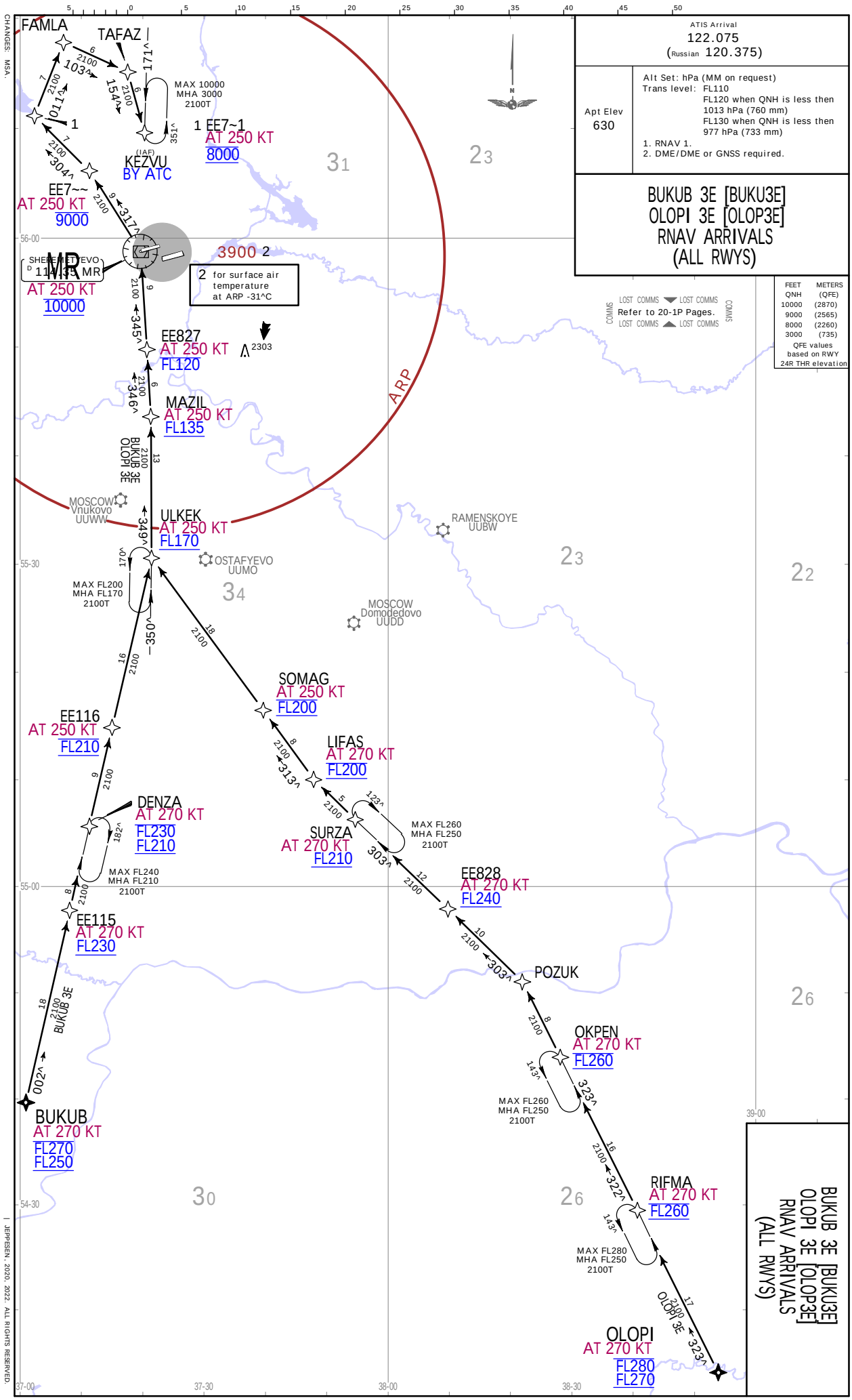
MOSCOW
Domodedovo
UUDD

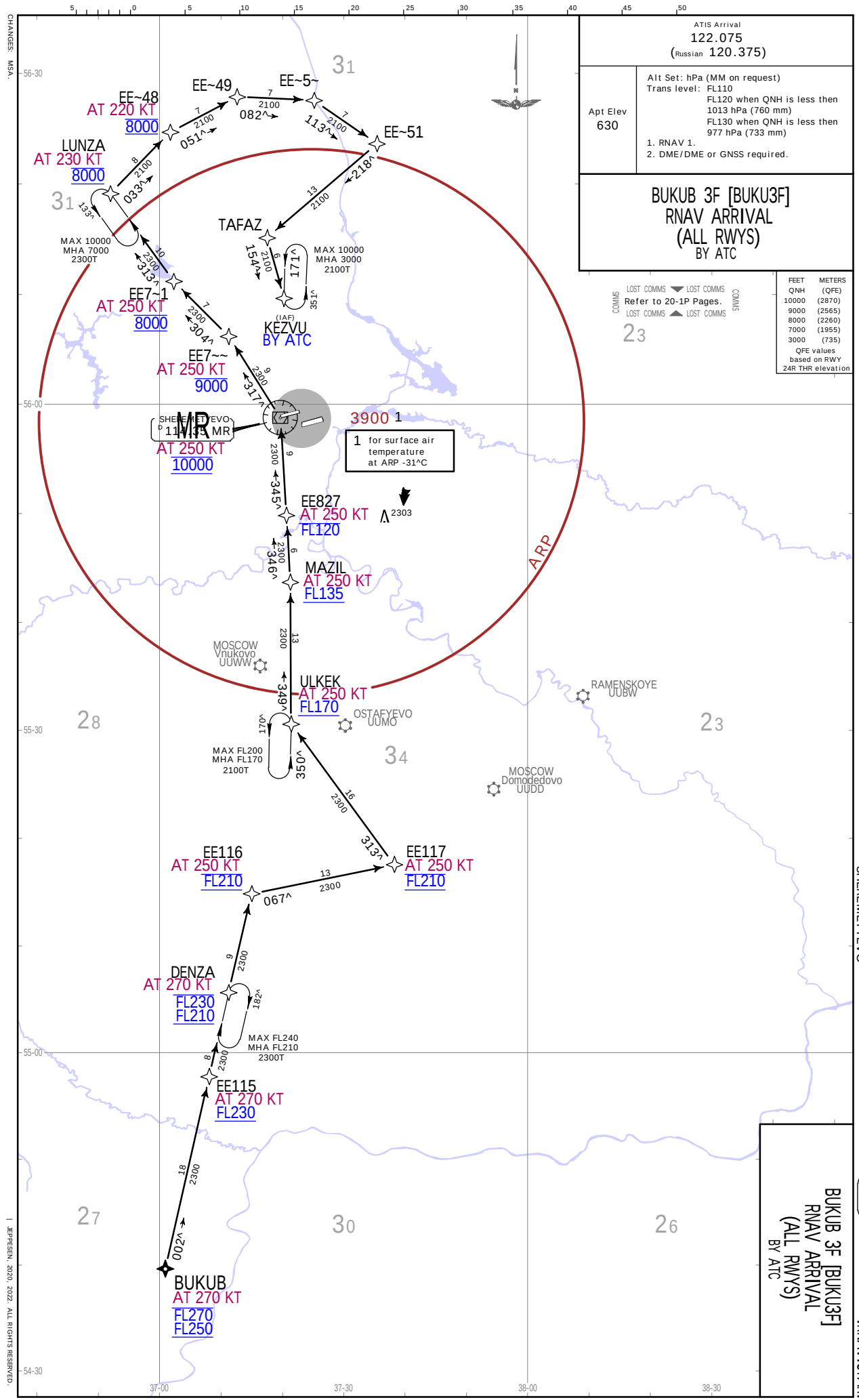
FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
3000	(735)

QFE values based on RWY 24R THR elevation



CHANGES: MSA.

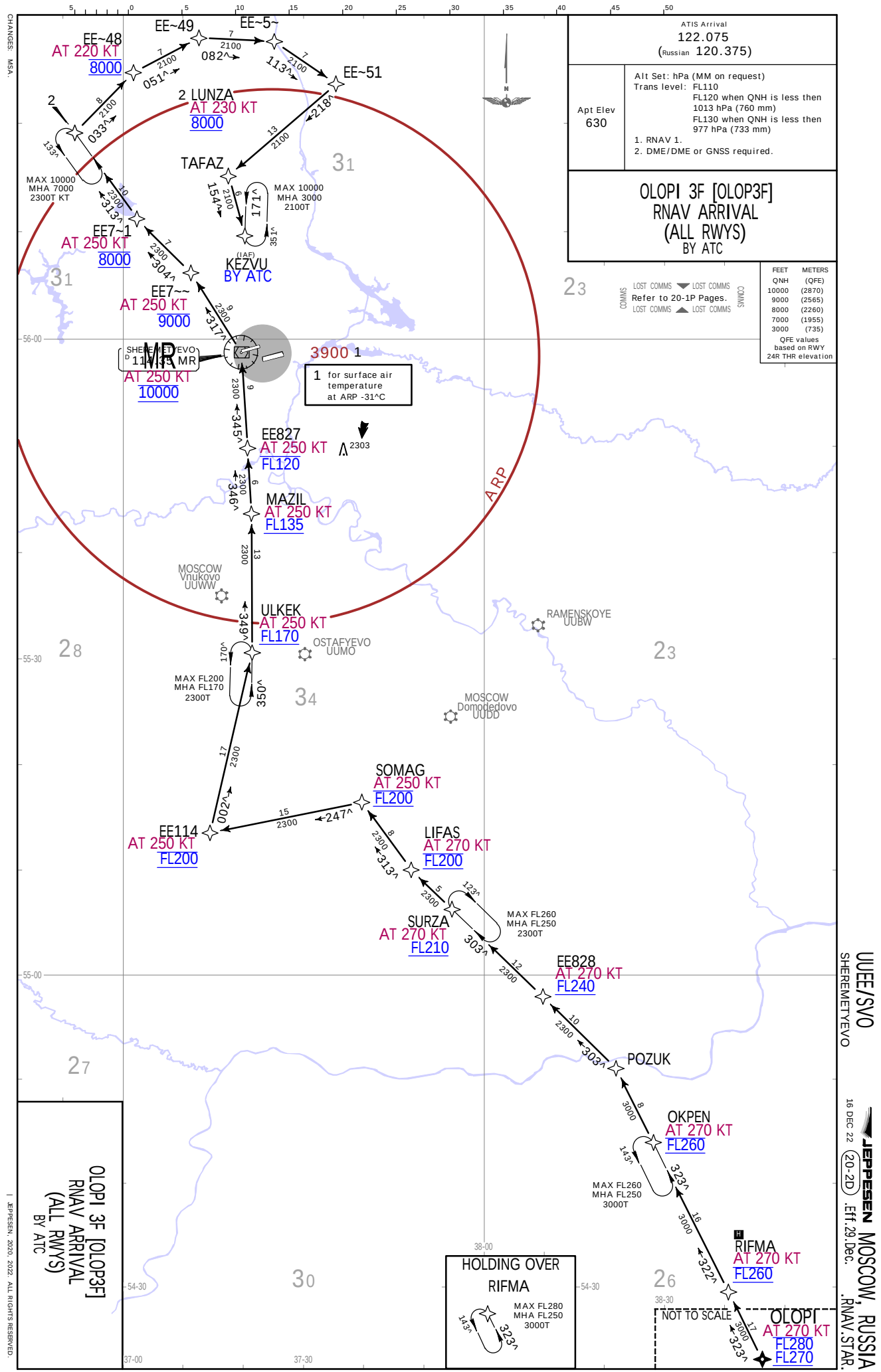


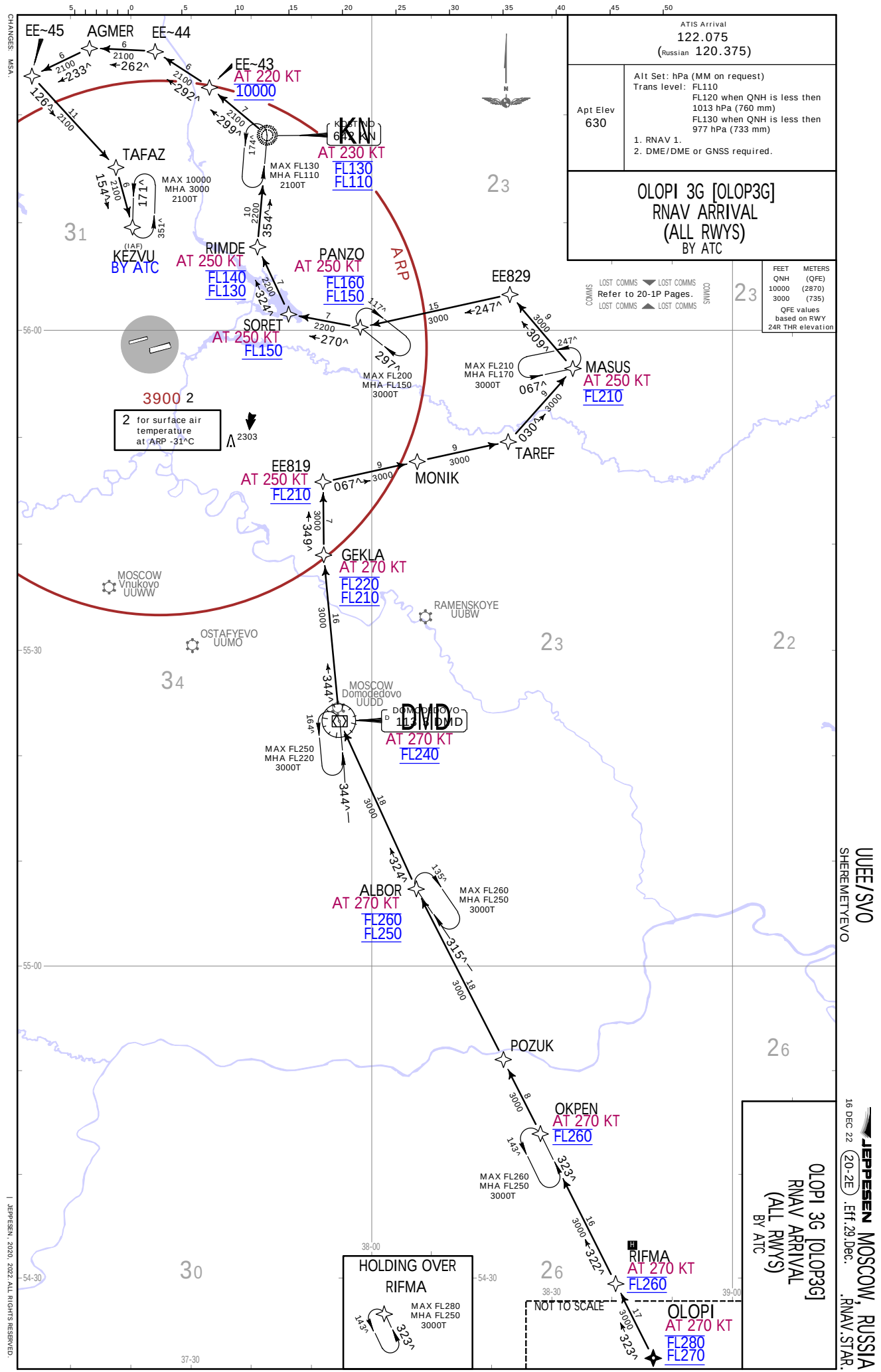


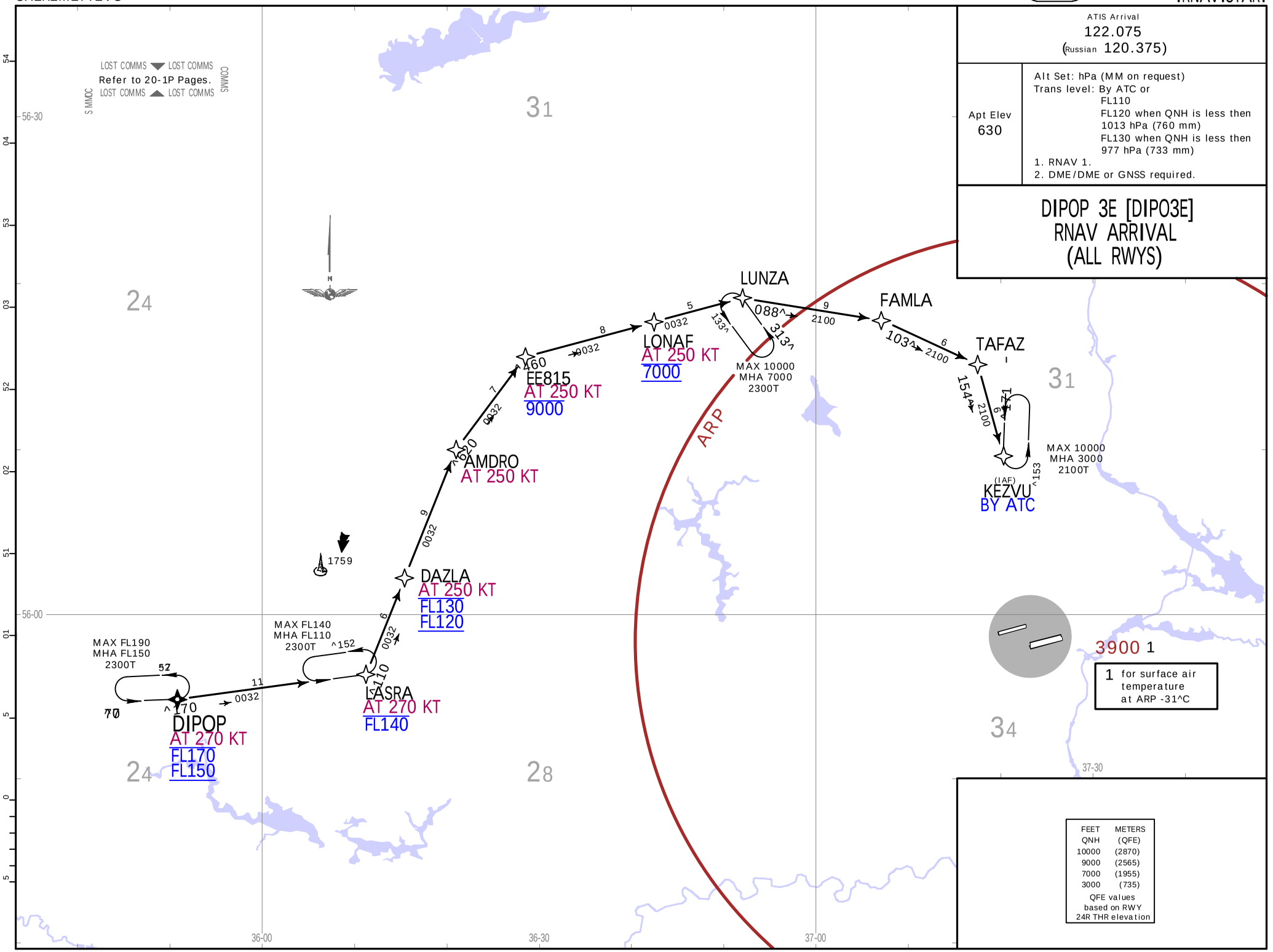
UUEE/SVO
SHEREMETYEVO

JEPPESEN MOSCOW, RUSSIA
16 DEC 22 (20-2C) Eff. 29 Dec. .RNAV.STAR.

BUKUB 3F [BUKU3F]
RNAV ARRIVAL
(ALL RWYS)
BY ATC







CHANGES: MSA.

ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: By ATC or
FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)
1. RNAV 1.
2. DME/DME or GNSS required.

DIPOP 3F [DIPO3F]
RNAV ARRIVAL
(ALL RWYS)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS

S MMOC

COMMS

DIPOP
AT 270 KT
FL170
FL150

LASRA
AT 270 KT
FL140

DAZLA
AT 250 KT
FL130
FL120

AMDRO
AT 250 KT

EE815
AT 250 KT
9000

LONAF
AT 250 KT
7000

LUNZA
AT 230 KT
7000

EE~48
AT 220 KT
7000

EE~49

EE~5~

EE~51

TAFAZ

KEZVU
BY ATC

MAX FL140
MHA FL110
2300T

HOLDING OVER
DIPOP
MAX FL190
MHA FL150
2300T

MAX 10000
MHA 7000
2300T

MAX 10000
MHA 3000
2100T

ARP

3900 1

1 for surface air temperature at ARP -31^C

FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
7000	(1955)
3000	(735)

QFE values based on RWY 24R THR elevation

CHANGES: MSA.

JEPPESEN MOSCOW, RUSSIA
16 DEC 22 20-2H .Eff.29.Dec. .RNAV.STAR.

NAMIN 3E [NAMI3E]
ROMTA 3E [ROMT3E]
RNAV ARRIVALS
(ALL RWYS)

ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: By ATC or
FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)
1. RNAV 1.
2. DME/DME or GNSS required.

NOT TO SCALE

ROMTA
AT 270 KT
FL180
FL160

NAMIN
AT 270 KT
FL160
FL150

TAZOL
AT 250 KT
FL110
MAX FL140
MHA 9000
2100T

SUBOD
AT 250 KT
9000

FIGAL
AT 250 KT
FL120

(ROMTA 3E only)
AGMER

TAFAZ

(IAF)
KEZVU
BY ATC
MAX 10000
MHA 3000
2100T

ARP

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC
COMMS

FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
3000	(735)

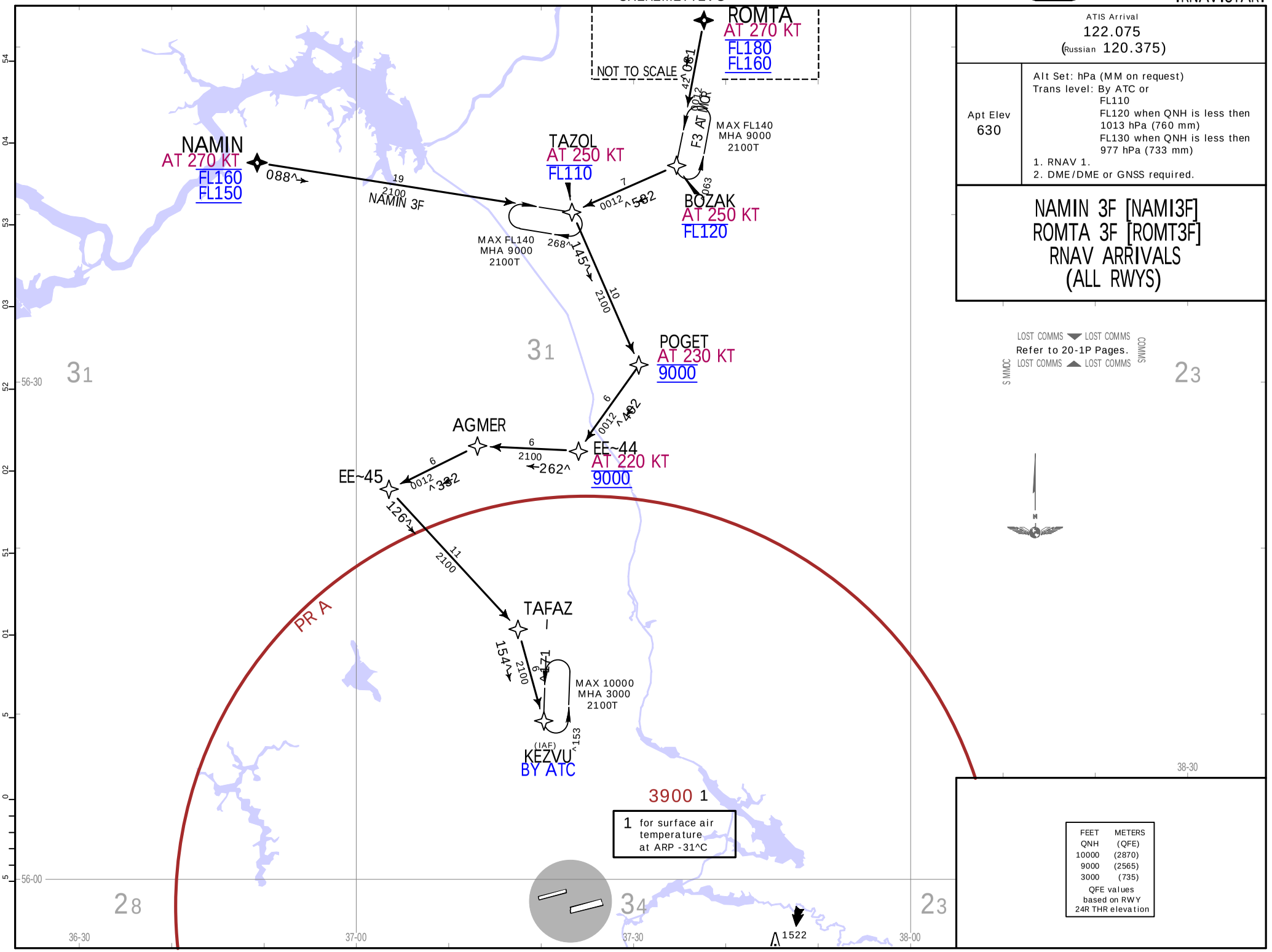
QFE values based on RWY 24R THR elevation

3900 1

1 for surface air temperature at ARP -31^C

1526

CHANGES: MSA.



ATIS Arrival
122.075
(Russian 120.375)

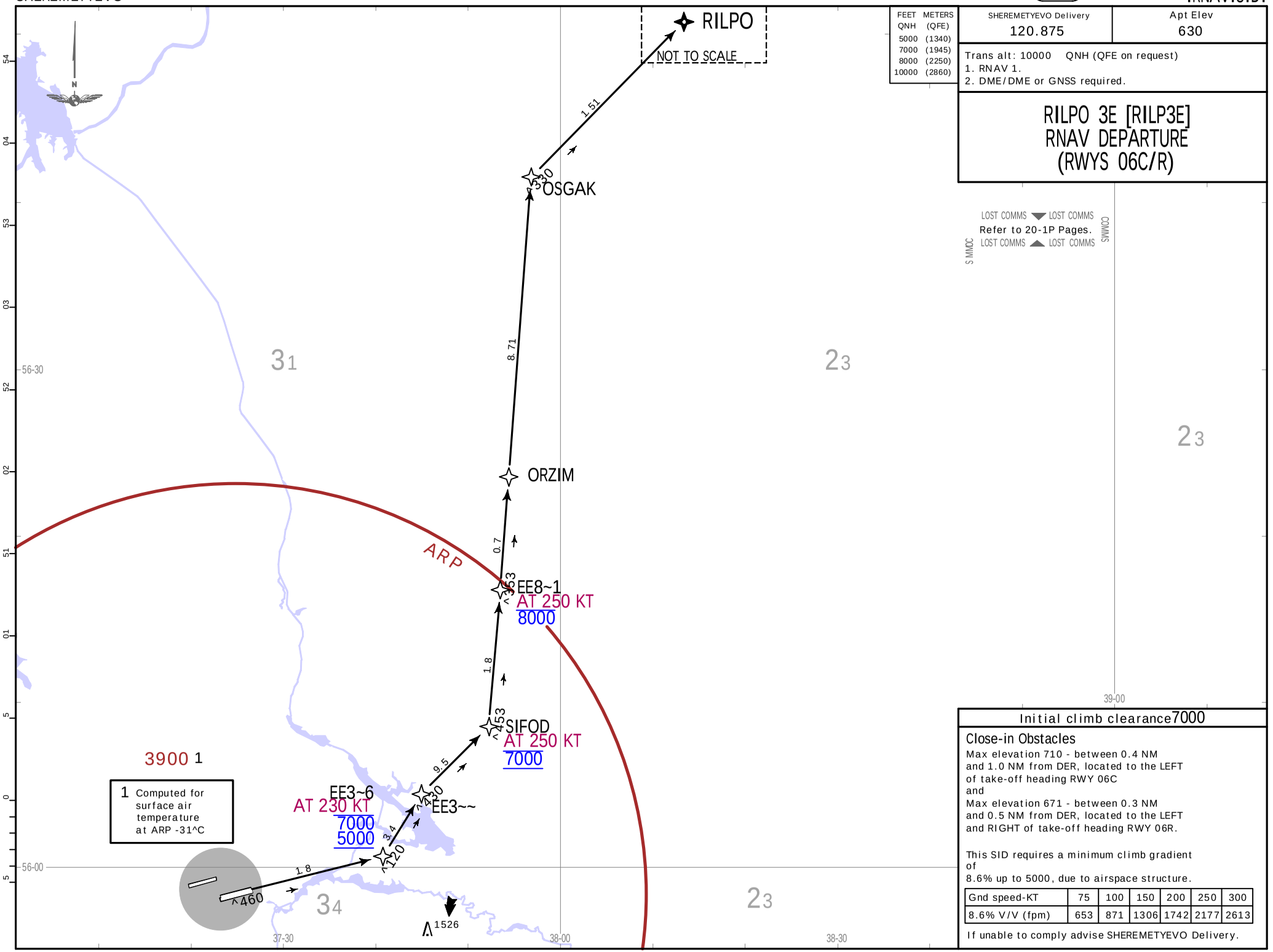
Apt Elev	Alt Set: hPa (MM on request) Trans level: By ATC or FL110 FL120 when QNH is less then 1013 hPa (760 mm) FL130 when QNH is less then 977 hPa (733 mm) 1. RNAV 1. 2. DME/DME or GNSS required.
630	

NAMIN 3F [NAMI3F]
ROMTA 3F [ROMT3F]
RNAV ARRIVALS
(ALL RWYS)

FEET	METERS
QNH	(QFE)
10000	(2870)
9000	(2565)
3000	(735)

QFE values based on RWY 24R THR elevation

CHANGES: MSA.



FEET QNH	METERS (QFE)
5000	(1340)
7000	(1945)
8000	(2250)
10000	(2860)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.

RILPO 3E [RILP3E]
RNAV DEPARTURE
(RWYS 06C/R)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC COMMS

Initial climb clearance 7000

Close-in Obstacles

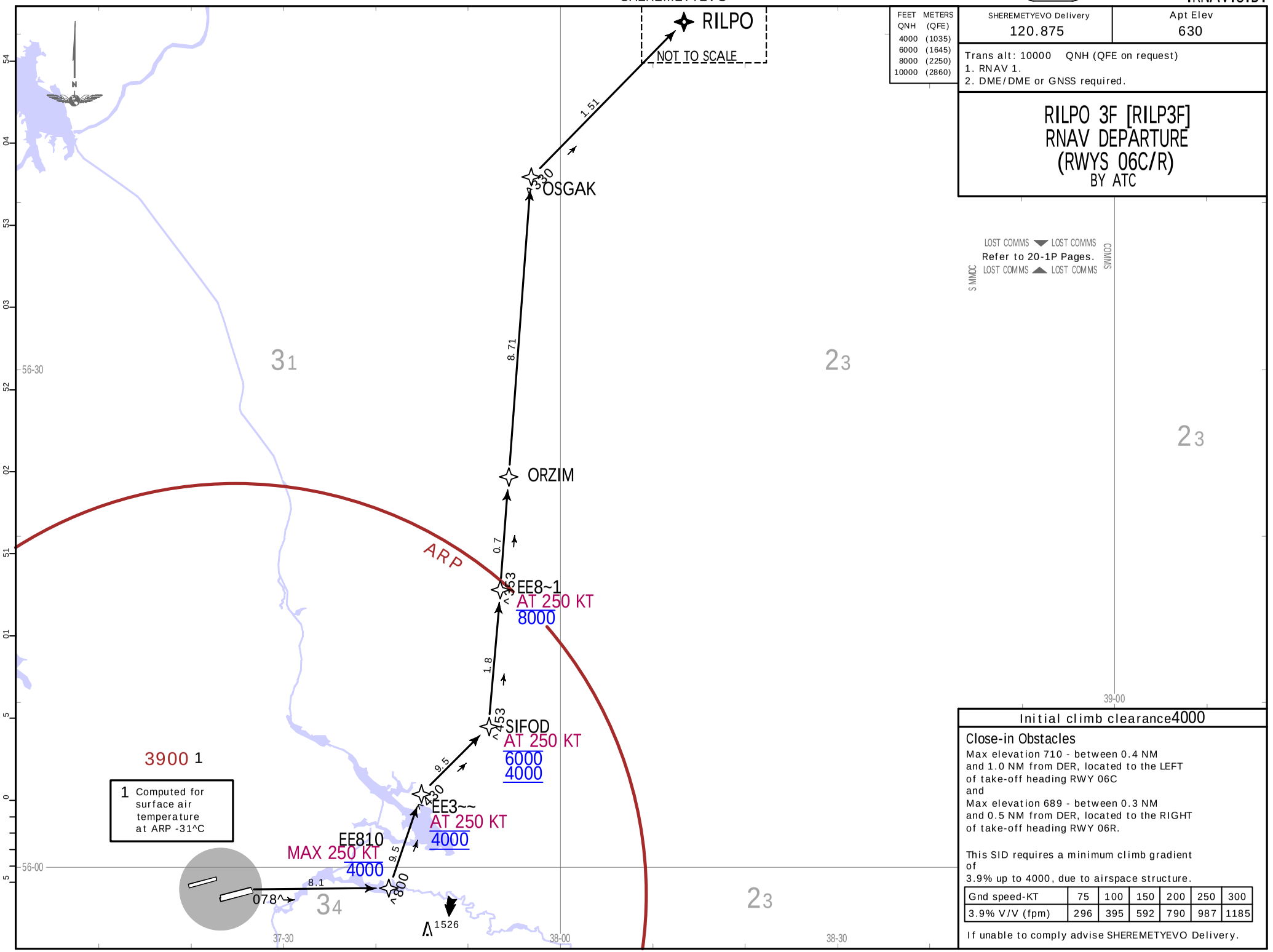
Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
Max elevation 671 - between 0.3 NM and 0.5 NM from DER, located to the LEFT and RIGHT of take-off heading RWY 06R.

This SID requires a minimum climb gradient of
8.6% up to 5000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
8.6% V/V (fpm)	653	871	1306	1742	2177	2613

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.



FEET QNH	METERS (QFE)
4000	(1035)
6000	(1645)
8000	(2250)
10000	(2860)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.

RILPO 3F [RILP3F]
RNAV DEPARTURE
(RWYS 06C/R)
BY ATC

Initial climb clearance4000

Close-in Obstacles

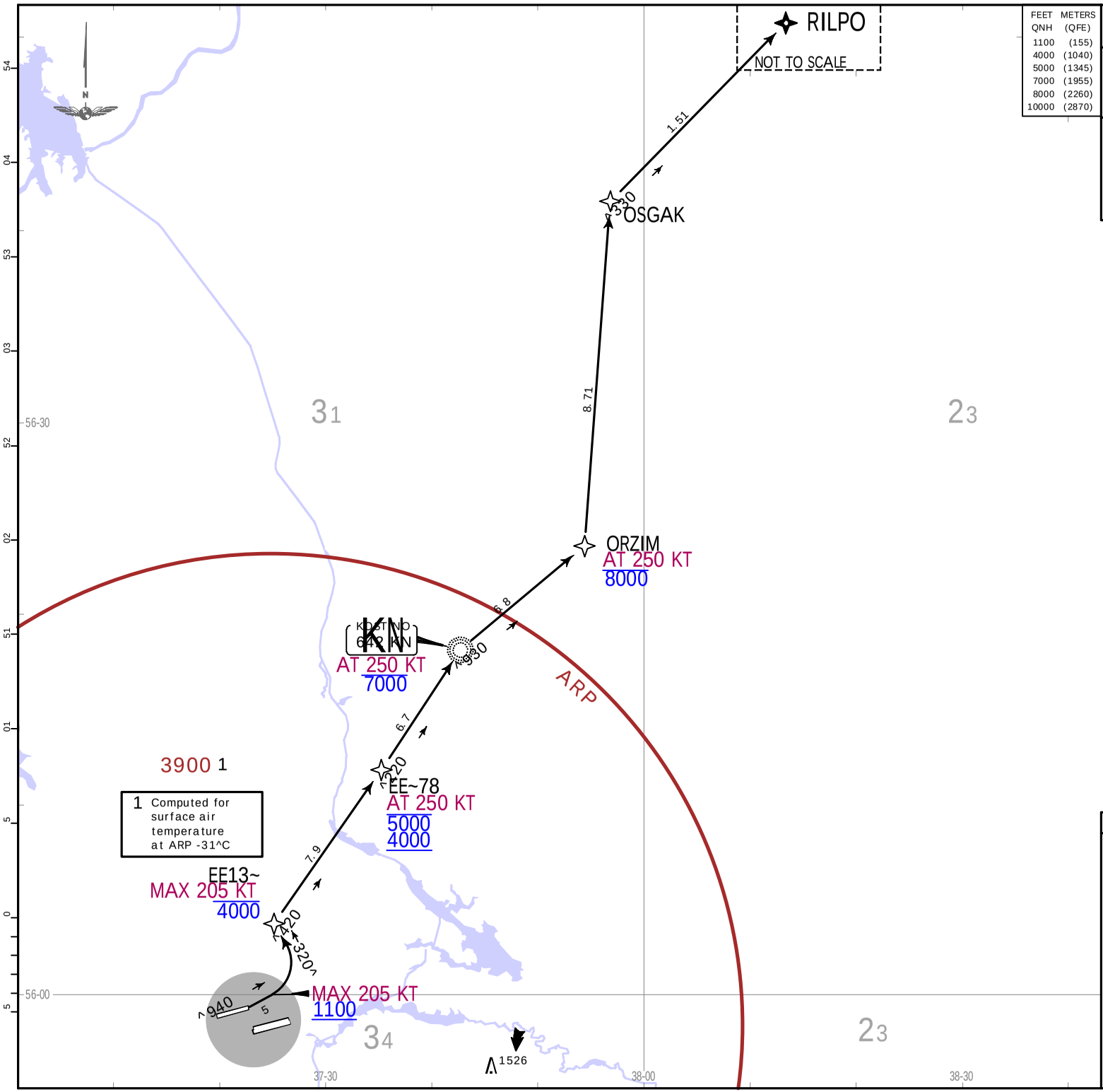
Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
Max elevation 689 - between 0.3 NM and 0.5 NM from DER, located to the RIGHT of take-off heading RWY 06R.

This SID requires a minimum climb gradient of 3.9% up to 4000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.



FEET QNH	METERS (QFE)
1100	(155)
4000	(1040)
5000	(1345)
7000	(1955)
8000	(2260)
10000	(2870)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is prohibited.

RILPO 3G [RILP3G] RNAV DEPARTURE (RWY 06L)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC
COMMS

Initial climb clearance4000

Close-in Obstacles

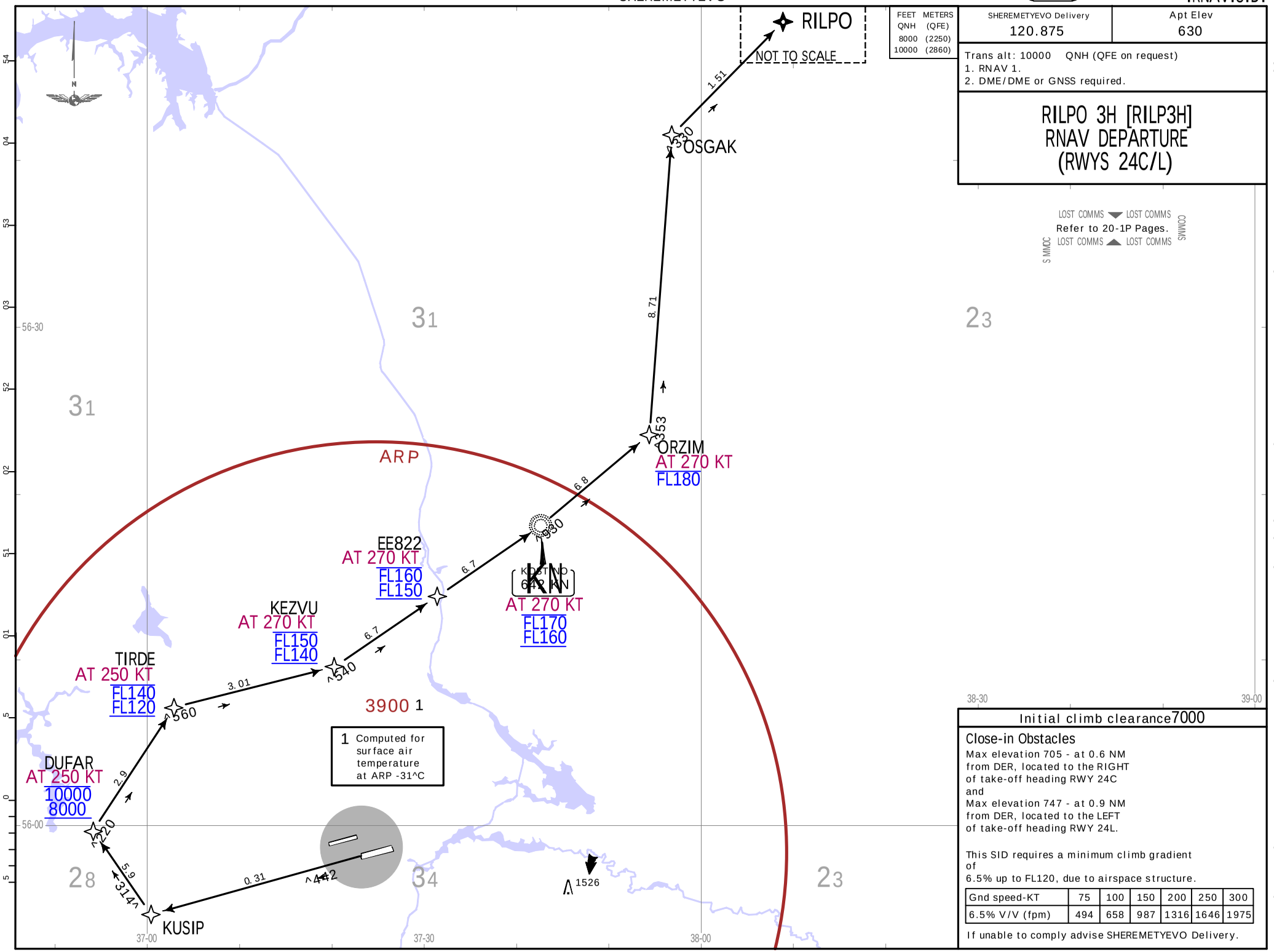
Max elevation 724 - between 0.2 NM and 0.8 NM from DER, located to the LEFT and RIGHT of take-off heading RWY 06L

This SID requires a minimum climb gradient of 4.5% up to 1100, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.



SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.

RILPO 3H [RILP3H]
RNAV DEPARTURE
(RWYS 24C/L)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC
COMMS

Initial climb clearance 7000

Close-in Obstacles

Max elevation 705 - at 0.6 NM
from DER, located to the RIGHT
of take-off heading RWY 24C
and
Max elevation 747 - at 0.9 NM
from DER, located to the LEFT
of take-off heading RWY 24L.

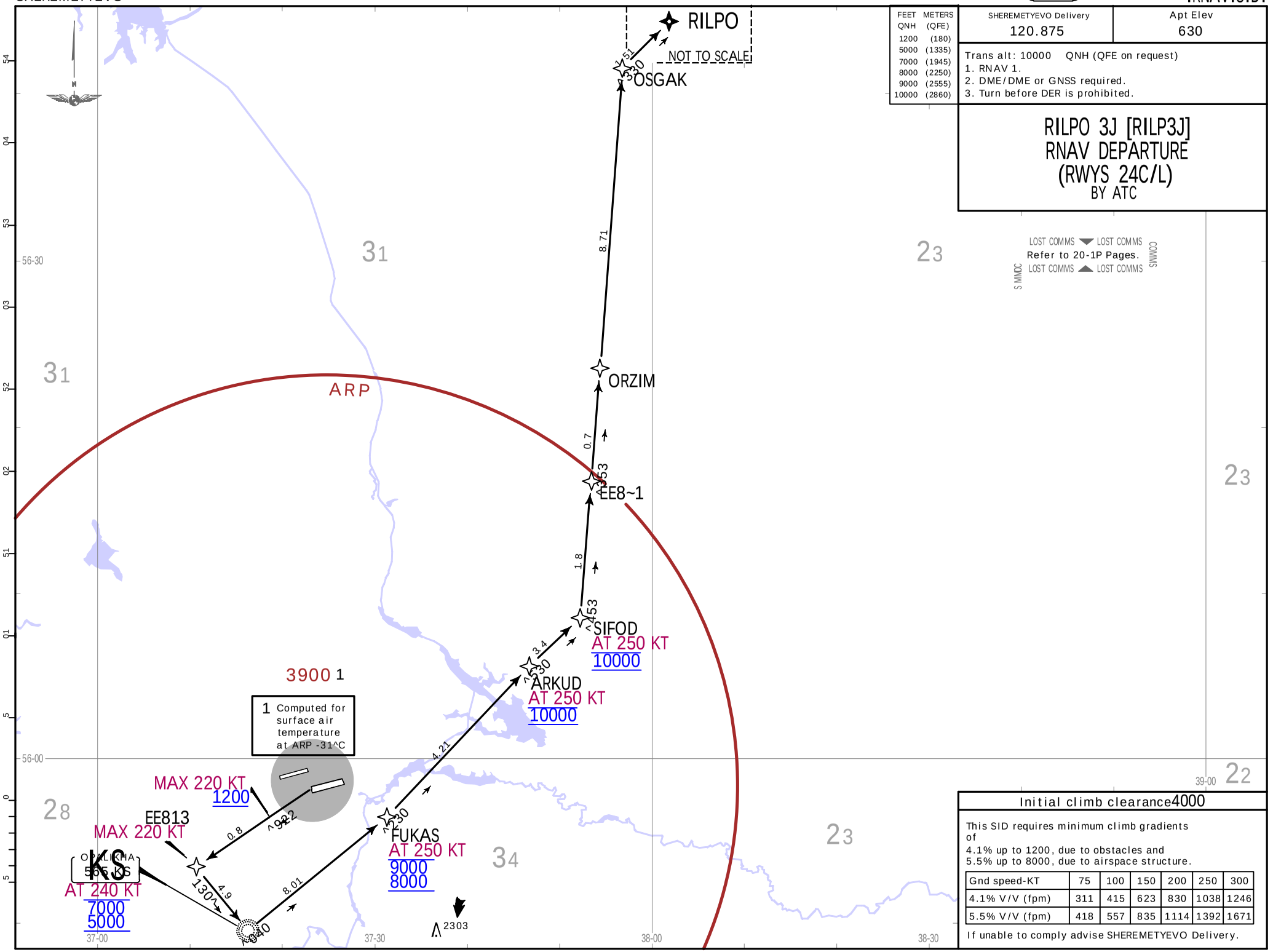
This SID requires a minimum climb gradient
of
6.5% up to FL120, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.

JEPPESEN MOSCOW, RUSSIA
16 DEC 22 20-3D .Eff.29.Dec. .RNAV.SID.



FEET QNH	METERS (QFE)
1200	(180)
5000	(1335)
7000	(1945)
8000	(2250)
9000	(2555)
10000	(2860)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is prohibited.

RILPO 3J [RILP3J]
RNAV DEPARTURE
(RWYS 24C/L)
BY ATC

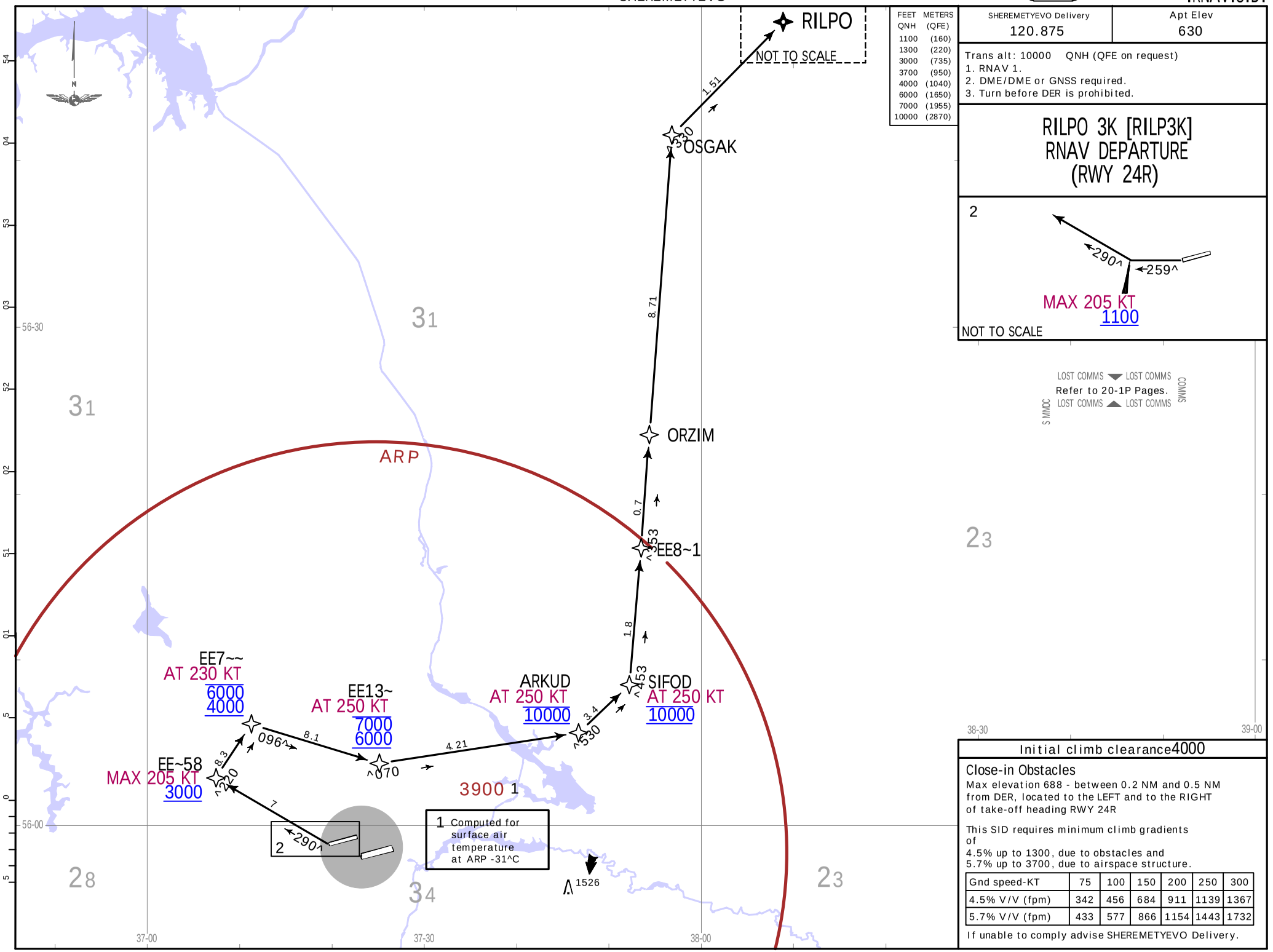
Initial climb clearance4000

This SID requires minimum climb gradients of
4.1% up to 1200, due to obstacles and
5.5% up to 8000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.



FEET QNH	METERS (QFE)
1100	(160)
1300	(220)
3000	(735)
3700	(950)
4000	(1040)
6000	(1650)
7000	(1955)
10000	(2870)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is prohibited.

RILPO 3K [RILP3K]
RNAV DEPARTURE
(RWY 24R)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC
COMMS

Initial climb clearance 4000

Close-in Obstacles

Max elevation 688 - between 0.2 NM and 0.5 NM from DER, located to the LEFT and to the RIGHT of take-off heading RWY 24R

This SID requires minimum climb gradients of
4.5% up to 1300, due to obstacles and
5.7% up to 3700, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.7% V/V (fpm)	433	577	866	1154	1443	1732

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.

FEET QNH	METERS (QFE)
5000	(1340)
7000	(1945)
8000	(2250)
9000	(2555)
10000	(2860)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.

KOGOM 3E [KOGO3E]
OLMUN 3E [OLMU3E]
RNAV DEPARTURES
(RWYS 06C/R)

ARP

EE3~6
AT 230 KT
7000
5000

BESTA
AT 250 KT
9000
8000

RUGEL
AT 250 KT
10000

MONIK
AT 250 KT
FL150
FL140

EE8~2
AT 270 KT
FL160
FL150

FAPAS
AT 270 KT
FL190

MOLZI

OLMUN

KOGOM

NOT TO SCALE

3900 1

1 Computed for surface air temperature at ARP -31^C

2303

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS

Initial climb clearance 7000

Close-in Obstacles
Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
Max elevation 671 - between 0.3 NM and 0.5 NM from DER, located to the LEFT and RIGHT of take-off heading RWY 06R.

These SIDs require a minimum climb gradient of
8.6% up to 10000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
8.6% V/V (fpm)	653	871	1306	1742	2177	2613

If unable to comply advise SHEREMETYEVO Delivery.

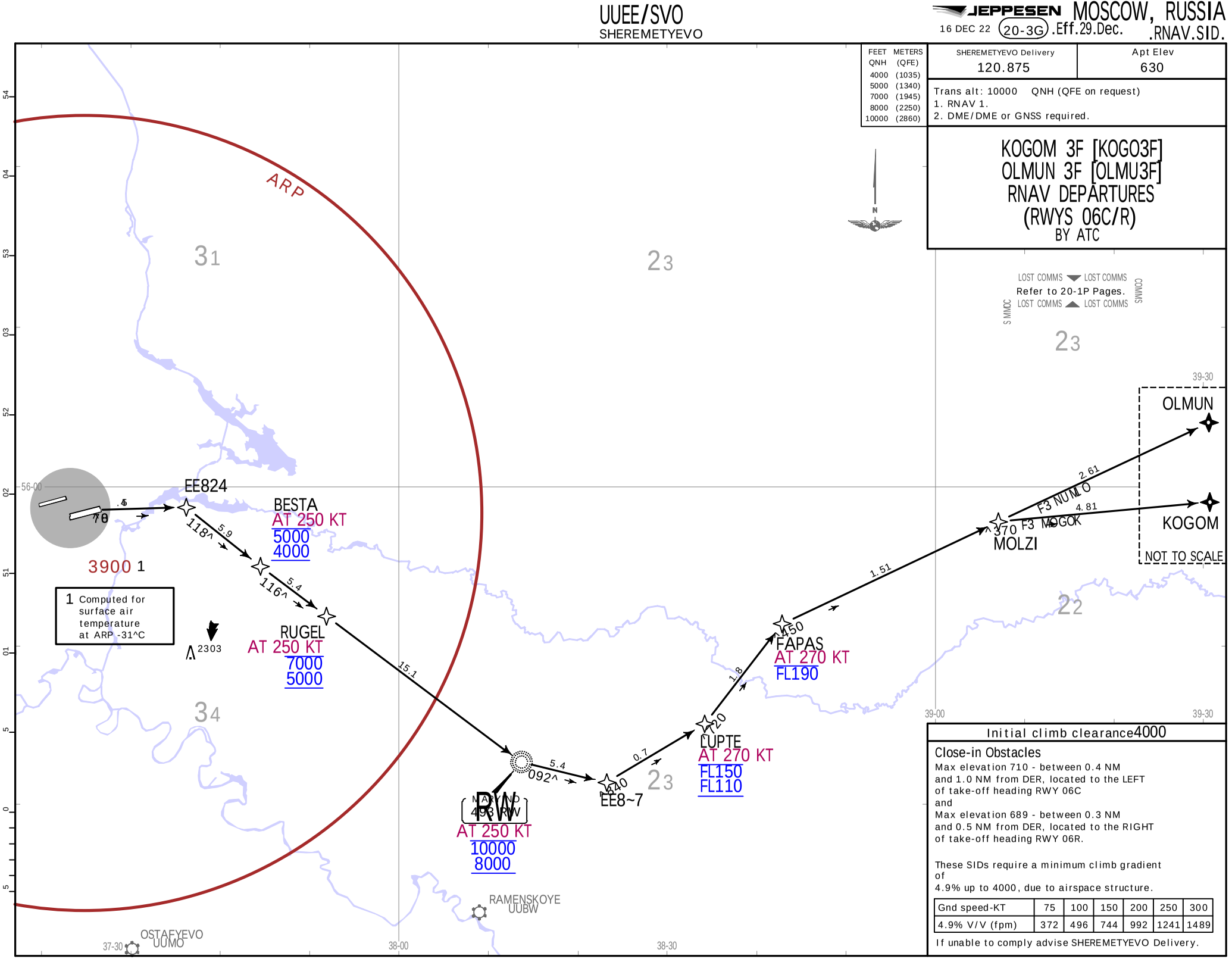
RAMENSKOYE UUBW
OSTAFYEVO UUMO

FEET QNH	METERS (QFE)
4000	(1035)
5000	(1340)
7000	(1945)
8000	(2250)
10000	(2860)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.

KOGOM 3F [KOGO3F]
OLMUN 3F [OLMU3F]
RNAV DEPARTURES
(RWYS 06C/R)
BY ATC



Initial climb clearance4000

Close-in Obstacles

Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
Max elevation 689 - between 0.3 NM and 0.5 NM from DER, located to the RIGHT of take-off heading RWY 06R.

These SIDs require a minimum climb gradient of
4.9% up to 4000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.

FEET QNH	METERS (QFE)
1100	(155)
4000	(1040)
5000	(1345)
7000	(1955)
8000	(2260)
9000	(2565)
10000	(2870)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is prohibited.

KOGOM 3G [KOGO3G]
OLMUN 3G [OLMU3G]
RNAV DEPARTURES
(RWY 06L)

ARP

EE8~3
MAX 215 KT

EE13~
MAX 205 KT
4000

EE8~5
AT 230 KT
5000
4000

MAX 205 KT
1100

BESTA
AT 250 KT
9000
8000

FUKAS
AT 250 KT
8000
7000

RUGEL
AT 250 KT
10000

MONIK
AT 250 KT
FL150
FL140

EE8~2
AT 270 KT
FL160
FL150

FAPAS
AT 270 KT
FL190

MOLZI

OLMUN

KOGOM

NOT TO SCALE

LOST COMMS LOST COMMS
Refer to 20-1P Pages.
LOST COMMS LOST COMMS

SHEREMETYEVO
D 118.35 MR

3900 1

1 Computed for surface air temperature at ARP -31^C

MOSCOW
Vnukovo
UUWW

RAMENSKOYE
UUBW

Initial climb clearance 4000

Close-in Obstacles
Max elevation 724 - between 0.2 NM and 0.8 NM from DER, located to the LEFT and RIGHT of take-off heading RWY 06L

These SIDs require a minimum climb gradient of 4.5% up to 1100, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply advise SHEREMETYEVO Delivery.

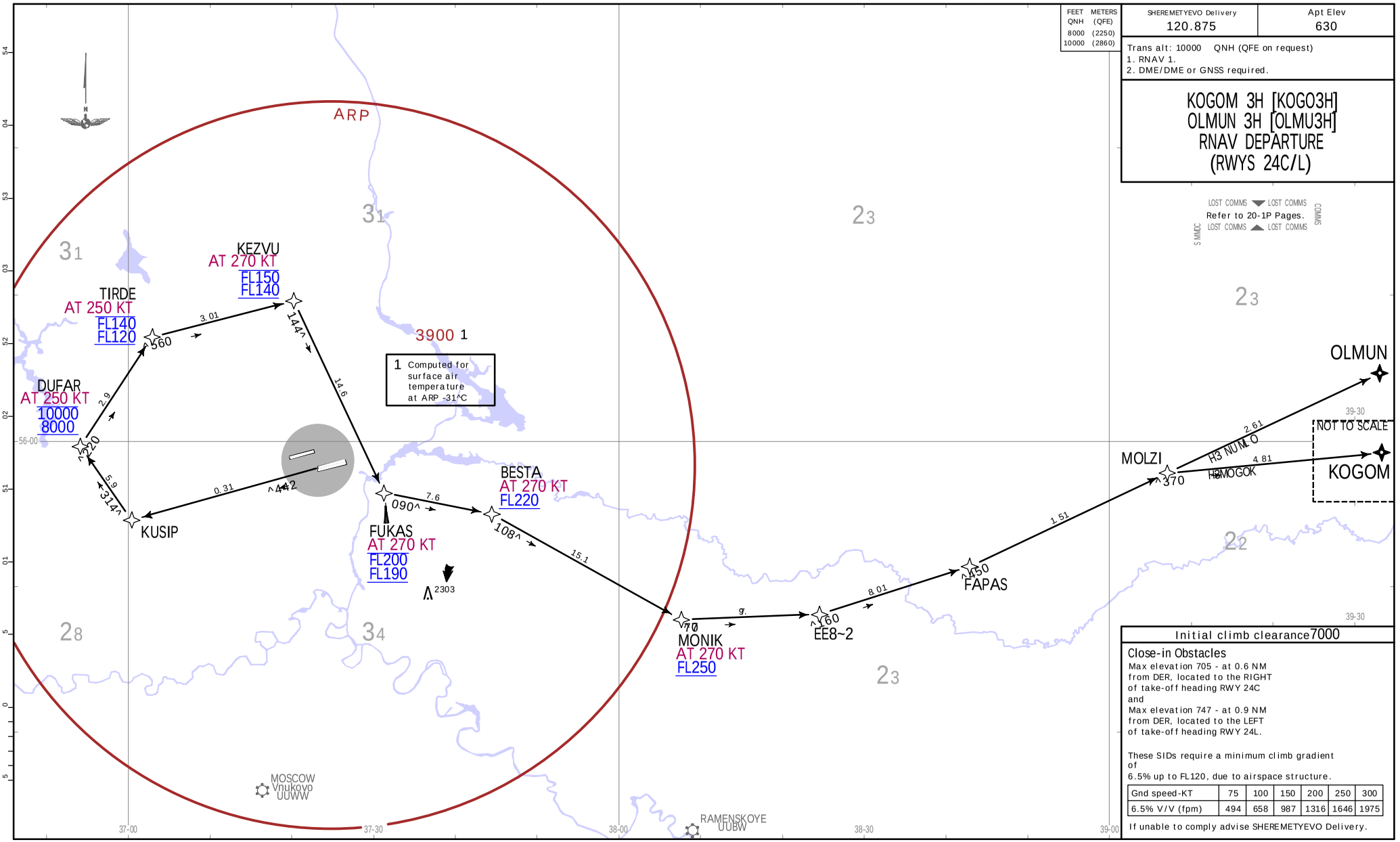
FEET QNH	METERS (QFE)
8000	(2250)
10000	(2860)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.

KOGOM 3H [KOGO3H]
OLMUN 3H [OLMU3H]
RNAV DEPARTURE
(RWYS 24C/L)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMOC
COMMS



Initial climb clearance 7000

Close-in Obstacles
Max elevation 705 - at 0.6 NM
from DER, located to the RIGHT
of take-off heading RWY 24C
and
Max elevation 747 - at 0.9 NM
from DER, located to the LEFT
of take-off heading RWY 24L.

These SIDs require a minimum climb gradient
of
6.5% up to FL120, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.

UUEE/SVO
SHEREMETYEVO

JEPPESEN MOSCOW, RUSSIA
16 DEC 22 (20-3K) .Eff.29.Dec. .RNAV.SID.

FEET QNH	METERS (QFE)
1200	(180)
5000	(1335)
7000	(1945)
8000	(2250)
9000	(2555)
10000	(2860)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is prohibited.

KOGOM 3J [KOGO3J]
OLMUN 3J [OLMU3J]
RNAV DEPARTURE
(RWYS 24C/L)
BY ATC

ARP

3900 1

1 Computed for surface air temperature at ARP -31^C

MAX 220 KT
1200

EE813
MAX 220 KT

130^ 4.9

092^ 8

8.01

090^ 7.6

FUKAS
AT 250 KT
9000
8000

108^ 15.1

BESTA
AT 250 KT
10000

2303

OSTAFYEVO
AT 240 KT
7000
5000

MONIK
AT 250 KT
FL150
FL140

9.

EE8~2
AT 270 KT
FL160
FL150

8.01

FAPAS
AT 270 KT
FL190

1.51

MOLZI

J3 NUMLO 2.61

J3MOGOK 4.81

OLMUN

KOGOM

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MADC COMMS

MOSCOW Vnukovo UUWW

OSTAFYEVO UUMO

RAMENSKOYE UUBW

3₁ 3₁ 2₃ 2₃ 2₂ 2₈ 3₄ 2₃

56-00 55-30 37-00 37-30 38-00 38-30 39-00 39-30

Initial climb clearance 4000

These SIDs require minimum climb gradients of
4.1% up to 1200, due to obstacles and
5.5% up to 8000, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.

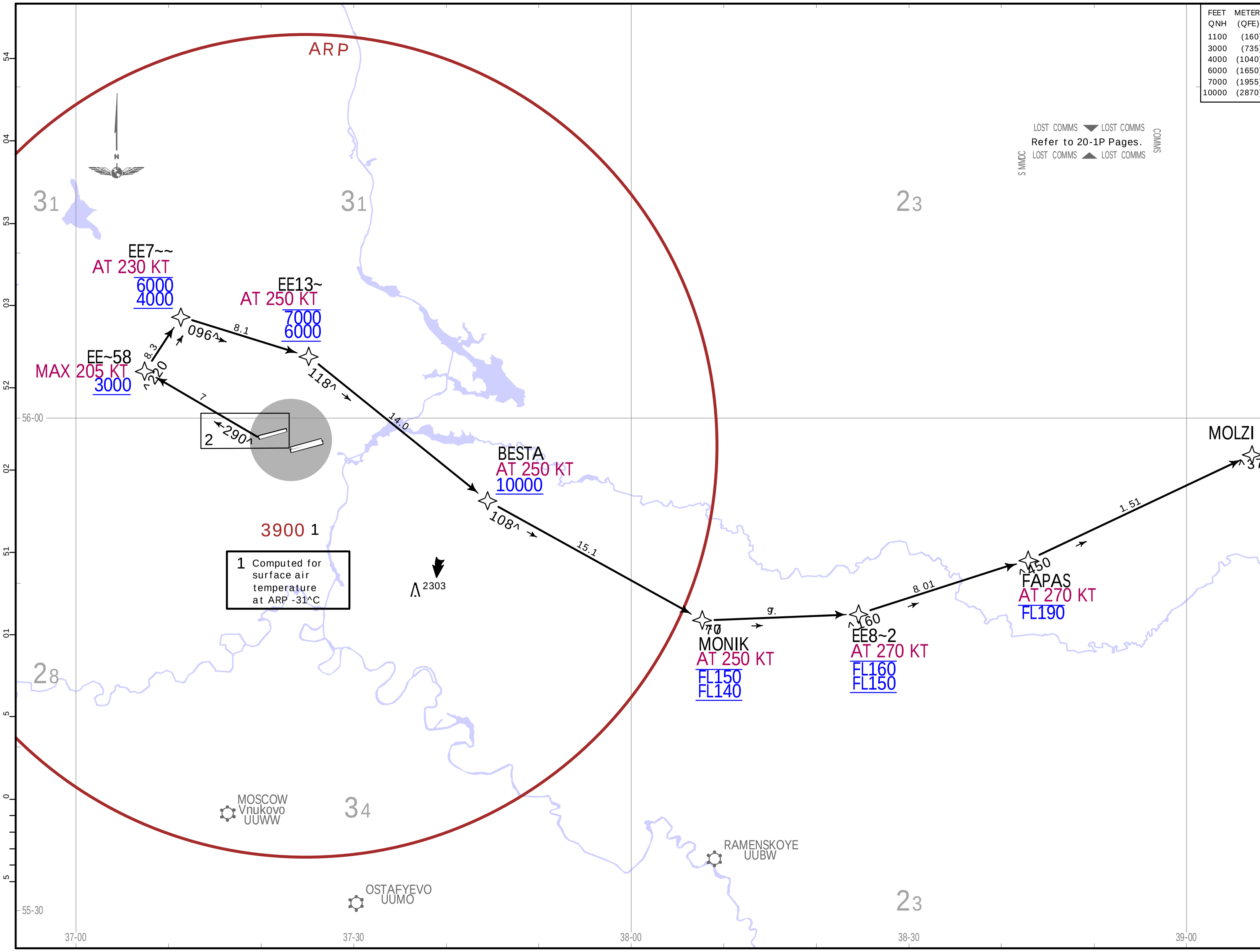
FEET QNH	METERS (QFE)
1100	(160)
3000	(735)
4000	(1040)
6000	(1650)
7000	(1955)
10000	(2870)

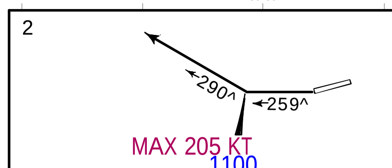
SHEREMETYEVO Delivery 120.875

Apt Elev 630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is prohibited.

KOGOM 3K [KOGO3K]
OLMUN 3K [OLMU3K]
RNAV DEPARTURES
(RWY 24R)





NOT TO SCALE

Initial climb clearance 4000

Close-in Obstacles

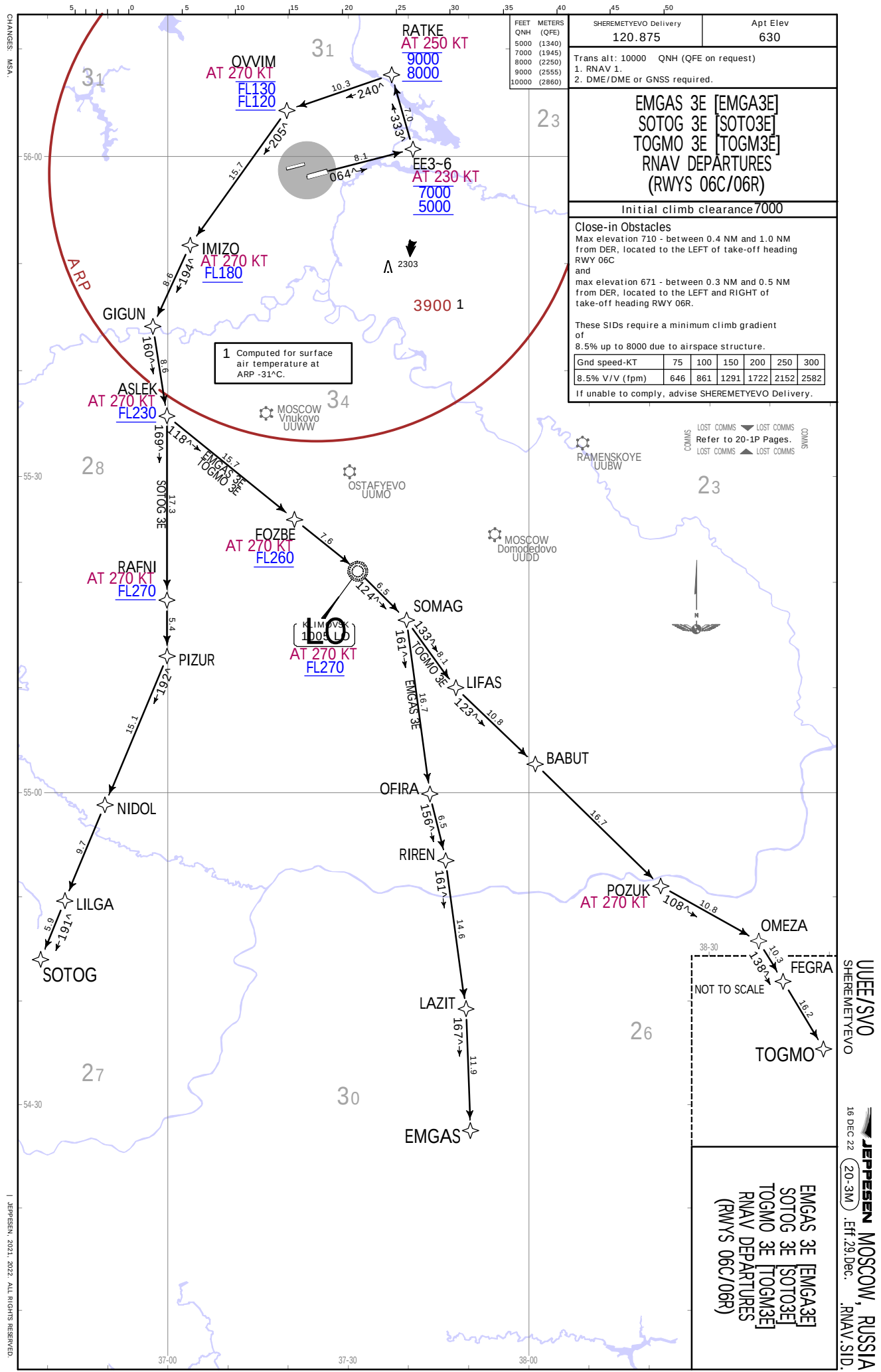
Max elevation 688 - between 0.2 NM and 0.5 NM from DER, located to the LEFT and to the RIGHT of take-off heading RWY 24R

These SIDs require minimum climb gradients of
4.5% up to 1300, due to obstacles and
5.7% up to 3700, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.7% V/V (fpm)	433	577	866	1154	1443	1732

If unable to comply advise SHEREMETYEVO Delivery.

CHANGES: MSA.



FEET QNH	METERS (QFE)
5000	(1340)
7000	(1945)
8000	(2250)
9000	(2555)
10000	(2860)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.

EMGAS 3E [EMGA3E]
SOTOG 3E [SOTO3E]
TOGMO 3E [TOGM3E]
RNAV DEPARTURES
(RWYS 06C/06R)

Initial climb clearance 7000

Close-in Obstacles
Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
max elevation 671 - between 0.3 NM and 0.5 NM from DER, located to the LEFT and RIGHT of take-off heading RWY 06R.

These SIDs require a minimum climb gradient of 8.5% up to 8000 due to airspace structure.

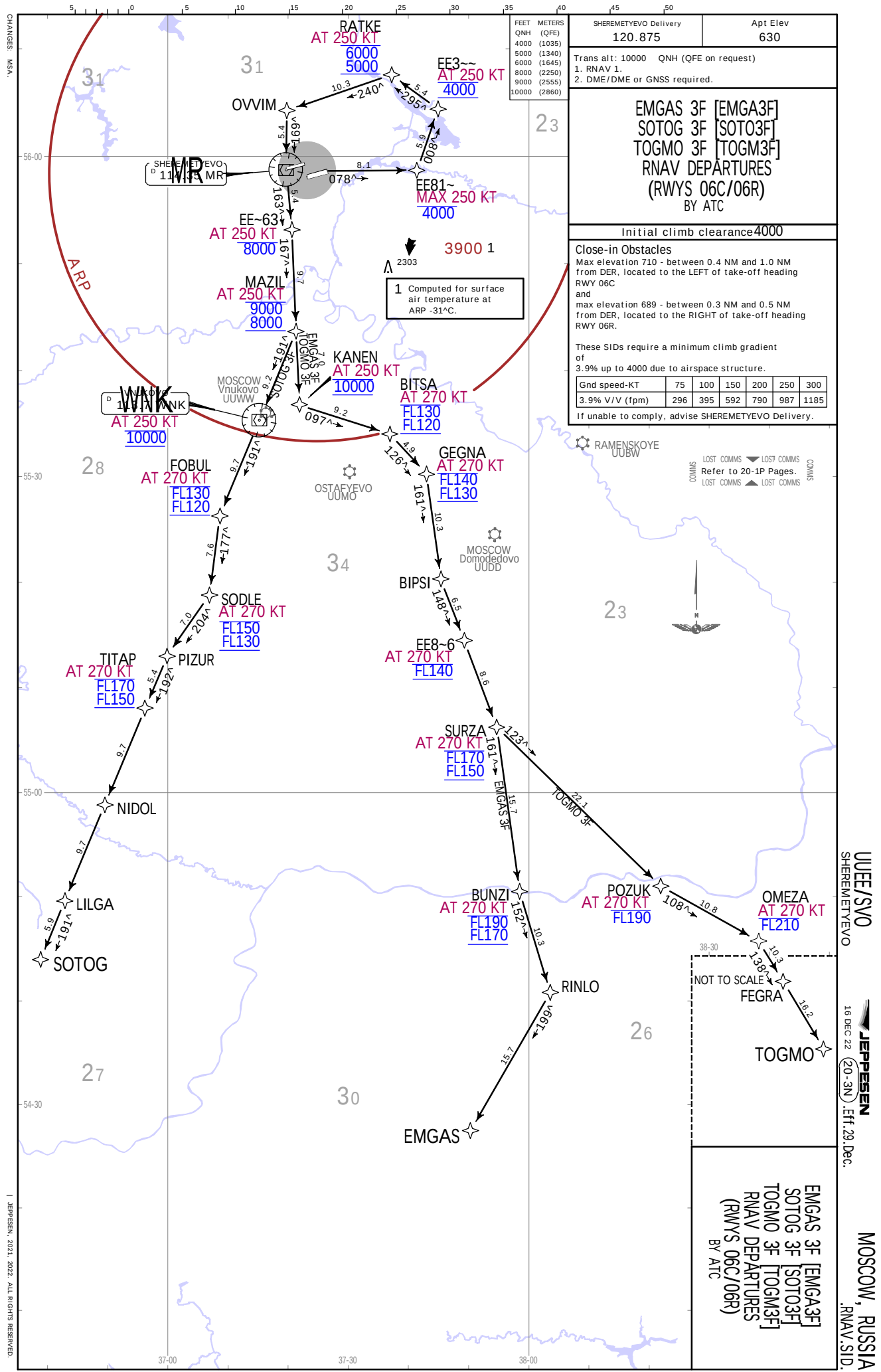
Gnd speed-KT	75	100	150	200	250	300
8.5% V/V (fpm)	646	861	1291	1722	2152	2582

If unable to comply, advise SHEREMETYEVO Delivery.

UUEE/SVO
SHEREMETYEVO

EMGAS 3E [EMGA3E]
SOTOG 3E [SOTO3E]
TOGMO 3E [TOGM3E]
RNAV DEPARTURES
(RWYS 06C/06R)

JEPPESEN MOSCOW, RUSSIA
16 DEC 22 (20-3M) Eff. 29 Dec. .RNAV.SID.



FEET	METERS
QNH	(QFE)
4000	(1035)
5000	(1340)
6000	(1645)
8000	(2250)
9000	(2555)
10000	(2860)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.

EMGAS 3F [EMGA3F]
SOTOG 3F [SOTO3F]
TOGMO 3F [TOGM3F]
RNAV DEPARTURES
(RWYS 06C/06R)
BY ATC

Initial climb clearance 4000

Close-in Obstacles
Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
max elevation 689 - between 0.3 NM and 0.5 NM from DER, located to the RIGHT of take-off heading RWY 06R.

These SIDs require a minimum climb gradient of
3.9% up to 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

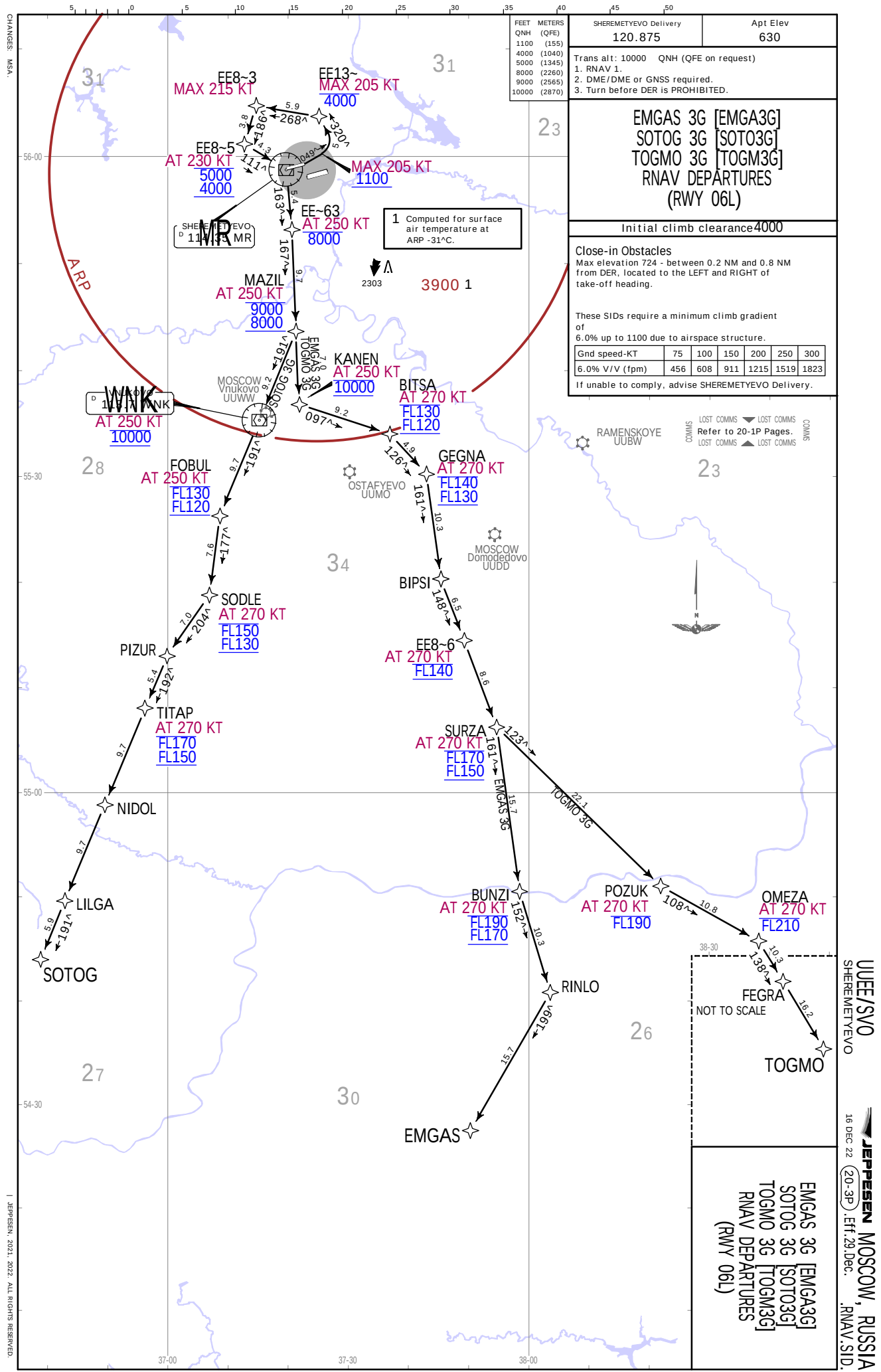
If unable to comply, advise SHEREMETYEVO Delivery.

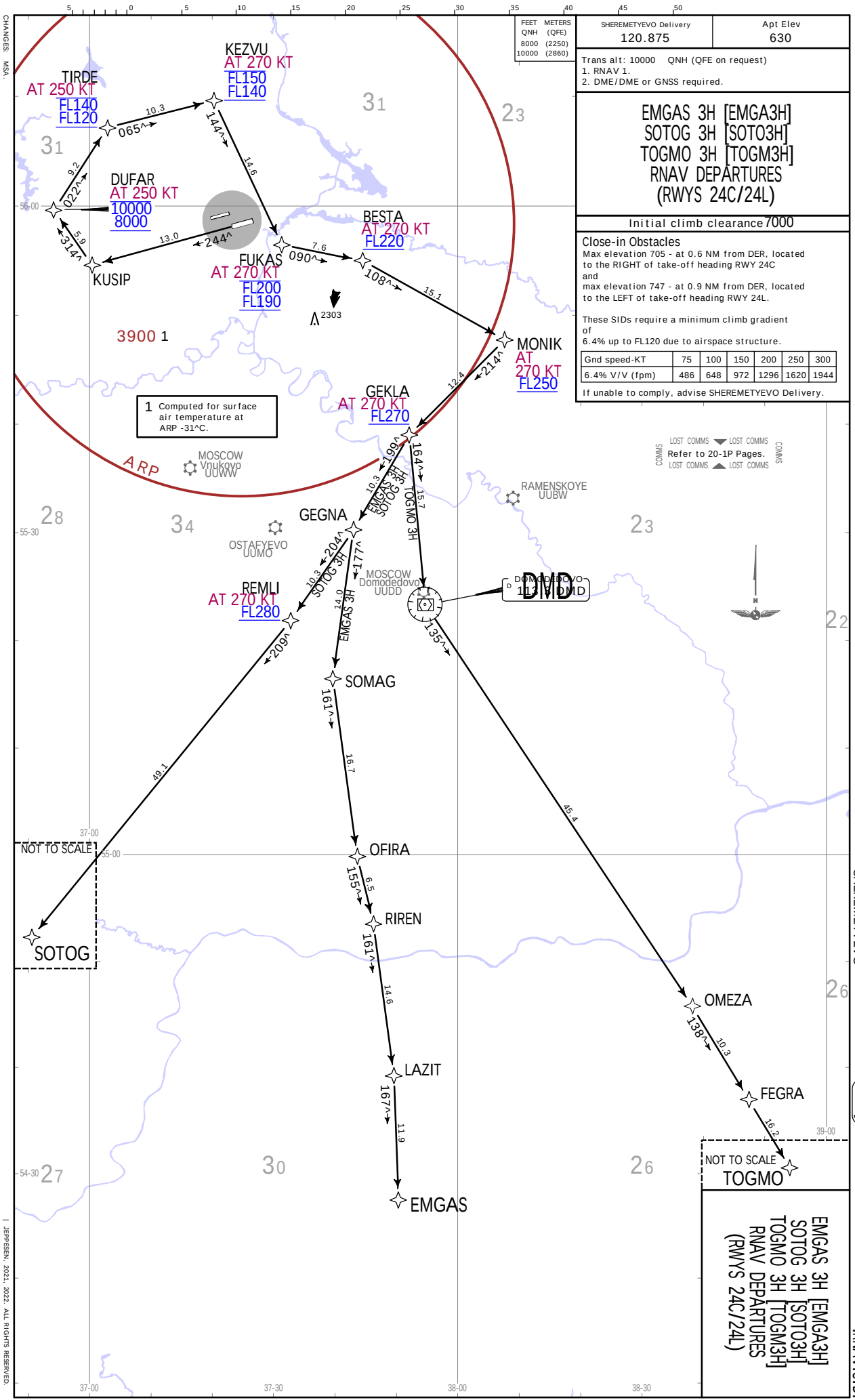
UUEE/SVO
SHEREMETYEVO

JEPPESEN
16 DEC 22
20-3N
Eff.29.Dec.

MOSCOW, RUSSIA
.RNAV.SID.

EMGAS 3F [EMGA3F]
SOTOG 3F [SOTO3F]
TOGMO 3F [TOGM3F]
RNAV DEPARTURES
(RWYS 06C/06R)
BY ATC





SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is PROHIBITED.

EMGAS 3J [EMGA3J]
SOTOG 3J [SOTO3J]
TOGMO 3J [TOGM3J]
RNAV DEPARTURES
(RWYS 24C/24L)
BY ATC

Initial climb clearance 4000

These SIDs require minimum climb gradients of
4.1% up to 1200 due to obstacles,
5.6% up to 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.6% V/V (fpm)	425	567	851	1134	1418	1701

If unable to comply, advise SHEREMETYEVO Delivery.

FEET	METERS
QNH	(QFE)
1200	(180)
5000	(1335)
7000	(1945)
8000	(2250)
10000	(2860)

1 Computed for surface air temperature at ARP -31^C.

3900 1

DEFAL
AT 250 KT
8000
7000

MAX 220 KT
1200

ROLAZ

EE813
MAX 220 KT

ITVIN
AT 250 KT
FL130
FL120

IMIZO
AT 250 KT
7000
5000

AKKUS
AT 250 KT
FL150

EE831
AT
250 KT
FL140

EE832
AT 270 KT
FL170
FL160

LERTE
AT 270 KT
FL170

AGPAB
AT 270 KT
FL180
FL170

LILGA

SOTOG

FOBUL
AT 270 KT
FL150

FIDOT
AT 270 KT
FL150

DILNI
AT 270 KT
FL150

SURZA
AT 270 KT
FL170
FL150

TEBDI
AT 270 KT
FL150

NIBLA

LAZIT
AT 270 KT
FL210
FL170

EMGAS

POZUK
AT 270 KT
FL190

OMEZA
AT 270 KT
FL210

TOGMO

ARP

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

MOSCOW
Domodedovo
UUDD

KALUGA
Grabtsevo
UUBC

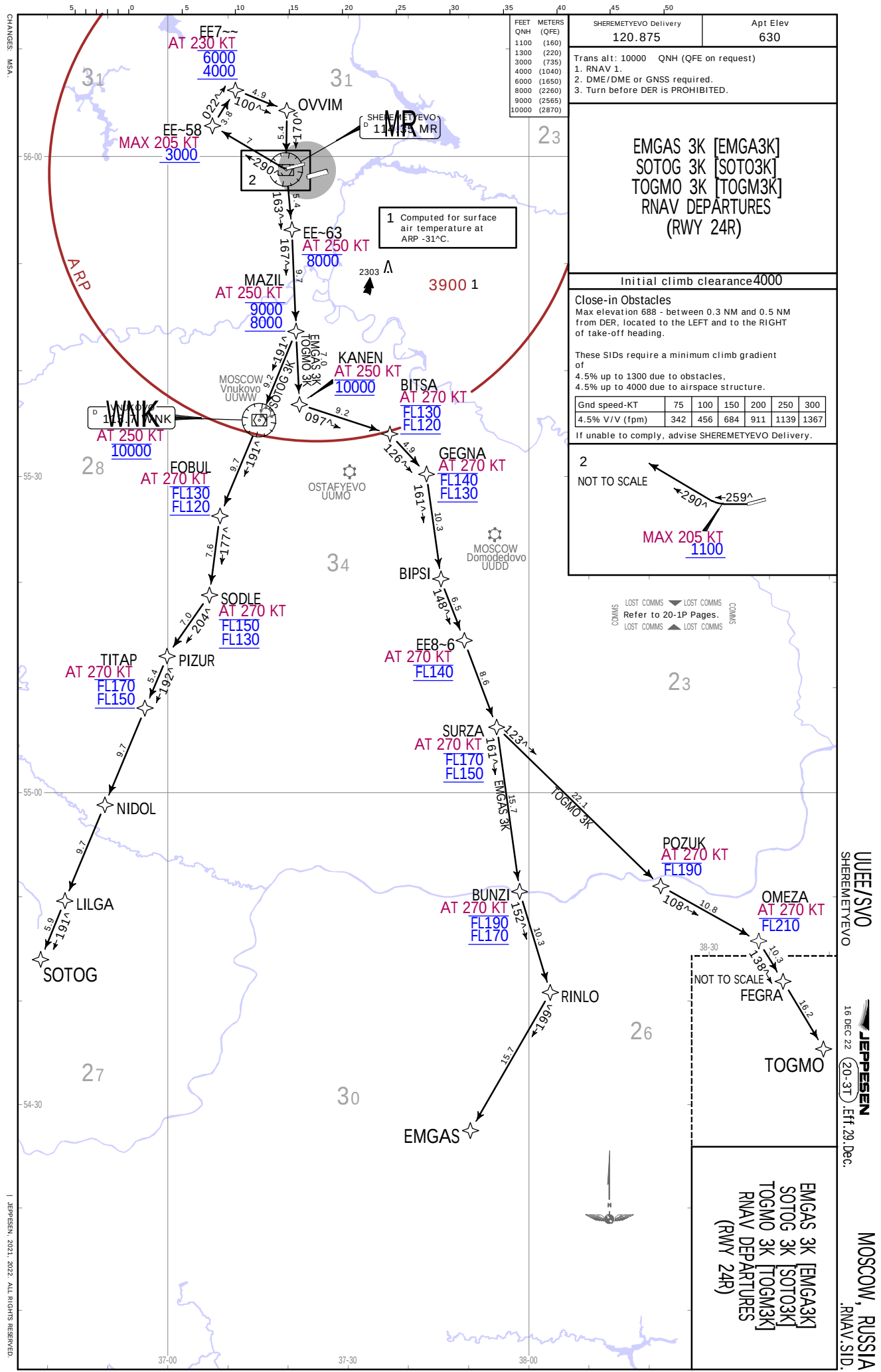
LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS

NOT TO SCALE

UUEE/SVO
SHEREMETYEVO

EMGAS 3J [EMGA3J]
SOTOG 3J [SOTO3J]
TOGMO 3J [TOGM3J]
RNAV DEPARTURES
(RWYS 24C/24L)

JEPPESEN MOSCOW, RUSSIA
16 DEC 22 (20-3S) .Eff.29.Dec. .RNAV.SID.



FEET QNH	METERS (QFE)
1100	(160)
1300	(220)
3000	(735)
4000	(1040)
6000	(1650)
8000	(2260)
9000	(2565)
10000	(2870)

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is PROHIBITED.

EMGAS 3K [EMGA3K]
SOTOG 3K [SOTO3K]
TOGMO 3K [TOGM3K]
RNAV DEPARTURES
(RWY 24R)

Initial climb clearance 4000

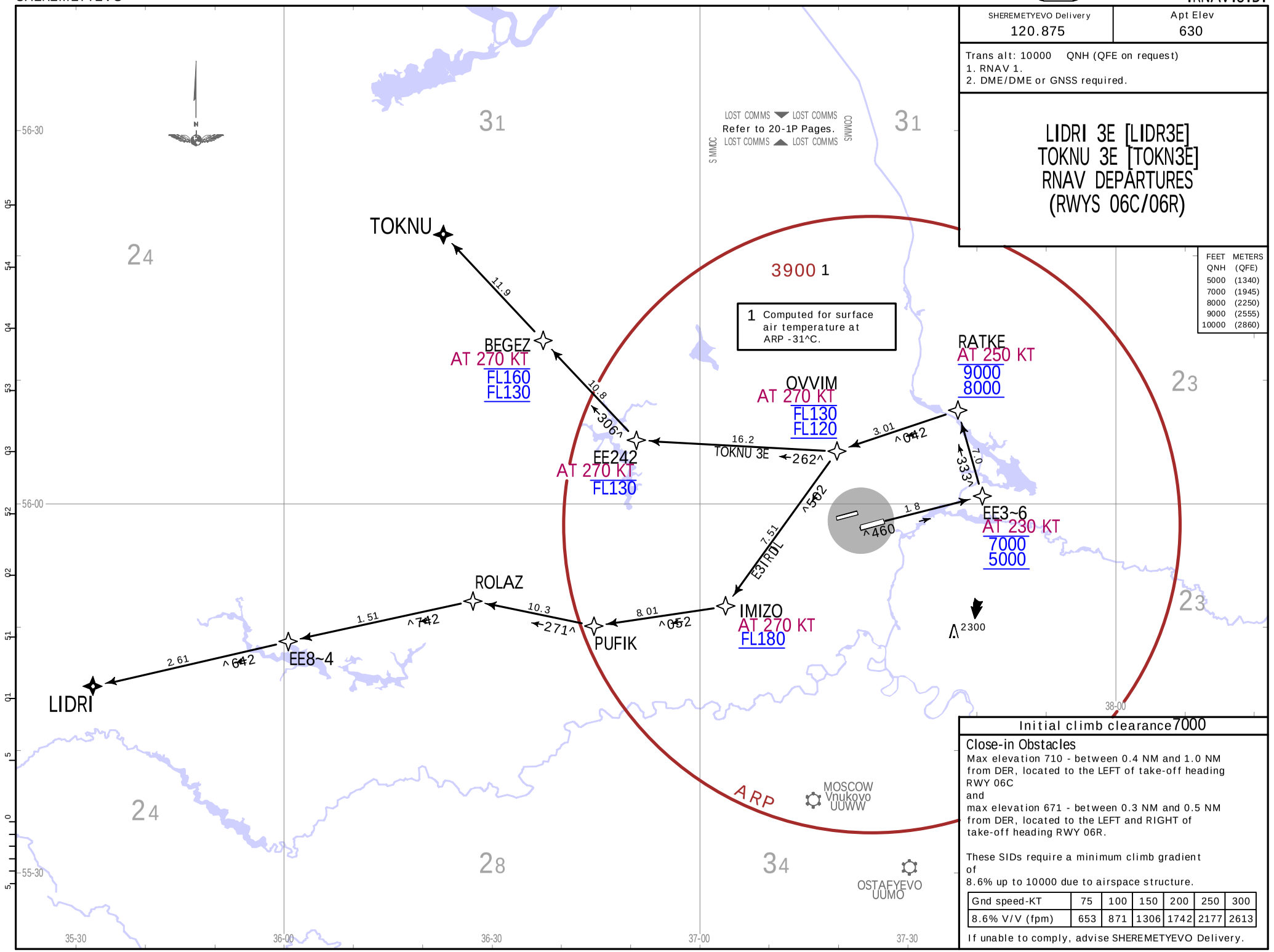
Close-in Obstacles
Max elevation 688 - between 0.3 NM and 0.5 NM from DER, located to the LEFT and to the RIGHT of take-off heading.

These SIDs require a minimum climb gradient of
4.5% up to 1300 due to obstacles,
4.5% up to 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply, advise SHEREMETYEVO Delivery.

UUEE/SVO SHEREMETYEVO
MOSCOW, RUSSIA .RNAV.SID.
EMGAS 3K [EMGA3K] SOTOG 3K [SOTO3K] TOGMO 3K [TOGM3K] RNAV DEPARTURES (RWY 24R)
JEPPESEN 16 DEC 22 20-3T .Eff.29.Dec.



SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.

LIDRI 3F [LIDR3F]
TOKNU 3F [TOKN3F]
RNAV DEPARTURES
(RWYS 06C/06R)
BY ATC

FEET QNH	METERS (QFE)
4000	(1035)
5000	(1340)
6000	(1645)
7000	(1945)
10000	(2860)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
COMMS
S.VMDC

3900 1

1 Computed for surface air temperature at ARP -31^C.

TOKNU
BEGEZ
AT 270 KT
FL160
FL130
11.9
306^
EE5~2
6.5
TOKNU 3F
11.3
308^
LIGVA
AT 250 KT
10000
8.01
DESMO
AT 250 KT
7000
6000
6.7
OVVIM
3.01
RATKE
AT 250 KT
6000
5000
EE3~~
AT 250 KT
4000
5.4
295^
6.5
EE81~
MAX 250 KT
4000
8.1
078^
5.31
F31R0L
ROLAZ
1.51
EE8~4
2.61
LIDRI
2300
ARP
MOSCOW
Vnukovo
UUWW
OSTAFYEVO
UUMO

Initial climb clearance 4000

Close-in Obstacles
Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
max elevation 689 - between 0.3 NM and 0.5 NM from DER, located to the RIGHT of take-off heading RWY 06R.

These SIDs require a minimum climb gradient of
3.9% up to 4000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

If unable to comply, advise SHEREMETYEVO Delivery.

CHANGES: MSA.

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is PROHIBITED.

LIDRI 3G [LIDR3G]
TOKNU 3G [TOKN3G]
RNAV DEPARTURES
(RWY 06L)

FEET QNH	METERS (QFE)
1100	(155)
4000	(1040)
6000	(1650)
7000	(1955)
10000	(2870)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMDC COMMS

3900 1

1 Computed for surface air temperature at ARP -31^C.

TOKNU
BEGEZ
AT 270 KT
FL160
FL130
11.9
306^
EE5~2
5.9
004^
TOKNU 3G
11.3
308^
LIGVA
AT 250 KT
10000
8.01
542^
EE8~3
MAX 215 KT
5.9
268^
EE13~
MAX 205 KT
4000
4.5
322^
320^
DESMO
AT 230 KT
7000
6000
940^
6
MAX 205 KT
1100
5.31
822^
GIRDL
ROLAZ
1.51
742^
EE8~4
2.61
642^
LIDRI
2300
ARP
MOSCOW
Vnukovo
UUWW
OSTAFYEVO
UUMO

Initial climb clearance4000

Close-in Obstacles
MAX elevation 724 - between 0.2 NM and 0.8 NM from DER, located to the LEFT and RIGHT of take-off heading.

These SIDs require minimum climb gradients of
5.0% up to 6000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

If unable to comply, advise SHEREMETYEVO Delivery.

CHANGES: MSA.

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is PROHIBITED.

LIDRI 3H [LIDR3H]
TOKNU 3H [TOKN3H]
RNAV DEPARTURES
(RWYS 24C/24L)

FEET	METERS
QNH	(QFE)
8000	(2250)
9000	(2555)
10000	(2860)

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMDC COMMS

1 Computed for surface air temperature at ARP -31^C.

ARP

TOKNU

11.9

BEGEZ
AT 270 KT
FL160
FL130

10.8
306^

EE242
AT 270 KT
FL130

3900 1

DUFAR
AT 250 KT
10000
8000

5.9
331^

DEFAL
AT 250 KT
10000
9000

TOKNU 3H
5.9
314^

8.6
LIDRI 3H
260^

KUSIP

0.31
^442

8.01
^542

ROLAZ

1.51
^742

EE8~4

2.61
^642

LIDRI

2300

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

Initial climb clearance 7000

Max elevation 705 - at 0.6 NM from DER, located to the RIGHT of take-off heading RWY 24C
and
max elevation 747 - at 0.9 NM from DER, located to the LEFT of take-off heading RWY 24L.

These SIDs require a minimum climb gradient of 6.5%
LIDRI 3H: up to 9000 due to airspace structure.
TOKNU 3H: up to FL120 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply, advise SHEREMETYEVO Delivery.

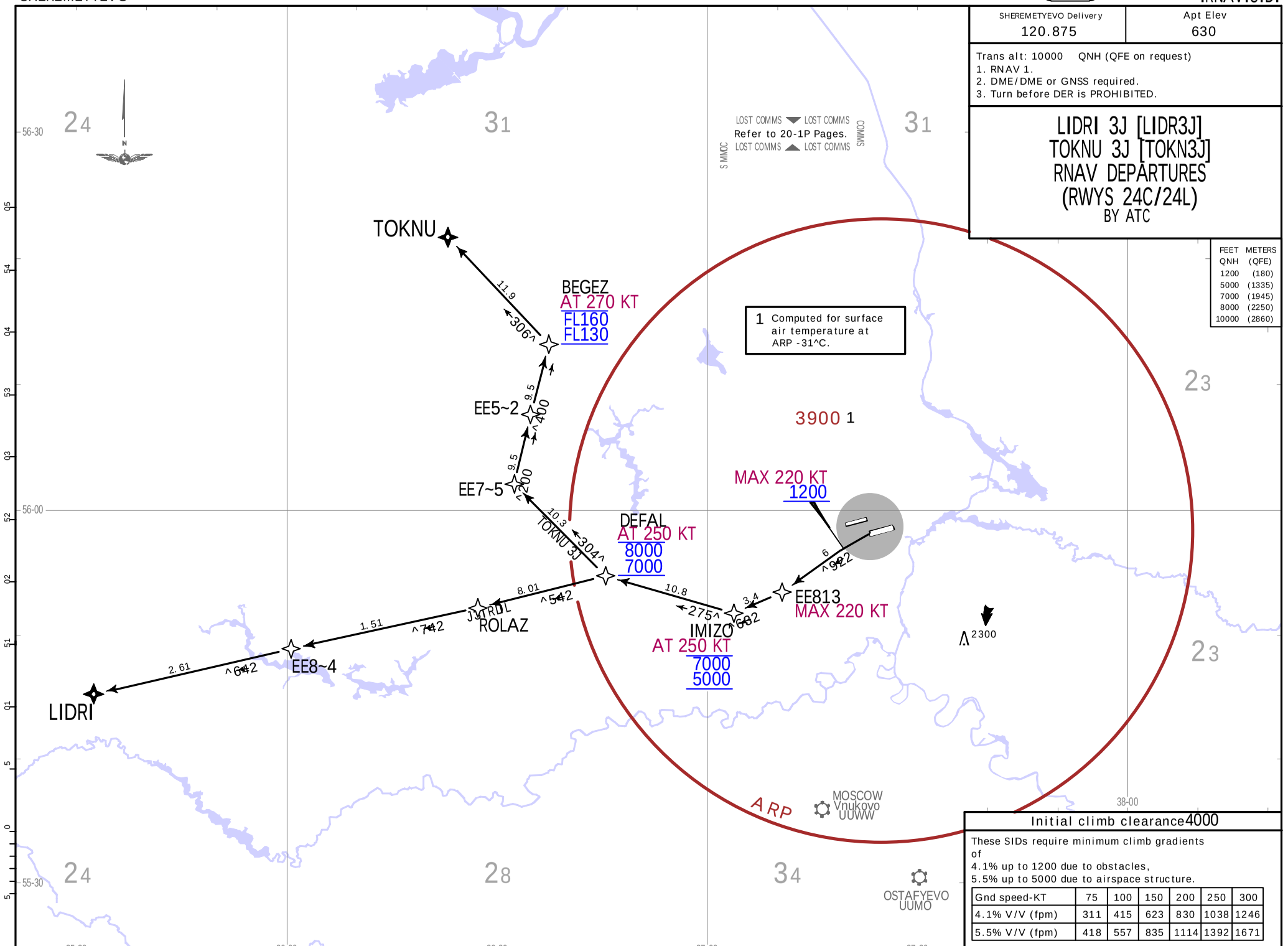
CHANGES: MSA.

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is PROHIBITED.

LIDRI 3J [LIDR3J]
TOKNU 3J [TOKN3J]
RNAV DEPARTURES
(RWYS 24C/24L)
BY ATC

FEET	METERS
QNH	(QFE)
1200	(180)
5000	(1335)
7000	(1945)
8000	(2250)
10000	(2860)



Initial climb clearance 4000

These SIDs require minimum climb gradients of
4.1% up to 1200 due to obstacles,
5.5% up to 5000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.5% V/V (fpm)	418	557	835	1114	1392	1671

If unable to comply, advise SHEREMETYEVO Delivery.

CHANGES: MSA.

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)
1. RNAV 1.
2. DME/DME or GNSS required.
3. Turn before DER is PROHIBITED.

LIDRI 3K [LIDR3K]
TOKNU 3K [TOKN3K]
RNAV DEPARTURES
(RWY 24R)

2

290^ 259^

MAX 205 KT
1100

FEET QNH	METERS (QFE)
1100	(160)
1300	(220)
3000	(735)
10000	(2870)

1 Computed for surface air temperature at ARP -31^C.

LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
S MMDC COMMS

TOKNU

11.9 306^

BEGEZ
AT 270 KT
FL160
FL130

5.9 090^

EE5~2

TOKNU 3K 11.3 308^

LIGVA
AT 250 KT
10000

3.11 082^

EE~58
MAX 205 KT
3000

7 290^ 2

5.31 082^

R31RDL

ROLAZ

1.51 074^

EE8~4

2.61 064^

LIDRI

3900 1

2300

ARP

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

Initial climb clearance 4000

Close-in Obstacles
Max elevation 688 - between 0.3 NM and 0.5 NM from DER, located to the LEFT and to the RIGHT of take-off heading.

These SIDs require minimum climb gradients of
4.5% up to 1300 due to obstacles,
5.7% up to 3000 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.7% V/V (fpm)	433	577	866	1154	1443	1732

If unable to comply, advise SHEREMETYEVO Delivery.

CHANGES: MSA.

Apt Elev	
630	Trans alt: 10000 QNH (QFE on request)

FLIGHT ROUTES BETWEEN AERODROMES WITHIN MOSCOW TMA

1. Departure instructions provide ACFT vectoring to the significant point on the route (the first waypoint in the flight plan);
2. Flights within CTRs shall be carried out via waypoints, separated by letters DCT in the flight plan, to IAF of the destination aerodrome (in accordance with the information published for appropriate departure aerodrome);
3. Approach shall be executed from IAF of the destination aerodrome:
   - Moscow/Sheremetyevo - KEZVU (IAF)
   - Moscow/Domodedovo - ALBOR (IAF)
   - Moscow/Vnukovo - RORUK (IAF)
   - Ostafyevo - RORUK (IAF)
   - Ramenskoye - ODLOR (IAF).

Departure To	ROUTING
Moscow/ Domodedovo	BESTA - RUGEL - GEKLA - IMZUP - KUPVE - NIDBE - IZVOK - IPKED - ZOVGO - ODZAG - GUFUZ - ALBOR (IAF).
Moscow/ Vnukovo	GIGUN - ASLEK - BUPOS - ORSIF - MEZER - NALFI - RAMZA - UKABE - FIDOT - RORUK (IAF).
Ostafyevo	GIGUN - ASLEK - BUPOS - ORSIF - MEZER - NALFI - RAMZA - UKABE - FIDOT - RORUK (IAF).
Ramenskoye	BESTA - RUGEL - MONIK - RAFDA - NIGLI - RT NDB - BW316 - BW317 - BW318 - BW319 - ODLOR (IAF).

CHANGES: NIGLE to read NIGLI.

UUEE/SVO

Apt Elev 630'

N55 58.4 E037 24.8

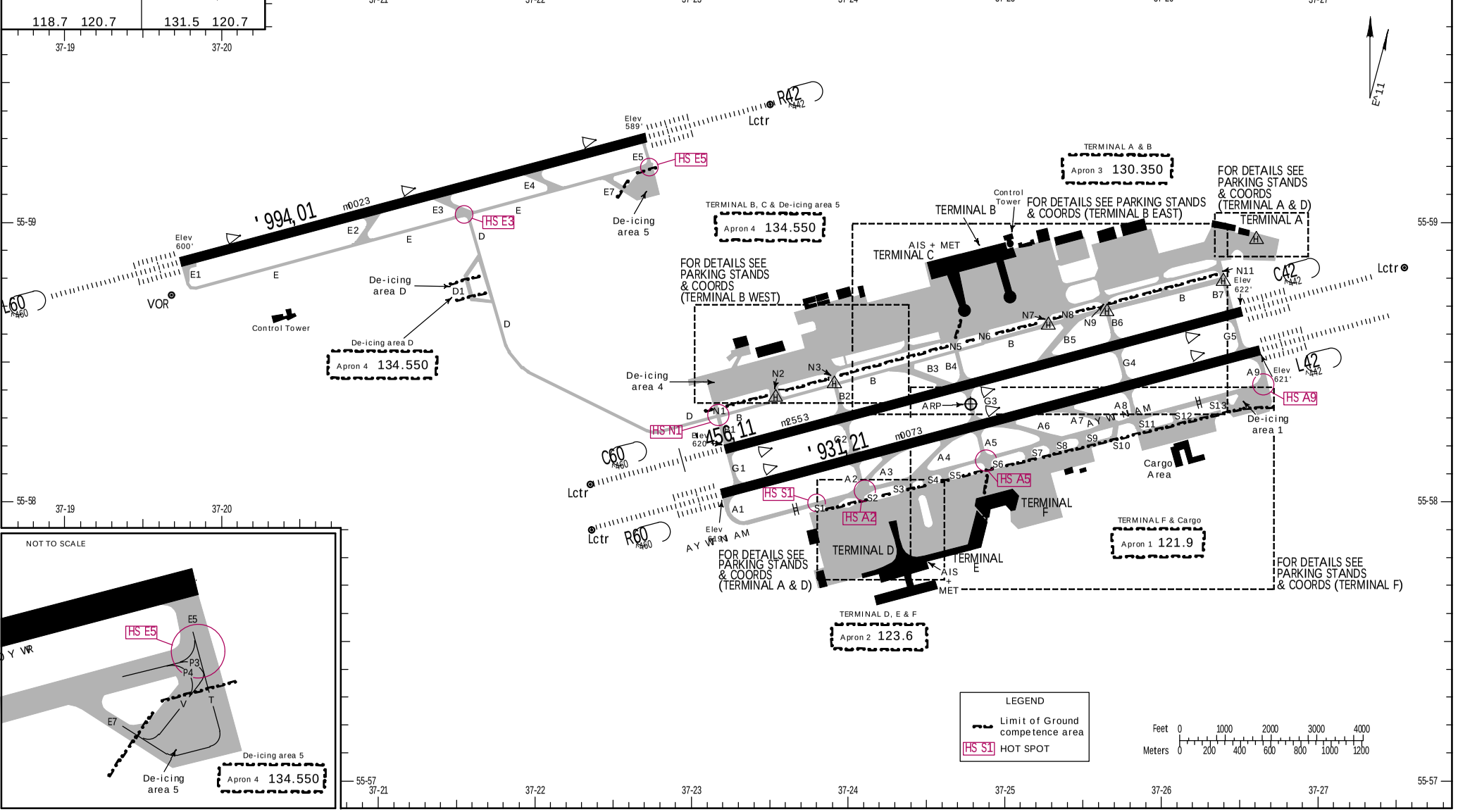
JEPPESEN

24 FEB 23 (20-9)

MOSCOW, RUSSIA

SHEREMETYEVO

ATIS Departure	ATIS Arrival	SHEREMETYEVO Delivery	SHEREMETYEVO Delivery 2 TERMINAL D, E & F	SHEREMETYEVO Ground 1 TWY B	SHEREMETYEVO Ground 2 MAIN TWY A	SHEREMETYEVO Ground 3 TWY D & TWY E	SHEREMETYEVO Apron 1 TERMINAL F & Cargo	SHEREMETYEVO Apron 2 TERMINAL D, E & F	SHEREMETYEVO Apron 3 TERMINAL A & B	SHEREMETYEVO Apron 4 TERMINAL B & C
125.125 (Russian 126.375)	122.075 (Russian 120.375)	120.875	128.6	119.0	121.8	122.9	121.9	123.6	130.350	134.550
Tower RWY 06L/24R: 118.7 120.7	Tower RWY 06C/24C, 06R/24L: 131.5 120.7									



CHANGES: Cross-reference area.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06L 24R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(3.00^)		9406' 2867m 9528' 2904m		197' 60m
06C	HIRL (60m) CL (15m) HIALS PAPI-L(2.98^) RVR		10,621' 3237m	1	197' 60m
24C	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98^) RVR		10,440' 3182m		

1 TAKE-OFF RUN AVAILABLE

RWY 06C:		RWY 24C:	
From rwy head	11,654' (3552m)	From rwy head	11,654' (3552m)
twy B2/G2 int	9006' (2745m)	twy B6/G4 int	8858' (2700m)
twy B3/G3 int	6266' (1910m)	twy B4/G3 int	5446' (1660m)

RWY					
06R 24L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98^) RVR		11,106' 3385m 10,984' 3348m	2	197' 60m

2 TAKE-OFF RUN AVAILABLE

RWY 06R:		RWY 24L:	
From rwy head	12,139' (3700m)	From rwy head	12,139' (3700m)
twy G1 int	11,811' (3600m)	twy G5 int	11,811' (3600m)
twy G2/A2 int	9180' (2798m)	twy G4/A8 int	9180' (2798m)
twy G3 int	6437' (1962m)	twy A5 int	5781' (1762m)
twy A5 int	6434' (1961m)	twy G3 int	5778' (1761m)

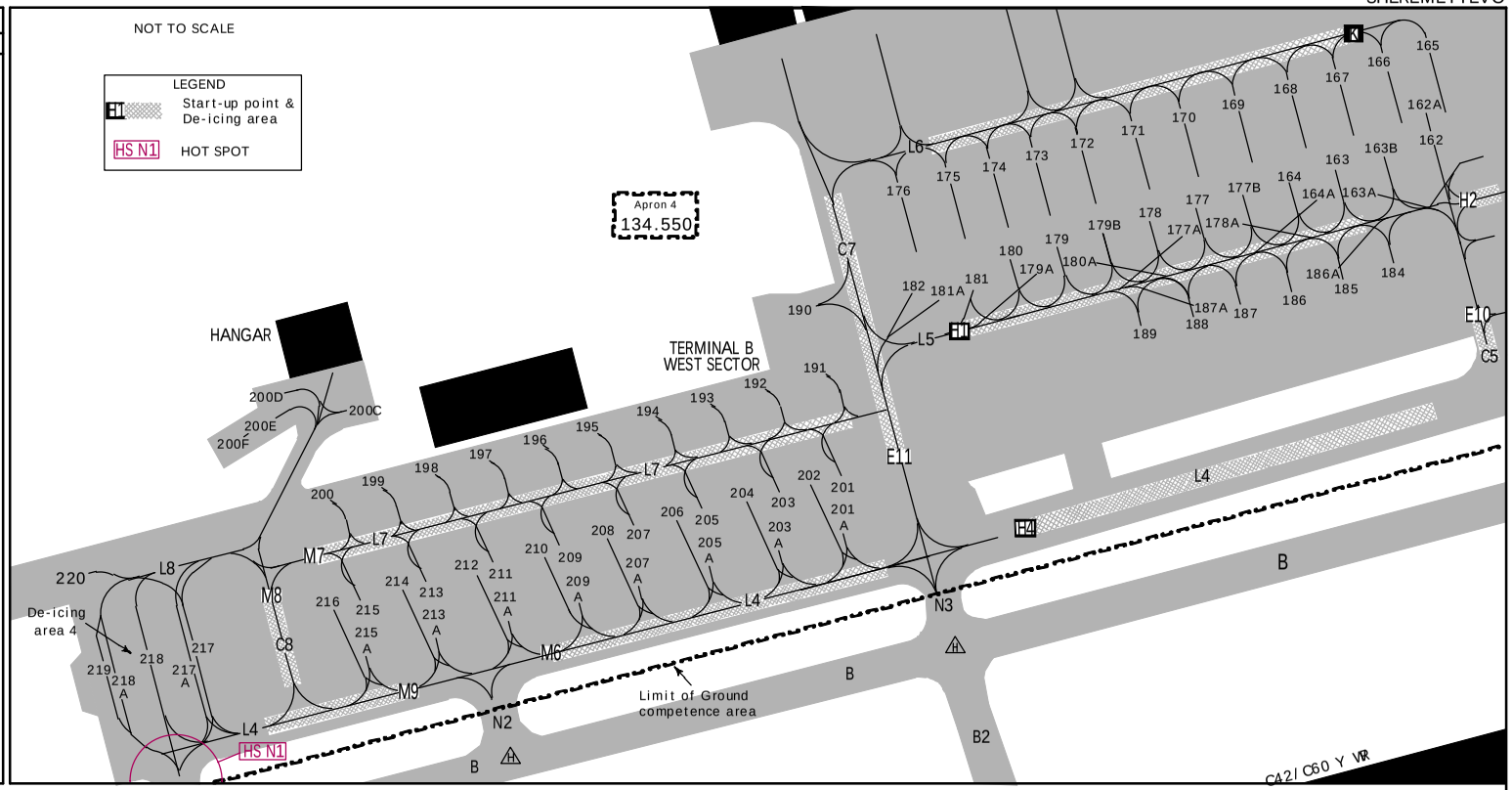
.Std.

TAKE-OFF

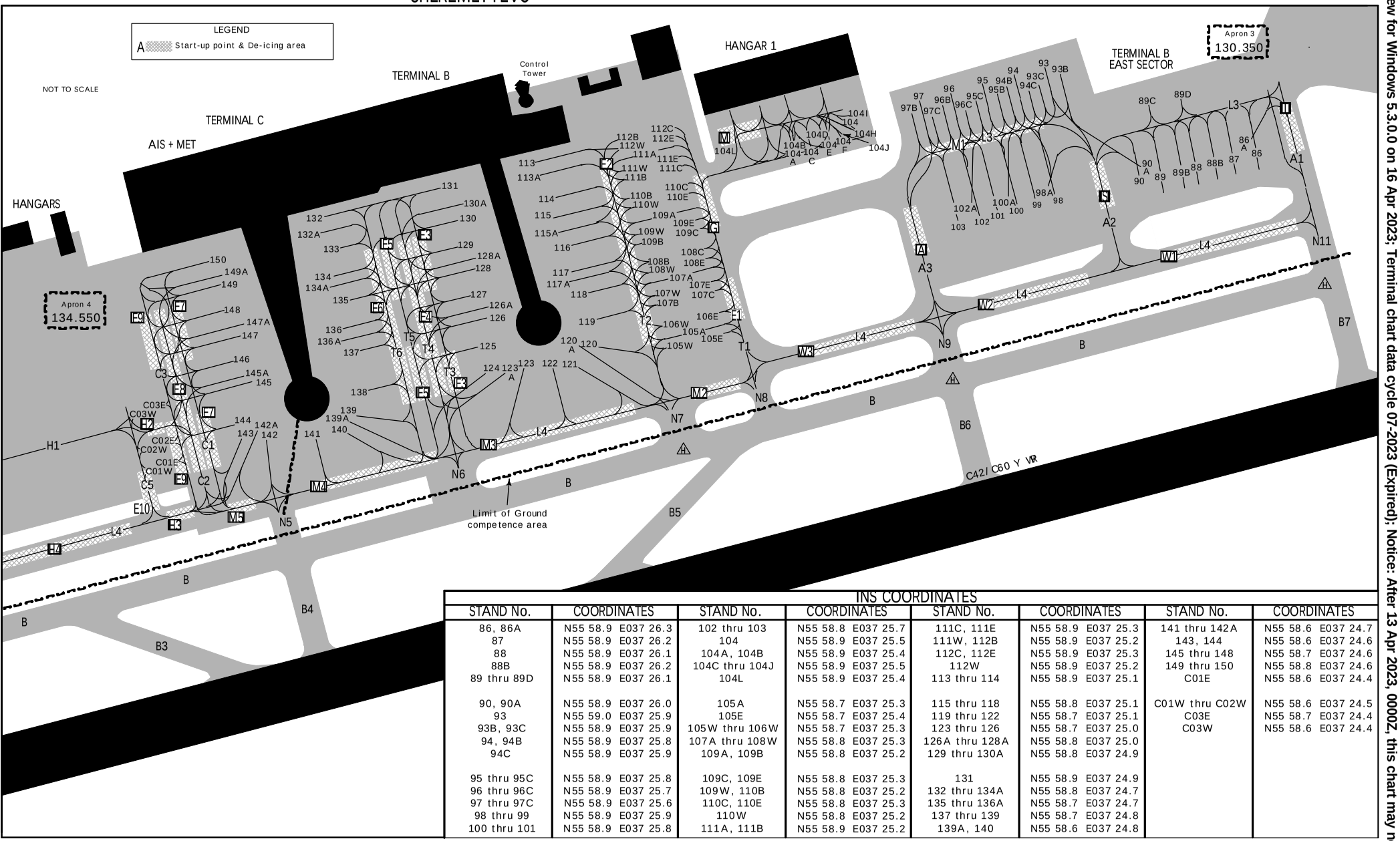
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	RL or RCLM DAY	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

CHANGES: None.

INS COORDINATES	
STAND No.	COORDINATES
162, 162A	N55 58.7 E037 24.3
163, 163A	N55 58.6 E037 24.2
163B	N55 58.7 E037 24.3
164, 164A	N55 58.6 E037 24.2
165, 166	N55 58.7 E037 24.3
167, 168	N55 58.7 E037 24.2
169, 170	N55 58.7 E037 24.1
171	N55 58.7 E037 24.0
172, 173	N55 58.6 E037 24.0
174 thru 176	N55 58.6 E037 23.9
177 thru 178B	N55 58.6 E037 24.1
179 thru 180A	N55 58.6 E037 24.0
181 thru 182	N55 58.6 E037 23.9
184	N55 58.6 E037 24.3
185 thru 187	N55 58.6 E037 24.2
187A thru 189	N55 58.6 E037 24.1
190	N55 58.6 E037 23.8
191	N55 58.5 E037 23.8
192, 193	N55 58.5 E037 23.7
194, 195	N55 58.5 E037 23.6
196	N55 58.5 E037 23.5
197, 198	N55 58.5 E037 23.4
199 thru 200F	N55 58.5 E037 23.3
201 thru 203	N55 58.5 E037 23.8
203A thru 205	N55 58.5 E037 23.7
205A	N55 58.4 E037 23.7
206, 207	N55 58.5 E037 23.6
207A	N55 58.4 E037 23.6
208	N55 58.5 E037 23.6
209	N55 58.4 E037 23.6
209A thru 211A	N55 58.4 E037 23.5
212 thru 215	N55 58.4 E037 23.4
215A, 216	N55 58.4 E037 23.3
217, 217A	N55 58.4 E037 23.2
218 thru 219	N55 58.4 E037 23.1
220	N55 58.4 E037 23.0



MOSCOW, RUSSIA
SHEREMETYEVO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
86, 86A	N55 58.9 E037 26.3	102 thru 103	N55 58.8 E037 25.7	111C, 111E	N55 58.9 E037 25.3	141 thru 142A	N55 58.6 E037 24.7
87	N55 58.9 E037 26.2	104	N55 58.9 E037 25.5	111W, 112B	N55 58.9 E037 25.2	143, 144	N55 58.6 E037 24.6
88	N55 58.9 E037 26.1	104A, 104B	N55 58.9 E037 25.4	112C, 112E	N55 58.9 E037 25.3	145 thru 148	N55 58.7 E037 24.6
88B	N55 58.9 E037 26.2	104C thru 104J	N55 58.9 E037 25.5	112W	N55 58.9 E037 25.2	149 thru 150	N55 58.8 E037 24.6
89 thru 89D	N55 58.9 E037 26.1	104L	N55 58.9 E037 25.4	113 thru 114	N55 58.9 E037 25.1	C01E	N55 58.6 E037 24.4
90, 90A	N55 58.9 E037 26.0	105A	N55 58.7 E037 25.3	115 thru 118	N55 58.8 E037 25.1	C01W thru C02W	N55 58.6 E037 24.5
93	N55 59.0 E037 25.9	105E	N55 58.7 E037 25.4	119 thru 122	N55 58.7 E037 25.1	C03E	N55 58.7 E037 24.4
93B, 93C	N55 58.9 E037 25.9	105W thru 106W	N55 58.7 E037 25.3	123 thru 126	N55 58.7 E037 25.0	C03W	N55 58.6 E037 24.4
94, 94B	N55 58.9 E037 25.8	107A thru 108W	N55 58.8 E037 25.3	126A thru 128A	N55 58.8 E037 25.0		
94C	N55 58.9 E037 25.9	109A, 109B	N55 58.8 E037 25.2	129 thru 130A	N55 58.8 E037 24.9		
95 thru 95C	N55 58.9 E037 25.8	109C, 109E	N55 58.8 E037 25.3	131	N55 58.9 E037 24.9		
96 thru 96C	N55 58.9 E037 25.7	109W, 110B	N55 58.8 E037 25.2	132 thru 134A	N55 58.8 E037 24.7		
97 thru 97C	N55 58.9 E037 25.6	110C, 110E	N55 58.8 E037 25.3	135 thru 136A	N55 58.7 E037 24.7		
98 thru 99	N55 58.9 E037 25.9	110W	N55 58.8 E037 25.2	137 thru 139	N55 58.7 E037 24.8		
100 thru 101	N55 58.9 E037 25.8	111A, 111B	N55 58.9 E037 25.2	139A, 140	N55 58.6 E037 24.8		

CHANGES: Layout, coordinates.

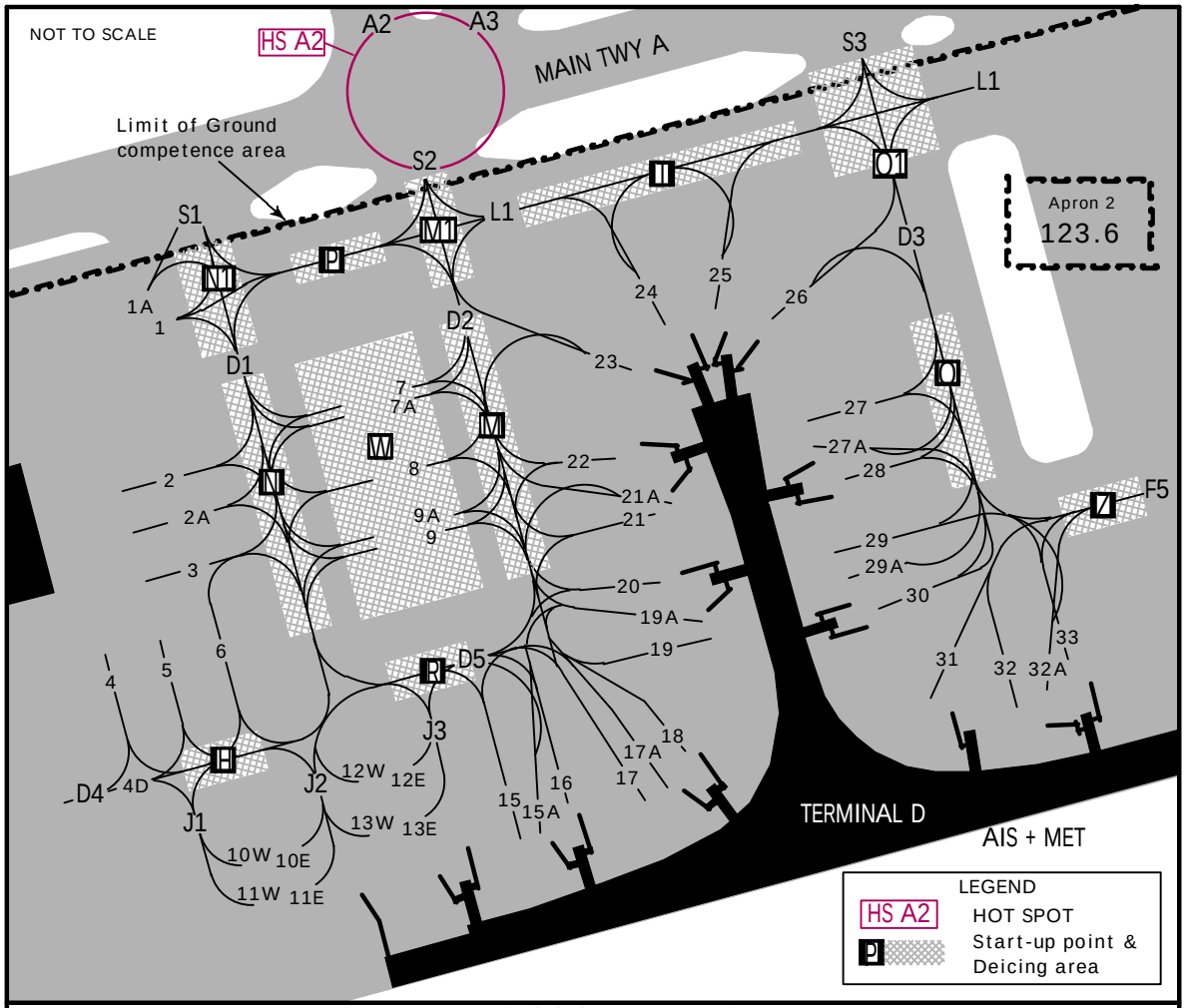
UUEE/SVO

JEPPESEN

10 FEB 23 (20-9D) .Eff.23.Feb.

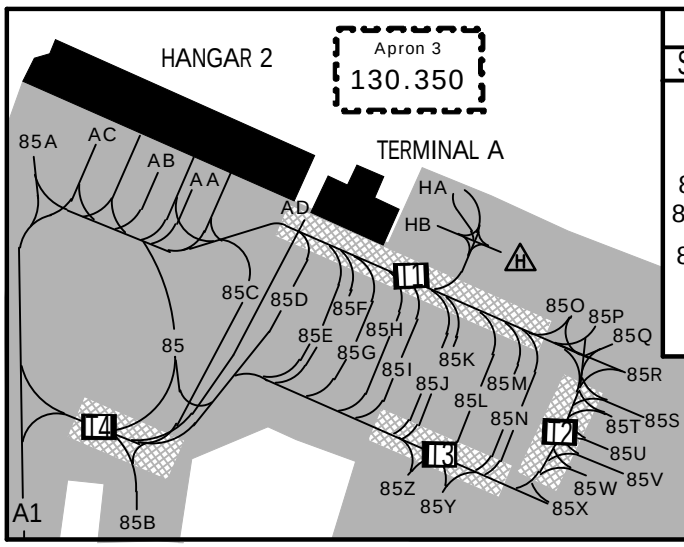
MOSCOW, RUSSIA

SHEREMETYEVO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N55 57.9 E037 23.9	20 thru 23	N55 57.9 E037 24.2
4	N55 57.8 E037 23.8	24 thru 26	N55 58.0 E037 24.3
4D, 5, 6	N55 57.8 E037 23.9	27, 27A	N55 57.9 E037 24.3
7 thru 9A	N55 57.9 E037 24.1	28 thru 30	N55 57.9 E037 24.4
10E, 10W	N55 57.8 E037 23.9		
		31	N55 57.8 E037 24.4
11E thru 13W	N55 57.8 E037 24.0	32 thru 33	N55 57.8 E037 24.5
15, 15A	N55 57.8 E037 24.1		
16 thru 18	N55 57.8 E037 24.2		
19	N55 57.8 E037 24.3		
19A	N55 57.9 E037 24.3		

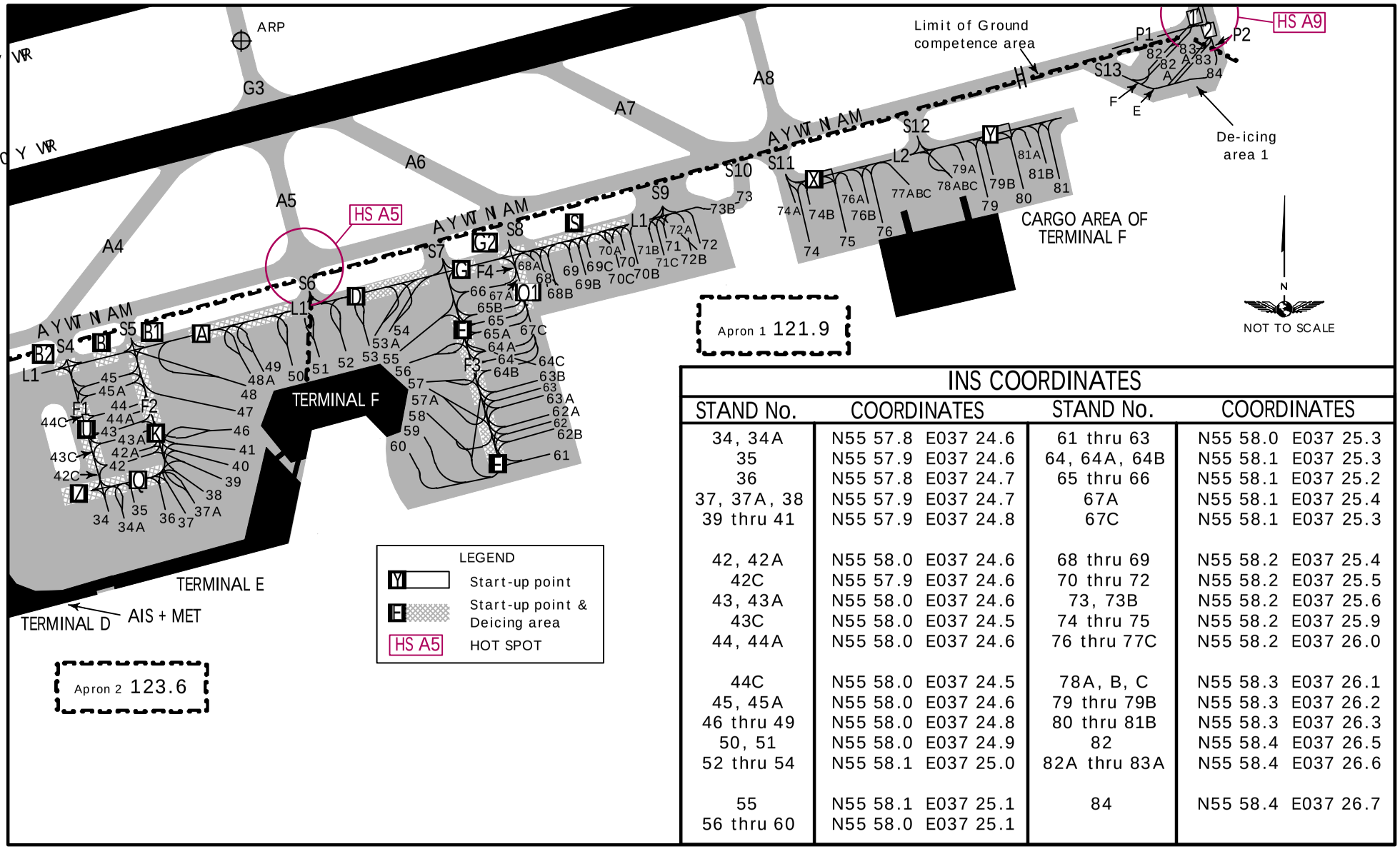


INS COORDINATES

STAND No.	COORDINATES
85	N55 58.9 E037 26.4
85A	N55 59.0 E037 26.3
85B	N55 58.9 E037 26.4
85C thru 85F	N55 58.9 E037 26.5
85G thru 85M	N55 59.9 E037 26.6
85N thru 85X	N55 59.9 E037 26.7
85Y, 85Z	N55 59.9 E037 26.6
AA thru AC	N55 59.0 E037 26.4
AD	N55 59.0 E037 26.5

CHANGES: Stand AD added.

CHANGES: None.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
34, 34A	N55 57.8 E037 24.6	61 thru 63	N55 58.0 E037 25.3
35	N55 57.9 E037 24.6	64, 64A, 64B	N55 58.1 E037 25.3
36	N55 57.8 E037 24.7	65 thru 66	N55 58.1 E037 25.2
37, 37A, 38	N55 57.9 E037 24.7	67A	N55 58.1 E037 25.4
39 thru 41	N55 57.9 E037 24.8	67C	N55 58.1 E037 25.3
42, 42A	N55 58.0 E037 24.6	68 thru 69	N55 58.2 E037 25.4
42C	N55 57.9 E037 24.6	70 thru 72	N55 58.2 E037 25.5
43, 43A	N55 58.0 E037 24.6	73, 73B	N55 58.2 E037 25.6
43C	N55 58.0 E037 24.5	74 thru 75	N55 58.2 E037 25.9
44, 44A	N55 58.0 E037 24.6	76 thru 77C	N55 58.2 E037 26.0
44C	N55 58.0 E037 24.5	78A, B, C	N55 58.3 E037 26.1
45, 45A	N55 58.0 E037 24.6	79 thru 79B	N55 58.3 E037 26.2
46 thru 49	N55 58.0 E037 24.8	80 thru 81B	N55 58.3 E037 26.3
50, 51	N55 58.0 E037 24.9	82	N55 58.4 E037 26.5
52 thru 54	N55 58.1 E037 25.0	82A thru 83A	N55 58.4 E037 26.6
55	N55 58.1 E037 25.1	84	N55 58.4 E037 26.7
56 thru 60	N55 58.0 E037 25.1		

STRAIGHT-IN RWY		A	B	C	D
06L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	700'(100') RA102' R300m	700'(100') RA102' R300m	700'(100') RA102' R300m	700'(100') RA102' 1 R300m
	ILS FULL TDZ or CL out ALS out	800'(200') R550m 2 R550m R1200m	800'(200') R550m 2 R550m R1200m	800'(200') R550m 2 R550m R1200m	800'(200') R550m 2 R550m R1200m
	GLS TDZ or CL out ALS out	800'(200') R550m 2 R550m R1200m	800'(200') R550m 2 R550m R1200m	800'(200') R550m 2 R550m R1200m	800'(200') R550m 2 R550m R1200m
	3 LOC	1320'(720') R1500m	1320'(720') R1500m	1320'(720') R2400m	1320'(720') R2400m
	RNP LNAV/VNAV ALS out	1000'(400') R1100m R1500m	1010'(410') R1200m R1500m	1030'(430') R1300m R2000m	1050'(450') R1400m R2100m
	3 RNP LNAV ALS out	1060'(460') R1400m R1500m	1060'(460') R1400m R1500m	1060'(460') R1400m R2100m	1060'(460') R1400m R2100m
	3 VOR with D3.3	1280'(680') R1500m	1280'(680') R1500m	1280'(680') R2400m	1280'(680') R2400m
	3 VOR w/o D3.3	1320'(720') R1500m	1320'(720') R1500m	1320'(720') R2400m	1320'(720') R2400m
	3 NDB with D2.3 ALS out	1130'(530') R1500m R1500m	1130'(530') R1500m R1500m	1130'(530') R1700m R2400m	1130'(530') R1700m R2400m
	3 NDB w/o D2.3	1320'(720') R1500m	1320'(720') R1500m	1320'(720') R2400m	1320'(720') R2400m
06C	ILS FULL ALS out	820'(200') 2 R550m R1200m	820'(200') 2 R550m R1200m	820'(200') 2 R550m R1200m	820'(200') 2 R550m R1200m
	GLS ALS out	820'(200') 2 R550m R1200m	820'(200') 2 R550m R1200m	820'(200') 2 R550m R1200m	820'(200') 2 R550m R1200m
	3 LOC ALS out	1190'(570') R1500m R1500m	1190'(570') R1500m R1500m	1190'(570') R1900m R2400m	1190'(570') R1900m R2400m
	RNP LNAV/VNAV ALS out	880'(260') R750m R1300m	890'(270') R750m R1300m	900'(280') R750m R1300m	930'(310') R750m R1400m
	3 RNP LNAV ALS out	1140'(520') R1500m R1500m	1140'(520') R1500m R1500m	1140'(520') R1600m R2400m	1140'(520') R1600m R2400m
	3 NDB ALS out	1170'(550') R1500m R1500m	1170'(550') R1500m R1500m	1170'(550') R1800m R2400m	1170'(550') R1800m R2400m

1 without autoland: R350m.
2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
3 Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
06R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	719' (100') RA106' R300m	719' (100') RA106' R300m	719' (100') RA106' R300m	719' (100') RA106' 1 R300m
	ILS	819' (200')	819' (200')	819' (200')	819' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	819' (200')	819' (200')	819' (200')	819' (200')
		R550m	R550m	R550m	R550m
	TDZ or CL out	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	3 LOC	1140' (521')	1140' (521')	1140' (521')	1140' (521')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNP	989' (370')	999' (380')	1009' (390')	1009' (390')
	LNAV/VNAV	R1000m	R1000m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	3 RNP	1140' (521')	1140' (521')	1140' (521')	1140' (521')
	LNAV	R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	3 NDB	1170' (551')	1170' (551')	1170' (551')	1170' (551')
		R1500m	R1500m	R1800m	R1800m
	ALS out	R1500m	R1500m	R2400m	R2400m
24L	CAT 2 ILS	721' (100') RA98' R300m	721' (100') RA98' R300m	721' (100') RA98' R300m	721' (100') RA98' 1 R300m
	ILS	821' (200')	821' (200')	821' (200')	821' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	821' (200')	821' (200')	821' (200')	821' (200')
		R550m	R550m	R550m	R550m
	TDZ or CL out	2 R550m	2 R550m	2 R550m	2 R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	3 LOC	970' (349')	970' (349')	970' (349')	970' (349')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNP	951' (330')	961' (340')	981' (360')	1001' (380')
	LNAV/VNAV	R800m	R800m	R900m	R1000m
	ALS out	R1500m	R1500m	R1600m	R1700m
	3 RNP	1060' (439')	1060' (439')	1060' (439')	1060' (439')
	LNAV	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	3 NDB	1100' (479')	1100' (479')	1100' (479')	1100' (479')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R2200m	R2200m

1 without autoland: R350m.
2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.
3 Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
24C	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	722' (100') RA100' R300m	722' (100') RA100' R300m	722' (100') RA100' R300m	722' (100') RA100' 1 R300m
	ILS FULL TDZ or CL out ALS out	822' (200') R550m 2 R550m R1200m	822' (200') R550m 2 R550m R1200m	822' (200') R550m 2 R550m R1200m	822' (200') R550m 2 R550m R1200m
	GLS TDZ or CL out ALS out	822' (200') R550m 2 R550m R1200m	822' (200') R550m 2 R550m R1200m	822' (200') R550m 2 R550m R1200m	822' (200') R550m 2 R550m R1200m
	3 LOC ALS out	970' (348') R900m R1500m	970' (348') R900m R1500m	970' (348') R900m R1600m	970' (348') R900m R1600m
	RNP LNAV/VNAV ALS out	892' (270') 4 R750m R1300m	902' (280') 4 R750m R1300m	912' (290') 5 R750m R1400m	1002' (380') R1000m R1700m
	3 RNP LNAV ALS out	1060' (438') R1300m R1500m	1060' (438') R1300m R1500m	1060' (438') R1300m R2000m	1060' (438') R1300m R2000m
	3 NDB ALS out	1140' (518') R1500m R1500m	1140' (518') R1500m R1500m	1140' (518') R1600m R2400m	1140' (518') R1600m R2400m
24R	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	689' (100') RA102' R300m	689' (100') RA102' R300m	689' (100') RA102' R300m	689' (100') RA102' 1 R300m
	ILS FULL TDZ or CL out ALS out	789' (200') R550m 2 R550m R1200m	789' (200') R550m 2 R550m R1200m	789' (200') R550m 2 R550m R1200m	789' (200') R550m 2 R550m R1200m
	GLS TDZ or CL out ALS out	789' (200') R550m 2 R550m R1200m	789' (200') R550m 2 R550m R1200m	789' (200') R550m 2 R550m R1200m	789' (200') R550m 2 R550m R1200m
	3 LOC ALS out	1150' (561') R1500m R1500m	1150' (561') R1500m R1500m	1150' (561') R1900m R2400m	1150' (561') R1900m R2400m
	RNP LNAV/VNAV ALS out	969' (380') R1000m R1500m	989' (400') R1100m R1500m	999' (410') R1200m R1900m	1009' (420') R1200m R1900m
	3 RNP LNAV ALS out	1060' (471') R1500m R1500m	1060' (471') R1500m R1500m	1060' (471') R1500m R2200m	1060' (471') R1500m R2200m
	3 VOR with D3.6 ALS out	1080' (491') R1500m R1500m	1080' (491') R1500m R1500m	1080' (491') R1500m R2300m	1080' (491') R1500m R2300m
	3 VOR w/o D3.6 ALS out	1150' (561') R1500m R1500m	1150' (561') R1500m R1500m	1150' (561') R1900m R2400m	1150' (561') R1900m R2400m

1 without autoland: R350m. 2 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used. 3 Continuous Descent Final Approach. 4 With TDZ & CL & HUD: RVR 600m. 5 With TDZ & CL & HUD: RVR 650m.

STRAIGHT-IN RWY		A	B	C	D
24R contd	3 NDB	1150' (561')	1150' (561')	1150' (561')	1150' (561')
		R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	R2400m	R2400m

3 Continuous Descent Final Approach.

TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	RL or CL	Adequate Vis Ref	
			DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 21-1

MOSCOW, RUSSIA
ILS Rwy 06L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

LOC IMA	Final Apch Crs	EE612 MANDATORY	DA(H)	Apt Elev 630'
108.75	064^	3000' (2400')	800' (200')	Rwy 600'

MISSED APCH: Climb STRAIGHT AHEAD to 1200' or above (MAX 210 KT), then turn LEFT to EE~18 (MAX 210 KT) on 024^ climbing to 3000', then turn LEFT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

MSA 3900 ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

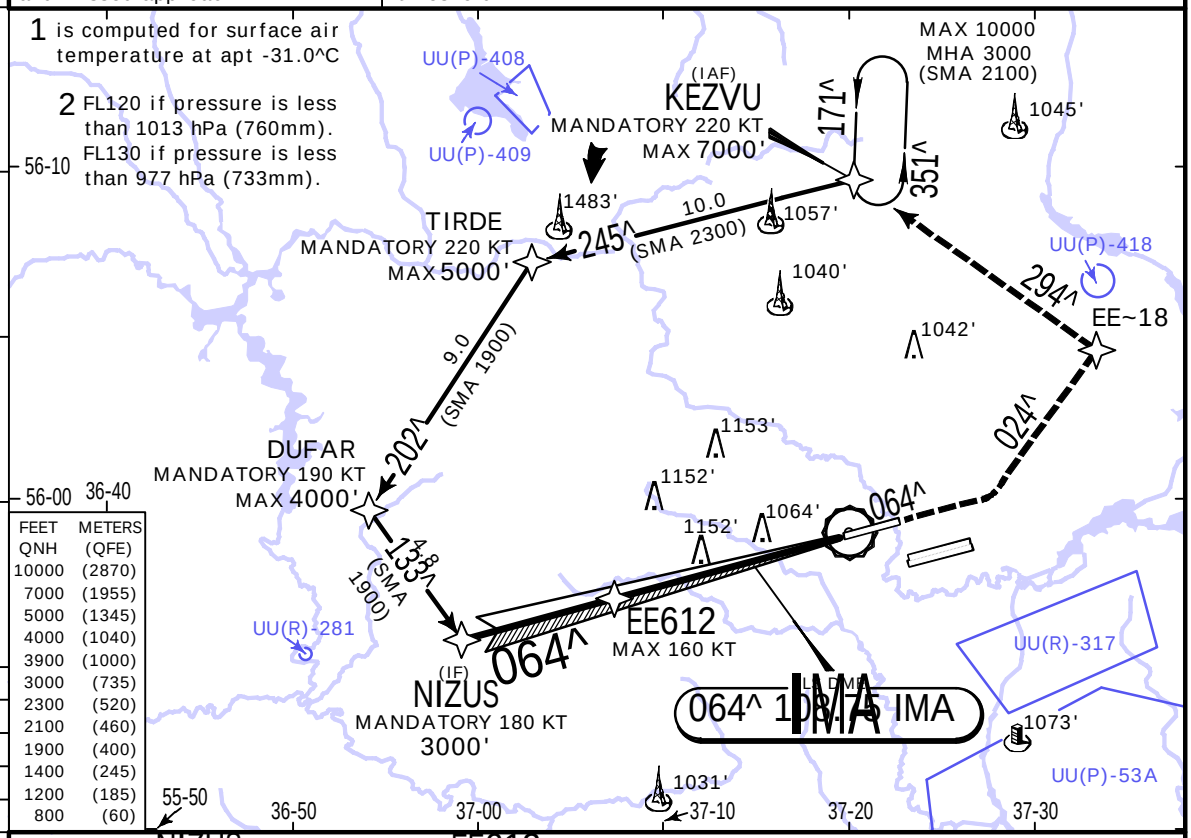
RNAV 1 for initial, intermediate and missed approach.

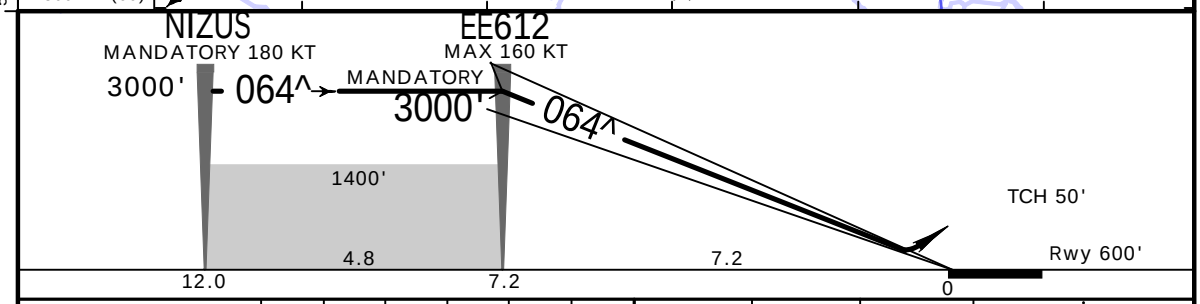
1. GNSS or DME/DME required. 2. ILS DME reads zero at rwy 06L threshold.

1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

56-10





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II PAPI | MIN 1200' | 210 KT MAX | EE~18 LT on 024^

.Std.

STRAIGHT-IN LANDING
ILS
DA(H) 800' (200')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (21-1A)

MOSCOW, RUSSIA
CAT II/III ILS Rwy 06L

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP ™

LOC IMA 108.75	Final Apch Crs 064^	EE612 MANDATORY 3000' (2400')	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 102' DA(H) 700'(100')	Apt Elev 630' Rwy 600'

MISSED APCH: Climb STRAIGHT AHEAD to 1200' or above (MAX 210 KT), then turn LEFT to EE~18 (MAX 210 KT) on 024^ climbing to 3000', then turn LEFT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

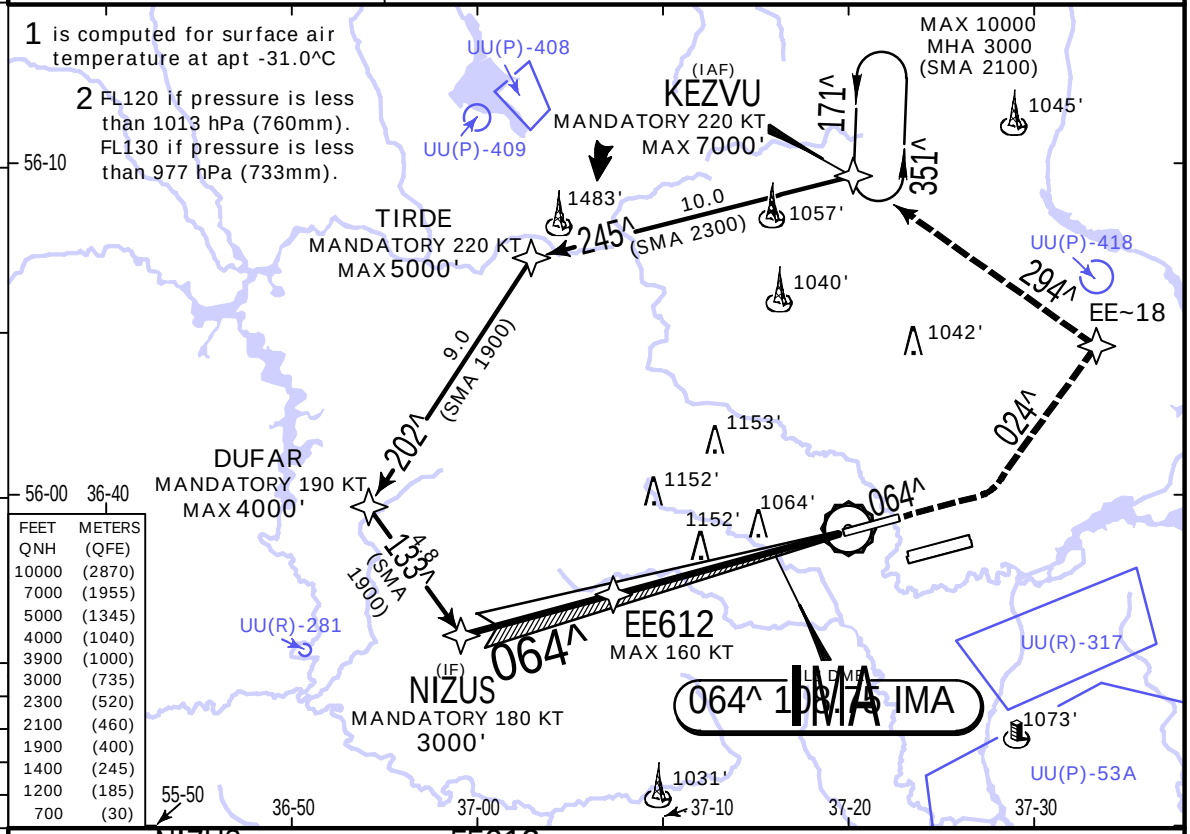
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

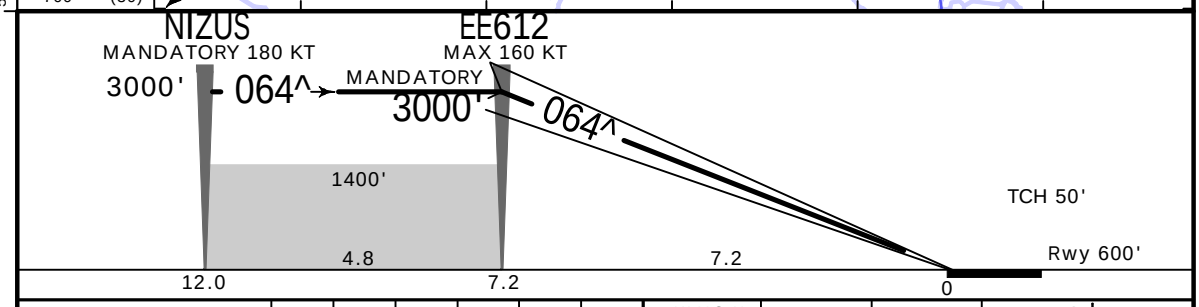
1. GNSS or DME/DME required. 2. ILS DME reads zero at rwy 06L threshold.

1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2300	(520)
2100	(460)
1900	(400)
1400	(245)
1200	(185)
700	(30)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II PAPI | MIN 1200' | 210 KT MAX | EE~18 LT on 024^

.Std.

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 102' DA(H) 700' (100')
R175m	1 R300m

PANS OPS

1 CAT D without autoland: R350m.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (21-2)

MOSCOW, RUSSIA
LOC Rwy 06L

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

LOC IMA	Final Apch Crs	EE612 MANDATORY	DA/MDA(H)	Apt Elev 630' Rwy 600'
108.75	064^	3000' (2400')	1320' (720')	

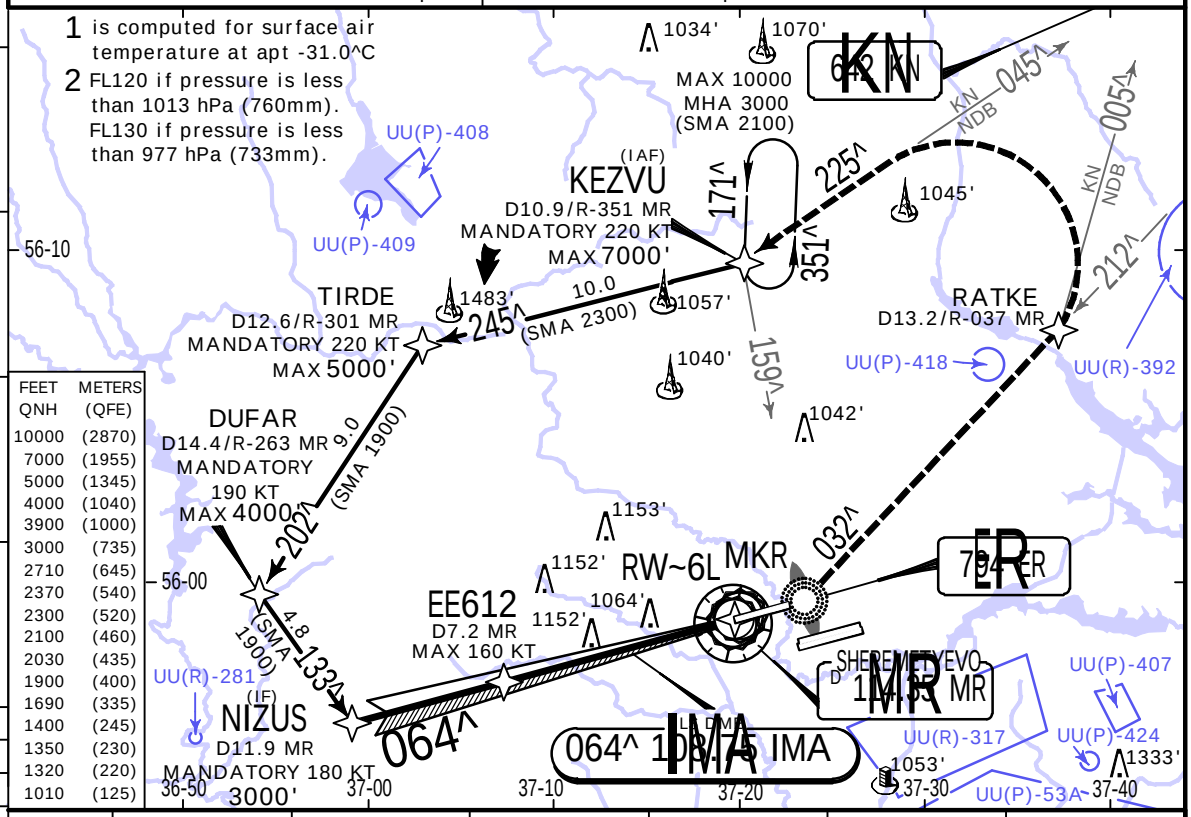
MISSED APCH: Climb STRAIGHT AHEAD to 1200' or above to ER NDB, then turn LEFT onto 212^ ER NDB to RATKE (MAX 210 KT) climbing to 3000'. On 005^ KN NDB turn LEFT onto 045^ KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

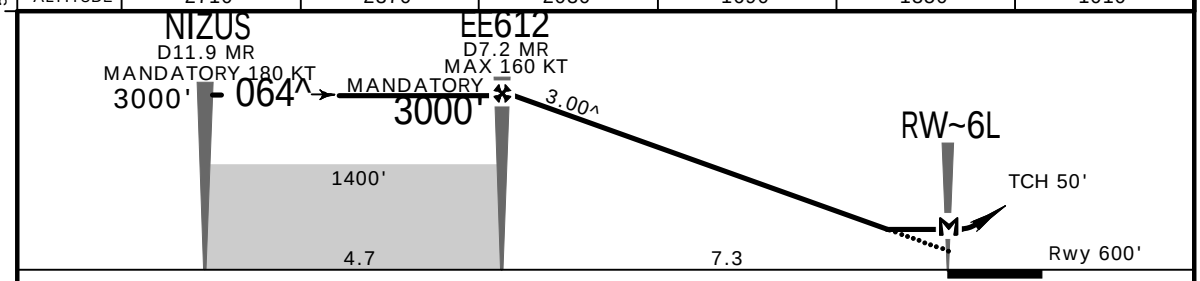
RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

1 is computed for surface air temperature at apt -31.0^C
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2710	(645)
2370	(540)
2300	(520)
2100	(460)
2030	(435)
1900	(400)
1690	(335)
1400	(245)
1350	(230)
1320	(220)
1010	(125)

MR DME	6.5	5.4	4.3	3.2	2.2	1.1
ALTITUDE	2710'	2370'	2030'	1690'	1350'	1010'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW~6L							

HIALS-II
PAPI

MIN 1200' | ER 794 | RATKE LT onto ER 794 212^

.Std.

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 1320' (720')

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 21-3

MOSCOW, RUSSIA
ILS Rwy 06C

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

LOC IMR 108.1	Final Apch Crs 064^	EE632 MANDATORY 2000' (1380')	DA(H) 820' (200')	Apt Elev 630' Rwy 620'

MISSED APCH: Climbing to 3000' to OLZON (MAX 220 KT), then turn LEFT to RIMDE (MAX 220 KT), then to EE~78 (MAX 220KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

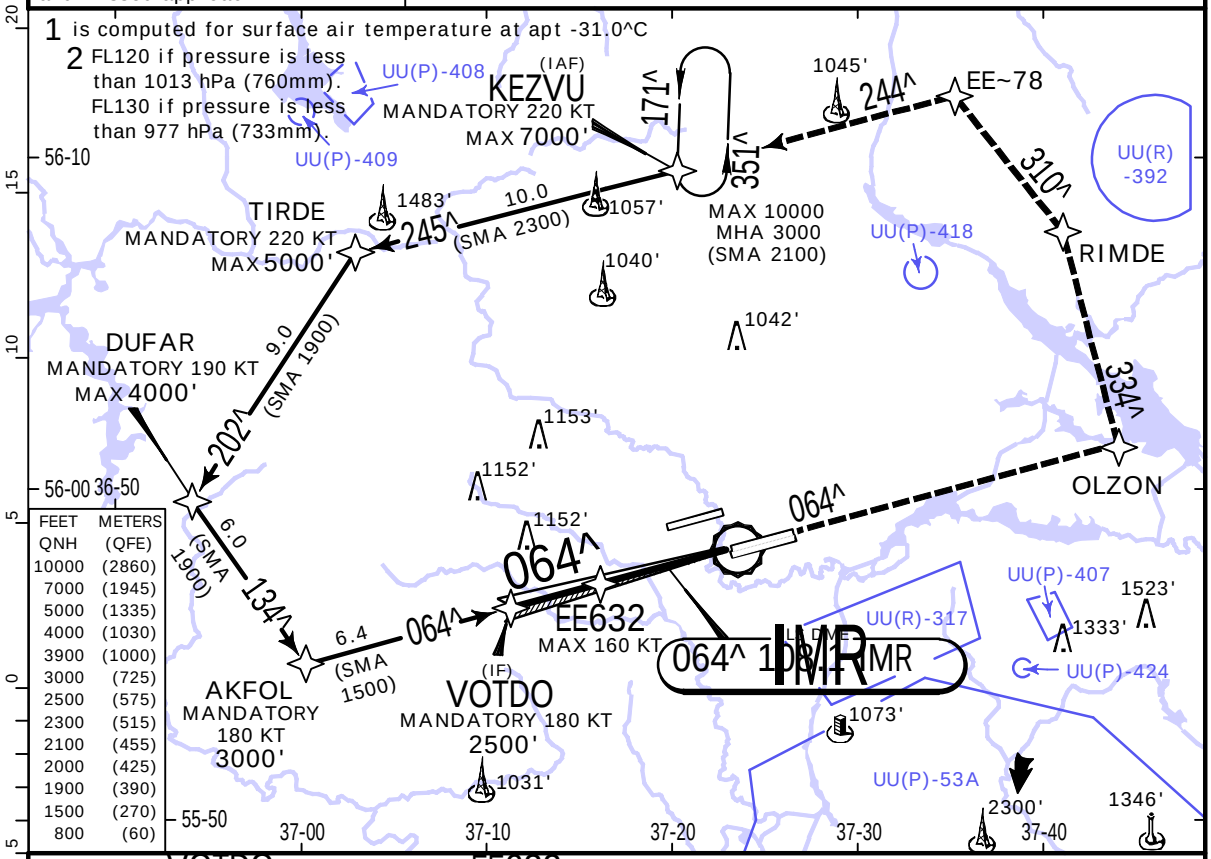
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

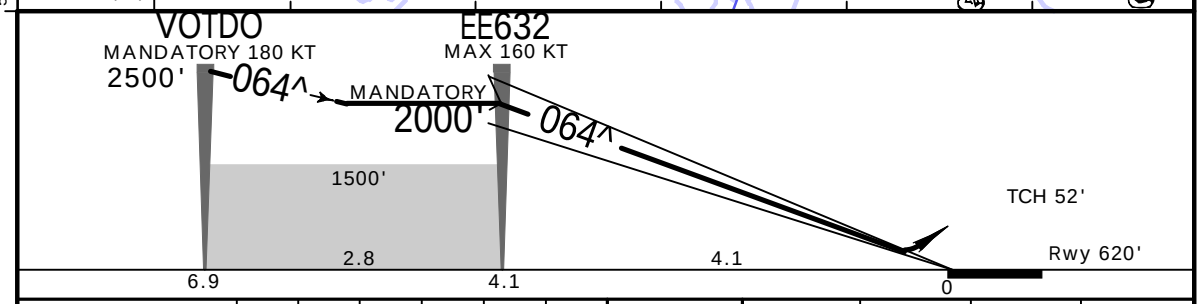
1. GNSS or DME/DME required. 2. ILS DME reads zero at rwy 06C threshold.

1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2300	(515)
2100	(455)
2000	(425)
1900	(390)
1500	(270)
800	(60)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS
PAPI
3000'
OLZON
220 KT MAX

.Std.

STRAIGHT-IN LANDING
ILS
DA(H) 820' (200')

	FULL	ALS out
A	1 R550m	R1200m
B		
C		
D		

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 21-4

MOSCOW, RUSSIA
LOC Rwy 06C

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

LOC IMR 108.1	Final Apch Crs 064^	EE632 MANDATORY 2000' (1380')	DA/MDA(H) 1190' (570')	Apt Elev 630' Rwy 620'

MISSED APCH: Climb STRAIGHT AHEAD to UMLOL, then turn LEFT onto 357^ KN NDB to EE826 (MAX 210 KT) climbing to 3000', then turn LEFT onto 045^ KN NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

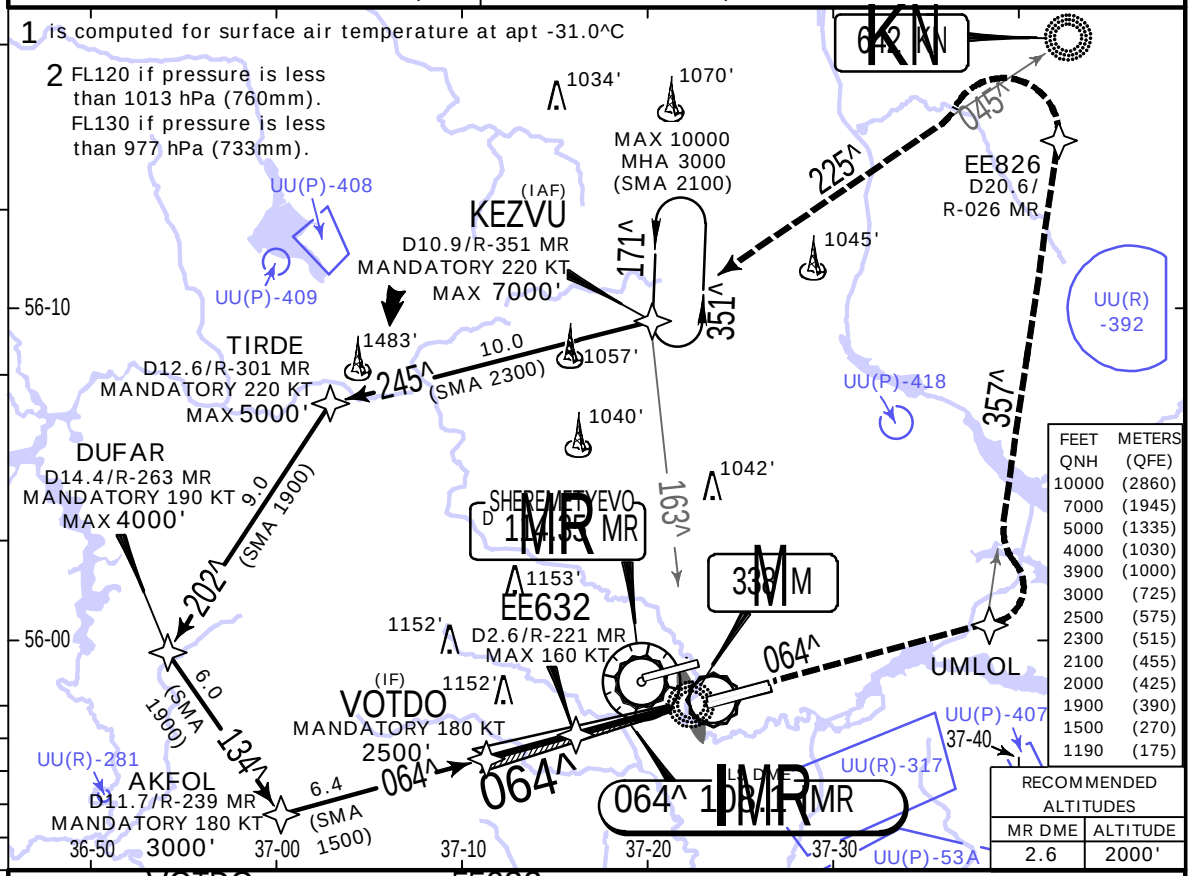
MSA ARP 1: 3900

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

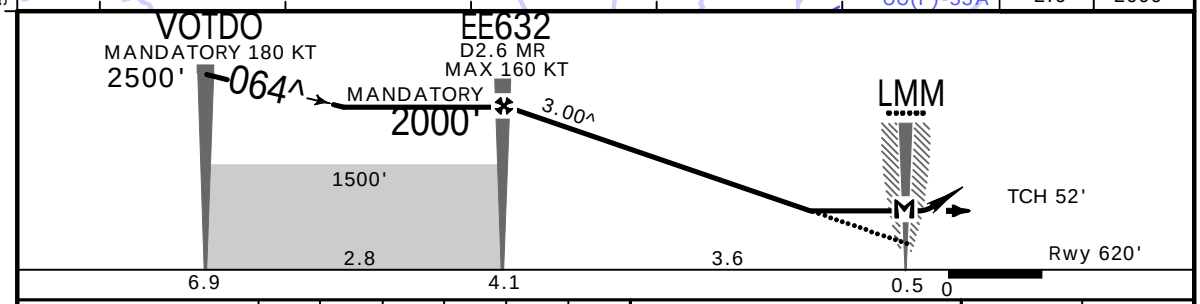
1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2300	(515)
2100	(455)
2000	(425)
1900	(390)
1500	(270)
1190	(175)

RECOMMENDED ALTITUDES	
MR DME	ALTITUDE
2.6	2000'



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

HIALS
PAPI
UMLOL

.Std.

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1190' (570')

ALS out

PANS OPS

A	R1500m	
B		
C	R1900m	R2400m
D		

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (21-5)

MOSCOW, RUSSIA
ILS Rwy 06R

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP ™

LOC	Final	EE622	DA(H)	Apt Elev 630'
INL 109.1	Apch Crs 064^	MANDATORY 2000' (1381')	819' (200')	Rwy 619'

MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 210 KT), then turn RIGHT to EE~57(MAX 220 KT) on 090^ climbing to 3000', then turn LEFT to OLZON (MAX 220 KT), then to RIMDE (MAX 220 KT), then to EE~78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

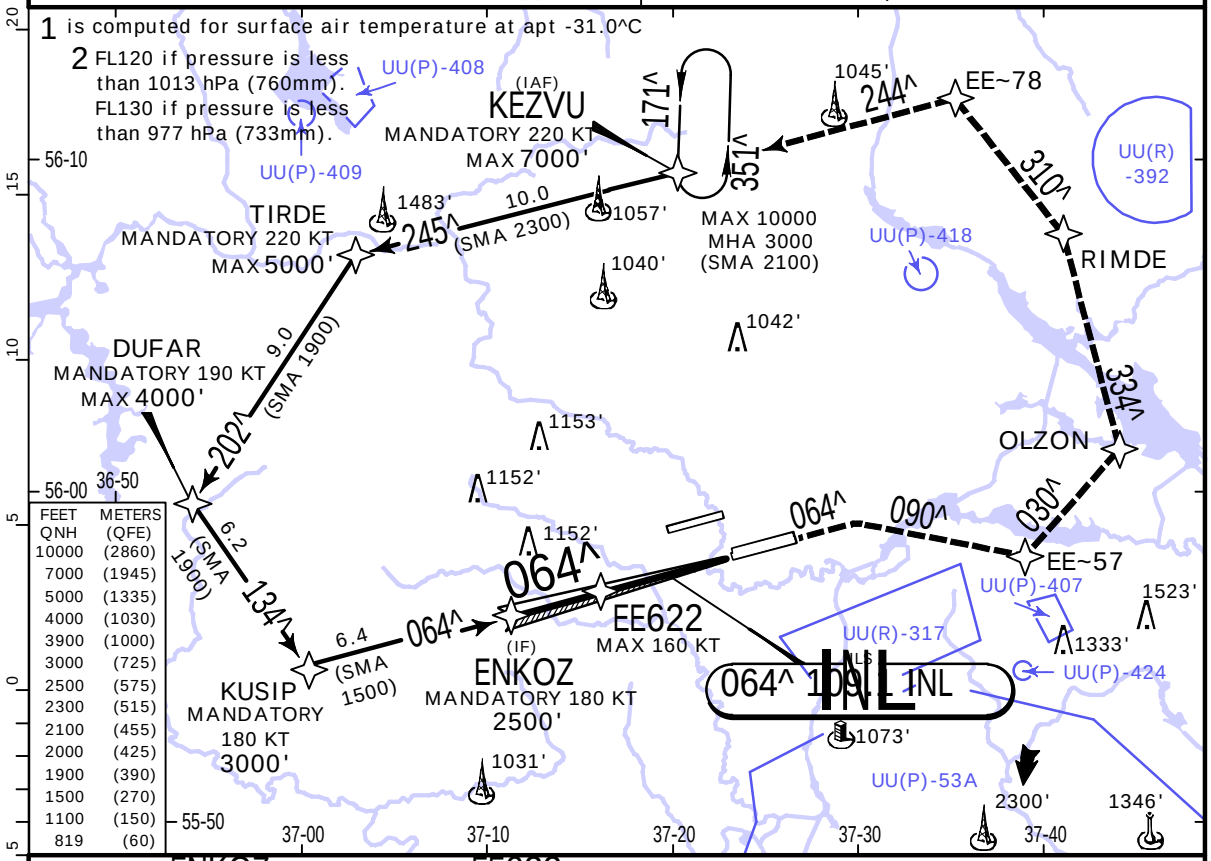
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

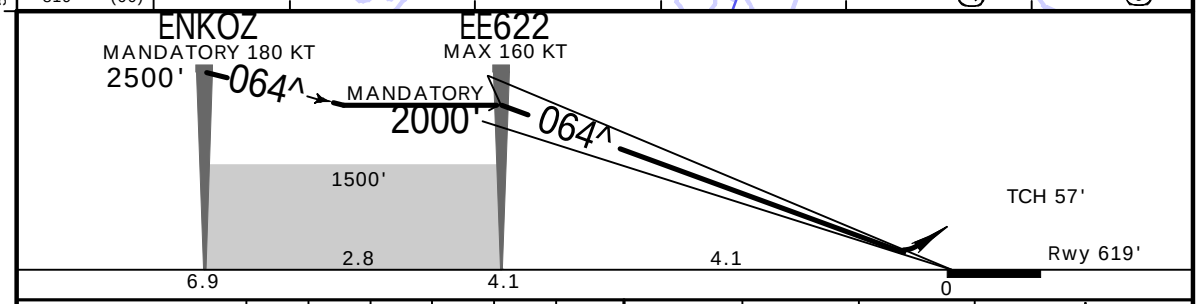
RNAV 1 for initial, intermediate and missed approach. | GNSS or DME/DME required.

1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2300	(515)
2100	(455)
2000	(425)
1900	(390)
1500	(270)
1100	(150)
819	(60)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
PAPI

MIN 1100'

210 KT MAX

EE~57 on RT

090^

.Std.

STRAIGHT-IN LANDING
ILS
DA(H) 819' (200')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (21-5A)

MOSCOW, RUSSIA
CAT II/III ILS Rwy 06R

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP ™

LOC INL 109.1	Final Apch Crs 064^	EE622 MANDATORY 2000' (1381')	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 106' DA(H) 719' (100')	Apt Elev 630' Rwy 619'

MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 210 KT), then turn RIGHT to EE~57(MAX 220 KT) on 090^ climbing to 3000', then turn LEFT to OLZON (MAX 220 KT), then to RIMDE (MAX 220 KT), then to EE~78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

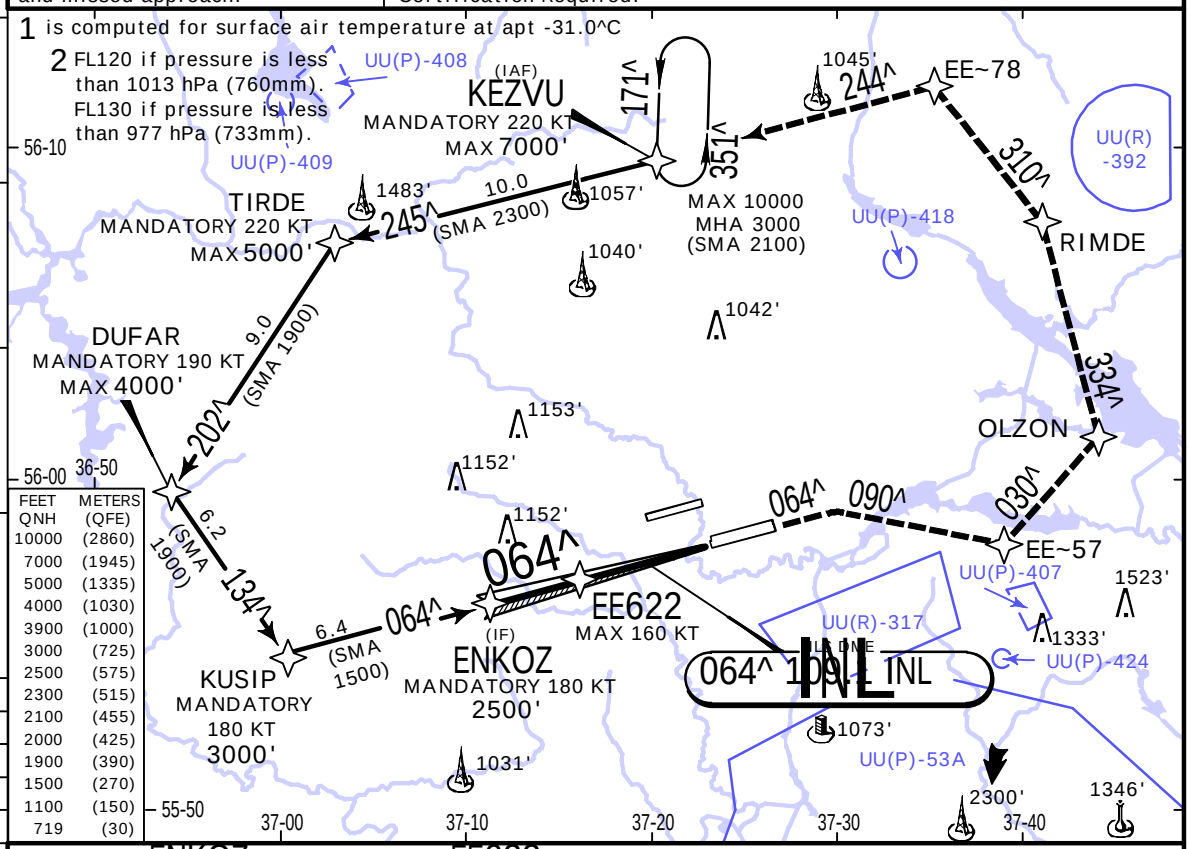
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

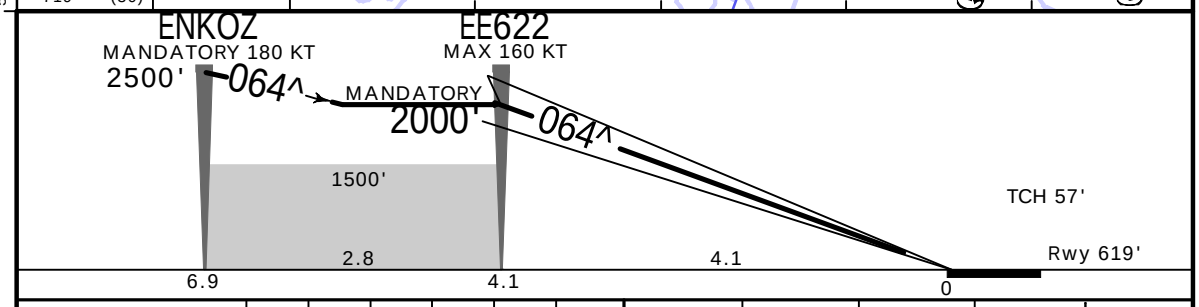
RNAV 1 for initial, intermediate and missed approach.

1. GNSS or DME/DME required. 2. Special Aircrew and Aircraft Certification Required.

1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
PAPI

MIN 1100'
210 KT MAX
EE~57 on RT
090^

.Std.

STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 106' DA(H) 719' (100')
R175m	1 R300m

1 CAT D without autoland: R350m.

PANS OPS

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 21-6

MOSCOW, RUSSIA
LOC Rwy 06R

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

LOC	Final	EE622	DA/MDA(H)	Apt Elev 630'
INL	Apch Crs	MANDATORY	1140' (521')	Rwy 619'
109.1	064^	2000' (1381')		

MISSED APCH: Climb STRAIGHT AHEAD, after passing RWY 24L THR turn RIGHT onto 255^ N Lctr to EE825/354^ KN NDB (MAX 210 KT) climbing to 3000', then turn LEFT onto 357^ KN NDB to EE826 (MAX 210 KT), then turn LEFT onto 045^ KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

3900
MSA ARP 1

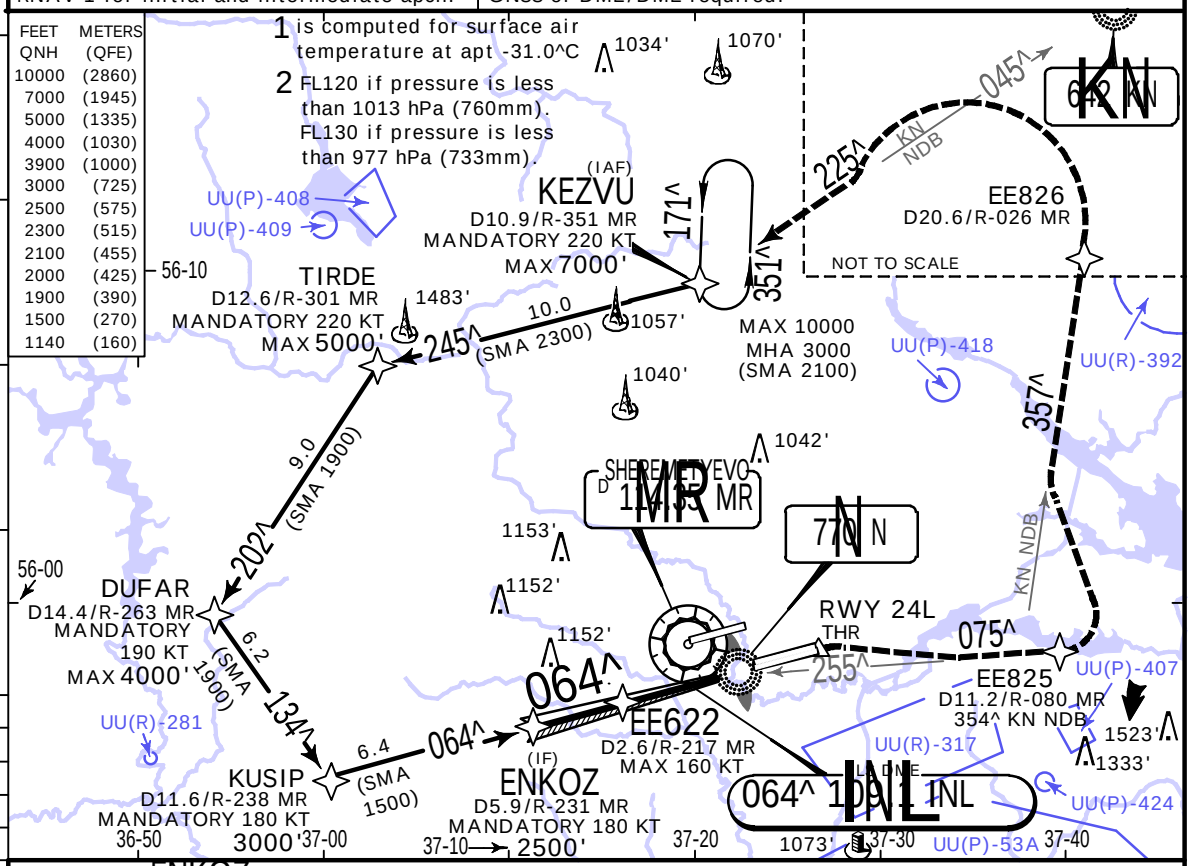
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

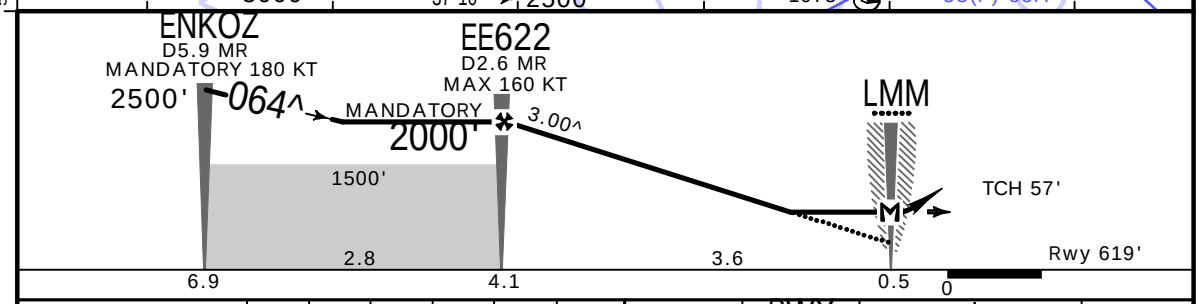
RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2300	(515)
2100	(455)
2000	(425)
1900	(390)
1500	(270)
1140	(160)

1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).





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

HIALS-II
PAPI
RWY 24L THR
EE825 RT
onto KN 642 255^
210 KT MAX

.Std.

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1140' (521')

ALS out

PANS OPS

A, B	R1500m
C, D	R1700m | R2400m

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 21-7

MOSCOW, RUSSIA
ILS Rwy 24L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

LOC IBW	Final Apch Crs	EE122 MANDATORY	DA(H)	Apt Elev 630'
110.5	244^	2000' (1379')	821' (200')	Rwy 621'

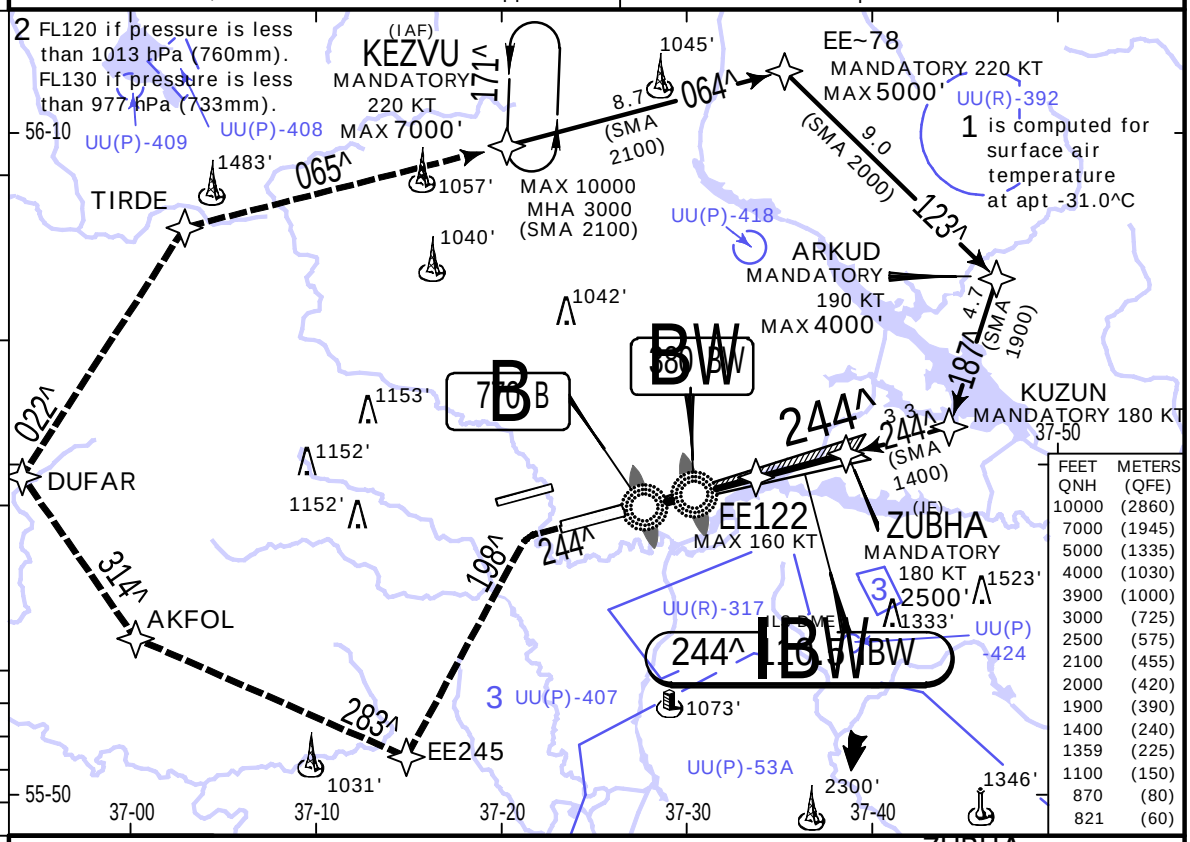
MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 210 KT), then turn LEFT to EE245 (MAX 220 KT) climbing to 3000', then turn RIGHT to AKFOL (MANDATORY 220 KT) to 3000', then to DUFAR, then to TIRDE, then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

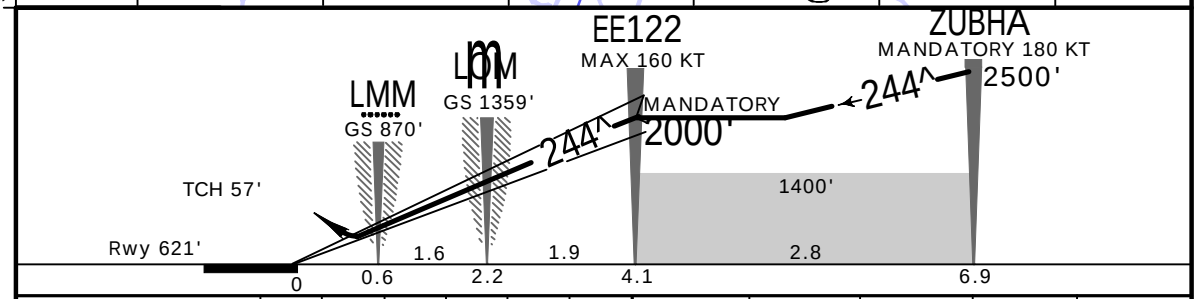
Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach. | GNSS or DME/DME required.

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2100	(455)
2000	(420)
1900	(390)
1400	(240)
1359	(225)
1100	(150)
870	(80)
821	(60)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
PAPI

MIN 1100' | 210 KT MAX | 3000' LT | EE245

.Std. STRAIGHT-IN LANDING

ILS
DA(H) 821' (200')

PANS OPS	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (21-7A)

MOSCOW, RUSSIA
CAT II ILS Rwy 24L

ATIS		SHEREMETYEVO Radar (TWR)					SHEREMETYEVO Tower	Ground 3
122.075	(Russian 120.375)	118.1	120.675	122.7	126.6	135.175	118.7	122.9

BRIEFING STRIP ™

LOC IBW 110.5	Final Apch Crs 244^	EE122 MANDATORY 2000' (1379')	CAT II ILS RA 98' DA(H) 721' (100')	Apt Elev 630' Rwy 621'

MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 210 KT), then turn LEFT to EE245 (MAX 220 KT) climbing to 3000', then turn RIGHT to AKFOL (MANDATORY 220 KT) to 3000', then to DUFAR, then to TIRDE, then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

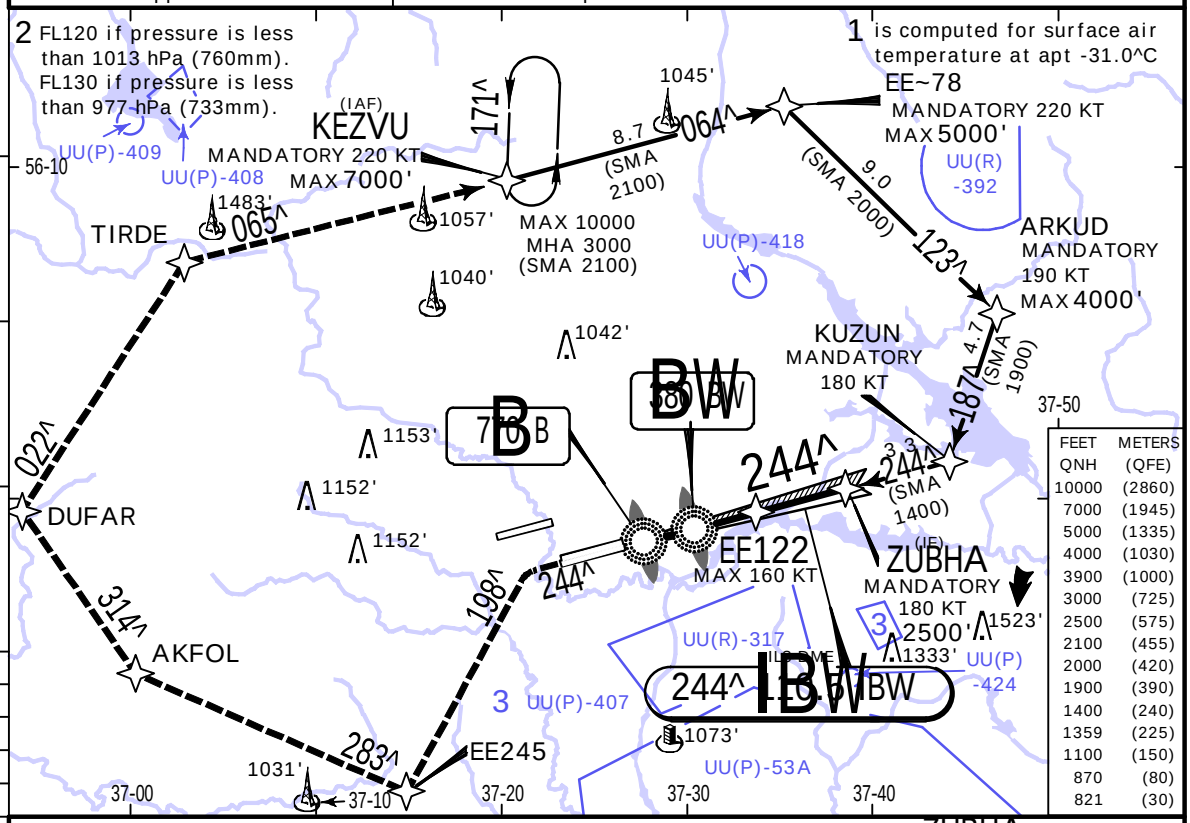
Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial, intermediate, and missed approach.

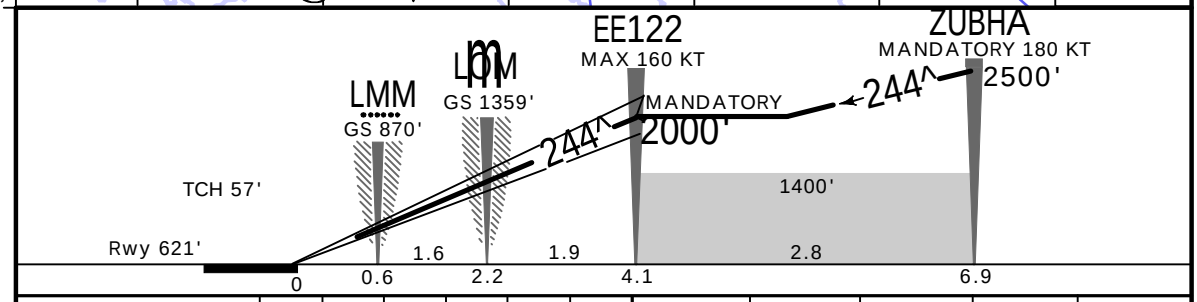
1. GNSS or DME/DME required. 2. Special Aircrew and Aircraft Certification Required.

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2100	(455)
2000	(420)
1900	(390)
1400	(240)
1359	(225)
1100	(150)
870	(80)
821	(30)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849

HIALS-II
PAPI

MIN 1100'
210 KT MAX
3000' LT
EE245

.Std.

STRAIGHT-IN LANDING

CAT II ILS

RA 98'

DA(H) 721' (100')

PANS OPS

1 R300m

1 CAT D without autoland: R350m.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (21-8)

MOSCOW, RUSSIA
LOC Rwy 24L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

LOC IBW	Final Apch Crs	EE122 MANDATORY	DA/MDA(H)	Apt Elev 630' Rwy 621'
110.5	244^	2000' (1379')	970' (349')	

MISSED APCH: Climb STRAIGHT AHEAD, after passing RWY 06R THR turn LEFT onto 019^ ER NDB to EE245 (MAX 210 KT) climbing to 3000', then turn RIGHT onto 262^ UM NDB to UM NDB (MAX 210 KT), then turn RIGHT onto 322^ AR NDB to AR NDB (MAX 210 KT), then turn RIGHT to 228^ AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

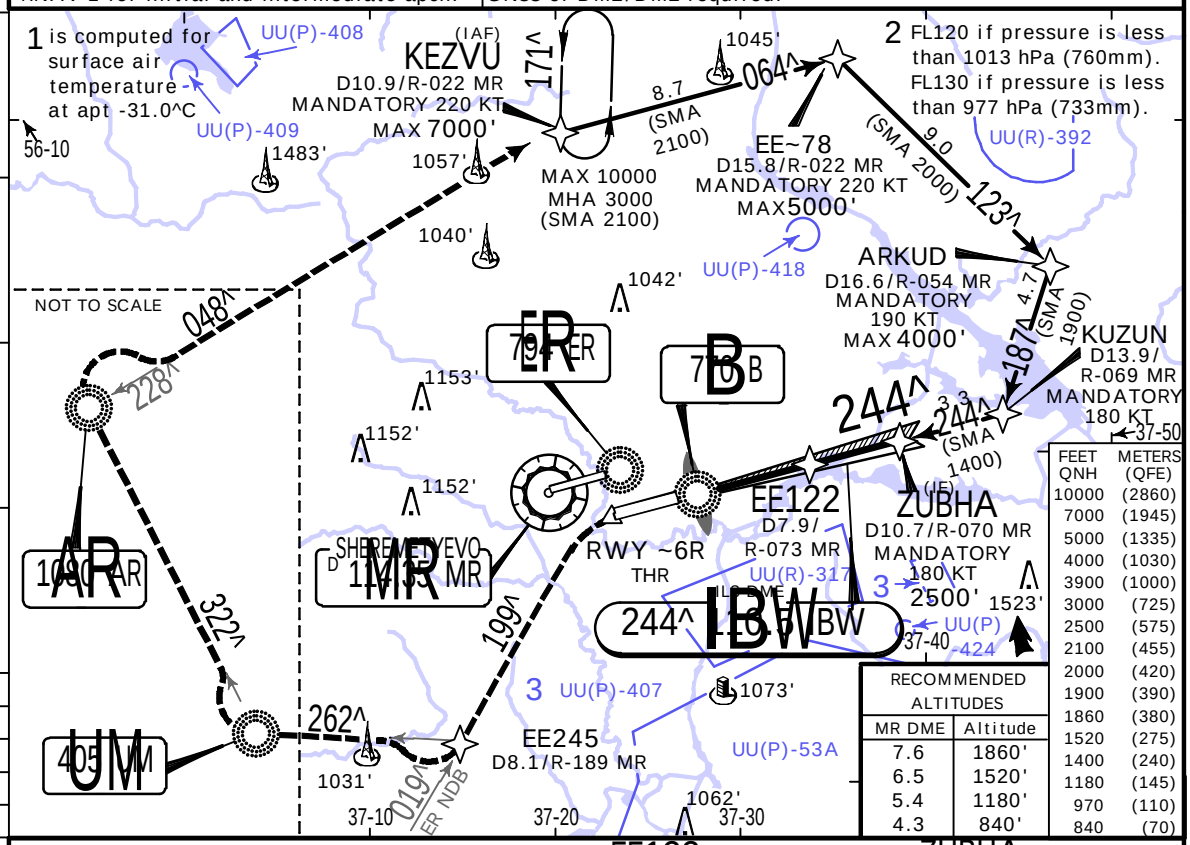
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

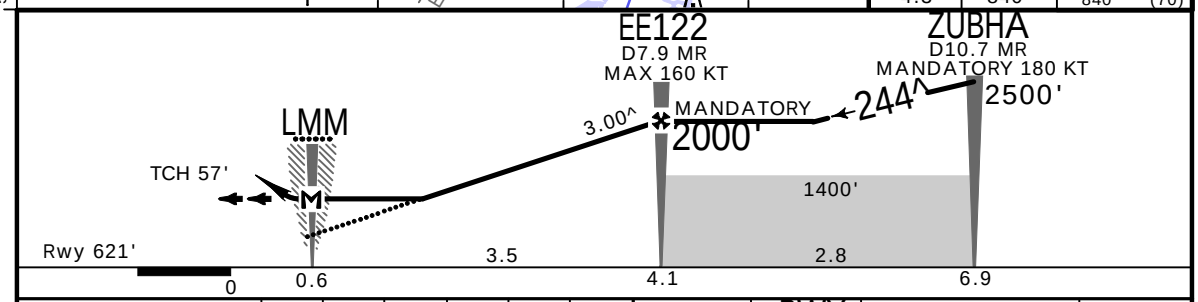
1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



RECOMMENDED ALTITUDES	
MR DME	Altitude
7.6	1860'
6.5	1520'
5.4	1180'
4.3	840'

FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2100	(455)
2000	(420)
1900	(390)
1860	(380)
1520	(275)
1400	(240)
1180	(145)
970	(110)
840	(70)



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

HIALS-II PAPI | RWY ~6R THR | EE245 LT | ER 794 onto 019^ | 210 KT MAX

.Std. STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 970' (349')

PANS OPS

		ALS out
A	R900m	R1500m
B		
C		R1600m
D		

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 21-9

MOSCOW, RUSSIA
ILS Rwy 24C

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP ™

LOC IAD	Final Apch Crs	EE142 MANDATORY	DA(H)	Apt Elev 630'
111.3	244^	2000' (1378')	822' (200')	Rwy 622'

MISSED APCH: Climbing to 3000' to AKFOL (MANDATORY 210 KT), then turn RIGHT to DUFAR (MAX 220 KT), then to TIRDE (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

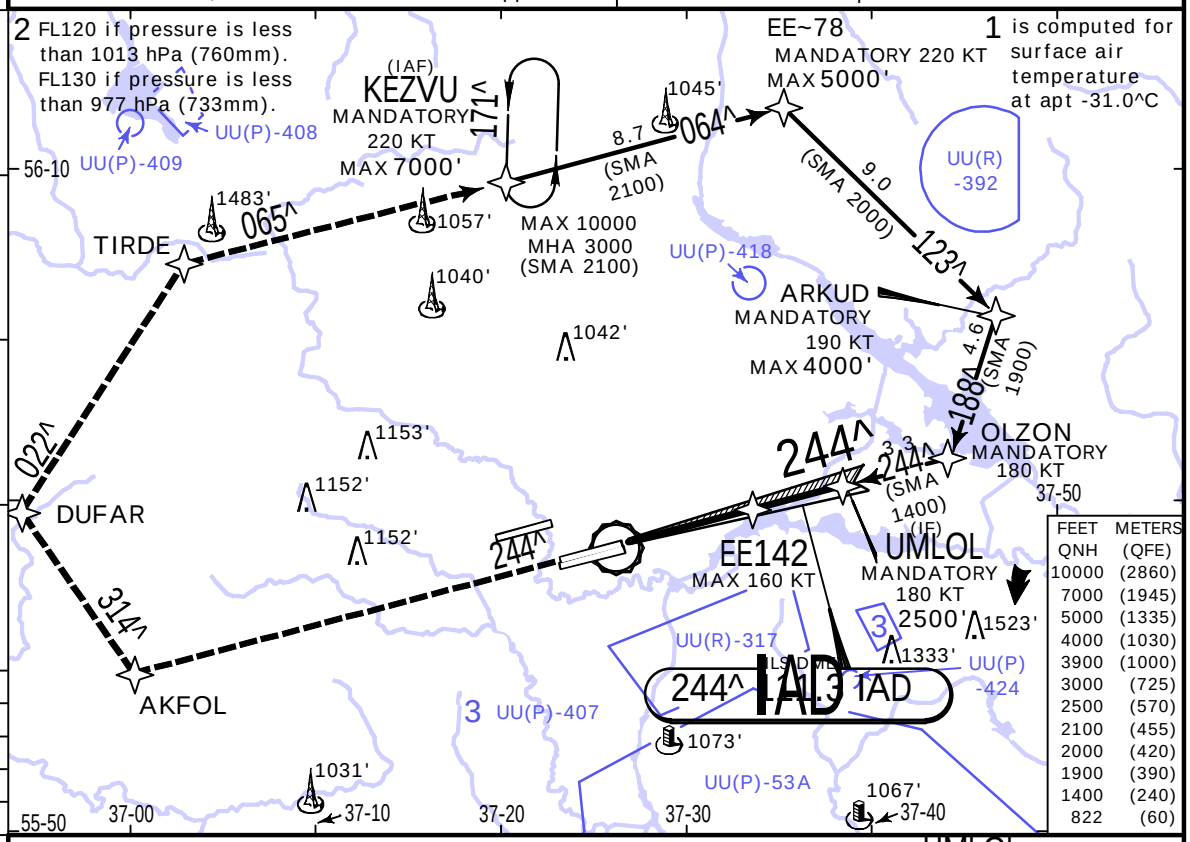
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

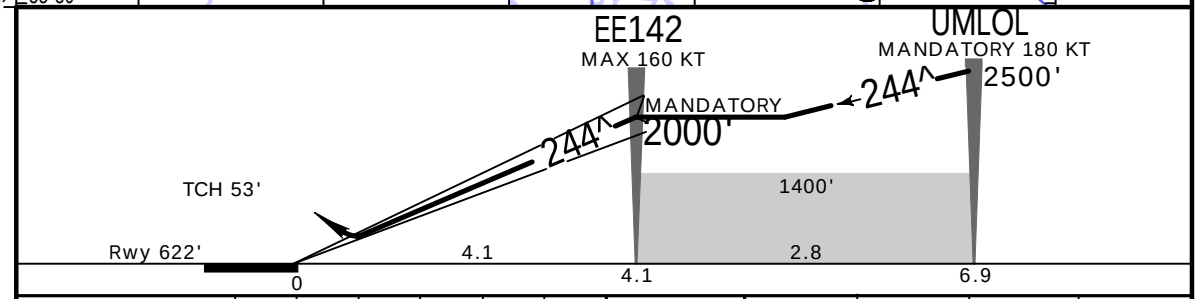
RNAV 1 for initial, intermediate and missed approach. | GNSS or DME/DME required.

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET	METERS
QNH	(QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(570)
2100	(455)
2000	(420)
1900	(390)
1400	(240)
822	(60)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
PAPI

3000' | AKFOL | 210 KT

.Std.

STRAIGHT-IN LANDING

ILS
DA(H) 822' (200')

PANS OPS

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22
21-9A

MOSCOW, RUSSIA
CAT II/III ILS Rwy 24C

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP ™

LOC IAD	Final Apch Crs	EE142 MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 100' DA(H) 722'(100')	Apt Elev 630' Rwy 622'
111.3	244^	2000' (1378')			

MISSED APCH: Climbing to 3000' to AKFOL (MANDATORY 210 KT), then turn RIGHT to DUFAR (MAX 220 KT), then to TIRDE (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

MSA ARP 1: 3900

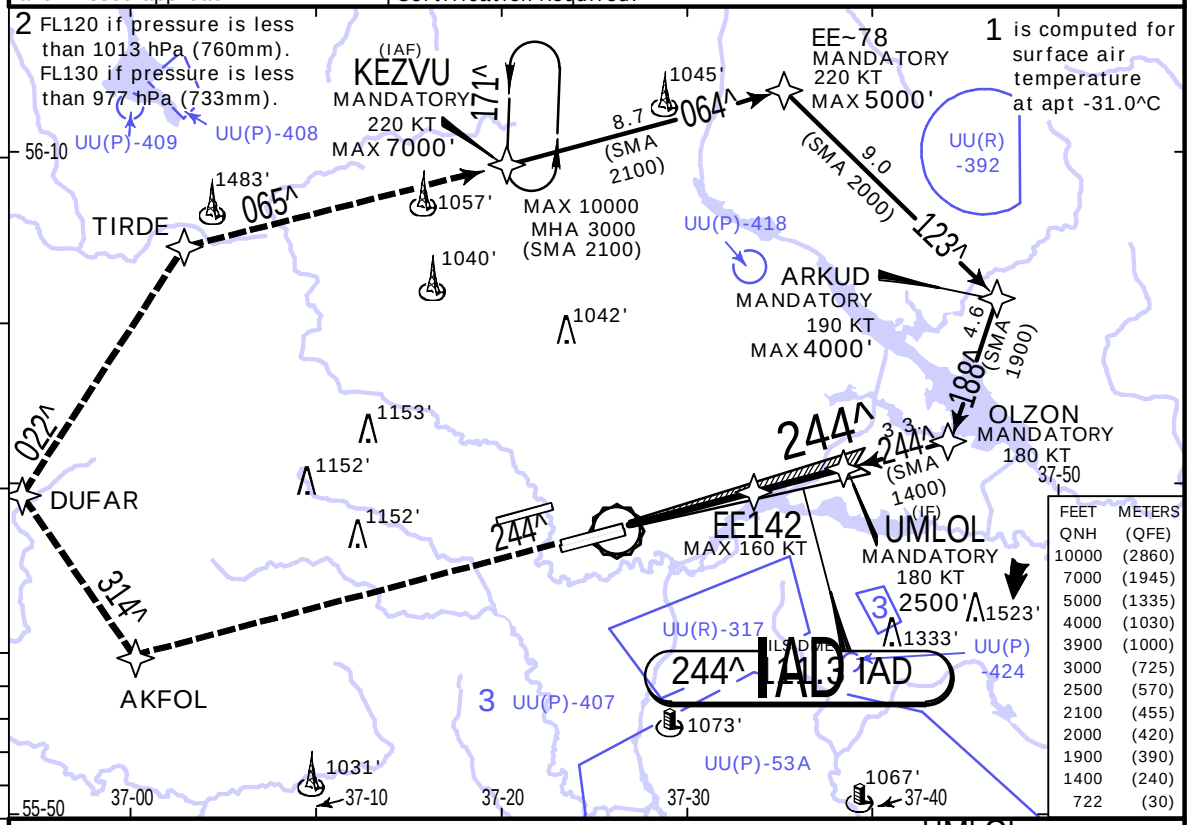
Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

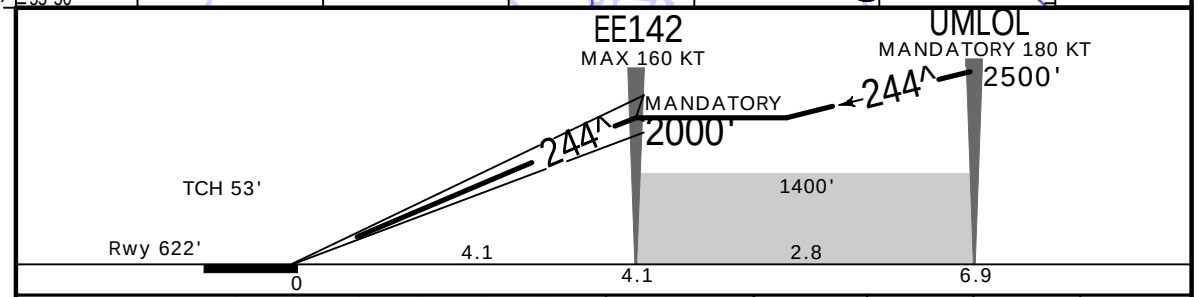
1. GNSS or DME/DME required. 2. Special Aricrew and Aircraft Certification Required.

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET	METERS
QNH	(QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(570)
2100	(455)
2000	(420)
1900	(390)
1400	(240)
722	(30)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II | PAPI | 3000' | AKFOL | 210 KT

.Std. STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 100' DA(H) 722' (100')
R175m	1 R300m

1 CAT D without autoland: R350m.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 21-10

MOSCOW, RUSSIA
LOC Rwy 24C

ATIS		SHEREMETYEVO Radar (TWR)					SHEREMETYEVO Tower	Ground 3
122.075	(Russian 120.375)	118.1	120.675	122.7	126.6	135.175	118.7	122.9

BRIEFING STRIP ™

LOC IAD	Final Apch Crs	EE142 MANDATORY	DA/MDA(H)	Apt Elev 630'
111.3	244^	2000' (1378')	970' (348')	Rwy 622'

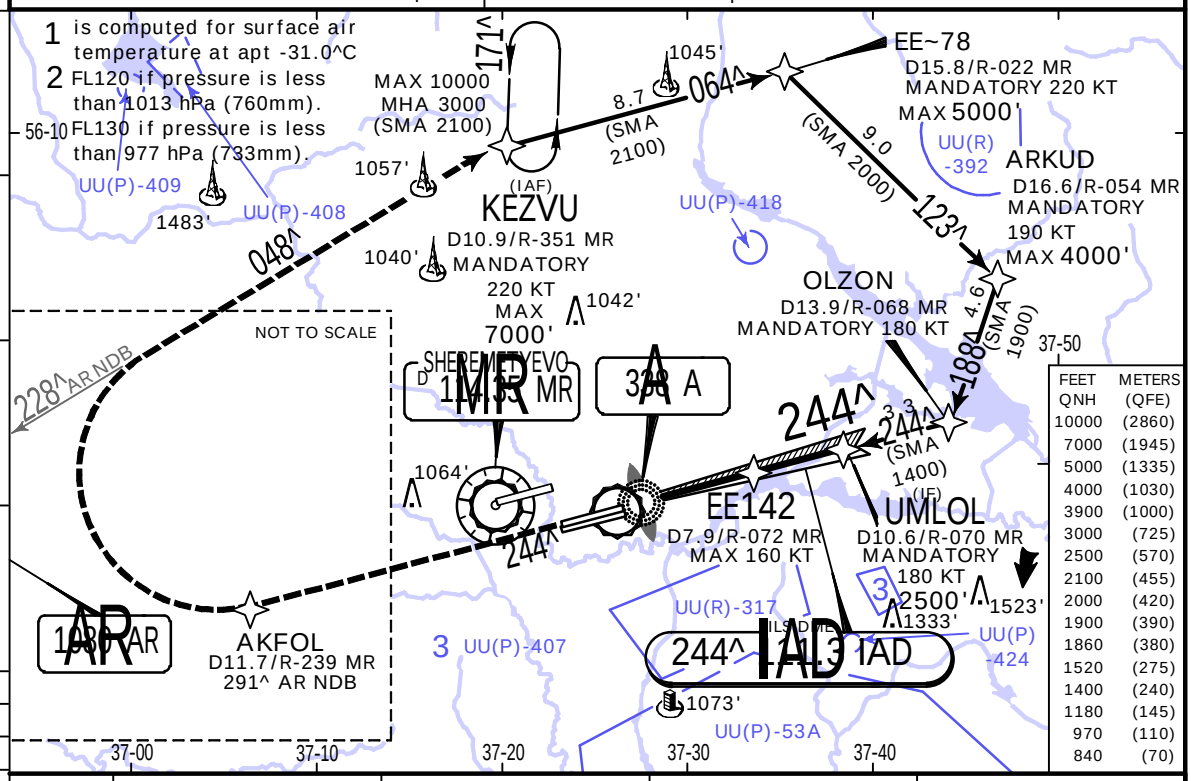
MISSED APCH: Climb STRAIGHT AHEAD to 3000' to AKFOL (MAX 210 KT), then turn RIGHT onto 228^ AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

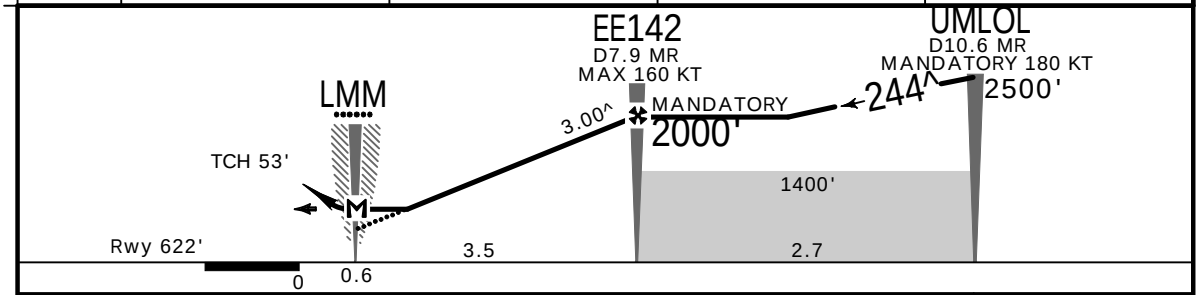
RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

1 is computed for surface air temperature at apt -31.0^C
2 FL120 if pressure is less than 1013 hPa (760mm).
FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(570)
2100	(455)
2000	(420)
1900	(390)
1860	(380)
1520	(275)
1400	(240)
1180	(145)
970	(110)
840	(70)

MR DME	4.3	5.4	6.5	7.6
ALTITUDE	840'	1180'	1520'	1860'



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

HIALS-II
PAPI
3000'
AKFOL
210 KT MAX

.Std. STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 970' (348')

PANS OPS

		ALS out
A	R900m	R1500m
B		
C		R1600m
D		

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 21-11

MOSCOW, RUSSIA
ILS Rwy 24R

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

LOC IBR	Final Apch Crs	EE112 MANDATORY	DA(H)	Apt Elev 630'
109.35	244^	3000' (2411')	789' (200')	Rwy 589'

MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 210 KT), then turn RIGHT on 310^ to EE~58 (MAX 210 KT) climbing to 3000', then turn RIGHT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

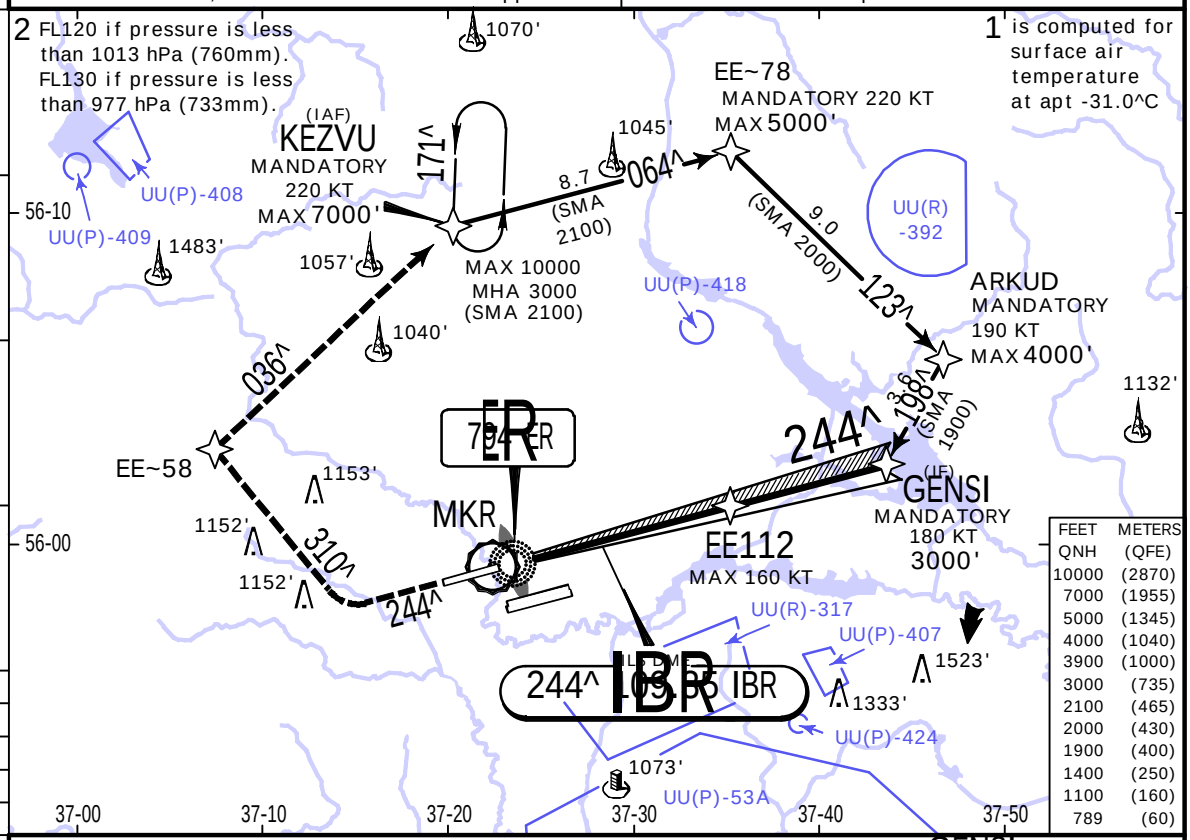
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 21 hPa | Trans level: FL110 2 | Trans alt: 10000'

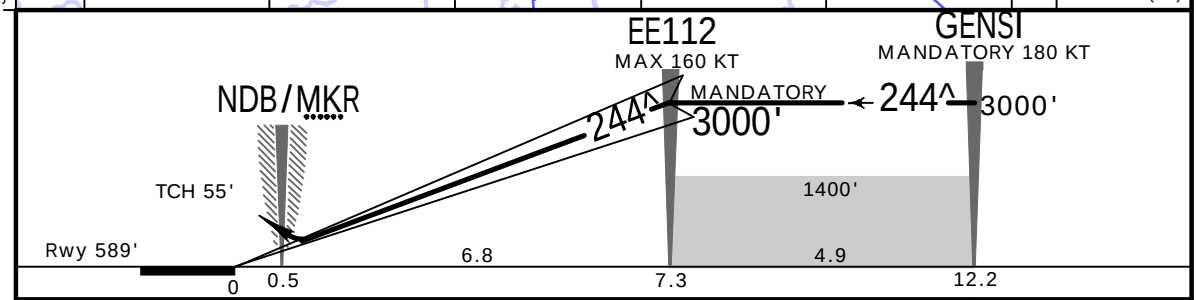
RNAV 1 for initial, intermediate and missed approach. | GNSS or DME/DME required.

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2100	(465)
2000	(430)
1900	(400)
1400	(250)
1100	(160)
789	(60)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II
PAPI

MIN 1100'

210 KT MAX

EE~58 on RT

310^

.Std.

STRAIGHT-IN LANDING

ILS
DA(H) 789' (200')

	FULL	TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m
B			
C			
D			

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: MSA lowered, airspaces.

UUEE/SVO SHEREMETYEVO

JEPPESEN

30 DEC 22

21-11A

MOSCOW, RUSSIA
CAT II/III ILS Rwy 24R

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP ™

LOC IBR	Final Apch Crs	EE112 MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 102' DA(H) 689' (100')	Apt Elev 630' Rwy 589'
109.35	244^	3000' (2411')			

MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 210 KT), then turn RIGHT on 310^ to EE~58 (MAX 210 KT) climbing to 3000', then turn RIGHT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900

MSA ARP 1

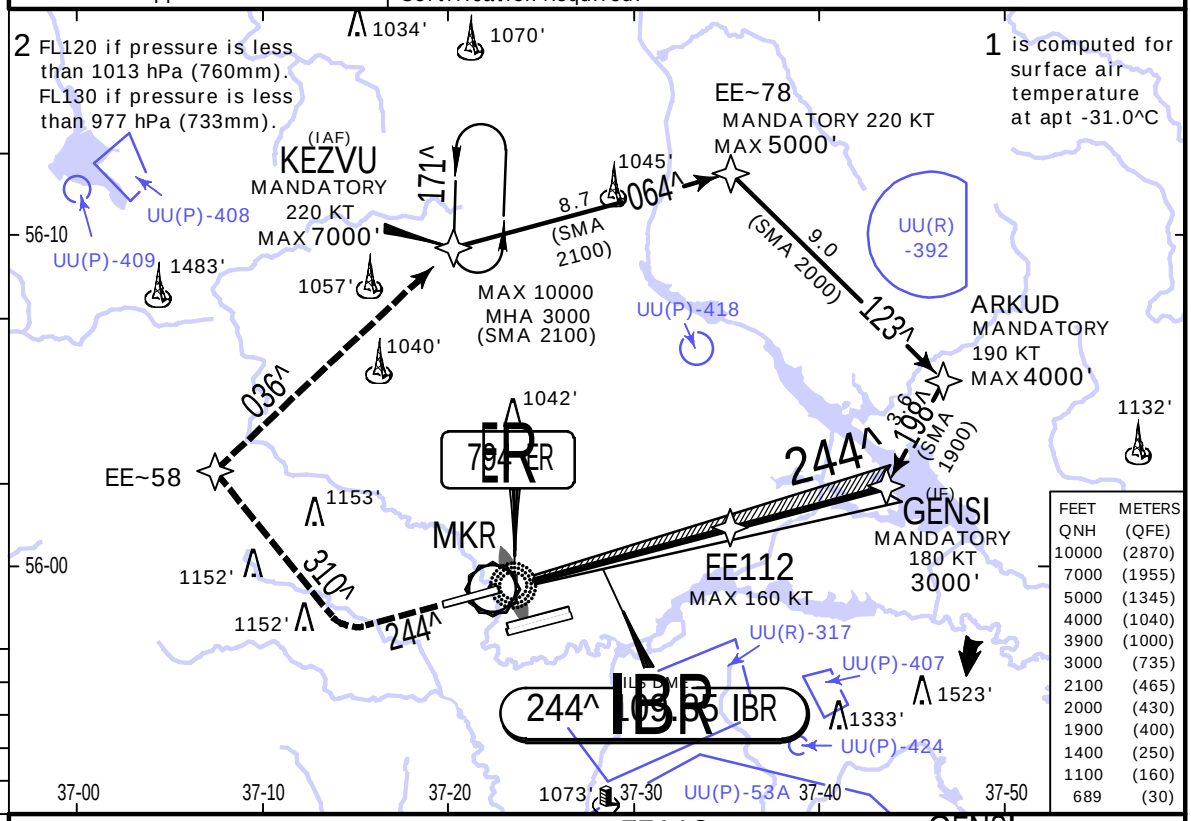
Alt Set: hPa (MM on req)	Rwy Elev: 21 hPa	Trans level: FL110 2	Trans alt: 10000'

RNAV 1 for initial, intermediate and missed approach.

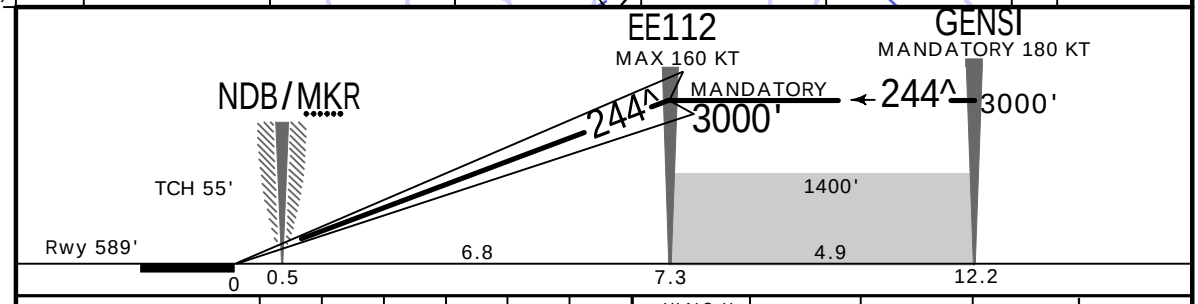
1. GNSS or DME/DME required. 2. Special Aircrew and Aircraft Certification Required.

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2100	(465)
2000	(430)
1900	(400)
1400	(250)
1100	(160)
689	(30)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

HIALS-II PAPI

MIN 1100'

210 KT MAX

EE~58 on RT

310^

PANS OPS

.Std. STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 102' DA(H) 689' (100')
R175m	1 R300m

1 CAT D without autoland: R350m.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (21-12)

MOSCOW, RUSSIA
LOC Rwy 24R

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

LOC IBR	Final Apch Crs	EE112 MANDATORY	DA/MDA(H)	Apt Elev 630'
109.35	244^	3000' (2411')	1150' (561')	Rwy 589'

MISSED APCH: Climb STRAIGHT AHEAD to 1300' or above, then turn RIGHT onto 087^ ER NDB to LEZOM (MAX 210 KT) climbing to 3000', then turn RIGHT onto 228^ AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

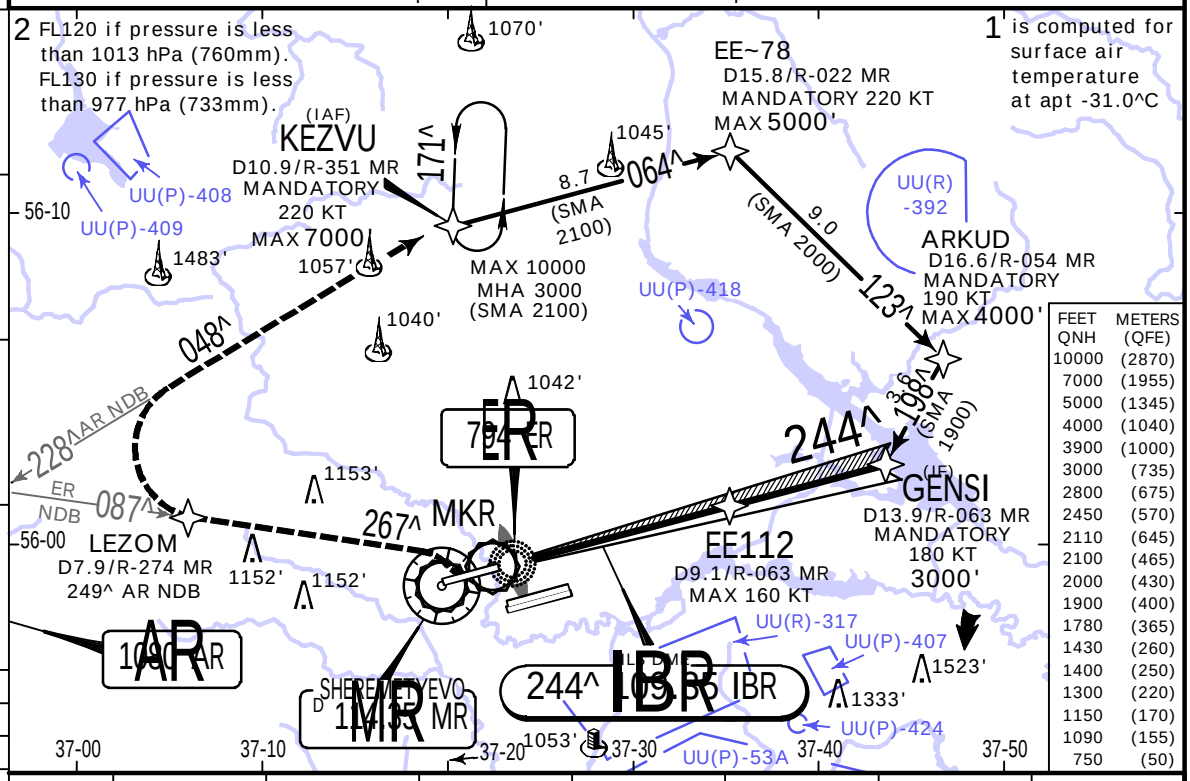
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 21 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

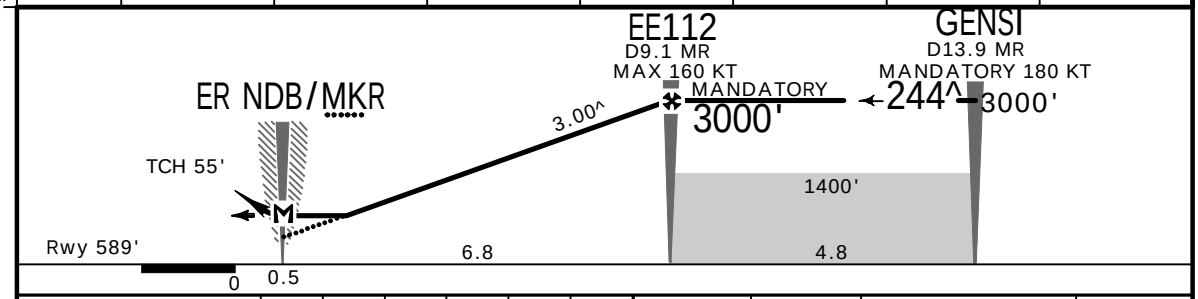
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2800	(675)
2450	(570)
2110	(645)
2100	(465)
2000	(430)
1900	(400)
1780	(365)
1430	(260)
1400	(250)
1300	(220)
1150	(170)
1090	(155)
750	(50)

MR DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6
ALTITUDE	750'	1090'	1430'	1780'	2110'	2450'	2800'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at NDB/MKR							

HIALS-II
PAPI

MIN 1300'

LEZOM RT onto ER 794 087^

210 KT MAX

.Std. STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) 1150' (561')

	ALS out
A B	R1500m
C D	R1900m | R2400m

PANS OPS

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-1)

MOSCOW, RUSSIA
RNP Rwy 06L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

RNAV	Final Apch Crs 064^	EE612 MANDATORY 3000' (2400')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 630' Rwy 600'

MISSED APCH: Climb STRAIGHT AHEAD to 1700' or above (MAX 210 KT), then turn LEFT to EE~18 (MAX 210 KT) climbing to 3000', then turn LEFT To KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA
ARP 1

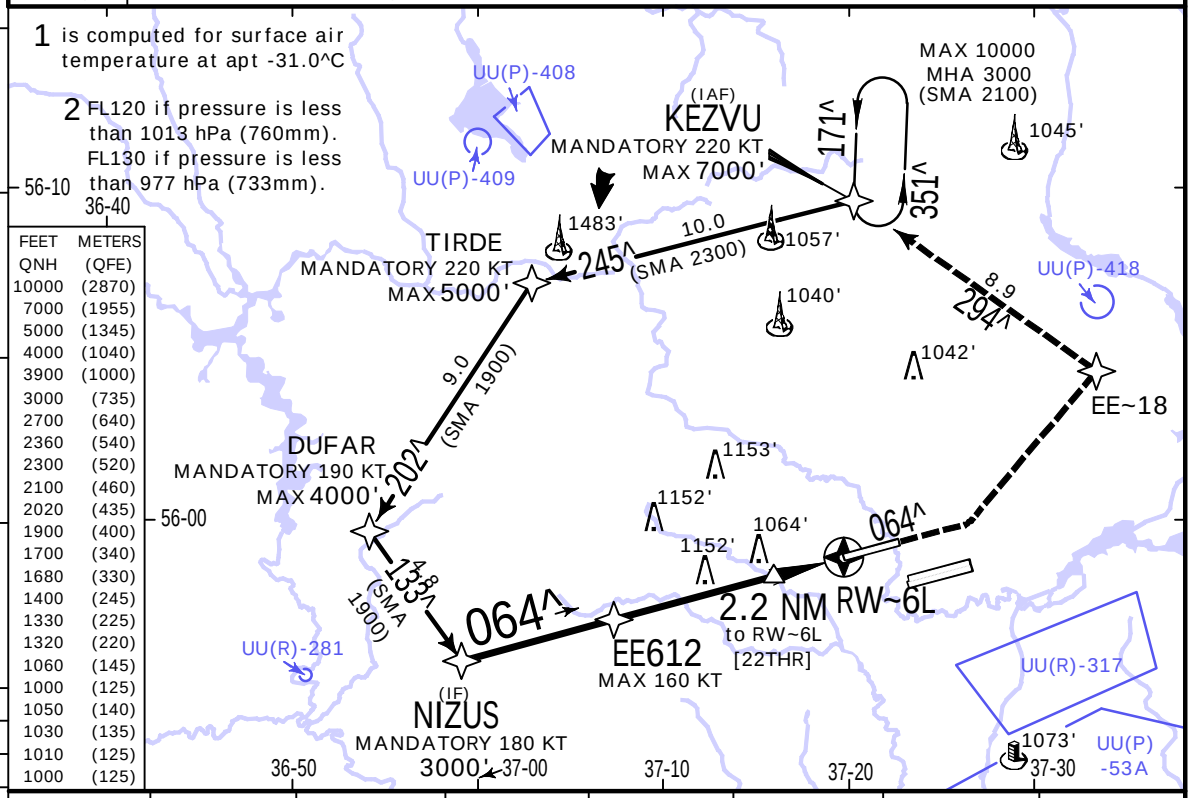
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNP Apch | 1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31.0^C.

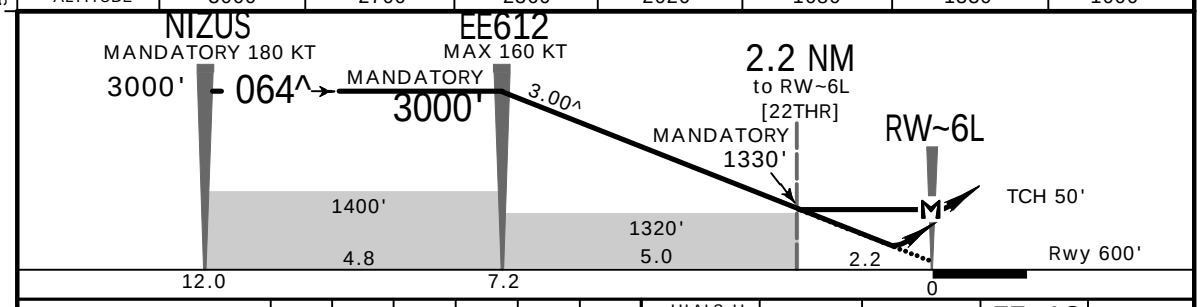
1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2700	(640)
2360	(540)
2300	(520)
2100	(460)
2020	(435)
1900	(400)
1700	(340)
1680	(330)
1400	(245)
1330	(225)
1320	(220)
1060	(145)
1000	(125)
1050	(140)
1030	(135)
1010	(125)
1000	(125)



DIST to RW~6L	7.3	6.5	5.4	4.3	3.2	2.2	1.1
ALTITUDE	3000'	2700'	2360'	2020'	1680'	1330'	1000'



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II PAPI	MIN	210 KT MAX	EE~18 LT	3000'
Descent Angle	3.00^	372	478	531	637	743	849		1700'			
MAP at RW~6L												

.Std.

STRAIGHT-IN LANDING

LNAV/VNAV
DA(H) A: 1000' (400') C: 1030' (430')
B: 1010' (410') D: 1050' (450')

LNAV
CDFA
1 DA/MDA(H) 1060' (460')

		ALS out		ALS out
A	R1100m	R1500m	R1400m	R1500m
B	R1200m			
C	R1300m	R2000m		R2100m
D	R1400m	R2100m		

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

PANS OPS

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-2)

MOSCOW, RUSSIA
RNP Rwy 06C

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

RNAV	Final Apch Crs	EE632 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 630' Rwy 620'
	064^	2000' (1380')		

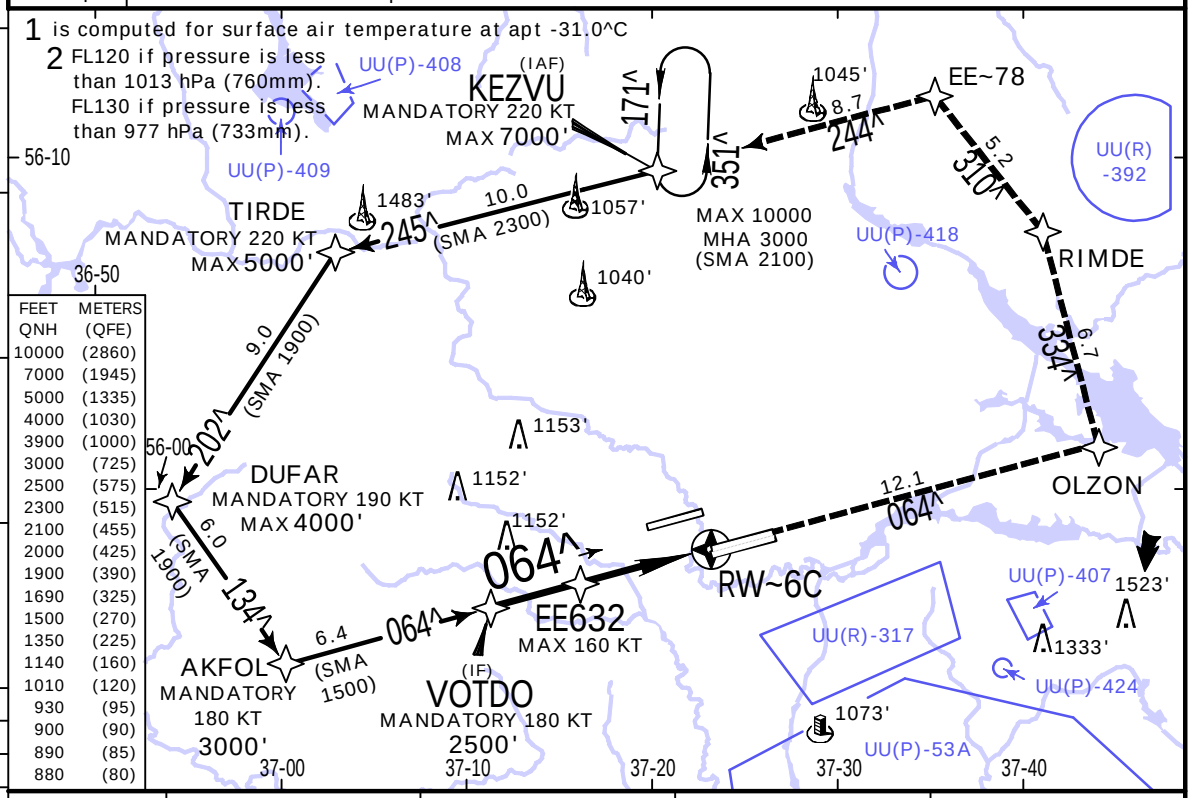
MISSED APCH: Climb to 3000' to OLZON (MAX 220 KT), then turn LEFT to RIMDE (MAX 220 KT), then to EE~78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

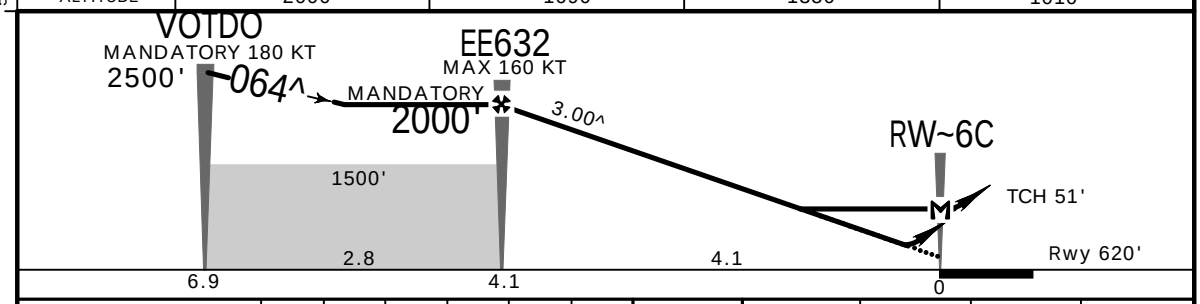
RNP Apch | 1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31.0^C.

1 is computed for surface air temperature at apt -31.0^C
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2300	(515)
2100	(455)
2000	(425)
1900	(390)
1690	(325)
1500	(270)
1350	(225)
1140	(160)
1010	(120)
930	(95)
900	(90)
890	(85)
880	(80)

DIST to RW~6C	4.2	3.2	2.2	1.1
ALTITUDE	2000'	1690'	1350'	1010'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW~6C							

HIALS
PAPI
3000'
OLZON
220 KT MAX

.Std. STRAIGHT-IN LANDING

	LNAV/VNAV			LNAV
DA(H)	A: 880' (260')	C: 900' (280')		CDFA
	B: 890' (270')	D: 930' (310')		1 DA/MDA(H) 1140' (520')
	ALS out			ALS out
A	R750m	R1300m		R1500m
B				
C				R1600m R2400m
D		R1400m		

PANS OPS

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-3)

MOSCOW, RUSSIA
RNP Rwy 06R

BRIEFING STRIP ™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

RNAV	Final Apch Crs 064^	EE622 MANDATORY 2000' (1381')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 630' Rwy 619'

MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above, then turn RIGHT to EE~57 (MAX 220 KT) climbing to 3000', then turn LEFT to OLZON (MAX 220 KT) to 3000', then to RIMDE (MAX 220 KT), then to EE~78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

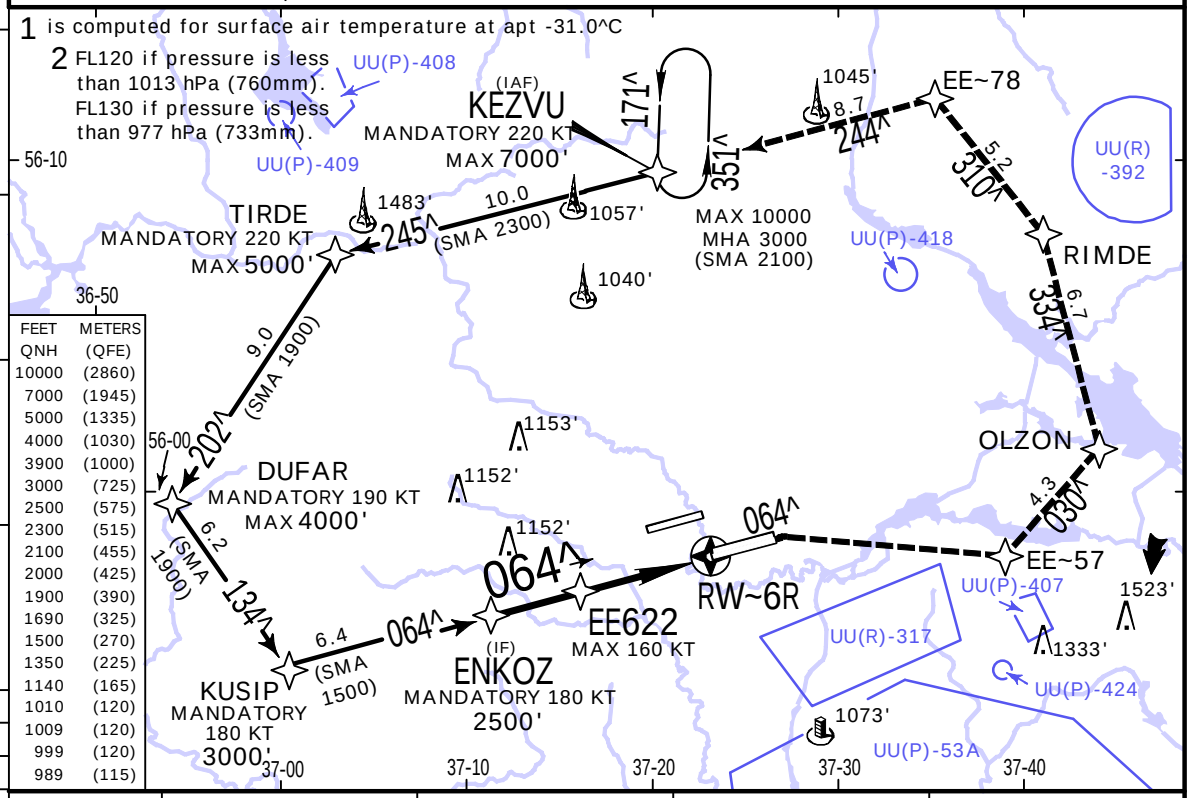
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31.0^C.

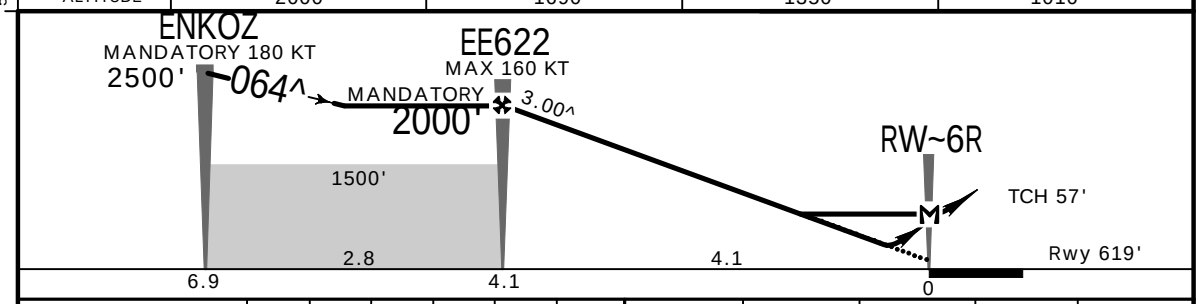
1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2300	(515)
2100	(455)
2000	(425)
1900	(390)
1690	(325)
1500	(270)
1350	(225)
1140	(165)
1010	(120)
1009	(120)
999	(120)
989	(115)

DIST to RW~6R	4.2	3.2	2.2	1.1
ALTITUDE	2000'	1690'	1350'	1010'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW~6R							

HIALS-II
PAPI

MIN 1500'

EE~57 RT

3000'

220 KT MAX

.Std.

LNAV/VNAV
DA(H) A: 989' (370')
B: 999' (380') CD: 1009' (390')

STRAIGHT-IN LANDING

LNAV
CDFA
1 DA/MDA(H) 1140' (521')

PANS OPS

	LNAV/VNAV ALS out		LNAV ALS out	
A	R1000m	R1500m	R1500m	
B				
C	R1100m	R1800m	R1700m	R2400m
D				

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-4)

MOSCOW, RUSSIA
RNP Rwy 24L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

RNAV	Final Apch Crs	EE122 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 630' Rwy 621'
	244^	2000' (1379')		

MISSED APCH: Climb STRAIGHT AHEAD to 1400' or above, then turn LEFT to EE245 (MAX 220 KT) climbing to 3000', then turn RIGHT to AKFOL (MAX 220 KT) to 3000', then to DUFAR (MAX 220 KT), then to TIRDE (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

Alt Set: hPa (MM on req)	Rwy Elev: 23 hPa	Trans level: FL110 2	Trans alt: 10000'
RNP Apch	1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31.0^C.		

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

56-10 UU(P)-409 UU(P)-408

(IAF) KEZVU MANDATORY 220 KT MAX 7000'

171^ 8.7 (SMA 2100) 064^ 1045'

EE~78 MANDATORY 220 KT MAX 5000' UU(R)-392

(SMA 2000) 9.0 123^

1 is computed for surface air temperature at apt -31.0^C

TIRDE 1483' 10.0 065^ 1057'

MAX 10000 MHA 3000 (SMA 2100)

1040' 1042'

UU(P)-418

ARKUD MANDATORY 190 KT MAX 4000'

3 UU(P)-407

4.7 (SMA 1900) 187^ KUZUN MAX 180 KT 37-50

9.0 022^ DUFAR

1153' 1152' 1152'

3.3 244^ (SMA 1400) (IF)

244^ RW24L EE122 MAX 160 KT

ZUBHA MANDATORY 180 KT 3 2500' 1523' 1333'

UU(R)-317 UU(P)-424

6.0 314^ AKFOL

EE245

9.0 283^ 1031' 37-10

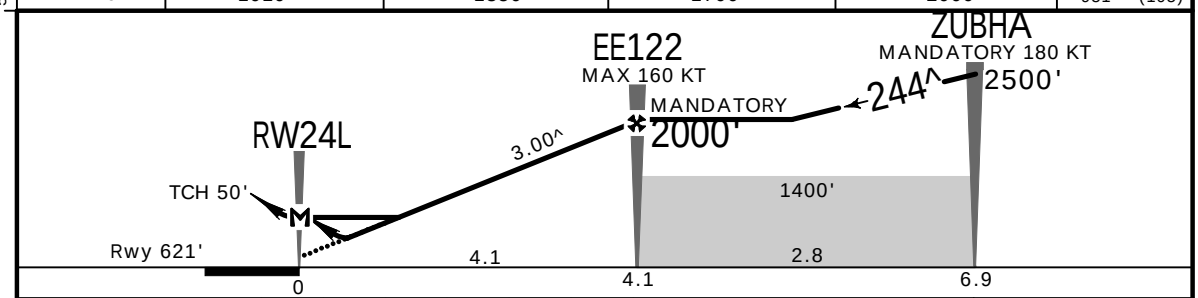
1073'

UU(P)-53A

37-00 37-20 37-30 37-40

FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2100	(455)
2000	(420)
1900	(390)
1700	(330)
1400	(240)
1350	(225)
1060	(135)
1010	(120)
1001	(120)
981	(110)
961	(105)
951	(105)

DIST to RW24L	1.1	2.2	3.2	4.2
ALTITUDE	1010'	1350'	1700'	2000'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
MAP at RW24L						

HIALS-II PAPI

MIN 1400' | EE245 LT | 3000' | 220 KT MAX

.Std. STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
DA(H) A: 951' (330') C: 981' (360') B: 961' (340') D: 1001' (380')		CDFA 1 DA/MDA(H) 1060' (439')	
	ALS out		ALS out
A	R800m	R1300m	R1500m
B			
C	R900m		R1600m
D	R1000m		R1700m

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

PANS OPS

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-5)

MOSCOW, RUSSIA
RNP Rwy 24C

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

RNAV	Final Apch Crs	EE142	LNAV/VNAV DA(H)	Apt Elev 630'
	244^	MANDATORY 2000' (1378')	Refer to Minimums	Rwy 622'

MISSED APCH: Climb to 3000' to AKFOL (MAX 220 KT), then turn RIGHT to DUFAR (MAX 220 KT), then to TIRDE (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

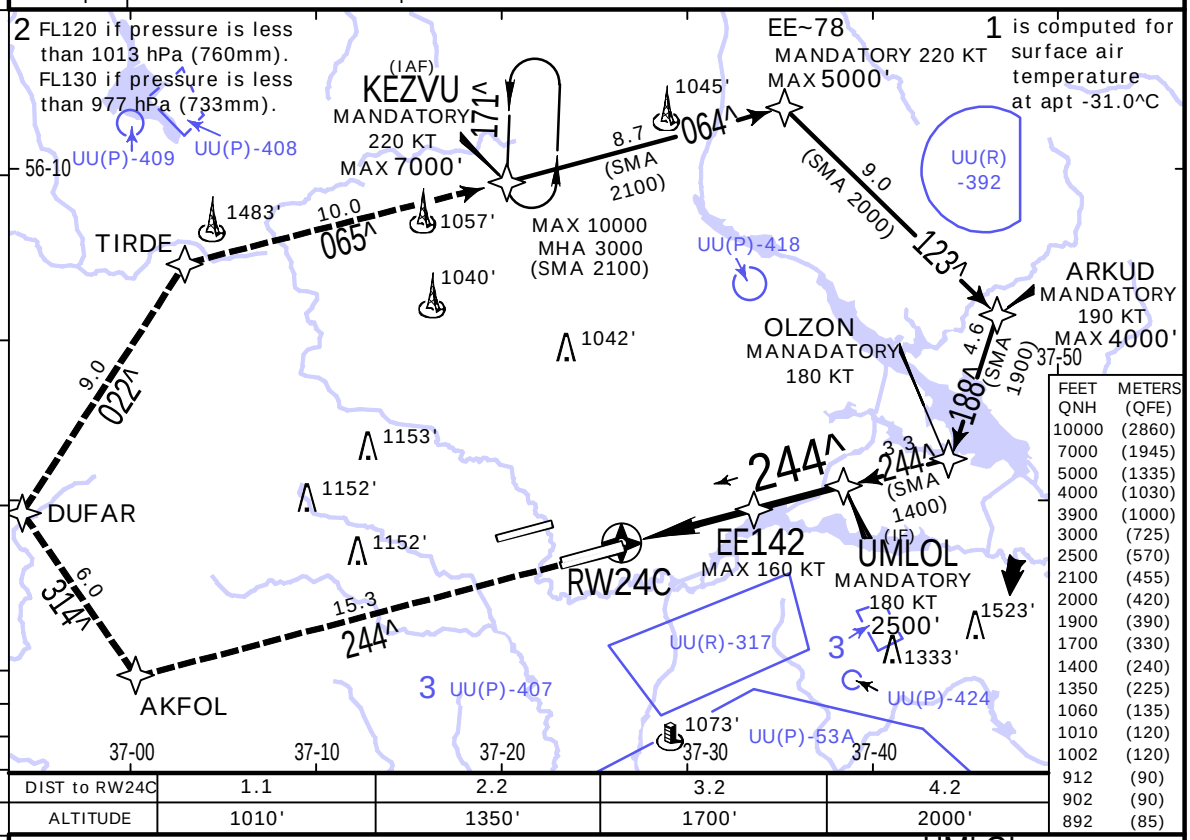
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNP Apch | 1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31.0^C.

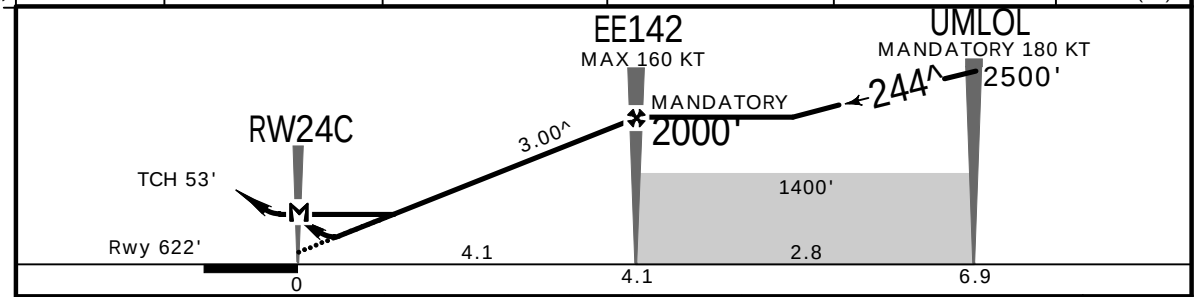
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



DIST to RW24C	1.1	2.2	3.2	4.2
ALTITUDE	1010'	1350'	1700'	2000'

FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(570)
2100	(455)
2000	(420)
1900	(390)
1700	(330)
1400	(240)
1350	(225)
1060	(135)
1010	(120)
1002	(120)
912	(90)
902	(90)
892	(85)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW24C							

HIALS-II
PAPI
3000'
AKFOL
220 KT MAX

.Std. STRAIGHT-IN LANDING

LNAV/VNAV	LNAV
DA(H) A: 892' (270') C: 912' (290') B: 902' (280') D: 1002' (380')	CDFA 1 DA/MDA(H) 1060' (438')

	ALS out		ALS out
A	R750m	R1300m	R1300m
B			R1500m
C		R1400m	R2000m
D	R1000m	R1700m	

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

PANS OPS

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-6)

MOSCOW, RUSSIA
RNP Rwy 24R

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

RNAV	Final Apch Crs	EE112 MANDATORY	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 630' Rwy 589'
	244^	3000' (2411')		

MISSED APCH: Climb STRAIGHT AHEAD to 1500' or above (MAX 210 KT), then turn RIGHT to EE~58 (MAX 210 KT) climbing to 3000', then turn RIGHT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

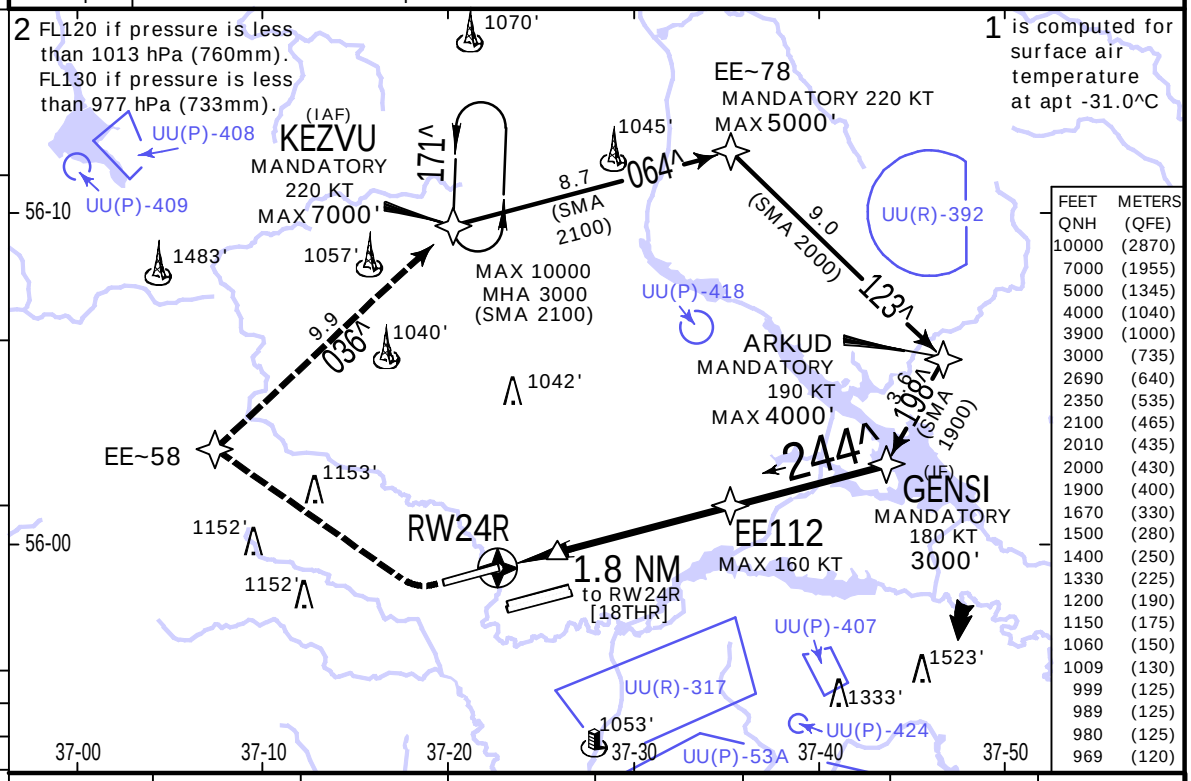
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 21 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNP Apch | 1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below-31.0^C.

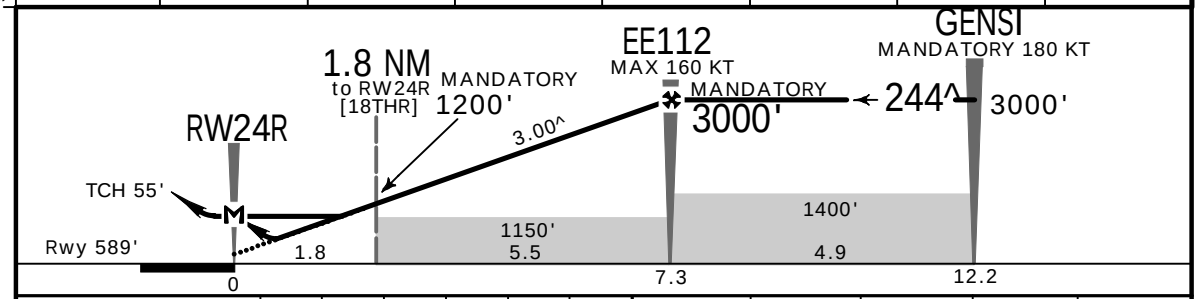
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2690	(640)
2350	(535)
2100	(465)
2010	(435)
2000	(430)
1900	(400)
1670	(330)
1500	(280)
1400	(250)
1330	(225)
1200	(190)
1150	(175)
1060	(150)
1009	(130)
999	(125)
989	(125)
980	(125)
969	(120)

DIST to RW24R	1.1	2.2	3.2	4.3	5.4	6.5	7.2
ALTITUDE	980'	1330'	1670'	2010'	2350'	2690'	3000'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW24R							

HIALS-II
PAPI

MIN 1500'
210 KT MAX
EE~58 RT
3000'

.Std. STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
DA(H) A: 969' (380') C: 999' (410') B: 989' (400') D: 1009' (420')		CDFA 1 DA/MDA(H) 1060' (471')	
	ALS out		ALS out
A R1000m / B R1100m	R1500m	R1500m	
C / D R1200m	R1900m	R1500m	R2200m

PANS OPS

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-40)

MOSCOW, RUSSIA
GLS Rwy 06L

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

GBAS	Final Apch Crs	EE612 MANDATORY	DA(H)	Apt Elev 630'
Ch 22648 G06D	064^	3000' (2400')	800' (200')	Rwy 600'

MISSED APCH: Climb STRAIGHT AHEAD to 1200' or above (MAX 210 KT), then turn LEFT to EE~18 (MAX 210 KT) climbing to 3000', then turn LEFT To KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900

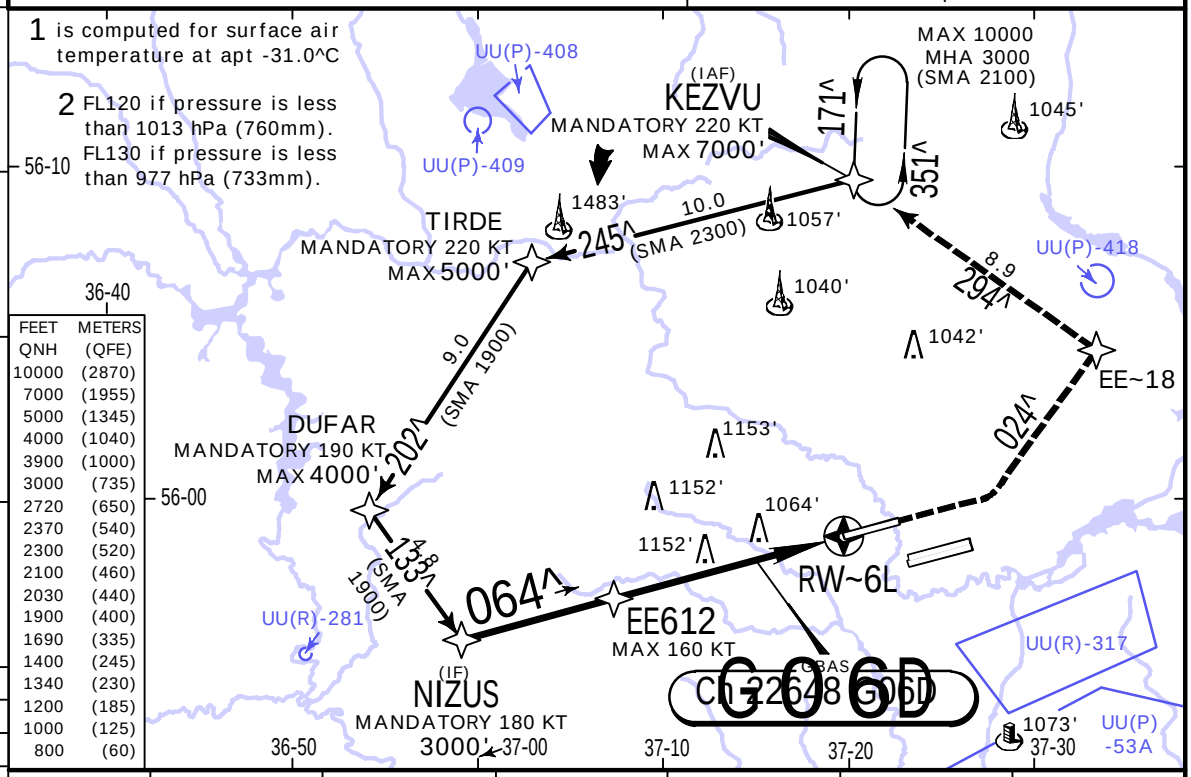
MSA 1
ARP

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial, intermediate, final and missed approach. | GNSS or DME/DME required.

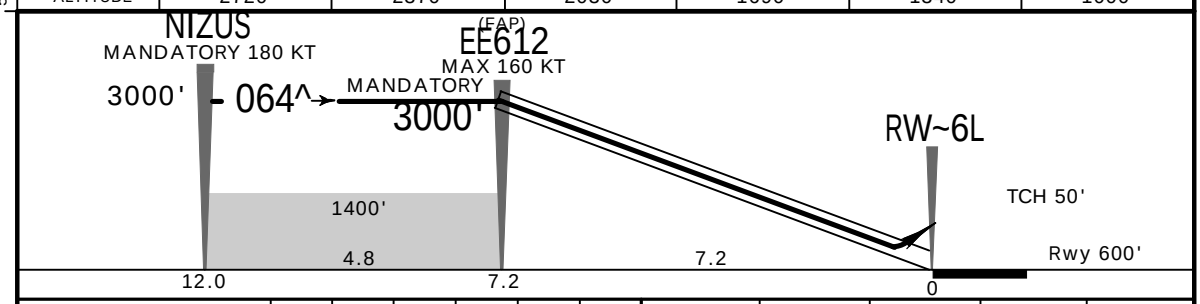
1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2720	(650)
2370	(540)
2300	(520)
2100	(460)
2030	(440)
1900	(400)
1690	(335)
1400	(245)
1340	(230)
1200	(185)
1000	(125)
800	(60)

DIST to RW~6L	6.5	5.4	4.3	3.2	2.2	1.1
ALTITUDE	2720'	2370'	2030'	1690'	1340'	1000'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849

HIALS-II PAPI | MIN 1200' | 210 KT MAX | EE~18 LT | 3000'

.Std.

STRAIGHT-IN LANDING
GLS
DA(H) 800' (200')

PANS OPS

	TDZ or CL out	ALS out
A B C D	R550m	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-41)

MOSCOW, RUSSIA
GLS Rwy 06C

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

GBAS	Final Apch Crs	EE632 MANDATORY	DA(H)	Apt Elev 630'
Ch 20593 G06A	064^	2000' (1380')	820' (200')	Rwy 620'

MISSED APCH: Climbing to 3000' to OLZON (MAX 220 KT), then turn LEFT to RIMDE (MAX 220 KT), then to EE~78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

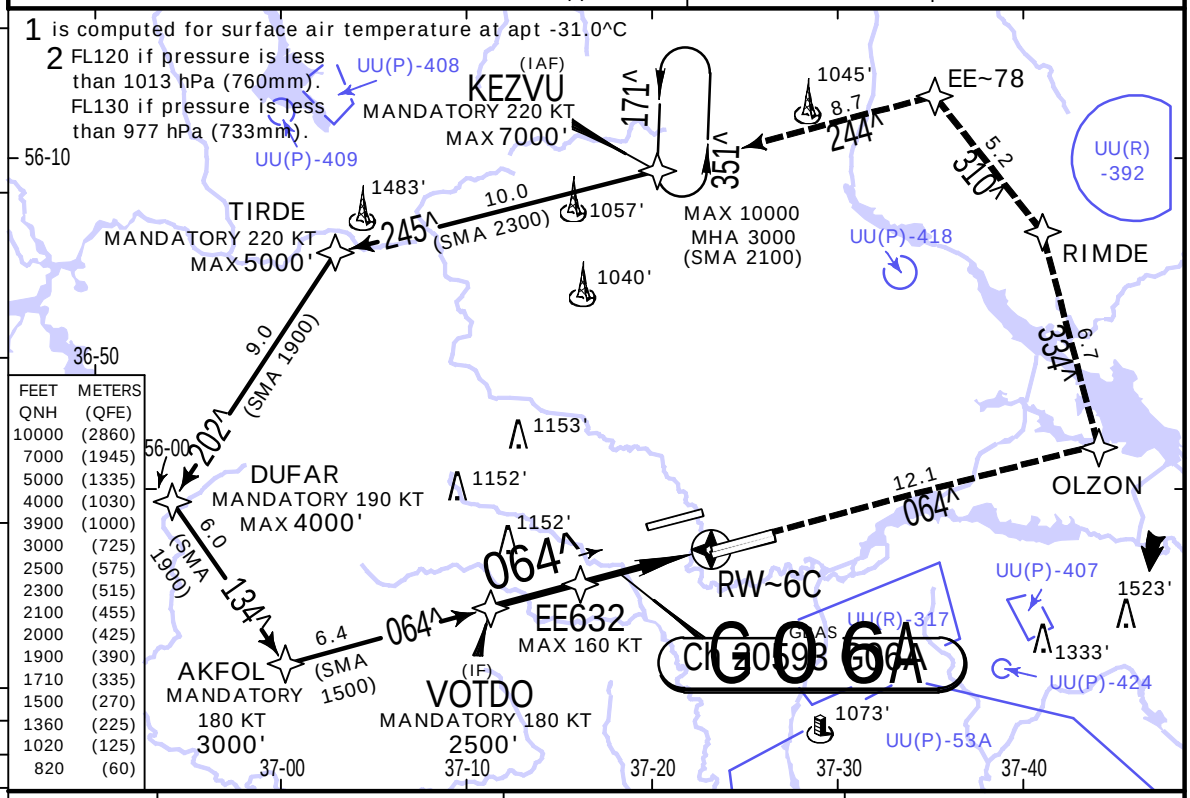
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

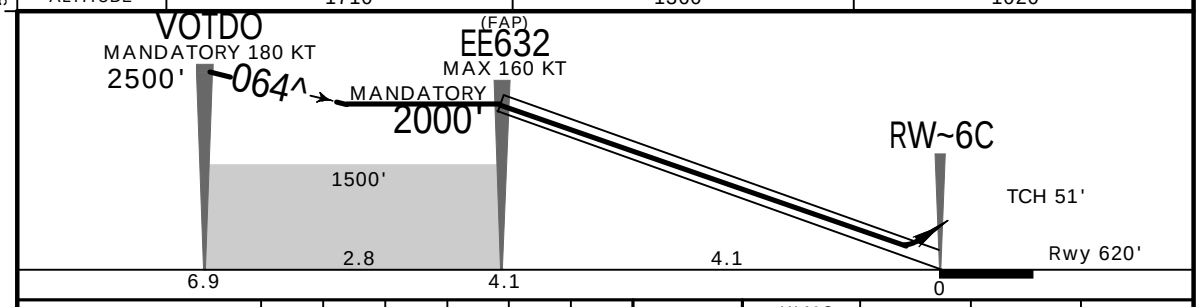
RNAV 1 for initial, intermediate, final and missed approach. | GNSS or DME/DME required.

1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



DIST to RW~6C	3.2	2.2	1.1
ALTITUDE	1710'	1360'	1020'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849

HIALS
PAPI

3000' OLZON 220 KT MAX

.Std.

STRAIGHT-IN LANDING
GLS
DA(H) 820' (200')

PANS OPS

	ALS out
A B C D	1 R550m
	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-42)

MOSCOW, RUSSIA
GLS Rwy 06R

BRIEFING STRIP ™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

GBAS	Final Apch Crs	EE622	DA(H)	Apt Elev 630'
Ch 21415 G06B	064^	MANDATORY 2000' (1381')	819' (200')	Rwy 619'

MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 210 KT), then turn RIGHT to EE~57 (MAX 220 KT) on 087^ climbing to 3000', then turn LEFT to OLZON (MAX 220 KT) to 3000', then to RIMDE (MAX 220 KT), then to EE~78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

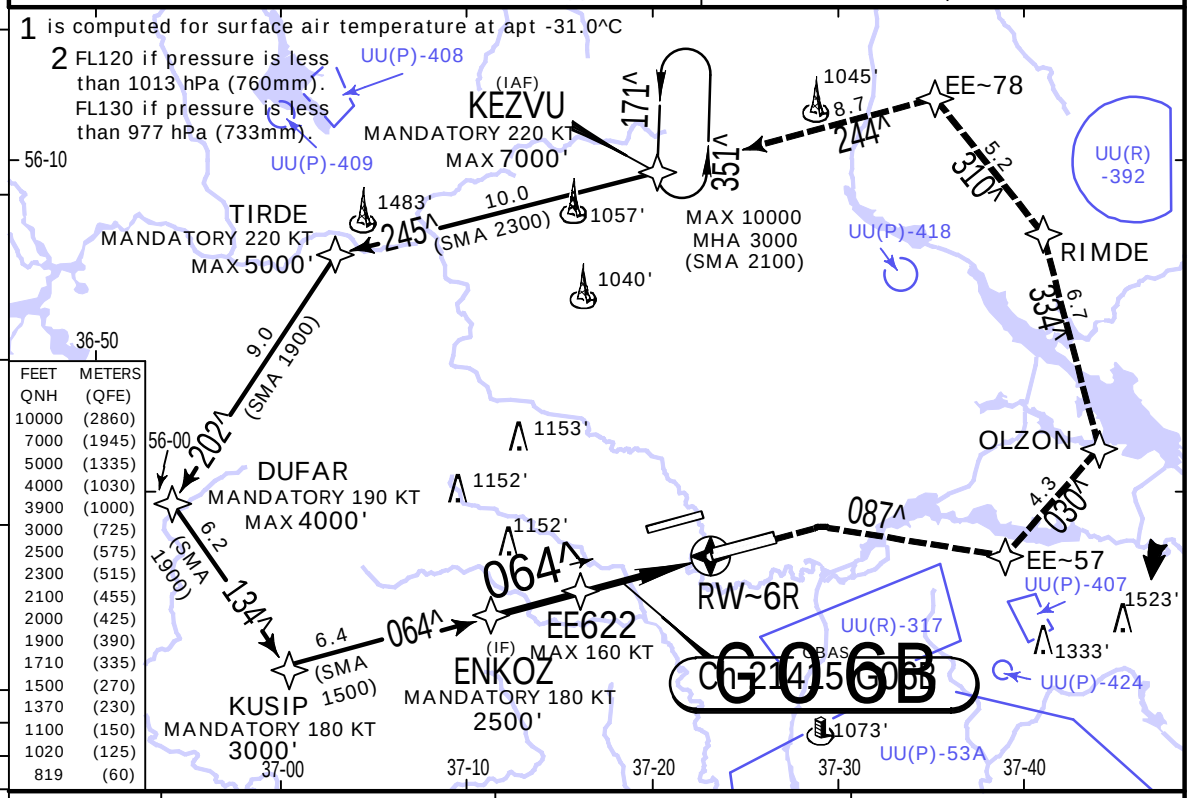
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial, intermediate, final and missed approach. | GNSS or DME/DME required.

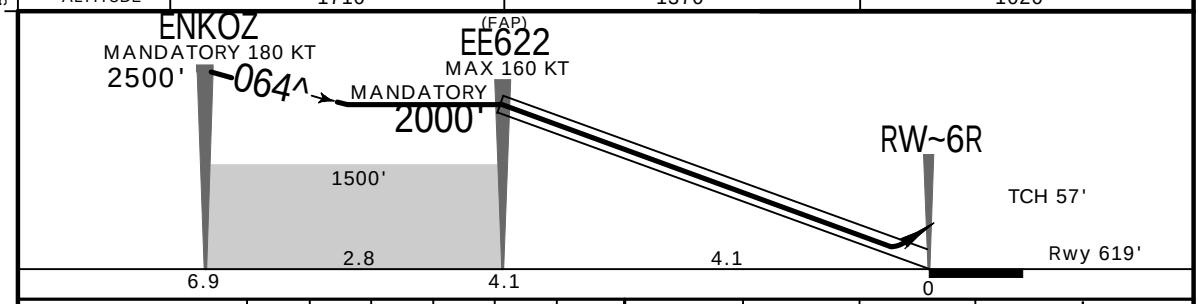
1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2300	(515)
2100	(455)
2000	(425)
1900	(390)
1710	(335)
1500	(270)
1370	(230)
1100	(150)
1020	(125)
819	(60)

DIST to RW~6R	3.2	2.2	1.1
ALTITUDE	1710'	1370'	1020'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849

HIALS-II
PAPI

MIN 1100'

210 KT MAX

EE~57 on RT

087^

.Std.

STRAIGHT-IN LANDING
GLS
DA(H) 819' (200')

PANS OPS

	TDZ or CL out	ALS out
A B C D	R550m	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-43)

MOSCOW, RUSSIA
GLS Rwy 24L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

GBAS	Final Apch Crs	EE122 MANDATORY	DA(H)	Apt Elev 630'
Ch 21826 G24B	244^	2000' (1379')	821' (200')	Rwy 621'

MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 210 KT), then turn LEFT to EE245 (MAX 220 KT) climbing to 3000', then turn RIGHT to AKFOL (MAX 220 KT) to 3000', then to DUFAR (MAX 220 KT), then to TIRDE (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

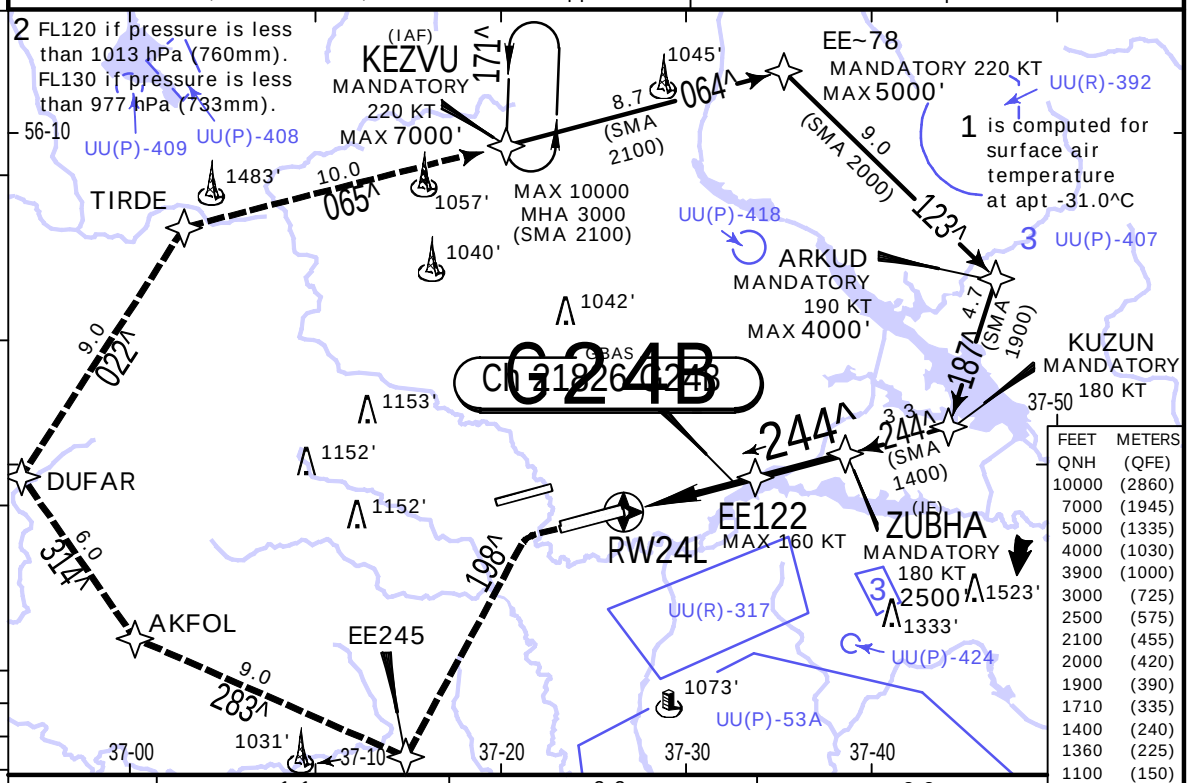
MSA ARP 1: 3900

Alt Set: hPa (MM on req)	Rwy Elev: 23 hPa	Trans level: FL110 2	Trans alt: 10000'

RNAV 1 for initial, intermediate, final and missed approach. GNSS or DME/DME required.

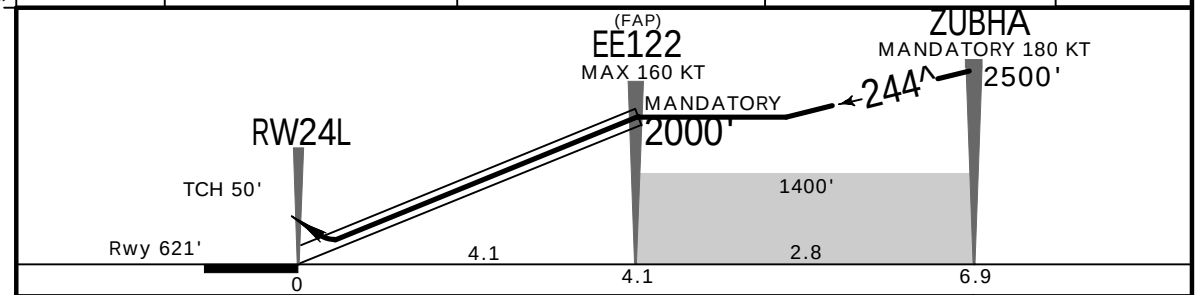
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET	METERS (QFE)
QNH	
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2100	(455)
2000	(420)
1900	(390)
1710	(335)
1400	(240)
1360	(225)
1100	(150)
1020	(120)
821	(60)

DIST to RW24L	1.1	2.2	3.2
ALTITUDE	1020'	1360'	1710'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849

HIALS-II PAPI

MIN 1100' | 210 KT MAX | EE245 LT | 3000'

.Std. STRAIGHT-IN LANDING

GLS
DA(H) 821' (200')

PANS OPS

	TDZ or CL out	ALS out
A B C D	R550m	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-44)

MOSCOW, RUSSIA
GLS Rwy 24C

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

GBAS	Final	EE142	DA(H)	Apt Elev 630'
Ch 21004 G24A	Apch Crs 244^	MANDATORY 2000' (1378')	822' (200')	Rwy 622'

MISSED APCH: Climb to 3000' to AKFOL (MAX 220 KT), then turn RIGHT to DUFAR (MAX 220 KT), then to TIRDE (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

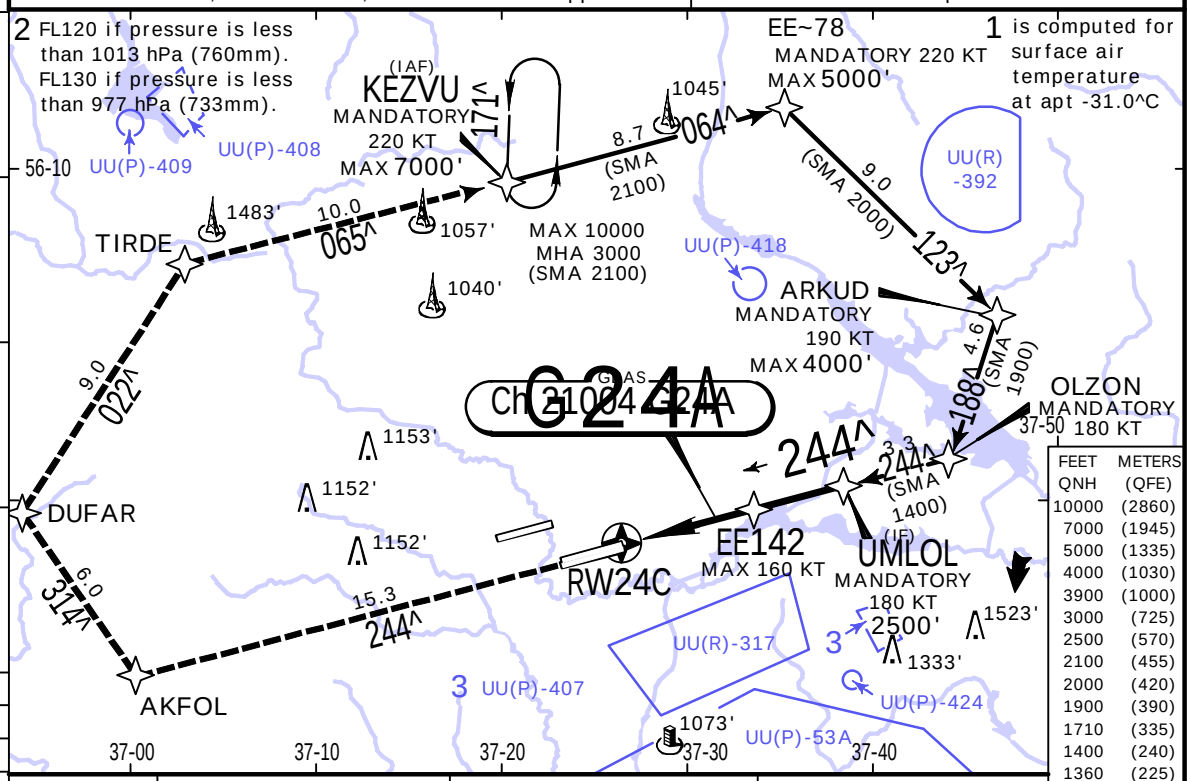
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial, intermediate, final and missed approach. | GNSS or DME/DME required.

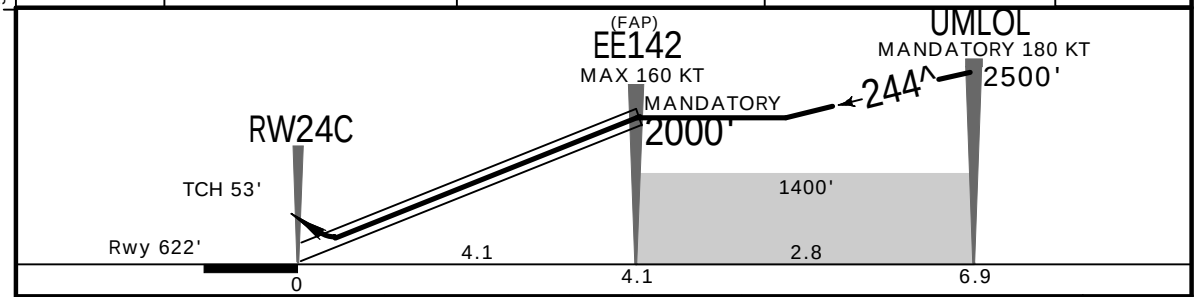
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET	METERS
QNH	(QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(570)
2100	(455)
2000	(420)
1900	(390)
1710	(335)
1400	(240)
1360	(225)
1020	(125)
822	(60)

DIST to RW24C	1.1	2.2	3.2
ALTITUDE	1020'	1360'	1710'



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00^	372	478	531	637	743	849

HIALS-II
PAPI

3000'

AKFOL 220 KT MAX

.Std. STRAIGHT-IN LANDING

GLS
DA(H) 822' (200')

PANS OPS

	TDZ or CL out	ALS out
A B C D	R550m	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (22-45)

MOSCOW, RUSSIA
GLS Rwy 24R

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

GBAS	Final Apch Crs	EE112 MANDATORY	DA(H)	Apt Elev 630'
Ch 23059 G24E	244^	3000' (2411')	789' (200')	Rwy 589'

MISSED APCH: Climb STRAIGHT AHEAD to 1100' or above (MAX 210 KT), then turn RIGHT to EE~58 (MAX 210 KT) climbing to 3000', then turn RIGHT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

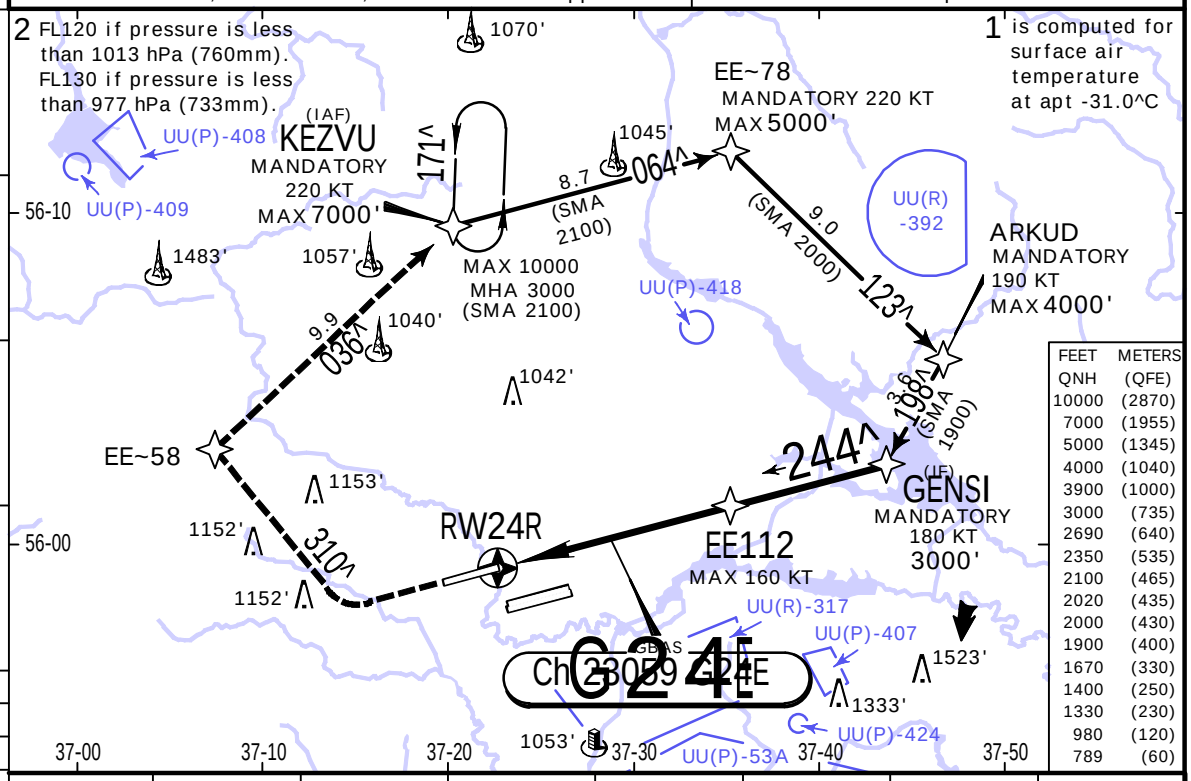
MSA ARP 1: 3900

Alt Set: hPa (MM on req) | Rwy Elev: 21 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial, intermediate, final and missed approach. | GNSS or DME/DME required.

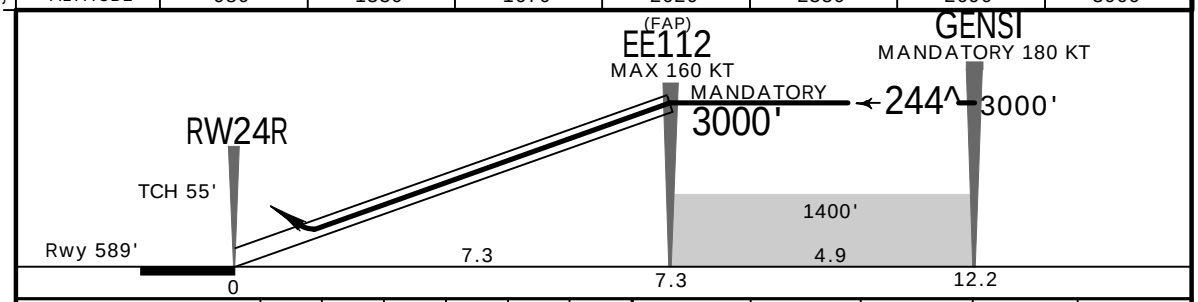
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2690	(640)
2350	(535)
2100	(465)
2020	(435)
2000	(430)
1900	(400)
1670	(330)
1400	(250)
1330	(230)
980	(120)
789	(60)

DIST to RW24R	1.1	2.2	3.2	4.3	5.4	6.5	7.2
ALTITUDE	980'	1330'	1670'	2020'	2350'	2690'	3000'



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00^	372	478	531	637	743	849

HIALS-II PAPI | MIN 1100' | 210 KT MAX | EE~58 RT | 3000'

.Std. STRAIGHT-IN LANDING

GLS
DA(H) 789' (200')

	TDZ or CL out	ALS out
A B C D	R550m	1 R550m	R1200m

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (23-1)

MOSCOW, RUSSIA
VOR Rwy 06L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

VOR MR	Final Apch Crs	D7.2 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 630' Rwy 600'
114.35	066^	3000' (2400')	1280' (680')	

MISSED APCH: Climb STRAIGHT AHEAD to 1200' or above (MAX 210 KT) to ER NDB, then turn LEFT onto R-037 to RATKE (MAX 210 KT) climbing to 3000', then turn LEFT onto 045^ KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

3900
MSA ARP 1

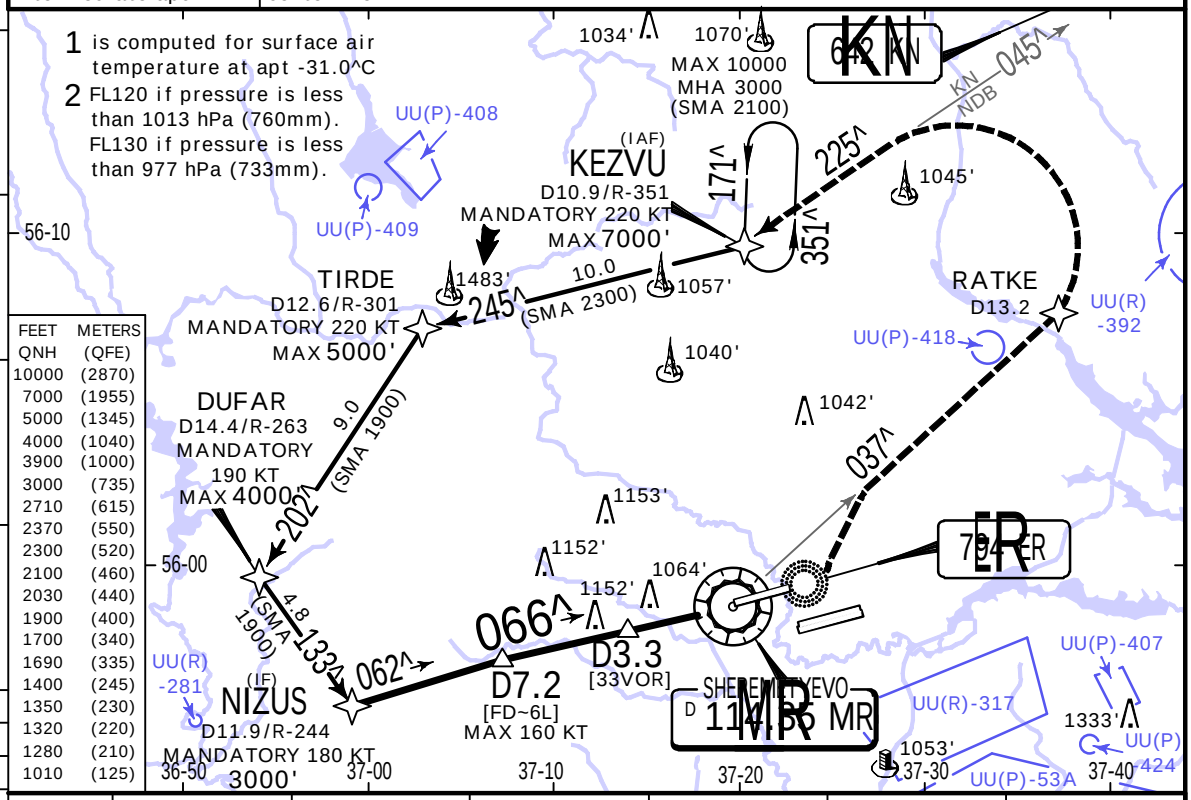
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch.

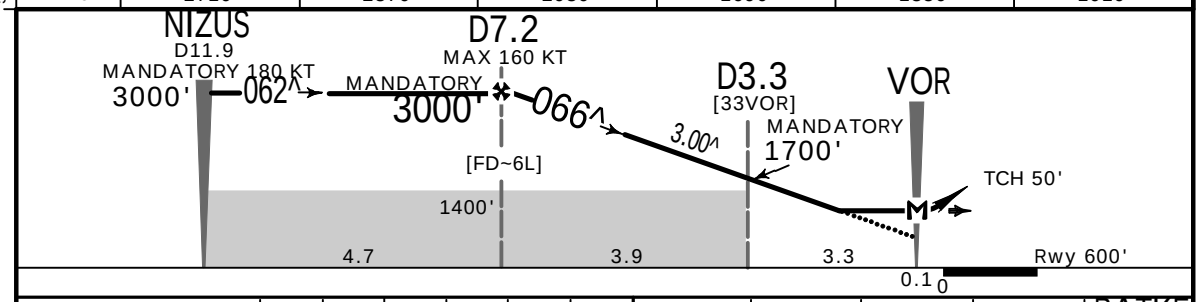
1. GNSS or DME/DME required. 2. Final approach track offset by 2^ from rwy centerline.

1 is computed for surface air temperature at apt -31.0^C
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2710	(615)
2370	(550)
2300	(520)
2100	(460)
2030	(440)
1900	(400)
1700	(340)
1690	(335)
1400	(245)
1350	(230)
1320	(220)
1280	(210)
1010	(125)



MR DME	6.5	5.4	4.3	3.2	2.2	1.1
ALTITUDE	2710'	2370'	2030'	1690'	1350'	1010'



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

HIALS-II
PAPI

MIN 1200' | 210 KT MAX | ER 794 | RATKE R-037 LT

.Std.

STRAIGHT-IN LANDING

with D3.3 CDFA	w/o D3.3 CDFA
1 DA/MDA(H) 1280' (680')	1 DA/MDA(H) 1320' (720')
ALS out	ALS out

PANS OPS

	with D3.3 CDFA	w/o D3.3 CDFA
A B	R1500m	R1500m
C D	R2400m	R2400m

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (23-2)

MOSCOW, RUSSIA
VOR Rwy 24R

ATIS		SHEREMETYEVO Radar (TWR)					SHEREMETYEVO Tower	Ground 3
122.075	(Russian 120.375)	118.1	120.675	122.7	126.6	135.175	118.7	122.9

BRIEFING STRIP ™

VOR MR	Final Apch Crs	D9.1 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 630'
114.35	243^	3000' (2411')	1080' (491')	Rwy 589'

MISSED APCH: Climb STRAIGHT AHEAD to 1300' or above to VOR, then turn RIGHT onto R-274 to VOR to LEZOM (MAX 210 KT) climbing to 3000', then turn RIGHT onto 228^ AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

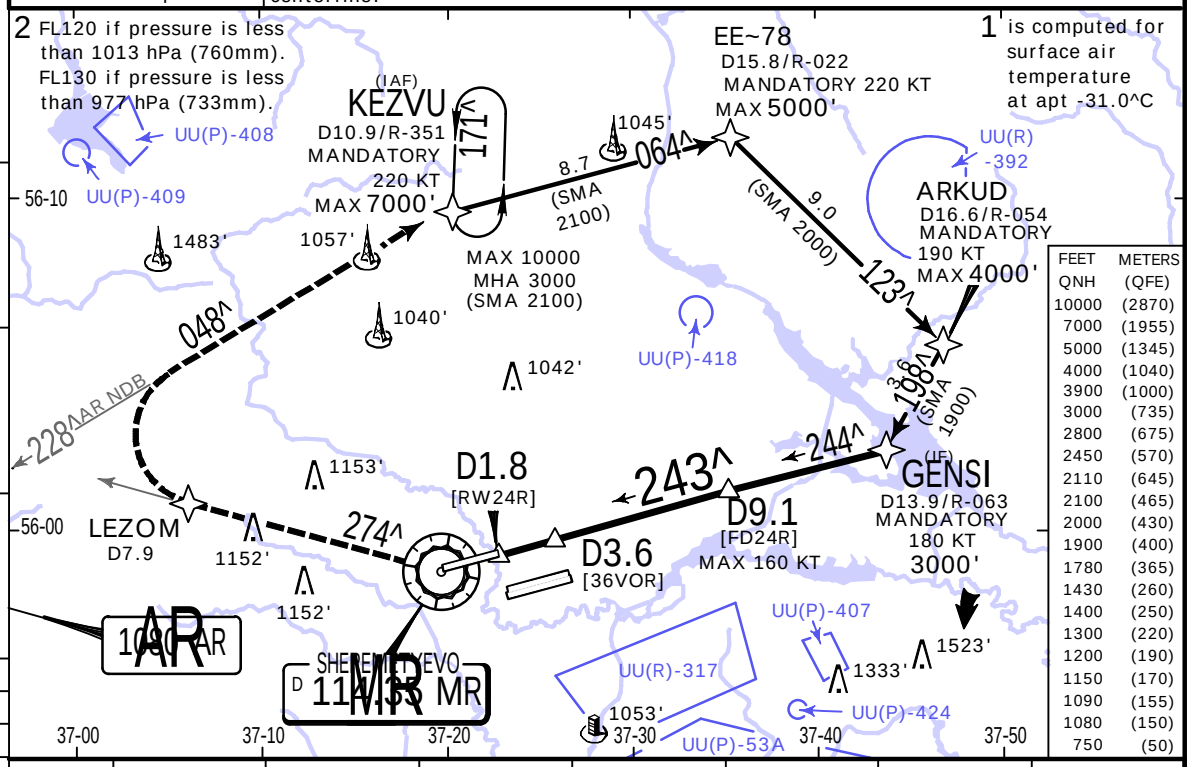
Alt Set: hPa (MM on req) | Rwy Elev: 21 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch.

1. GNSS or DME/DME required. 2. Final approach track offset by 1^ from runway centerline.

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

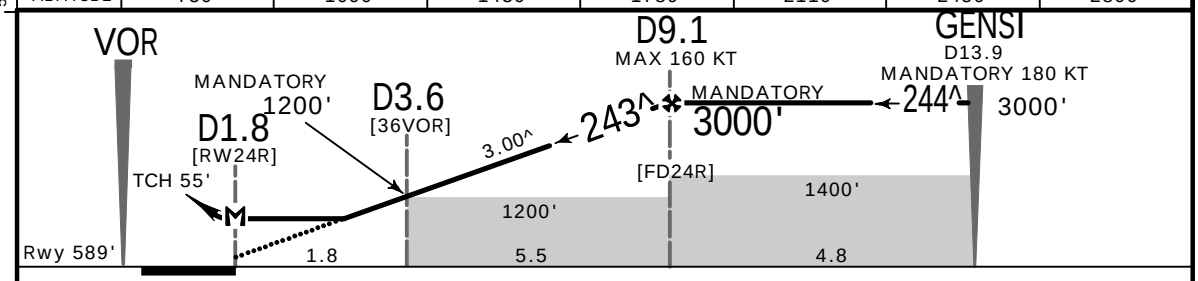
1 is computed for surface air temperature at apt -31.0^C



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2800	(675)
2450	(570)
2110	(645)
2100	(465)
2000	(430)
1900	(400)
1780	(365)
1430	(260)
1400	(250)
1300	(220)
1200	(190)
1150	(170)
1090	(155)
1080	(150)
750	(50)

MR DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6
ALTITUDE	750'	1090'	1430'	1780'	2110'	2450'	2800'

5



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.8							

HIALS-II
PAPI

MIN 1300'

MR 114.35

LEZOM
RT onto R-274

.Std.

STRAIGHT-IN LANDING

	with D3.6 CDFA		w/o D3.6 CDFA	
1 DA/MDA(H)	1080' (491')		1150' (561')	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1500m	R2300m	R1900m	R2400m
D				

PANS OPS

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (26-1)

MOSCOW, RUSSIA
NDB Rwy 06L

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

NDB ER	Final Apch Crs	EE612 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 630' Rwy 600'
794	064^	3000' (2400')	1130' (530')	

MISSED APCH: Climb STRAIGHT AHEAD to ER NDB, then turn LEFT onto 212^ ER NDB to RATKE (MAX 210 KT) climbing to 3000'. On 005^ KN NDB turn LEFT onto 045^ KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

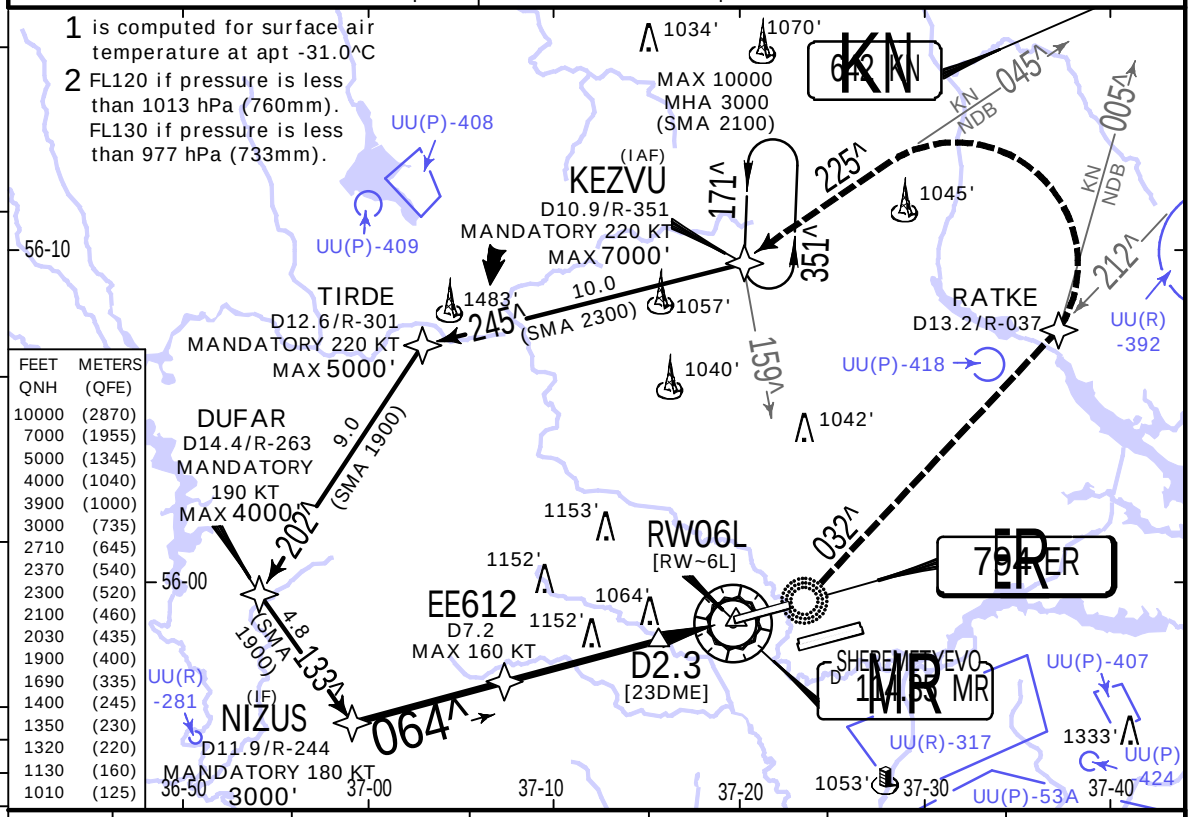
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

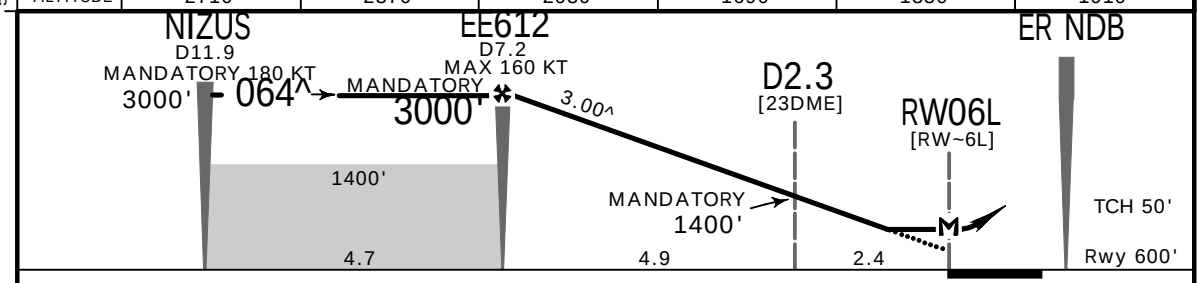
1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2710	(645)
2370	(540)
2300	(520)
2100	(460)
2030	(435)
1900	(400)
1690	(335)
1400	(245)
1350	(230)
1320	(220)
1130	(160)
1010	(125)

MR DME	6.5	5.4	4.3	3.2	2.2	1.1
ALTITUDE	2710'	2370'	2030'	1690'	1350'	1010'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW06L							

HIALS-II
PAPI

ER 794

RATKE LT onto ER 794 212^

3000'

.Std. STRAIGHT-IN LANDING

	with D2.3		w/o D2.3	
	CDFA		CDFA	
	1 DA/MDA(H) 1130' (530')		1 DA/MDA(H) 1320' (720')	
	ALS out		ALS out	
A B	R1500m		R1500m	
C D	R1700m	R2400m	R2400m	

PANS OPS

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (26-2)

MOSCOW, RUSSIA
NDB Rwy 06C

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

Lctr M	Final Apch Crs	EE632 MANDATORY	DA/MDA(H)	Apt Elev 630' Rwy 620'
338	064^	2000' (1380')	1170' (550')	

MISSED APCH: Climb on 064^ to UMLOL, then turn LEFT onto 357^ KN NDB climbing to 3000' to EE826 (MAX 210 KT), then turn LEFT onto 045^ KN NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

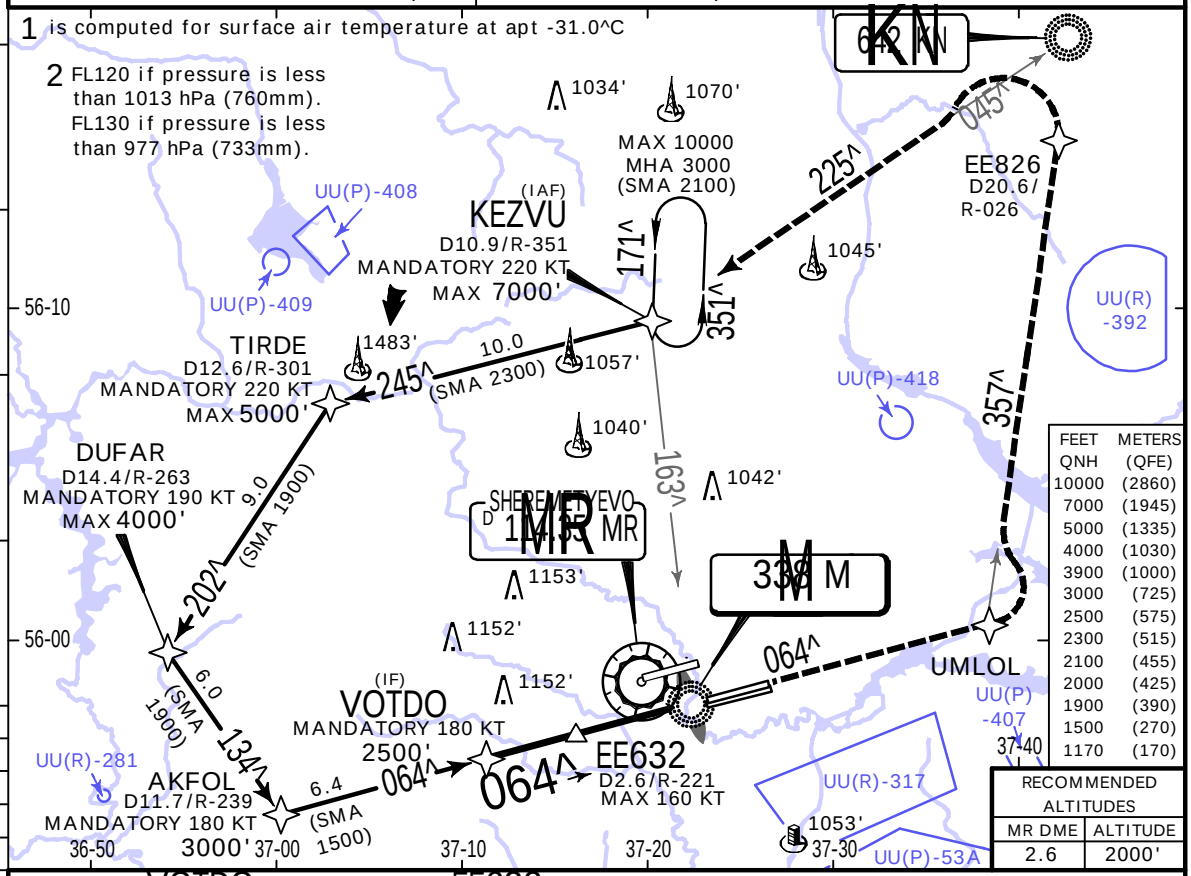
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

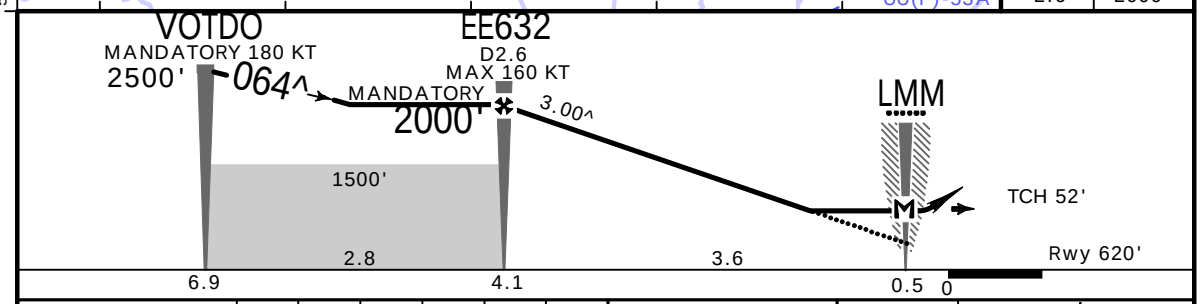
1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2300	(515)
2100	(455)
2000	(425)
1900	(390)
1500	(270)
1170	(170)

RECOMMENDED ALTITUDES	
MR DME	ALTITUDE
2.6	2000'



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

HIALS
PAPI
UMLOL on 064^

.Std.

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 1170' (550')

ALS out

PANS OPS

A B	R1500m	
C D	R1800m	R2400m

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

CHANGES: MSA lowered, airspaces.

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

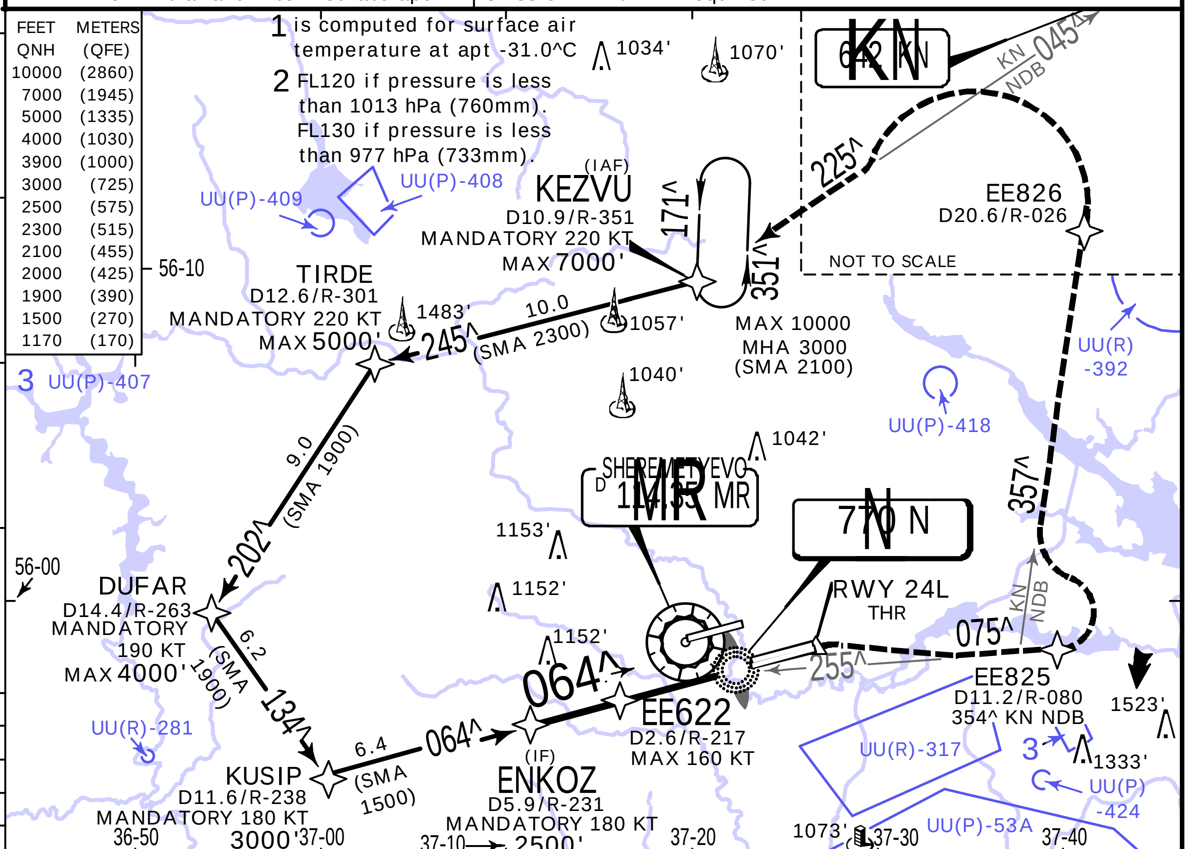
Lctr N	Final Apch Crs	EE622 MANDATORY	DA/MDA(H)	Apt Elev 630'
770	064^	2000' (1381')	1170' (551')	Rwy 619'

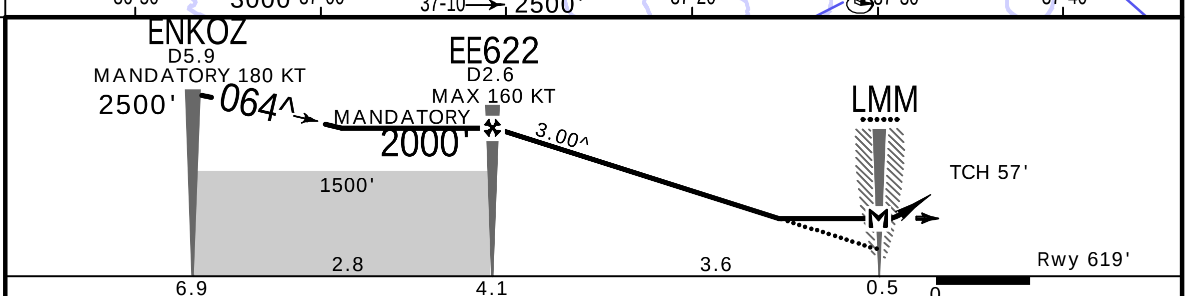
MSA ARP 1: 3900

MISSED APCH: Climb STRAIGHT AHEAD, after passing RWY 24L THR turn RIGHT onto 255^ N Lctr to EE825/354^ KN NDB (MAX 210 KT) climbing to 3000', then turn LEFT onto 357^ KN NDB to EE826 (MAX 210 KT), then turn LEFT onto 045^ to KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.





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

HIALS-II PAPI | RWY 24L THR | EE825 RT onto KN 642 255^ | 210 KT MAX

.Std.

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1170' (551')

	ALS out
A	R1500m
B	R1500m
C	R1800m / R2400m
D	R1800m / R2400m

PANS OPS

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (26-4)

MOSCOW, RUSSIA
NDB Rwy 24L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

Lctr	Final Apch Crs	EE122	DA/MDA(H)	Apt Elev 630'
B		MANDATORY		
770	244^	2000' (1379')	1100' (479')	Rwy 621'

MISSED APCH: Climb STRAIGHT AHEAD, after passing RWY 06R THR turn LEFT onto 019^ ER NDB to EE245 (MAX 210 KT) climbing to 3000', then turn RIGHT onto 262^ UM NDB to UM NDB (MAX 210 KT), then turn RIGHT onto 322^ AR NDB to AR NDB (MAX 210 KT), then turn RIGHT on 228^ AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

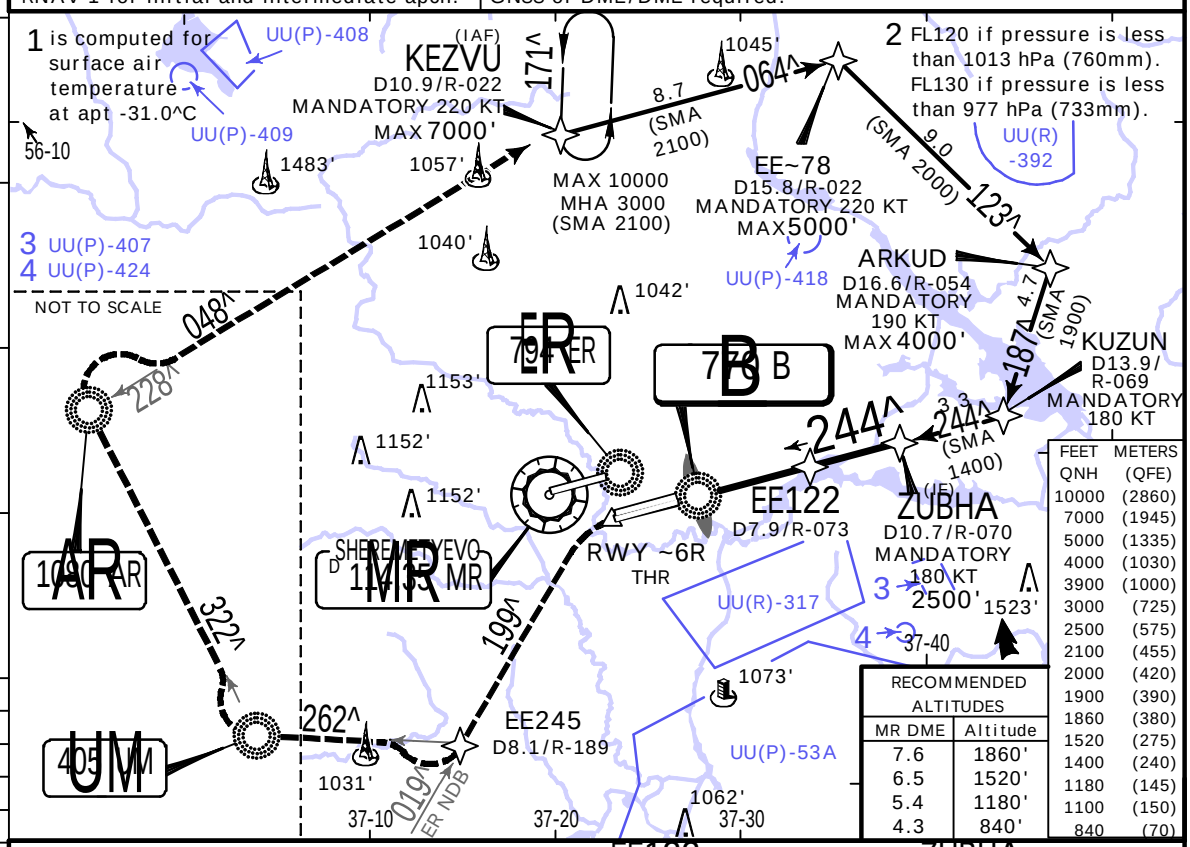
RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

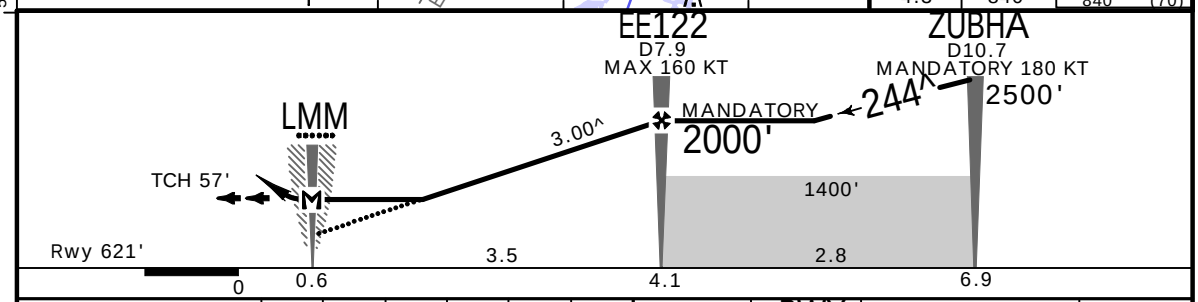
3 UU(P)-407
4 UU(P)-424

NOT TO SCALE



FEET	METERS
QNH	(QFE)
10000	(2860)
7000	(1945)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(575)
2100	(455)
2000	(420)
1900	(390)
1860	(380)
1520	(275)
1400	(240)
1180	(145)
1100	(150)
840	(70)

RECOMMENDED ALTITUDES	
MR DME	Altitude
7.6	1860'
6.5	1520'
5.4	1180'
4.3	840'



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

HIALS-II
PAPI

RWY ~6R THR

EE245 LT

ER 794 onto 019^

210 KT MAX

.Std. STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1100' (479')

PANS OPS

	ALS out	
A	R1500m	
B		
C	R1500m	R2200m
D		

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (26-5)

MOSCOW, RUSSIA
NDB Rwy 24C

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

Lctr A	Final Apch Crs	EE142 MANDATORY	DA/MDA(H)	Apt Elev 630'
338	244^	2000' (1378')	1140' (518')	Rwy 622'

MISSED APCH: Climb STRAIGHT AHEAD to 3000' to AKFOL (MAX 210 KT), on 291^ AR NDB turn RIGHT onto 228^ AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

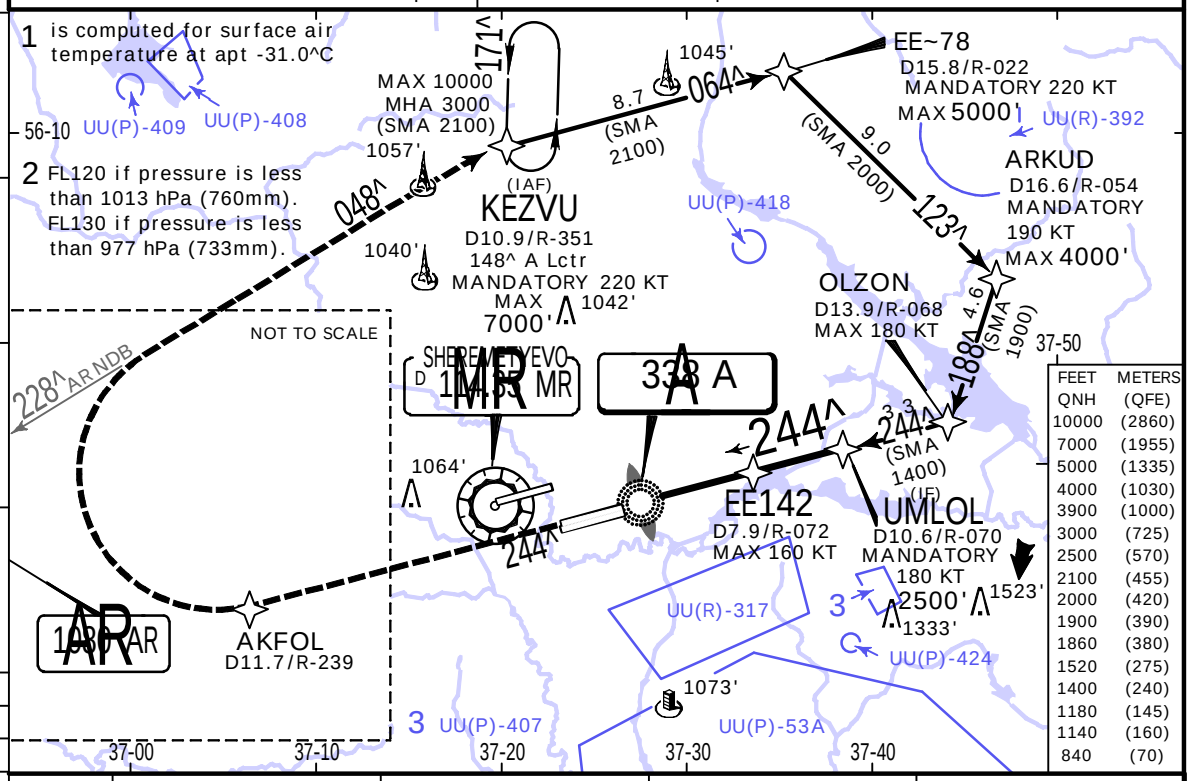
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

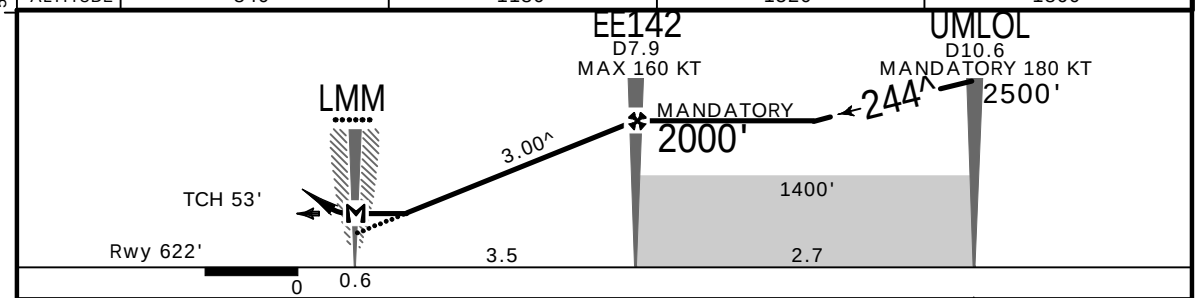
1 is computed for surface air temperature at apt -31.0^C

2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).



FEET QNH	METERS (QFE)
10000	(2860)
7000	(1955)
5000	(1335)
4000	(1030)
3900	(1000)
3000	(725)
2500	(570)
2100	(455)
2000	(420)
1900	(390)
1860	(380)
1520	(275)
1400	(240)
1180	(145)
1140	(160)
840	(70)

MR DME	4.3	5.4	6.5	7.6
ALTITUDE	840'	1180'	1520'	1860'



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

HIALS-II
PAPI

3000'

AKFOL

210 KT MAX

.Std.

STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 1140' (518')

ALS out

PANS OPS

A B	R1500m	
C D	R1600m	R2400m

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

CHANGES: MSA lowered, airspaces.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 DEC 22 (26-6)

MOSCOW, RUSSIA
NDB Rwy 24R

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian 120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP™

NDB ER	Final Apch Crs	EE112 MANDATORY	DA/MDA(H)	Apt Elev 630'
794	244^	3000' (2411')	1150' (561')	Rwy 589'

MISSED APCH: Climb STRAIGHT AHEAD to 1300' or above, then turn RIGHT onto 087^ ER NDB to LEZOM (MAX 210 KT) climbing 3000', then turn RIGHT onto 228^ AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

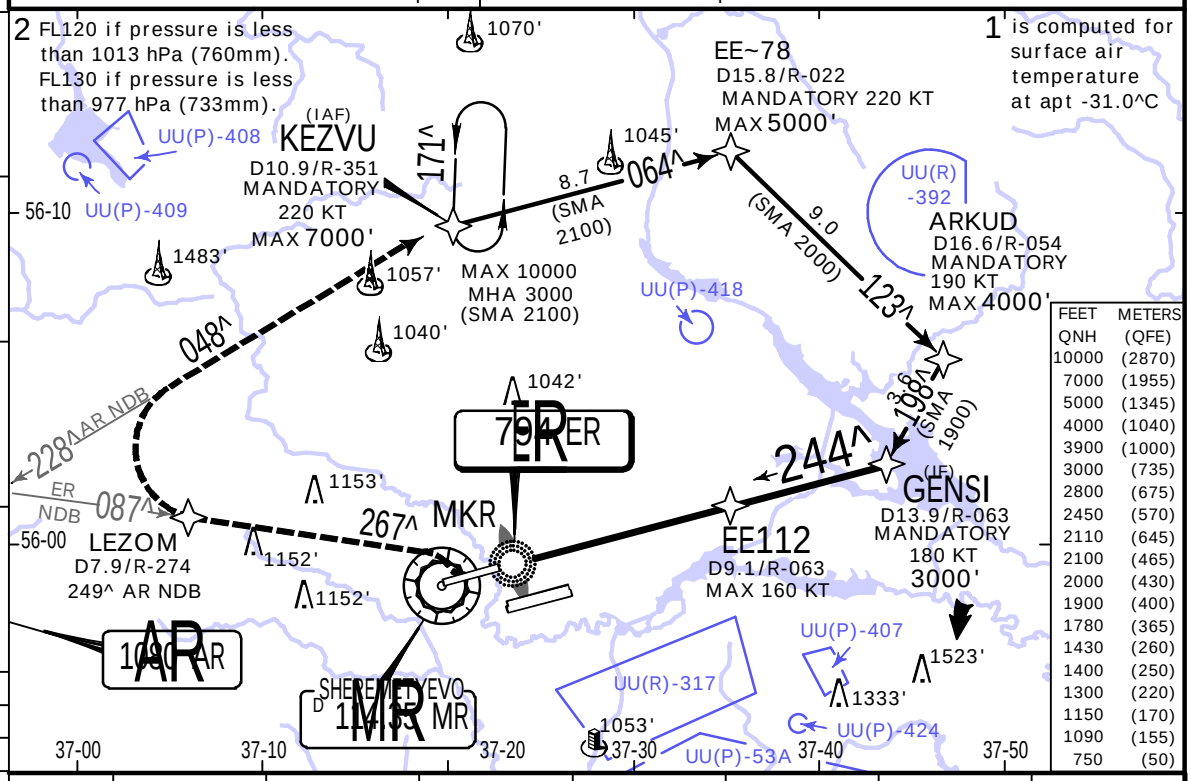
3900
MSA ARP 1

Alt Set: hPa (MM on req) | Rwy Elev: 21 hPa | Trans level: FL110 2 | Trans alt: 10000'

RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

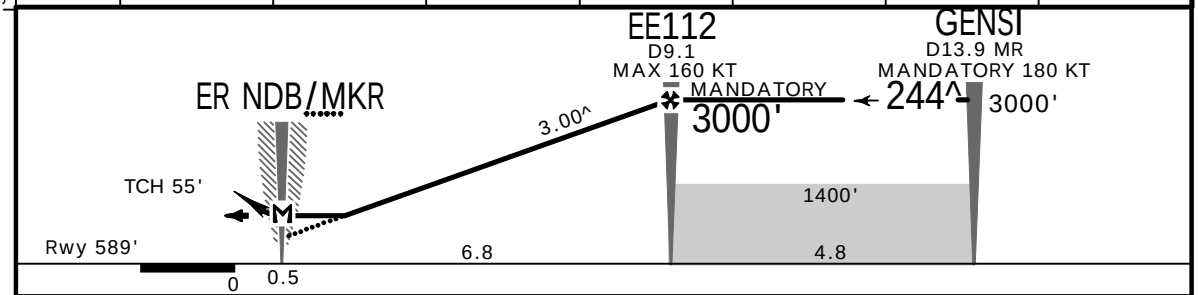
2 FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

1 is computed for surface air temperature at apt -31.0^C



FEET QNH	METERS (QFE)
10000	(2870)
7000	(1955)
5000	(1345)
4000	(1040)
3900	(1000)
3000	(735)
2800	(675)
2450	(570)
2110	(645)
2100	(465)
2000	(430)
1900	(400)
1780	(365)
1430	(260)
1400	(250)
1300	(220)
1150	(170)
1090	(155)
750	(50)

MR DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6
ALTITUDE	750'	1090'	1430'	1780'	2110'	2450'	2800'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at NDB/MKR							

HIALS-II
PAPI

MIN 1300'

LEZOM RT onto ER 794 087^

3000'

.Std. STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) 1150' (561')

PANS OPS	ALS out
A B	R1500m
C D	R1900m | R2400m

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

CHANGES: MSA lowered, airspaces.

Chart changes since cycle 06-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

MOSCOW, (SHEREMETYEVO - UUEE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUEE