JEPPESEN
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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: 0139 Z
Sunset: 1716 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: 120.375 Arrival Service Non-English
ATIS: 122.075 Arrival Service
ATIS: 125.125 Departure Service
ATIS: 126.375 Departure Service Non-English
Sheremetyevo Tower: 119.300 At or below 1500 ft
Sheremetyevo Tower: 118.700 At or below 3000 ft
Sheremetyevo Tower: 131.500 At or below 3000 ft
Sheremetyevo Tower: 129.000 Secondary
Sheremetyevo Tower: 120.700 At or below 3000 ft Secondary
Sheremetyevo Ground: 122.900
Sheremetyevo Ground: 129.000 Secondary
Sheremetyevo Ground: 119.000
Sheremetyevo Ground: 121.800
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: 120.875
Sheremetyevo Clearance Delivery: 128.600
Moscow Approach: 130.375
Moscow Approach: 129.000 Secondary
Moscow Approach: 128.000
Moscow Approach: 127.200
Moscow Approach: 124.400 Secondary
Moscow Approach: 131.200
Moscow Approach: 124.200
Moscow Approach: 119.450 Secondary
Moscow Approach: 134.000
Moscow Approach: 118.950
Moscow Approach: 118.550
Sheremetyevo Radar: 129.000 Secondary
Deicing Operations: 118.800
Sheremetyevo Radar: 135.175
Deicing Operations: 123.950
Sheremetyevo Transit Operations: 130.650 Non-English
Sheremetyevo Radar: 118.100
Sheremetyevo Radar: 120.675
Sheremetyevo Radar: 122.700
Sheremetyevo Radar: 126.600

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 2200-0600LT 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 below 550m and (or) vertical visibility is below 60m by the instruction of the Flight Control Officer, who is also responsible for taking the decision to cancel low visibility procedures.

In case of LVP implementation, AN-124 must not be present on TWY N11.

When RVR is less than 550m:

- Stop bar lights shall be switched on at pattern A and B RWY holding position marking on TWY B1, B2, B3, B4, B5, B6, B7, G1, G2, G3, G4, G5, A1, A9, E1, E2, E3, E4, E5 and MAIN TWY A.
- RWY guard lights shall be switched on at pattern A RWY holding position marking on TWYs A2, A3, A4, A5, A6, A7 and A8.

When RVR is less than 300m:

- Intermediate holding position lights shall be switched on at the intermediate holding position marking on TWY N2, N3, N5, N6, N7, N8, B, S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12.
- Stop bar lights shall be switched on at the intermediate holding position marking on TWY B, N1, A2, A3, A4, A5, A6, A7, A8, D, E and MAIN TWY A.
- TWY centerline LGT shall be illuminated on TWY N1, N3, N5, N6, N7, N8, N9, B, B1, B7, G1, G5, A1, A6, A7, A9, D, E, E1, E2, E3, E4, E5, E7 and MAIN TWYA.
- TWY B1, B7, B, G5, G1, A1, A6, A7, A9, N9, N8, N7, N6, N5, N3, N1, E1, E2, E3, E4, E5, E7, E, D, D1, MAIN TWY A, S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12, S13 shall be used.
- Exit lights of de-icing pad shall be illuminated on TWY E7.
- ACFT shall taxi via TWY S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12, S13 and along the apron only under assistance of the Follow-me car equipped with two-way ground-to-air and ground-ground radio communication, flashing lights and Follow-me LED display.
- ACFT shall take-off only from the RWY beginning.

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1.3.2. ARRIVAL

After landing, flight crew must report RWY and ILS critical area vacated to Tower controller.

The following standard taxi routes are established for arriving ACFT, when RVR is less than 300m:

- **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, N3, N5, N6, N7, N8, N9) - stand.
  - to sectors on apron 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.
  - 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, S13) - 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 (N1, N3, N5, N6, N7, N8, N9) - stand.
  - to sectors on apron of terminal D:
    TWY A9 - MAIN TWY A - TWY (S1, S2, S3) - stand.
  - to aprons of terminal E and F:
    TWY (A6, A7, A9) - MAIN TWY A - TWY (S4, S5, S6, S7, S8, S9, S11, S12, S13) - stand.
- **For RWY 24C:**
  - to aprons of terminals A, B, C and Aviation Scientific and Technical Center apron:
    TWY B1 - TWY B - TWY (N1, N3, N5, N6, N7, N8, N9) - 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, N3, N5, N6, N7, N8, N9) - stand.
  - to sectors o apron 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.
  - 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, S13) - 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).

The following standard taxi routes are established for departing ACFT, when RVR is less than 300m:

- **For RWY 06L:**
  - from aprons of terminals A, B, C:
    stand - TWY (N1, N3, N5, N6, N7, N8, N9) - TWY B - TWY D - TWY E - TWYE1.
  - from sectors on 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 E1.
  - from aprons of terminals E and F:
    stand - TWY (S4, S5, S6, S7, S8, S9, S11, 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, N3, N5, N6, N7, N8, N9) - 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, N3, N5, N6, N7, N8, N9) - 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 N9 - TWY B7 - TWY G5.
  - from aprons of terminals B and C:
    stand - TWY (N1, N3, N5, N6, N7, N8, N9) - 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) - MAIN TWY A - TWY A9.
  - from Aviation Scientific and Technical Center apron:
    TWY (N1, N3) - TWY B - TWY B7 - TWY G5.

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- **For RWY 24C:**
  - from aprons of terminals A and B:
    stand - TWY N9 - TWY B - TWY B7.
  - from aprons of terminals B and C:
    stand - TWY (N1, N3, N5, N6, N7, N8, N9) - 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) - MAIN TWY A - TWY A9 - TWY G5.
  - from Aviation Scientific and Technical Center apron:
    TWY (N1, N3) - TWY B - TWY B7.
- **For RWY 24R:**
  - from aprons of terminals A, B, C:
    stand - TWY (N1, N3, N5, N6, N7, N8, N9) - TWY B - TWY D - TWY E - TWYE5.
  - 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 - TWY 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

1.4.1. GENERAL

It is prohibited to occupy MAIN TWY A and TWY B 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.

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

Taxi routes A1, C2, C5, D1, D2, D3, D5 in vicinity of stands 15 thru 17, F4, segment of taxi route L1 from TWYs S8 thru S9, 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 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.

ACFT with wingspan 118'/36m or less taxiing North under assistance of Follow-me car are permitted to turn from route T3 to routes T5 or T6 and from routes T5 or T6 to route T3 abeam stand 131 in accordance with the appropriate marking.

ACFT with wingspan 213'/65m or less taxiing North under assistance of Follow-me car are permitted to turn from route T4 to route T6 and from route T6 to route T4 abeam stand 128 in accordance with the appropriate marking.

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

Stands 42 thru 45 and 62 thru 66 on apron of Terminal F (when ACFT are parked facing the Terminal) are available for successive start of engines followed by setting engines to idle power by Apron controller's clearance.

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

1.4.2. USE OF STANDARD TAXI ROUTES WITHOUT CLEARANCE TO OCCUPY TWY B

Procedure for use of standard taxi routes without obtaining clearance to occupy TWY B is established for arriving ACFT intended to park on stands of Terminals A, B, C.

Standard taxi route designator includes code number of TWY of entry onto the apron (routes N1, N3, N5, N7, N9, N11). TWYs N1 and N11 are used for entry into/exit from the apron, TWYs N2, N6, N8 are used for exit from the apron.

Procedure is not applied, when LVP are implemented at aerodrome.

After landing on RWY 06C/24C or RWY 06R/24L, arriving ACFT intended to park on stands of Terminals A, B, C shall vacate the RWY via the nearest TWY or the TWY assigned by TWR controller.

TWR controller gives instructions to flight crews of arriving ACFT regarding RWY vacation after landing: "AFL 1701, vacate right (left) TWY (...) standard route (N...)" or "AFL 1701 cross RWY 24C (06C), when vacated standard route (N...)".

ACFT CAT	RWY 24C	RWY 24L	RWY 06C	RWY 06R
	TWY/DIST (m)			
Heavy	B2/2745	G2/2798	B6/2700	G4/2798
Medium	B4/1910	G3/1962	B4/1660	G3/1761
Light				

ACFT vacating RWY 06C/24C has priority over ACFT taxiing via TWY B.

After vacating RWY 06R/24L via TWYs G1-G5 flight crew shall standby for TWR controller's clearance to cross the parallel RWY.

After vacating RWY 06C/24C via TWYs B1, B7 flight crew shall proceed along the standard taxi route assigned earlier, take a right/left via TWY B or cross TWY B towards the assigned TWY of entry onto the apron.

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When taxiing via TWY B flight crew shall:

- maintain a listening watch on GND 1 FREQ (or as instructed by the ATS unit) without initiating contact;
- give way to ACFT vacating RWY 06C/24C, signaling intent to give way by turning off taxi lights;
- proceed via TWY B in accordance with the assigned taxi route.

Flight crew of ACFT approaching the assigned TWY shall establish radio communication with Apron 3 or Apron 4 controller and obtain further taxi instructions. The controller monitors movement of ACFT and informs flight crew, if taxi instructions change or conflicting traffic is expected.

If flight crew is not ready to taxi via standard route, they must immediately inform GND 1 controller.

1.5. PARKING INFORMATION

Apron of terminal A:

- Taxiing to the apron shall be executed under assistance of Follow-me car onto stands 85 and 85A thru 85Z.
- ACFT shall be parked into hangar 2 under tow.
- Taxiing of ACFT from stands 85 and 85A thru 85Z and out of hangar 2 shall be executed by towing to start-up positions.
- ACFT are permitted to taxi into stand AE under assistance of the Follow-me car and self-manoeuver off the stand.

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 063° MAG shall vacate stand 1A via TWYS2.

When docking guidance system is inoperative, pilot must stop and inform Apron 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 70, 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.

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 70, 73B, 74 thru 76B, 77, 78, 79, 79A, 79B, 80, 81, 81A, 81B, 82, 86 thru 90A, 98, 98A, 99, 100, 100A, 101, 102, 102A, 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.

Enter/exit stands 200C, 200E, 200F under tow.

Stands 200E, 200F are designated for ACFT maintenance in daylight hours.

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 70 available for de-icing.

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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 carried out by towing.

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

ACFT with wingspan exceeding 102'/31m shall stop at start-up area E1 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 NDB/MKR frequency for ATC information and instructions.

1.7. RWY OPERATIONS

1.7.1. PARALLEL DEPARTURE AND APPROACH OPERATIONS

Information about parallel departure and approach operations at aerodrome must be included in ATIS broadcast using the following phrase: "Parallel departure and approach operations in progress".

Basic RWY operation modes:

- During segregated parallel operations:
  RWY 06L/24R is used for landing, RWY 06C/24C and/or RWY 06R/24L is used for take-off. RWY 06C/24C and/or RWY 06R/24L can also be used for simultaneous approach operations.
- During simultaneous independent parallel departure operations:
  RWY 06L/24R is used for take-off, RWY 06C/24C and/or RWY 06R/24L is also used for take-off. RWY 06C/24C and/or RWY 06R/24L, and/or RWY 06L/24R can also be used for simultaneous landing operations.
- During simultaneous dependent parallel approach operations:
  RWY 06L/24R is used for landing, RWY 06C/24C and/or RWY 06R/24L is also used for landing. RWY 06C/24C and/or RWY 06R/24L can also be used for simultaneous departure operations.

The established minimum horizontal separation interval can be reduced to a value equal to the distance between parallel RWY centerlines or their extensions over the course of parallel departure and approach operations, unless other conditions are required for employment of a specific procedure.

1.7.2. POTENTIAL AIR TRAFFIC CONFLICT SITUATIONS

Potential air traffic conflict situations, which can occur in case an approach procedure is discontinued:

- between two successive approaching ACFT, including cases, when one of the arriving ACFT (proceeding either first or second) has discontinued approach procedure and initiated missed approach;
- between an ACFT that has taken off and an ACFT executing approach, when both ACFT are airborne, and the arriving ACFT intends to execute landing ("departure - approach" procedure) or discontinues approach procedure and initiates missed approach.

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The established minimum horizontal separation interval can be reduced for a short-term period to a value of 1.7NM/3.2km, if the specified above situations occur.

1.7.3. SUCCESSIVE DEPARTURES OF ACFT

The procedure is employed, when successive departures are operated by two ACFT either from one RWY (RWY 06C/24C or RWY 06R/24L) or from parallel RWYs (RWY06C/24C and RWY 06R/24L).

Prior to issuing take-off clearance to the second departing ACFT, ATS unit shall assign initial climb altitude restrictions to flight crew of this ACFT. Flight crew must acknowledge receipt and follow these instructions.

The established minimum horizontal separation interval in MOSCOW (Sheremetyevo) CTR can be reduced for a short-term period to a value of 1.7NM/3.2km over the course of ACFT successive departure operations (''departure - departure'' procedure).

1.8. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

2.1.1. GENERAL

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.

2.1.2. 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)

  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.

2. ARRIVAL

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.

2.2. 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 243° and left turn when take-off heading is 063°) 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. ARRIVAL

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".

2.6. 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 flight crew shall continue taxiing via TWY, hold short of the parallel RWY at the marked holding position (marking lines of LOC critical area of the parallel RWY) and standby for TWR controller's clearance to cross the parallel RWY.

2.6.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

Reduced RWY separation minima are applied during flight operations to/from RWY 06C/24C, RWY 06R/24L and RWY 06L/24R only in the day-time, within the time period that starts 30 minutes after sunrise and ends 30 minutes before sunset (LT), provided weather conditions at aerodrome comply with the following criteria:

- VIS 5km or above, ceil 1000' AAL or above;
- Tailwind component shall not exceed 3m/sec;
- Measured friction coefficient is 0.36 or above (estimated braking action is "good" or "good to medium").

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

ATS unit can issue landing clearance to flight crew of an arriving ACFT, provided there is reasonable assurance, that when this ACFT crosses RWY THR:

- The preceding ACFT has landed and passed the point located at a distance of not less than 8202'/2500m from RWY THR is in motion and will vacate RWY without backtracking;
- The preceding departing ACFT is airborne and has passed the point located at a distance of not less than 8202'/2500m from RWY THR.

Landing clearance issued by the ATS unit to flight crew of an arriving ACFT must contain information on type of the preceding departing ACFT or arriving ACFT that has executed landing.

Flight crew must report having the preceding departing ACFT or arriving ACFT that has executed landing in sight and acknowledge obtaining landing clearance at the request of ATS unit.

Pilot-in-command takes the final decision regarding execution of landing. The obtained landing clearance does not entail an obligation to execute landing.

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, de-icing area 2 [stands 73 and 73B]), 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 for ACFT with running engines.

SAFEDOCK Visual Docking Guidance System LED display is used to provide information on position assigned for de-icing treatment of ACFT with running engines.

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.

ACFT shall taxi into the areas designated for de-icing treatment of ACFT with running engines under assistance of the Follow-me car.

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 "After De-icing/Anti-icing Checklist" procedures.

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

After de-icing treatment of ACFT with running engines in areas H1 on route L5, stands 105A and 107A, M1 on route L3, de-icing area 2 (stands 73 and 73B), de-icing area W (stand 9A), E10 on route C5, de-icing area S on route A2, 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, stand by for clear signal at Left (Right)." Pilot confirms obtained information via radio "ACFT call sign clear signal at Left (Right) , all is clear, route is clear."

In de-icing areas in vicinity of TWYs S1, S2, S8, S12, de-icing areas B2, 1, 4, 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_ route is clear."

De-icing treatment of ACFT in engines start-up areas and on stands shall be carried out when engines are shut down.

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 vacate 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 separation interval needs to be increased, they shall inform TWR controller.

3.2.2. TAXI PROCEDURES

ACFT taxiing on the aprons intending to exit the apron must stop in front of the appropriate TWY and, by the instruction of Apron controller, switch over to communication with Ground controller, report ACFT call sign and position, and obtain clearance to taxi to the RWY holding position and taxi instructions.

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 A, B AND C

Assigned by ATC follow TWYs N1, N2, N3, N5, N6, N7, N8, N9 and N11 via TWYB:

Route B1 - to holding position on TWY B1;
Route B2 - to holding position on TWY B2;
Route B4 - to holding position on TWY B4;
Route B6 - to holding position on TWY B6;
Route B7 - to holding position on TWY B7;

3.2.4. TAXI ROUTES FROM TERMINALS D, E AND 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 2.1.2. 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

Reduced RWY separation minima are applied during flight operations to/from RWY 06C/24C, RWY 06R/24L and RWY 06L/24R only in the day-time, within the time period that starts 30 minutes after sunrise and ends 30 minutes before sunset (LT), provided weather conditions at aerodrome comply with the following criteria:

- VIS 5km or above, ceil 1000' AAL or above;
- Tailwind component shall not exceed 3m/sec;
- Measured friction coefficient is 0.36 or above (estimated braking action is "good" or "good to medium").

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

ATS unit can issue take-off clearance to flight crew of a departing ACFT, provided there is reasonable assurance, that when flight crew starts accelerating this ACFT on the RWY from the line-up position, the preceding departing ACFT is airborne and has already passed the point located at distance of not less than 8202'/2500m from the succeeding departing ACFT.

Take-off clearance issued by the ATS unit to flight crew of a succeeding departing ACFT must contain information on type of the preceding departing ACFT. ATS unit may instruct flight crew to comply with altitude restrictions on initial climb.

Flight crew must report having the preceding departing ACFT in sight and acknowledge obtaining take-off clearance at the request of ATS unit.

Pilot-in-command takes the final decision regarding execution of take-off. The obtained take-off clearance does not entail an obligation for the flight crew to execute take-off.

UUEE/SVO SHEREMETYEVO

JEPPESEN

14 MAR 25 | 20-1R | Eff 20 Mar

MOSCOW, ~~RUSSIA~~

RADAR MINIMUM ALTITUDES

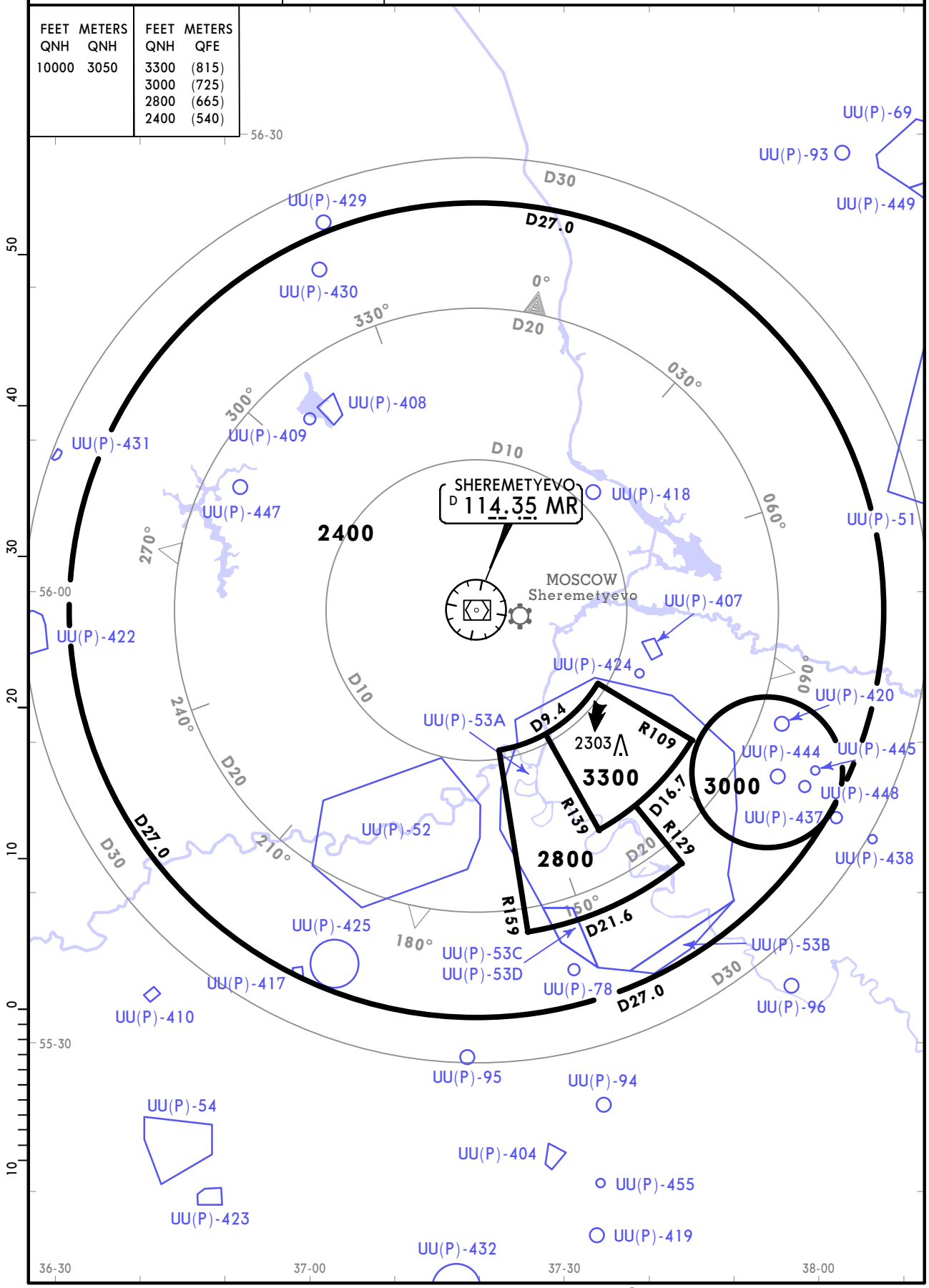
SHEREMETYEVO Radar (TWR)
118.1 120.675
122.7 126.6
135.175

Apt Elev
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

FEET QNH	METERS QFE
3300	(815)
3000	(725)
2800	(665)
2400	(540)



CHANGES: Sectors revised.

JEPPESEN MOSCOW, RUSSIA
5 APR 24 20-2
RNAV STAR

ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 when QNH is less then
1013 hPa (760 mm)
FL130 when QNH is less then
977 hPa (733 mm)

RNAV 1 DME/DME or GNSS required

DIMGI 3E [DIMG3E]
DIMGI 3W [DIMG3W] ❷
RNAV ARRIVALS
(ALL RWYS)

❷ For fuel estimation:
DIMGI - VIVZO - MEFED - LUPTE - TAREF - PANZO - SORET - RIMDE - KEZVU.
Not to be used for navigation.

EE1Ø1
AT 250 KT
9000

TAFAZ

RIMDE
AT 250 KT
FL140
FL130

(IAF)
KEZVU
BY ATC

KEZVU
MAX 10000
MHA 3000
2100T

SORET
AT 250 KT
FL150

PANZO
AT 250 KT
FL160
FL150

3900 ❶

2303

❶ for surface air temperature at ARP -31°C

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

MOSCOW
Vnukovo
UUWW

ARP

OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

MOSCOW
Domodedovo
UUDD

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

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

QFE values based on RWY 24R THR elevation

CHANGES: DIMGI 3W established.

JEPPESEN MOSCOW, RUSSIA
5 APR 24 20-2A
RNAV STAR

ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 when QNH is less then
1013 hPa (760 mm)
FL130 when QNH is less then
977 hPa (733 mm)

RNAV 1 DME/DME or GNSS required

DIMGI 3F [DIMG3F]
DIMGI 3W [DIMG3W] ❷
RNAV ARRIVALS
(ALL RWYS)

❷ For fuel estimation:
DIMGI - VIVZO - MEFED - LUPTE - TAREF - PANZO - SORET - RIMDE - KEZVU.
Not to be used for navigation.

AGMER
EE045
EE044
EE043
AT 220 KT
10000
KOSTINO
642 KN
AT 230 KT
FL130
FL110
TAFAZ
RIMDE
AT 250 KT
FL140
FL130
KEZVU
(IAF)
KEZVU
BY ATC
SORET
AT 250 KT
FL150
PANZO
AT 250 KT
FL160
FL150
TAREF
AT 250 KT
FL200
LUPTE
AT 270 KT
FL200
MEFED
AT 270 KT
FL230
FL220
VIVZO
AT 270 KT
FL240
FL230
DIMGI
AT 270 KT
FL260

KEZVU
MAX 10000
MHA 3000
2100T

KN
MAX FL130
MHA FL110
2100T

MAX FL200
MHA FL150
3000T

MAX FL280
MHA FL220
3000T

MAX FL280
MHA FL220
3000T

3900 ❶

2303

❶ for surface air temperature at ARP -31°C

ARP

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

MOSCOW
Domodedovo
UUDD

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

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

QFE values based on RWY 24R THR elevation

CHANGES: DIMGI 3W established.

ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)

RNAV 1 DME/DME or GNSS required

BUKUB 3E [BUKU3E]
OLOPI 3E [OLOP3E]
OLOPI 3W [OLOP3W] ❸
RNAV ARRIVALS
(ALL RWYS)

❸ For fuel estimation:
OLOPI - RIFMA - OKPEN - POZUK - EE828 - SURZA - LIFAS - SOMAG - ULKEK - MAZIL - EE827 - KEZVU.
Not to be used for navigation.

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

FEET QNH	METERS (QFE)
10000	(2870)
9000	(2565)
8000	(2260)
3000	(735)

QFE values based on RWY 24R THR elevation

CHANGES: OLOPI 3W established.

FAMLA
TAFAZ
MAX 10000
MHA 3000
2100T
❶ EE701
AT 250 KT
8000
(IAF)
KEZVU
BY ATC
EE700
AT 250 KT
9000
3900 ❷
❷ for surface air temperature at ARP -31°C
SHEREMETYEVO
D 114.35 MR
AT 250 KT
10000
EE827
AT 250 KT
FL120
2303
MAZIL
AT 250 KT
FL135
BUKUB 3E
OLOPI 3E
MOSCOW
Vnukovo
UUWW
ULKEK
AT 250 KT
FL170
ARP
RAMENSKOYE
UUBW
OSTAFYEVO
UUMO
MOSCOW
Domodedovo
UUDD
MAX FL200
MHA FL170
2100T
SOMAG
AT 250 KT
FL200
EE116
AT 250 KT
FL210
LIFAS
AT 270 KT
FL200
DENZA
AT 270 KT
FL230
FL210
SURZA
AT 270 KT
FL210
MAX FL260
MHA FL250
2100T
MAX FL240
MHA FL210
2100T
EE828
AT 270 KT
FL240
EE115
AT 270 KT
FL230
POZUK
OKPEN
AT 270 KT
FL260
MAX FL260
MHA FL250
2100T
BUKUB
AT 270 KT
FL270
FL250
RIFMA
AT 270 KT
FL260
MAX FL280
MHA FL250
2100T
OLOPI
AT 270 KT
FL280
FL270

UUEE/SVO
SHEREMETYEVO
JEPPESEN MOSCOW, RUSSIA
RNAV STAR
5 APR 24
20-2B
BUKUB 3E [BUKU3E]
OLOPI 3E [OLOP3E]
OLOPI 3W [OLOP3W] ❸
RNAV ARRIVALS (ALL RWYS)

CHANGES: None.

ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)

RNAV 1 DME/DME or GNSS required

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

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

FEET QNH	METERS (QFE)
10000	(2870)
9000	(2565)
8000	(2260)
7000	(1955)
3000	(735)

QFE values based on RWY 24R THR elevation

EE048
AT 220 KT
8000

EE049

EE050

EE051

LUNZA
AT 230 KT
8000

TAFAZ

MAX 10000
MHA 7000
2300T

MAX 10000
MHA 3000
2100T

EE701
AT 250 KT
8000

(IAF)
KEZVU
BY ATC

EE700
AT 250 KT
9000

3900 ❶

❶ for surface air temperature at ARP -31°C

SHEREMETYEVO
D 114.35 MR
AT 250 KT
10000

EE827
AT 250 KT
FL120

2303

MAZIL
AT 250 KT
FL135

ARP

MOSCOW
Vnukovo
UUWW

ULKEK
AT 250 KT
FL170

OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

MAX FL200
MHA FL170
2100T

MOSCOW
Domodedovo
UUDD

EE116
AT 250 KT
FL210

EE117
AT 250 KT
FL210

DENZA
AT 270 KT
FL230
FL210

MAX FL240
MHA FL210
2300T

EE115
AT 270 KT
FL230

BUKUB
AT 270 KT
FL270
FL250

UUEE/SVO
SHEREMETYEVO

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

JEPPESEN MOSCOW, RUSSIA
RNAV STAR
5 APR 24
20-2C

CHANGES: OLOPI 3W established.

ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)

RNAV 1 DME/DME or GNSS required

OLOPI 3F [OLOP3F]
OLOPI 3W [OLOP3W] ❸
RNAV ARRIVALS
(ALL RWYS)
BY ATC

❸ For fuel estimation:
OLOPI - RIFMA - OKPEN - POZUK - EE828 - SURZA - LIFAS - SOMAG - ULKEK - MAZIL - EE827 - KEZVU.
Not to be used for navigation.

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

FEET QNH	METERS (QFE)
10000	(2870)
9000	(2565)
8000	(2260)
7000	(1955)
3000	(735)

QFE values based on RWY 24R THR elevation

EE049 — 7 — 2100 — 081° — EE050 — 7 — 2100 — 112° — EE051
EE048 AT 220 KT 8000 — 7 — 2100 — 050°
❷ LUNZA AT 230 KT 8000 — 8 — 2100 — 032° — 132°
EE051 — 217° — 13 — 2100 — TAFAZ
MAX 10000 MHA 7000 2300T KT
TAFAZ — 153° — 6 — 2100 — 170° — 350° — MAX 10000 MHA 3000 2100T
(IAF)
10 — 2300 — 312° — EE7Ø1 AT 250 KT 8000
7 — 2300 — 303° — KEZVU BY ATC
EE7Ø1 — 9 — 2300 — 316° — EE7ØØ AT 250 KT 9000
3900 ❶
❶ for surface air temperature at ARP -31°C
SHEREMETYEVO D 114.35 MR AT 250 KT 10000
EE7ØØ — 9 — 2300 — 344° — EE827 AT 250 KT FL120 — 2303
EE827 — 6 — 2300 — 345° — MAZIL AT 250 KT FL135
MAZIL — 13 — 2300 — ULKEK AT 250 KT FL170
ULKEK — 348° — 169° — MAX FL200 MHA FL170 2300T — 349°
ULKEK — 17 — 2300 — 100° — EE114 AT 250 KT FL200
EE114 — 15 — 2300 — 246° — SOMAG AT 250 KT FL200
SOMAG — 8 — 2300 — 312° — LIFAS AT 270 KT FL200
LIFAS — 5 — 2300 — 122° — SURZA AT 270 KT FL210
MAX FL260 MHA FL250 2300T
SURZA — 12 — 2300 — EE828 AT 270 KT FL240
EE828 — 10 — 2300 — 302° — POZUK
POZUK — 8 — 3000 — OKPEN AT 270 KT FL260
MAX FL260 MHA FL250 3000T — 142° — 322°
OKPEN — 16 — 3000 — 321° — RIFMA AT 270 KT FL260
RIFMA — 17 — 3000 — 322° — OLOPI AT 270 KT FL280 FL270

RAMENSKOYE UUBW
OSTAFYEVO UUMO
MOSCOW Vnukovo UUWW
MOSCOW Domodedovo UUDD
ARP

OLOPI 3F [OLOP3F]
OLOPI 3W [OLOP3W] ❸
RNAV ARRIVAL
(ALL RWYS)
BY ATC

RIFMA
MAX FL280 MHA FL250 3000T
142° — 322°

NOT TO SCALE

UUEE/SVO SHEREMETYEVO
JEPPESEN MOSCOW, RUSSIA
5 APR 24 (20-2D)
RNAV STAR

CHANGES: None.

ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)

RNAV 1 DME/DME or GNSS required

OLOPI 3G [OLOP3G]
RNAV ARRIVAL
(ALL RWYS)
BY ATC

EEØ45
AGMER
EEØ44
EEØ43
AT 220 KT
10000
KOSTINO
642 KN
AT 230 KT
FL130
FL110
TAFAZ
MAX 10000
MHA 3000
2100T
MAX FL130
MHA FL110
2100T
(IAF)
KEZVU
BY ATC
RIMDE
AT 250 KT
FL140
FL130
PANZO
AT 250 KT
FL160
FL150
ARP
EE829
SORET
AT 250 KT
FL150
MAX FL200
MHA FL150
3000T
MAX FL210
MHA FL170
3000T
MASUS
AT 250 KT
FL210
TAREF
3900 ❶
❶ for surface air temperature at ARP -31°C
EE819
AT 250 KT
FL210
MONIK
GEKLA
AT 270 KT
FL220
FL210
MOSCOW
Vnukovo
UUWW
RAMENSKOYE
UUBW
OSTAFYEVO
UUMO
MOSCOW
Domodedovo
UUDD
DOMODEDOVO
D 113.3 DMD
AT 270 KT
FL240
MAX FL250
MHA FL220
3000T
ALBOR
AT 270 KT
FL260
FL250
MAX FL260
MHA FL250
3000T
POZUK
OKPEN
AT 270 KT
FL260
MAX FL260
MHA FL250
3000T
RIFMA
AT 270 KT
FL260
OLOPI
AT 270 KT
FL280
FL270

RIFMA
MAX FL280
MHA FL250
3000T

NOT TO SCALE

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

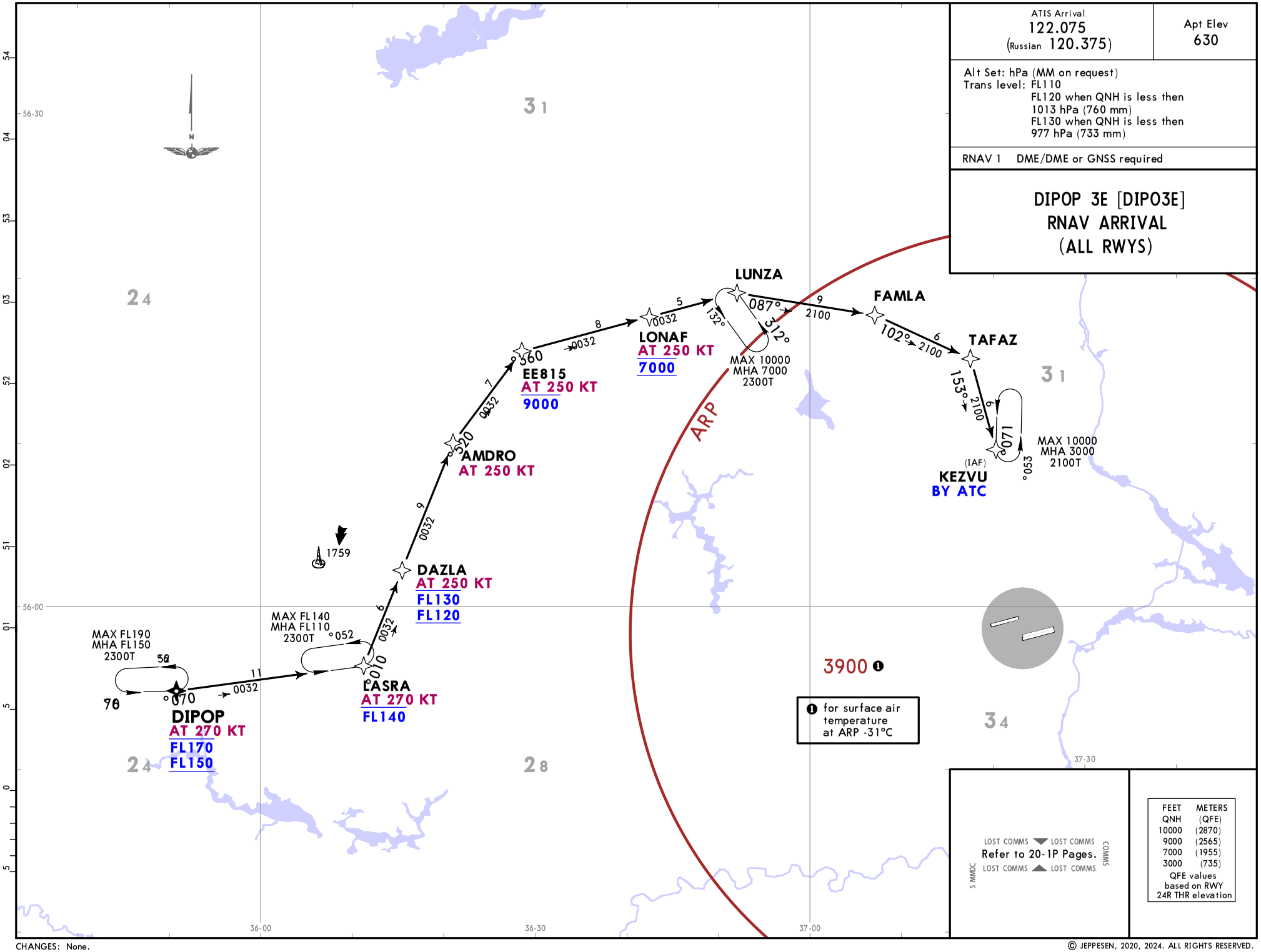
FEET	METERS
QNH	(QFE)
10000	(2870)
3000	(735)

QFE values based on RWY 24R THR elevation

UUEE/SVO
SHEREMETYEVO

JEPPESEN MOSCOW, RUSSIA
RNAV STAR
5 APR 24
20-2E

OLOPI 3G [OLOP3G]
RNAV ARRIVAL
(ALL RWYS)
BY ATC



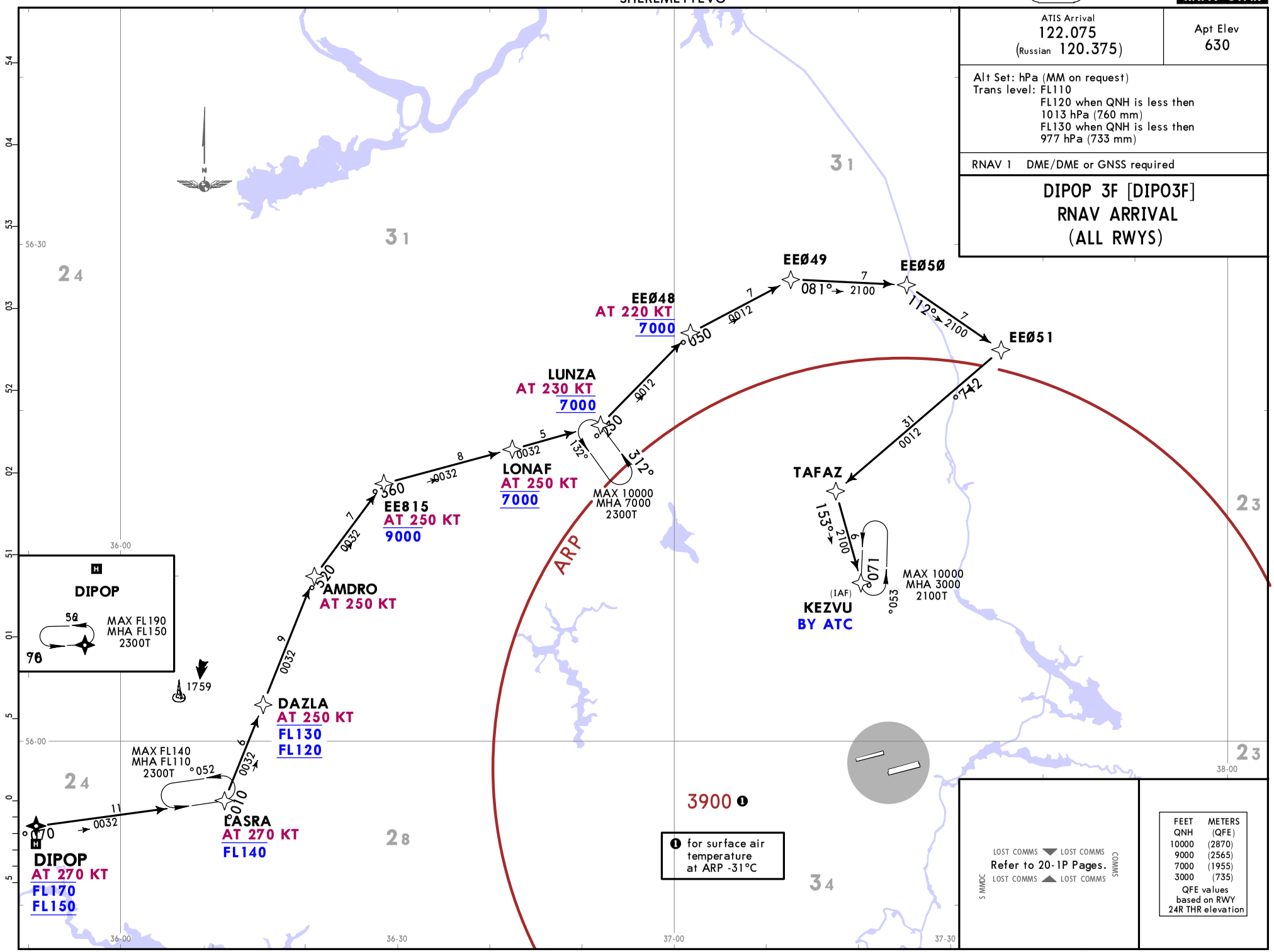
CHANGES: None.

ATIS Arrival	Apt Elev
122.075 (Russian 120.375)	630

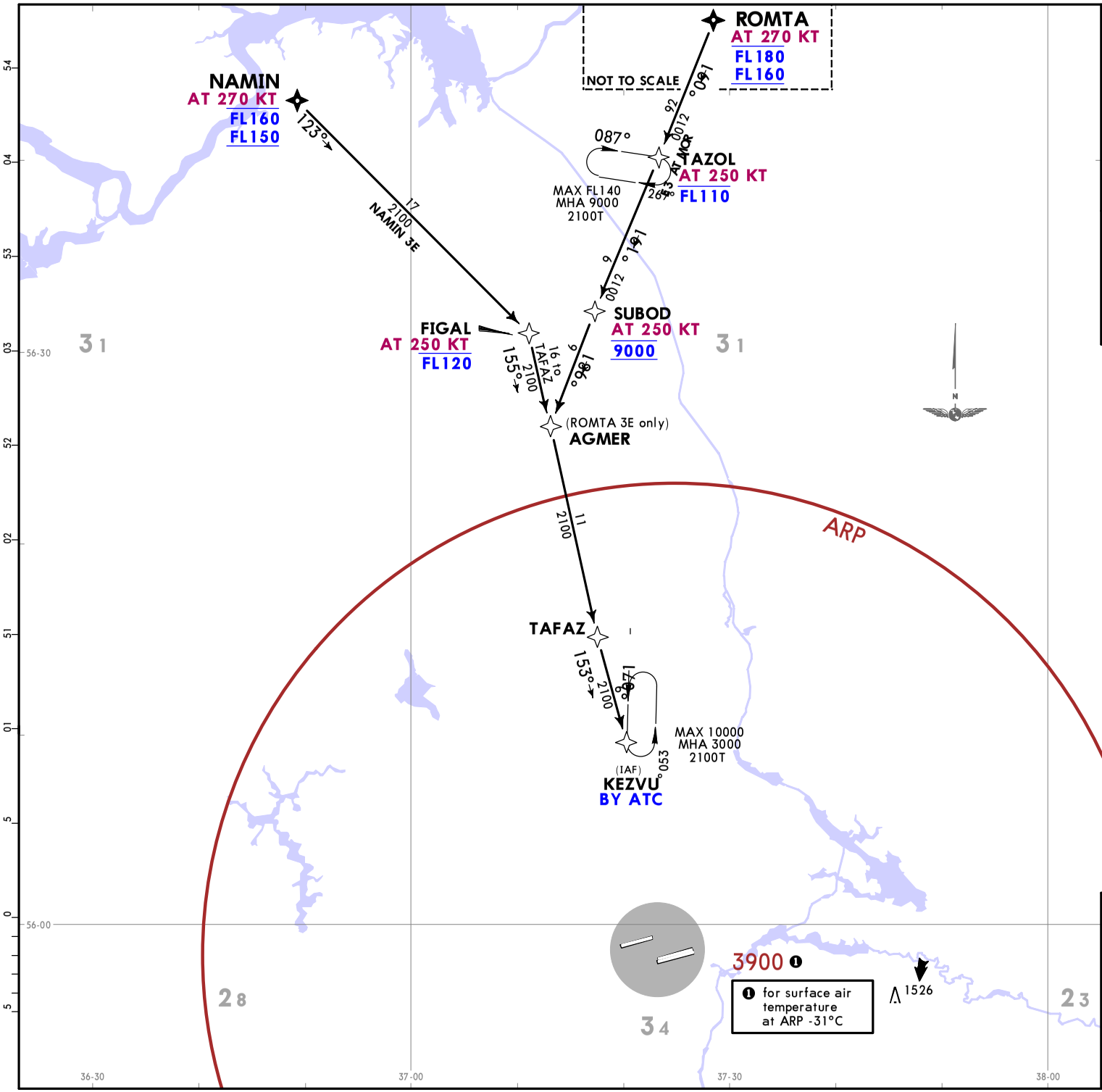
Alt Set: hPa (MM on request)
Trans level: FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)

RNAV 1 DME/DME or GNSS required

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



CHANGES: DIPOP 3W withdrawn.



ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)

RNAV 1 DME/DME or GNSS required

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

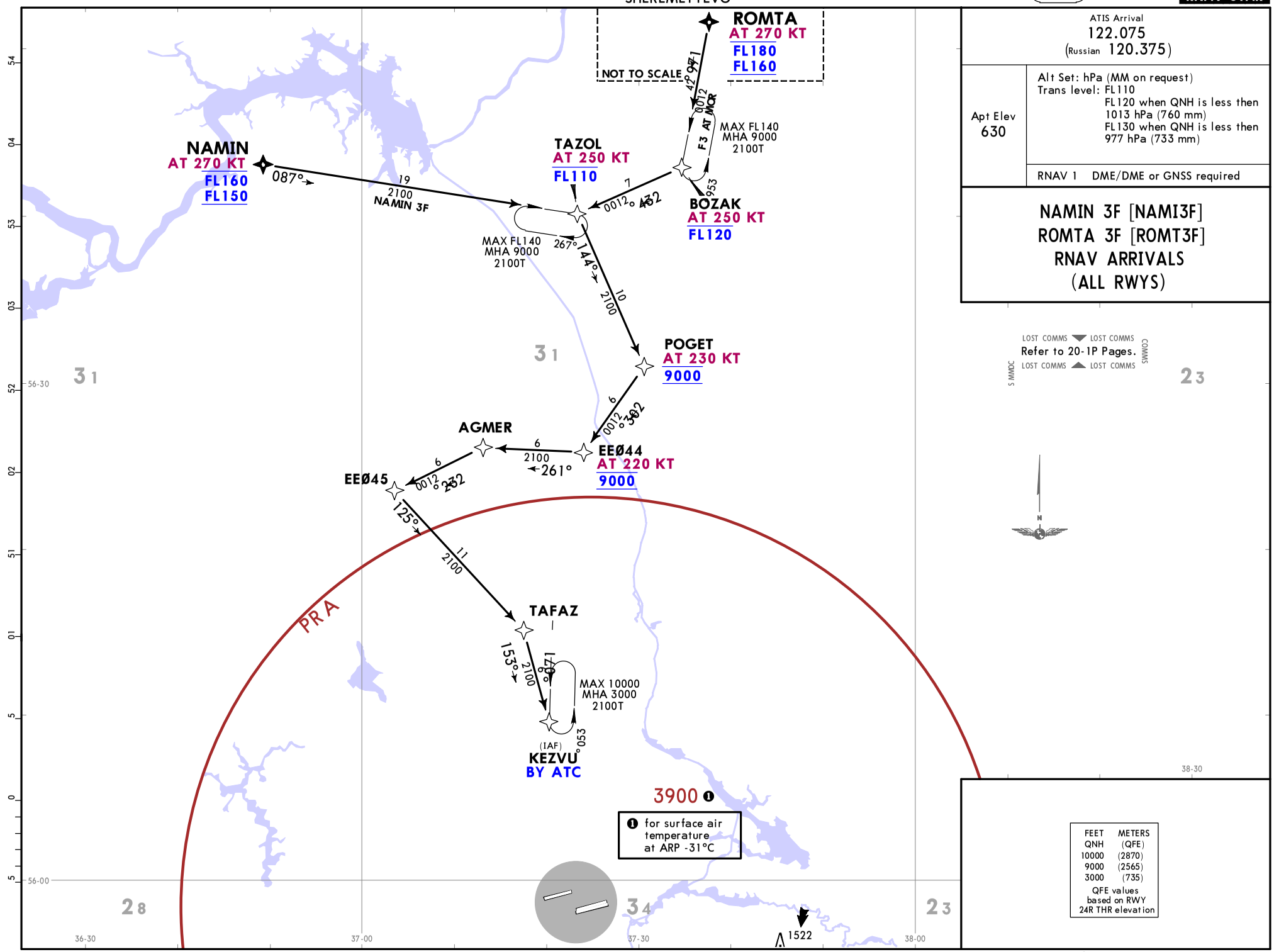
LOST COMMS ▼ LOST COMMS
Refer to 20-1P Pages.
LOST COMMS ▲ LOST COMMS
COMMS
S MMDC

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

QFE values based on RWY 24R THR elevation

CHANGES: Track update.

UUEE/SVO
SHEREMETYEVO



ATIS Arrival
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: hPa (MM on request)
Trans level: FL110
FL120 when QNH is less then 1013 hPa (760 mm)
FL130 when QNH is less then 977 hPa (733 mm)

RNAV 1 DME/DME or GNSS required

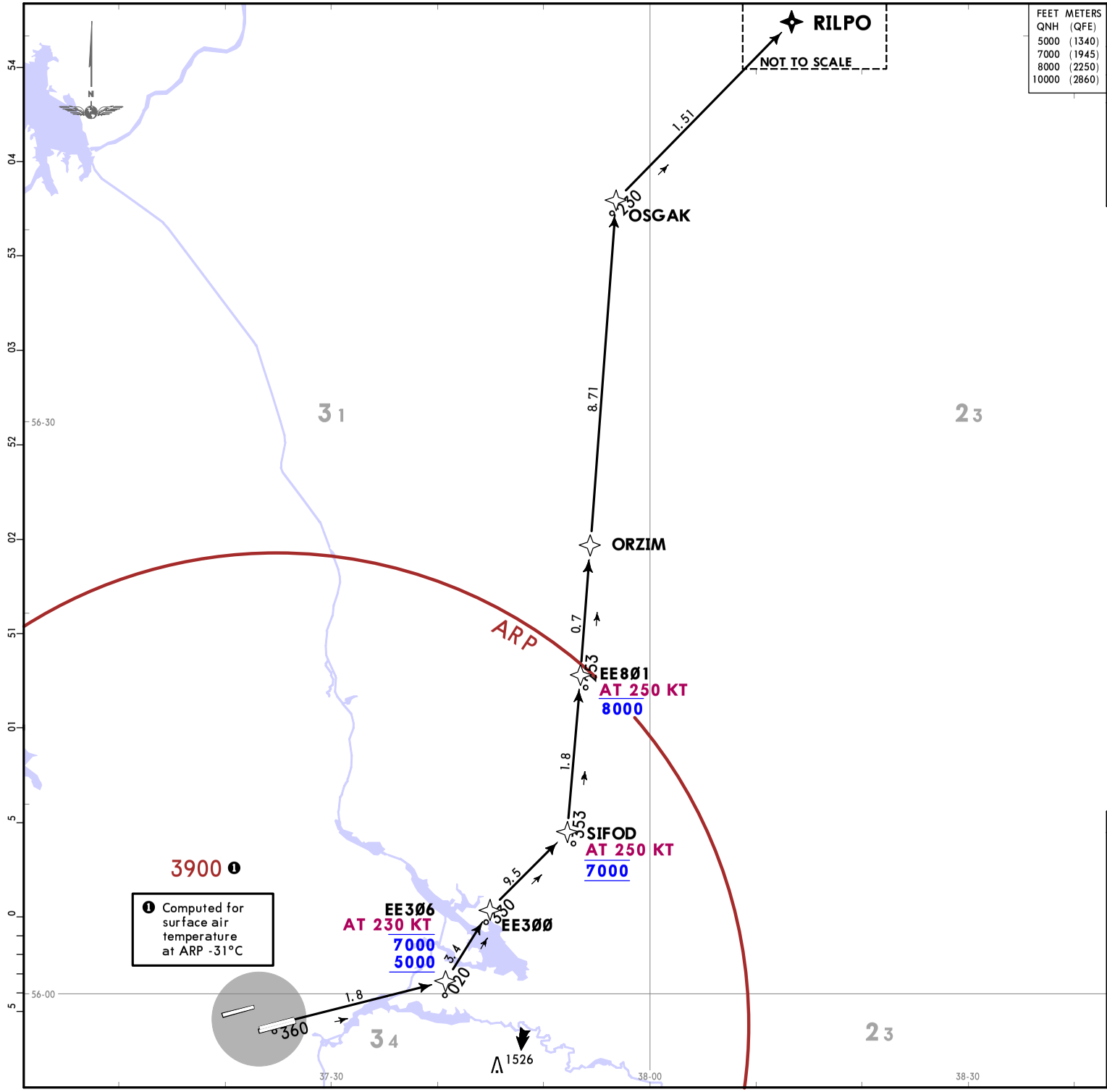
NAMIN 3F [NAMI3F]
ROMTA 3F [ROMT3F]
RNAV ARRIVALS
(ALL RWYS)

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

QFE values based on RWY 24R THR elevation

CHANGES: Track update.

JEPPESEN MOSCOW, RUSSIA
16 FEB 24 20-3 Eff 22 Feb
RNAV SID



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

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 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 MWOC COMMS

Initial climb clearance 7000

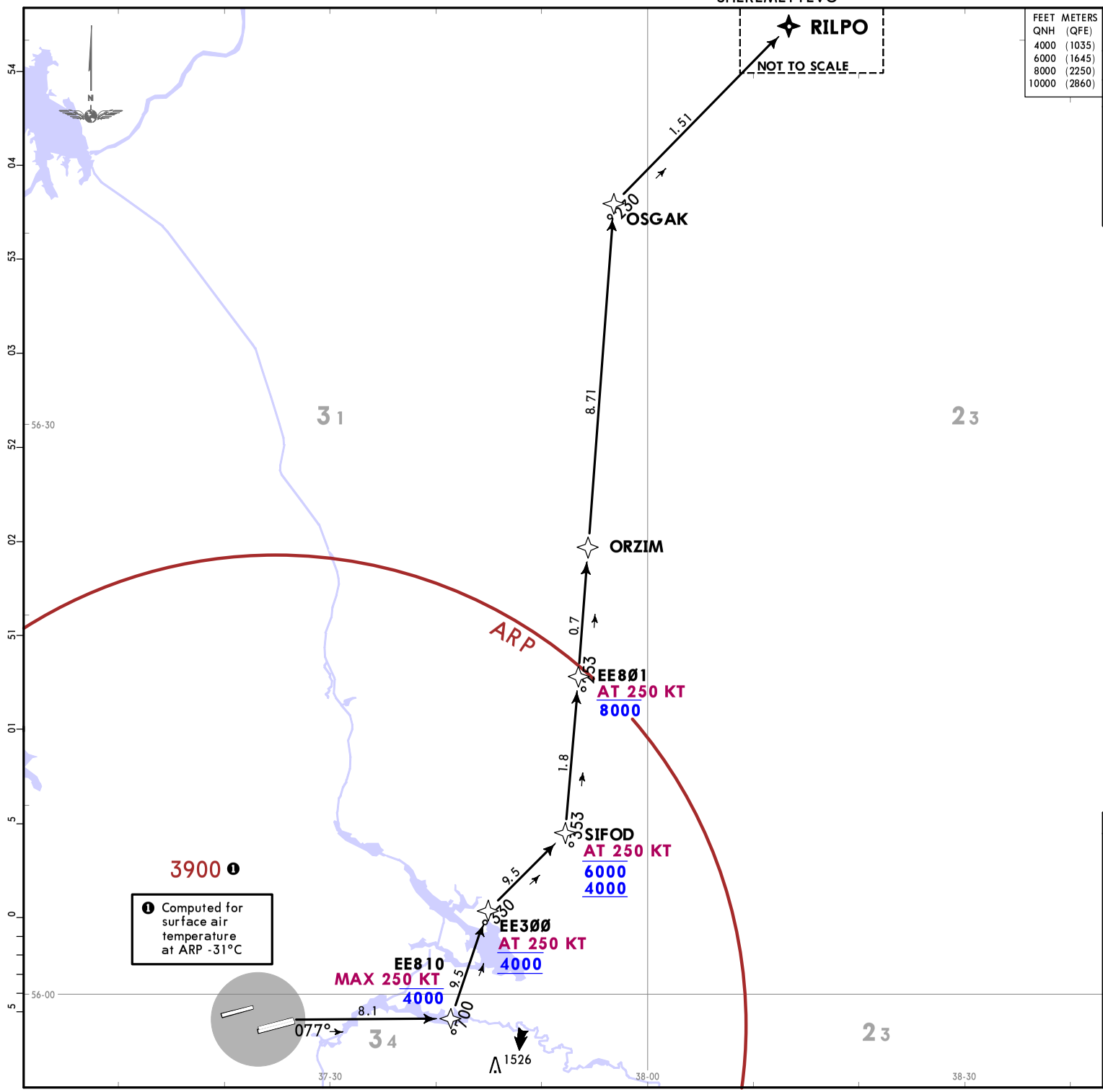
Close-in Obstacles
Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
Max elevation 671 - between 0.3 NM and 0.5 NM from DER, located to the LEFT and RIGHT of take-off heading RWY 06R.

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: Track update.



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

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

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

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

Initial climb clearance 4000

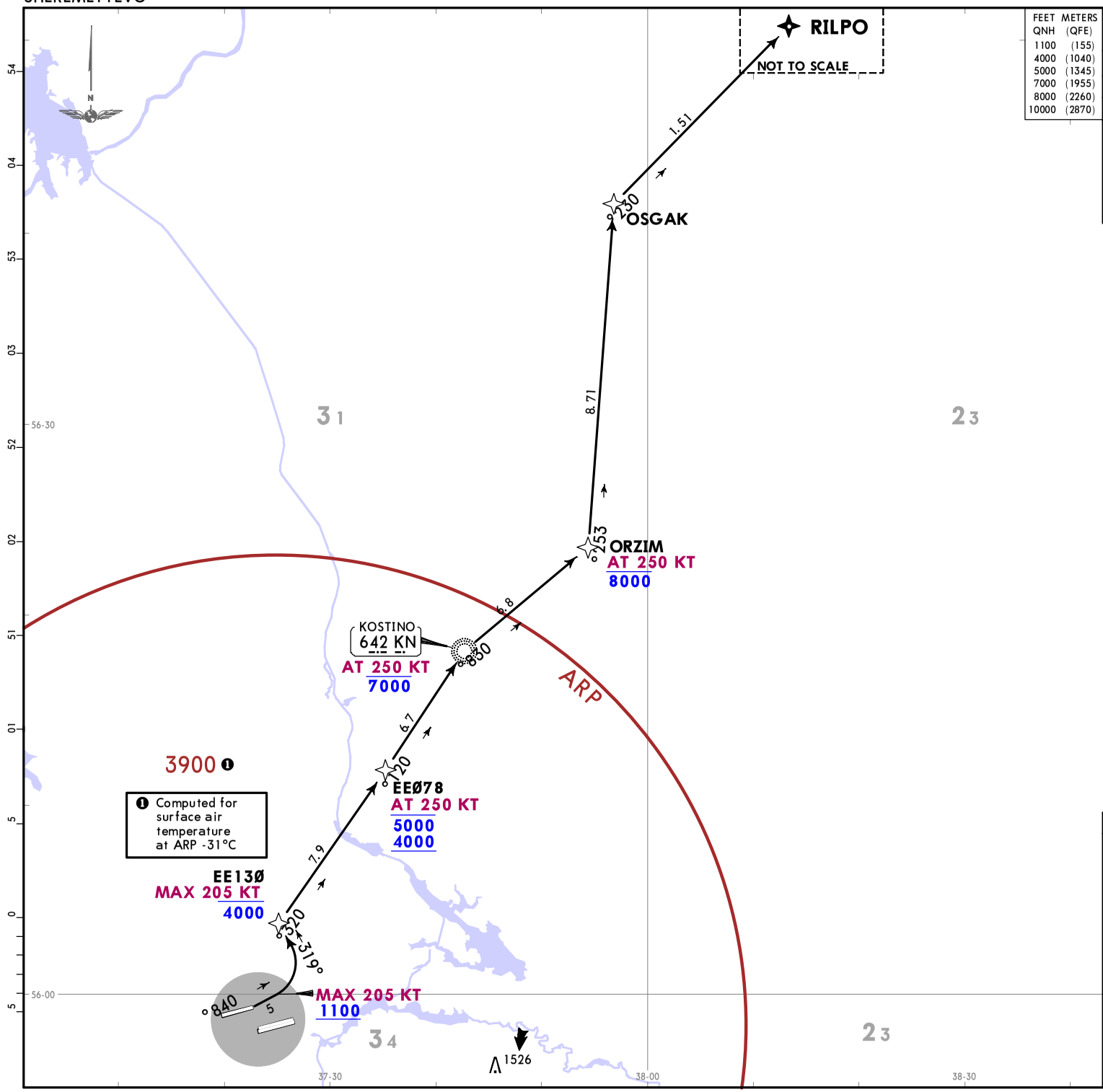
Close-in Obstacles
Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
Max elevation 689 - between 0.3 NM and 0.5 NM from DER, located to the RIGHT of take-off heading RWY 06R.

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: Track update.



FEET	METERS
QNH	(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)

RNAV 1 DME/DME or GNSS required

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 MWOC COMMS

Initial climb clearance 4000

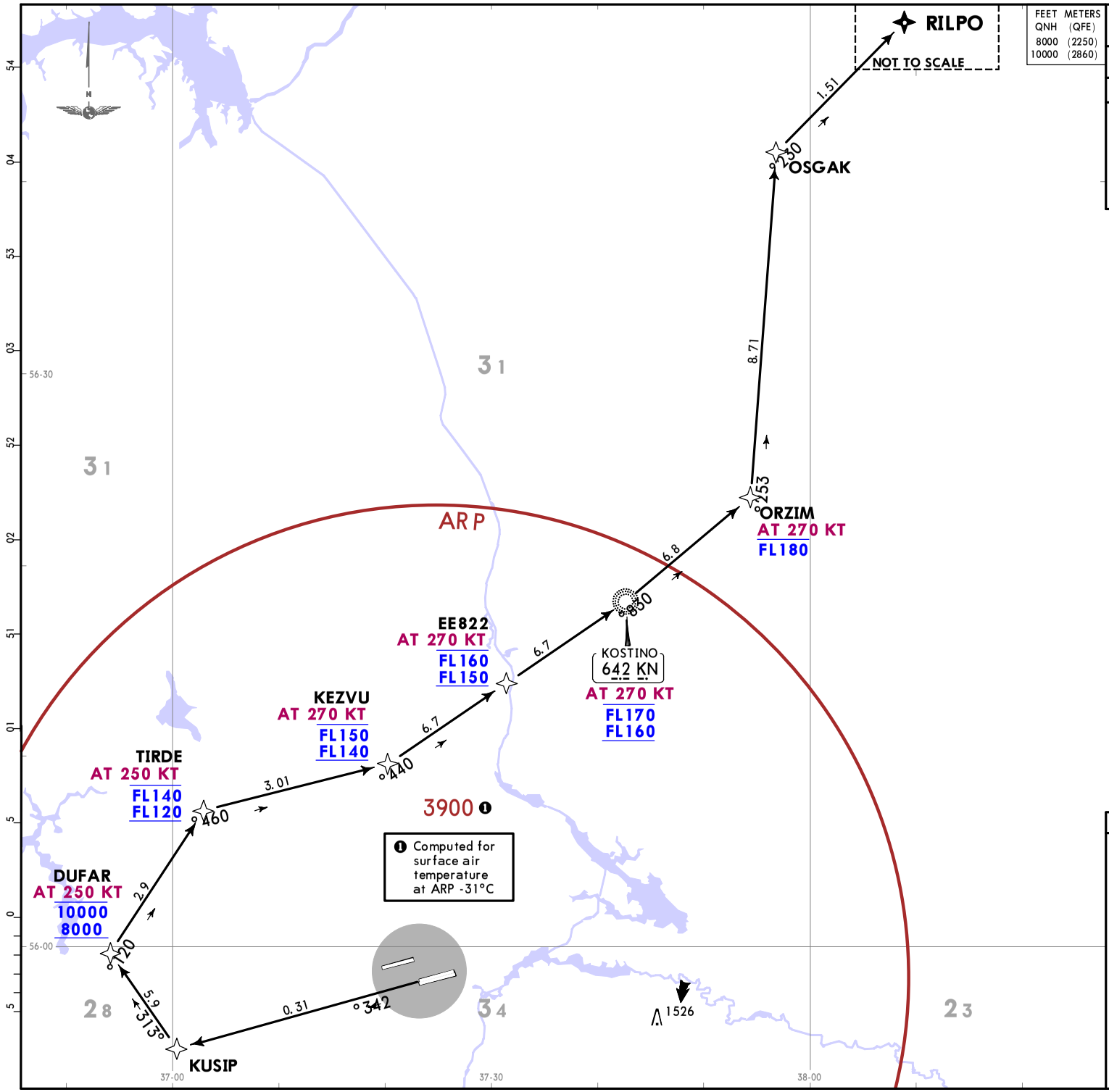
Close-in Obstacles
Max elevation 724 - between 0.2 NM and 0.8 NM from DER, located to the LEFT and RIGHT of take-off heading RWY 06L

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: Track update.



SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

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

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: Track update.

JEPPESEN MOSCOW, RUSSIA
16 FEB 24 20-3D Eff 22 Feb
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)

RNAV 1 DME/DME or GNSS required

Turn before DER is prohibited.

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

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

RILPO
NOT TO SCALE
OSGAK
ORZIM
EE8Ø1
SIFOD
AT 250 KT
10000
ARKUD
AT 250 KT
10000
FUKAS
AT 250 KT
9000
8000
EE813
MAX 220 KT
OPALIKHA
565 KS
AT 240 KT
7000
5000
MAX 220 KT
1200
ARP
3900 ❶
❶ Computed for surface air temperature at ARP -31°C
8.71
0.7
1.8
3.4
4.21
0.8
4.9
8.01
129°
082°
2303
31
23
28
34
22
56-30
56-00
37-00
37-30
38-00
38-30
39-00

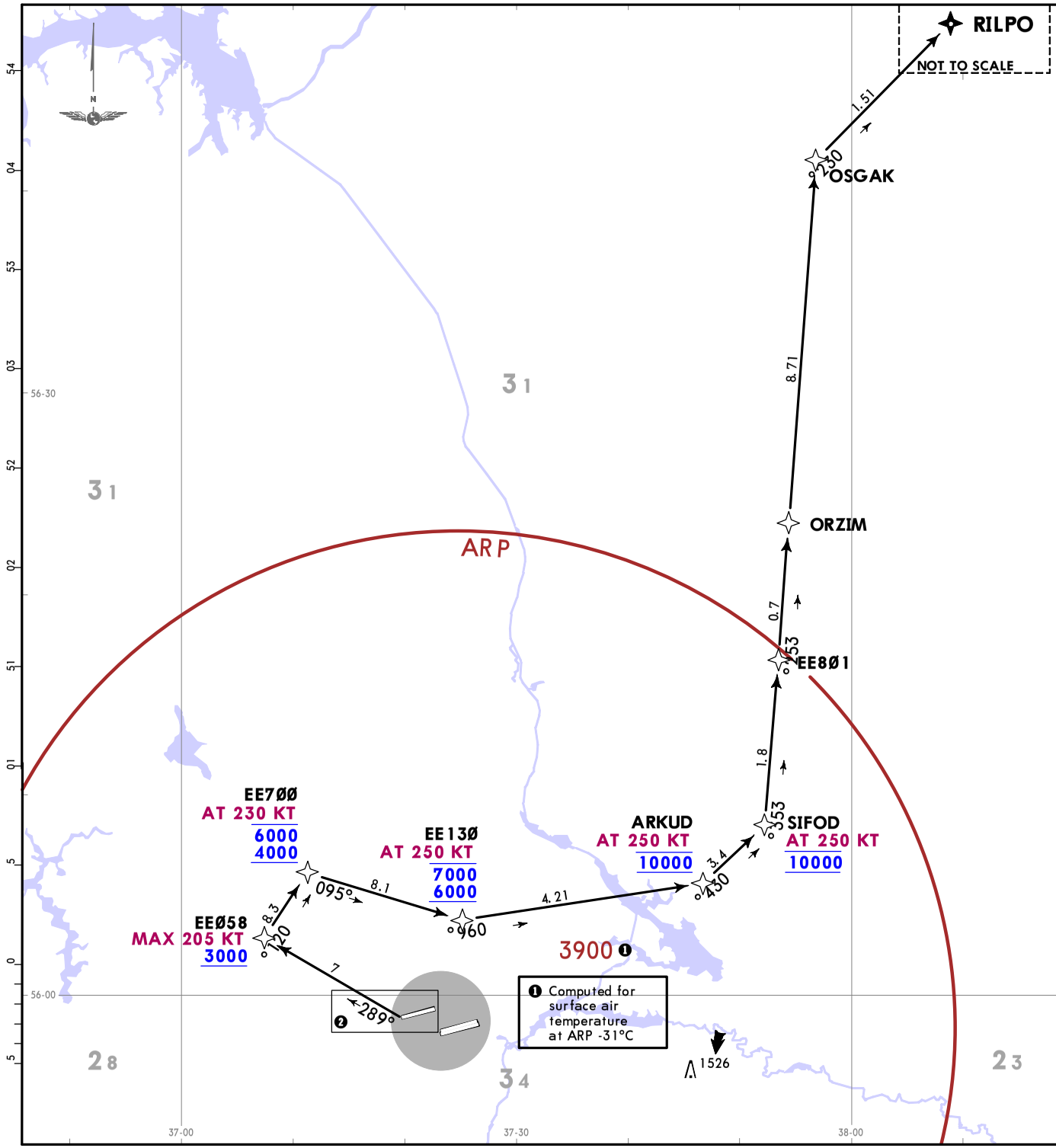
Initial climb clearance 4000

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: Track update.



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

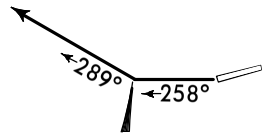
Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

Turn before DER is prohibited.

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

❷



MAX 205 KT
1100

NOT TO SCALE

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: Track update.

JEPPESEN MOSCOW, RUSSIA
16 FEB 24 (20-3F) Eff 22 Feb
RNAV SID

FEET	METERS
QNH	(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)

RNAV 1 DME/DME or GNSS required

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

ARP

EE3Ø6
AT 230 KT
7000
5000

1.8
360°
148°
5.9
BESTA
AT 250 KT
9000
8000

3900 ❶
❶ Computed for surface air temperature at ARP -31°C

115°
5.4
RUGEL
AT 250 KT
10000

2303

103°
9.7
MONIK
AT 250 KT
FL150
FL140

.7
060°
EE8Ø2
AT 270 KT
FL160
FL150

8.01
050°
FAPAS
AT 270 KT
FL190

1.51
270°
MOLZI

E3 NUM O
2.61
OLMUN

E3 MOGOK
4.81
KOGOM

NOT TO SCALE

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

RAMENSKOYE
UUBW

OSTAFYEVO
UUMO

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.

CHANGES: Track update.

FEET	METERS
QNH	(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)

RNAV 1 DME/DME or GNSS required

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

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

ARP

EE824
BESTA
AT 250 KT
5000
4000
RUGEL
AT 250 KT
7000
5000
MARYINO
493 RW
AT 250 KT
10000
8000
EE8Ø7
LUPTE
AT 270 KT
FL150
FL110
FAPAS
AT 270 KT
FL190
MOLZI
F3 NUM O
F3 MOGOK
OLMUN
KOGOM
NOT TO SCALE

90 .5
117° 5.9
115° 5.4
15.1
091° 5.4
140 0.7
220 1.8
250 1.51
270 2.61
4.81

3900 ❶
❶ Computed for surface air temperature at ARP -31°C
2303

RAMENSKOYE
UUBW
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
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: Track update.

JEPPESEN MOSCOW, RUSSIA
16 FEB 24 (20-3H) Eff 22 Feb
RNAV SID

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

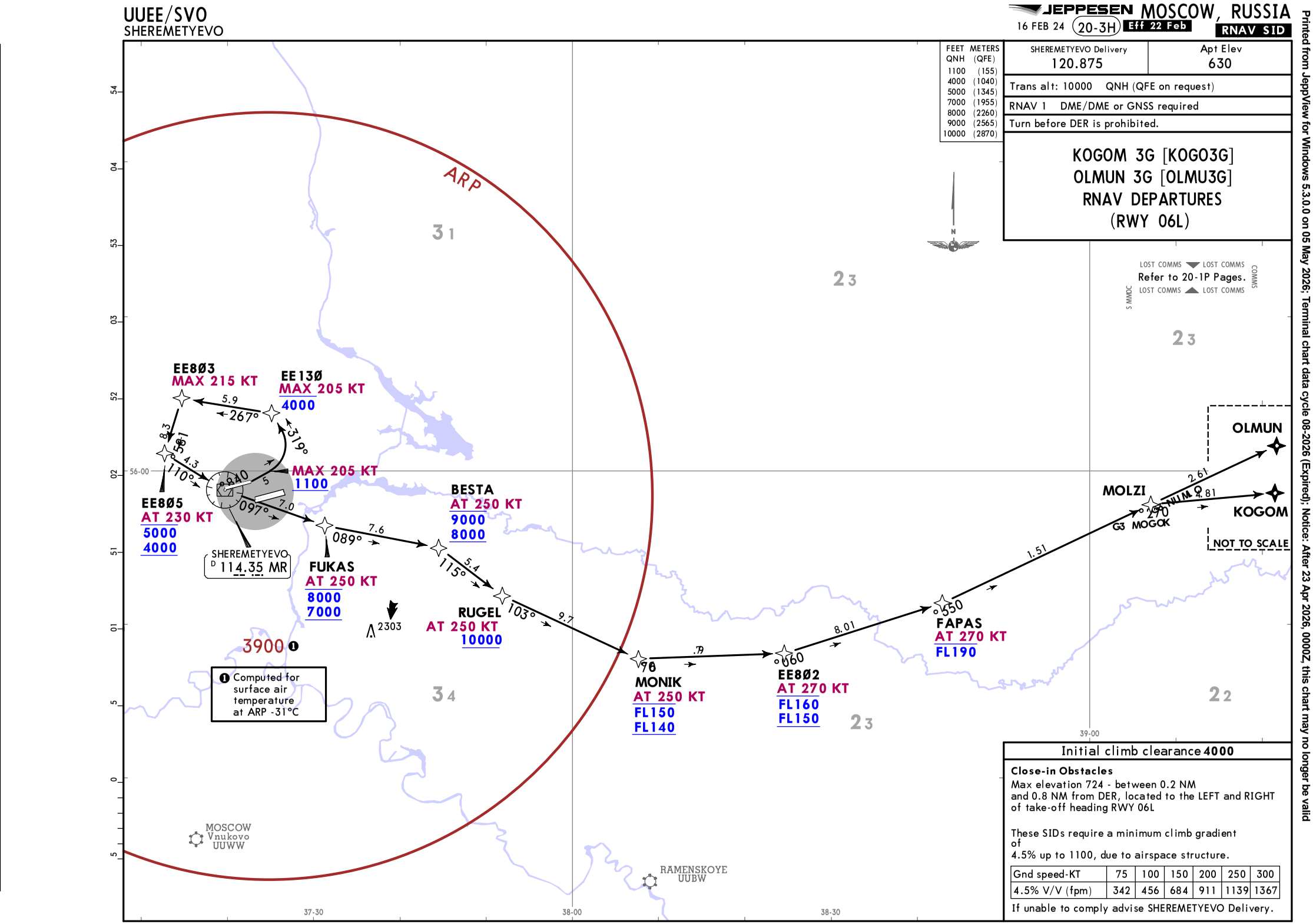
SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

Turn before DER is prohibited.

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



Initial climb clearance **4000**

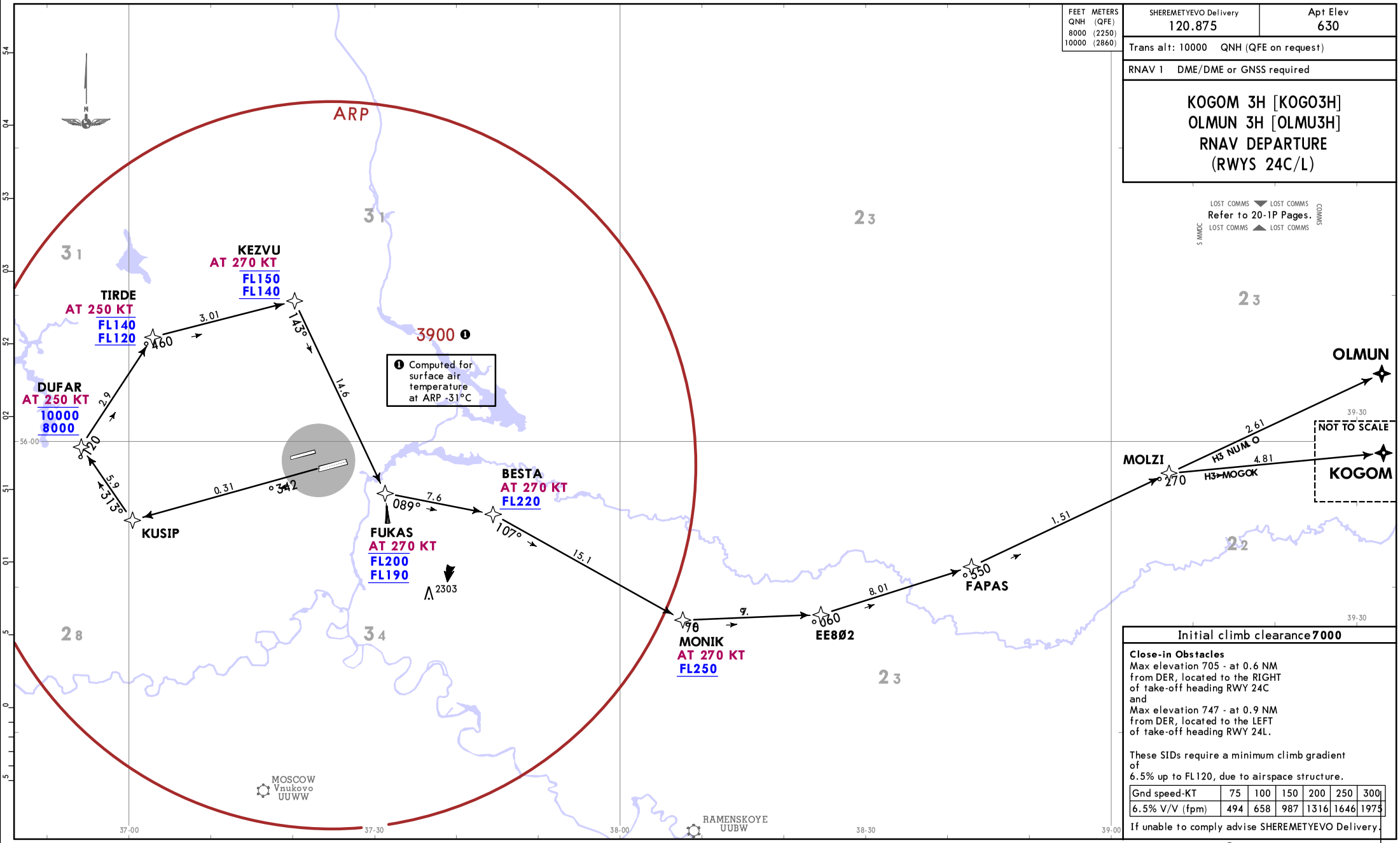
Close-in Obstacles
Max elevation 724 - between 0.2 NM and 0.8 NM from DER, located to the LEFT and RIGHT of take-off heading RWY 06L

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.

CHANGES: Track update.



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

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 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 MNOC COMMS

NOT TO SCALE

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: Track update.

FEET	METERS
QNH	(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)

RNAV 1 DME/DME or GNSS required

Turn before DER is prohibited.

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

ARP

3900 ❶

❶ Computed for surface air temperature at ARP -31°C

MAX 220 KT
1200

EE813
MAX 220 KT

OPALIKHA
565 KS
AT 240 KT
7000
5000

FUKAS
AT 250 KT
9000
8000

BESTA
AT 250 KT
10000

MONIK
AT 250 KT
FL150
FL140

EE8Ø2
AT 270 KT
FL160
FL150

FAPAS
AT 270 KT
FL190

MOLZI

OLMUN

KOGOM

J3 NUMO

J3 MOGOK

2303

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

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

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: Track update.

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

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

Turn before DER is prohibited.

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

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

ARP

EE7ØØ
AT 230 KT
6000
4000

EE13Ø
AT 250 KT
7000
6000

EEØ58
MAX 205 KT
3000

095°
8.1
117°
14.0
8.3
20°
7
289°
❷

3900 ❶

❶ Computed for surface air temperature at ARP -31°C

2303

BESTA
AT 250 KT
10000
107°
15.1

MONIK
AT 250 KT
FL150
FL140
9.
78°

EE8Ø2
AT 270 KT
FL160
FL150
8.01
060°

FAPAS
AT 270 KT
FL190
1.51
550°

MOLZI
270°
2.61
K3 NUMLO
4.81
K3 MOGOK

OLMUN
KOGOM

❷
289°
258°
MAX 205 KT
1100

NOT TO SCALE

MOSCOW Vnukovo UUWW
OSTAFYEVO UUMO
RAMENSKOYE UUBW

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: Track update.

CHANGES: Speed restriction at POZUK withdrawn, track update.

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)

RNAV 1 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.

RATKE
AT 250 KT
9000
8000

OVVIM
AT 270 KT
FL130
FL120

EE3Ø6
AT 230 KT
7000
5000

IMIZO
AT 270 KT
FL180

GIGUN

ASLEK
AT 270 KT
FL230

FOZBE
AT 270 KT
FL260

RAFNI
AT 270 KT
FL270

PIZUR

KLIMOVSK
1005 LO
AT 270 KT
FL270

SOMAG

LIFAS

BABUT

OFIRA

RIREN

LAZIT

EMGAS

NIDOL

LILGA

SOTOG

POZUK

OMEZA

FEGRA

TOGMO

ARP

3900 ❶

2303

❶ Computed for surface air temperature at ARP -31°C.

MOSCOW Vnukovo UUWW

OSTAFYEVO UUMO

RAMENSKOYE UUBW

MOSCOW Domodedovo UUDD

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

NOT TO SCALE

UUEE/SVO SHEREMETYEVO

JEPPESEN MOSCOW, RUSSIA

16 FEB 24 (20-3M) Eff 22 Feb

RNAV SID

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

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 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.

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

RATKE
AT 250 KT
6000
5000

EE3ØØ
AT 250 KT
4000

OVVIM

SHEREMETYEVO
D 114.35 MR

EE8ØØ
MAX 250 KT
4000

EEØ63
AT 250 KT
8000

MAZIL
AT 250 KT
9000
8000

3900 ❶
2303

❶ Computed for surface air temperature at ARP -31°C.

KANEN
AT 250 KT
10000

BITSA
AT 270 KT
FL130
FL120

VNUKOVO
D 113.7 WNK
AT 250 KT
10000

MOSCOW
Vnukovo
UUWW

RAMENSKOYE
UUBW

OSTAFYEVO
UUMO

MOSCOW
Domodedovo
UUDD

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

GEGNA
AT 270 KT
FL140
FL130

FOBUL
AT 270 KT
FL130
FL120

SODLE
AT 270 KT
FL150
FL130

TITAP
AT 270 KT
FL170
FL150

PIZUR

BIPSI

EE8Ø6
AT 270 KT
FL140

SURZA
AT 270 KT
FL170
FL150

NIDOL

LILGA

SOTOG

BUNZI
AT 270 KT
FL190
FL170

POZUK
AT 270 KT
FL190

OMEZA
AT 270 KT
FL210

FEGRA

TOGMO

RINLO

EMGAS

ARP

NOT TO SCALE

UUEE/SVO
SHEREMETYEVO

JEPPESEN
16 FEB 24
20-3N
Eff 22 Feb

MOSCOW, RUSSIA
RNAV SID

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

CHANGES: Track update.

CHANGES: Track update.

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

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

Turn before DER is PROHIBITED.

EMGAS 3G [EMGA3G]
SOTOG 3G [SOTO3G]
TOGMO 3G [TOGM3G]
RNAV DEPARTURES
(RWY 06L)

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.

These SIDs require a minimum climb gradient of
6.0% up to 1100 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply, advise SHEREMETYEVO Delivery.

ARP

EE8Ø3
MAX 215 KT

EE13Ø
MAX 205 KT
4000

EE8Ø5
AT 230 KT
5000
4000

MAX 205 KT
1100

EE063
AT 250 KT
8000

Computed for surface air temperature at ARP -31°C.

SHEREMETYEVO
D 114.35 MR

MAZIL
AT 250 KT
9000
8000

KANEN
AT 250 KT
10000

BITSA
AT 270 KT
FL130
FL120

VNUKOVO
D 113.7 WNK
AT 250 KT
10000

MOSCOW Vnukovo UUWW

RAMENSKOYE UUBW

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

FOBUL
AT 250 KT
FL130
FL120

GEGNA
AT 270 KT
FL140
FL130

OSTAFYEVO UUMO

MOSCOW Domodedovo UUDD

SODLE
AT 270 KT
FL150
FL130

BIPSI

PIZUR

EE8Ø6
AT 270 KT
FL140

TITAP
AT 270 KT
FL170
FL150

SURZA
AT 270 KT
FL170
FL150

NIDOL

LILGA

SOTOG

BUNZI
AT 270 KT
FL190
FL170

POZUK
AT 270 KT
FL190

OMEZA
AT 270 KT
FL210

RINLO

FEGRA

TOGMO

EMGAS

NOT TO SCALE

UUEE/SVO SHEREMETYEVO

JEPPESEN MOSCOW, RUSSIA
16 FEB 24 (20-3P) Eff 22 Feb
RNAV SID

EMGAS 3G [EMGA3G]
SOTOG 3G [SOTO3G]
TOGMO 3G [TOGM3G]
RNAV DEPARTURES
(RWY 06L)

CHANGES: Track update.

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

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

EMGAS 3H [EMGA3H]
SOTOG 3H [SOTO3H]
TOGMO 3H [TOGM3H]
RNAV DEPARTURES
(RWYS 24C/24L)

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
6.4% up to FL120 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944

If unable to comply, advise SHEREMETYEVO Delivery.

TIRDE
AT 250 KT
FL140
FL120

KEZVU
AT 270 KT
FL150
FL140

DUFAR
AT 250 KT
10000
8000

FUKAS
AT 270 KT
FL200
FL190

KUSIP

BESTA
AT 270 KT
FL220

MONIK
AT
270 KT
FL250

GEKLA
AT 270 KT
FL270

GEGNA

REMLI
AT 270 KT
FL280

SOMAG

OFIRA

RIREN

LAZIT

EMGAS

SOTOG

OMEZA

FEGRA

TOGMO

064° 10.3
143° 14.6
089° 7.6
107° 15.1
213° 12.4
198° 10.3
163° 15.7
203° 10.3
176° 14.0
208° 49.1
160° 16.7
154° 6.5
160° 14.6
166° 11.9
137° 10.3
134° 45.4
021° 9.2
313° 5.9
243° 13.0

EMGAS 3H
SOTOG 3H
TOGMO 3H

2303

3900 ❶

❶ Computed for surface air temperature at ARP -31°C.

ARP

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

RAMENSKOYE
UUBW

MOSCOW
Domodedovo
UUDD

DOMODEDOVO
D 113.3 DMD

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

NOT TO SCALE

NOT TO SCALE

UUEE/SVO
SHEREMETYEVO

JEPPESEN
16 FEB 24
20-3Q
Eff 22 Feb

MOSCOW, RUSSIA
RNAV SID

EMGAS 3H [EMGA3H]
SOTOG 3H [SOTO3H]
TOGMO 3H [TOGM3H]
RNAV DEPARTURES
(RWYS 24C/24L)

CHANGES: Track update.

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

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

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.

3900 ❶

❶ Computed for surface air temperature at ARP -31°C.

DEFAL
AT 250 KT
8000
7000

MAX 220 KT
1200

EE813
MAX 220 KT

ROLAZ

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

MOSCOW Domodedovo UUDD

RAMENSKOYE UUBW

KALUGA Grabtsevo UUBC

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

NOT TO SCALE

UUEE/SVO
SHEREMETYEVO

JEPPESEN MOSCOW, RUSSIA
RNAV SID

16 FEB 24
20-3S
Eff 22 Feb

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

CHANGES: Track update.

FEET	METERS (QFE)
QNH	
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)

RNAV 1 DME/DME or GNSS required

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.

❷ NOT TO SCALE

289° 258°

MAX 205 KT
1100

❶ Computed for surface air temperature at ARP -31°C.

EE7ØØ
AT 230 KT
6000
4000

EEØ58
MAX 205 KT
3000

OVVIM

SHEREMETYEVO
D 114.35 MR

EEØ63
AT 250 KT
8000

MAZIL
AT 250 KT
9000
8000

KANEN
AT 250 KT
10000

BITSA
AT 270 KT
FL130
FL120

GEGNA
AT 270 KT
FL140
FL130

FOBUL
AT 270 KT
FL130
FL120

SODLE
AT 270 KT
FL150
FL130

TITAP
AT 270 KT
FL170
FL150

PIZUR

NIDOL

LILGA

SOTOG

BIPSI

EE8Ø6
AT 270 KT
FL140

SURZA
AT 270 KT
FL170
FL150

BUNZI
AT 270 KT
FL190
FL170

POZUK
AT 270 KT
FL190

OMEZA
AT 270 KT
FL210

FEGRA

TOGMO

RINLO

EMGAS

ARP

MOSCOW Vnukovo UUWW

VNUKOVO
D 113.7 WNK
AT 250 KT
10000

OSTAFYEVO UUMO

MOSCOW Domodedovo UUDD

3900 ❶

2303

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

NOT TO SCALE

UUEE/SVO SHEREMETYEVO

JEPPESEN
16 FEB 24
20-3T
Eff 22 Feb

MOSCOW, RUSSIA
RNAV SID

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

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

LIDRI 3E [LIDR3E]
TOKNU 3E [TOKN3E]
RNAV DEPARTURES
(RWYS 06C/06R)

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

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

3900 ❶

❶ Computed for surface air temperature at ARP -31°C.

TOKNU

11.9

BEGEZ
AT 270 KT
FL160
FL130

10.8
305°

EE242
AT 270 KT
FL130

16.2
TOKNU 3E
261°

OVVIM
AT 270 KT
FL130
FL120

3.01
092°

RATKE
AT 250 KT
9000
8000

7.0
332°

EE3Ø6
AT 230 KT
7000
5000

1.8
360°

402°

7.51
E31RDL

IMIZO
AT 270 KT
FL180

8.01
942°

PUFIK

10.3
270°

ROLAZ

1.51
642°

EE8Ø4

2.61
542°

LIDRI

2300

ARP

MOSCOW
Vnukovo
UUWW

OSTAFYEVO
UUMO

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.

CHANGES: Track update.

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

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

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

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

TOKNU
11.9 305°
BEGEZ
AT 270 KT
FL160
FL130
9.5 300°
EE5Ø2
TOKNU 3F
11.3 307°
LIGVA
AT 250 KT
10000
8.01 442
DESMO
AT 250 KT
7000
6000
6.7 732
OVVIM
3.01 932
RATKE
AT 250 KT
6000
5000
5.4 294°
EE3ØØ
AT 250 KT
4000
6.5 300°
EE81Ø
MAX 250 KT
4000
8.1 077°
2300
5.31 732
F31RDL
ROLAZ
1.51 642
EE8Ø4
2.61 542
LIDRI

3900 ❶
❶ Computed for surface air temperature at ARP -31°C.

ARP
MOSCOW Vnukovo UUWW
OSTAFYEVO UUMO

Initial climb clearance 4000

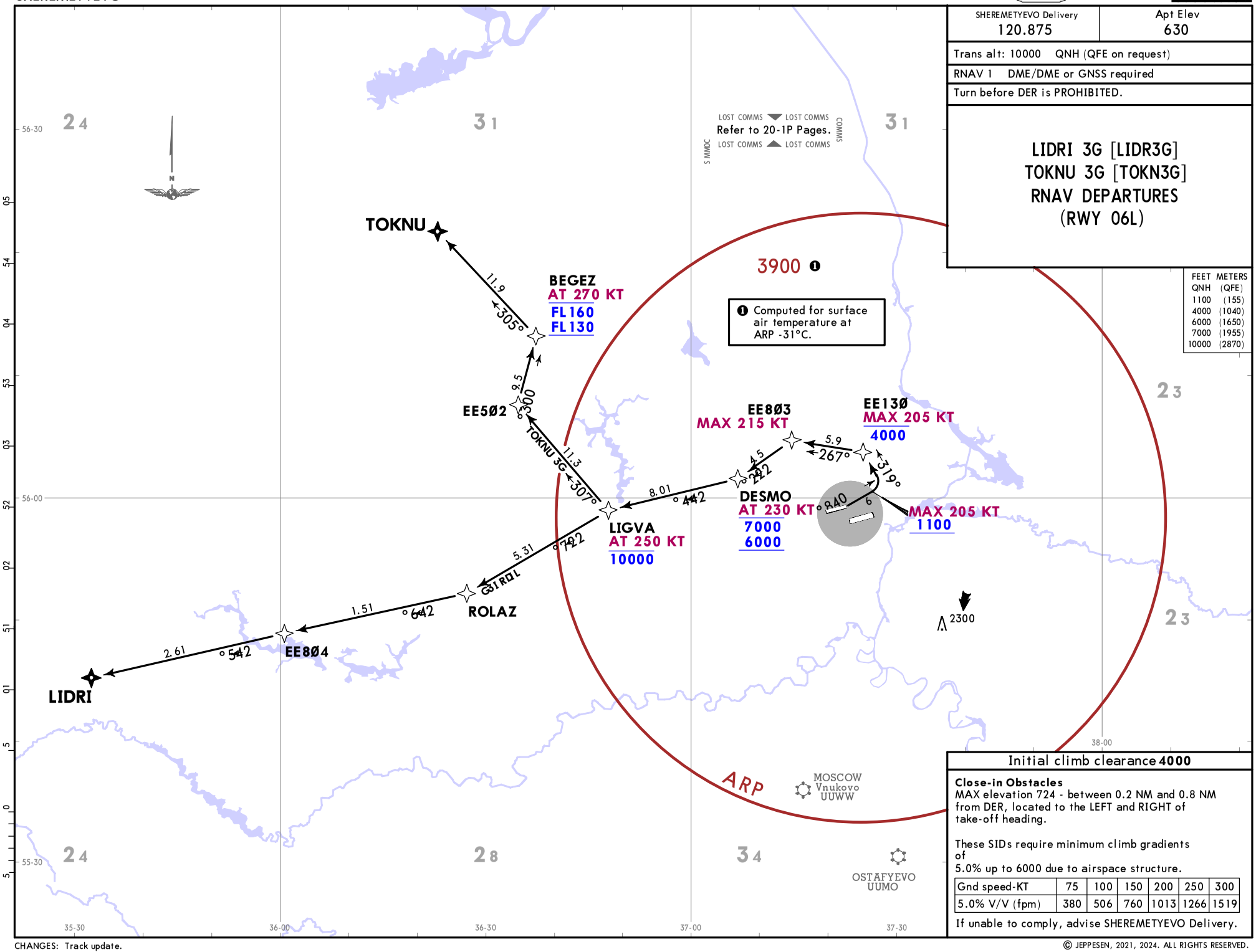
Close-in Obstacles
Max elevation 710 - between 0.4 NM and 1.0 NM from DER, located to the LEFT of take-off heading RWY 06C
and
max elevation 689 - between 0.3 NM and 0.5 NM from DER, located to the RIGHT of take-off heading RWY 06R.

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: Track update.



SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

Turn before DER is PROHIBITED.

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

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

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.

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: Track update.

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

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

ARP

❶ Computed for surface air temperature at ARP -31°C.

TOKNU

11.9

BEGEZ
AT 270 KT
FL160
FL130

10.8
305°

EE242
AT 270 KT
FL130

3900 ❶

DUFAR
AT 250 KT
10000
8000

5.9
330°

DEFAL
AT 250 KT
10000
9000

TOKNU 3H
5.9
313°

8.6
LIDRI 3H
259°

KUSIP

0.31
342°

8.01
442°

ROLAZ

1.51
642°

EE8Ø4

2.61
542°

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: Track update.

JEPPESEN MOSCOW, RUSSIA
16 FEB 24 (20-3X1) Eff 22 Feb RNAV SID

SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

Turn before DER is PROHIBITED.

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

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

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

TOKNU

11.9 305°

BEGEZ
AT 270 KT
FL160
FL130

9.5 300°

EE5Ø2

9.5 300°

EE7Ø5

10.3 303° TOKNU 3J

DEFAL
AT 250 KT
8000
7000

Computed for surface air temperature at ARP -31°C.

3900

MAX 220 KT
1200

6 082°

EE813
MAX 220 KT

10.8 274°

3.4 352°

IMIZO
AT 250 KT
7000
5000

8.01 442°

JYIRDL
ROLAZ

1.51 642°

EE8Ø4

2.61 542°

LIDRI

2300

ARP

MOSCOW Vnukovo UUWW

OSTAFYEVO UUMO

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: Track update.

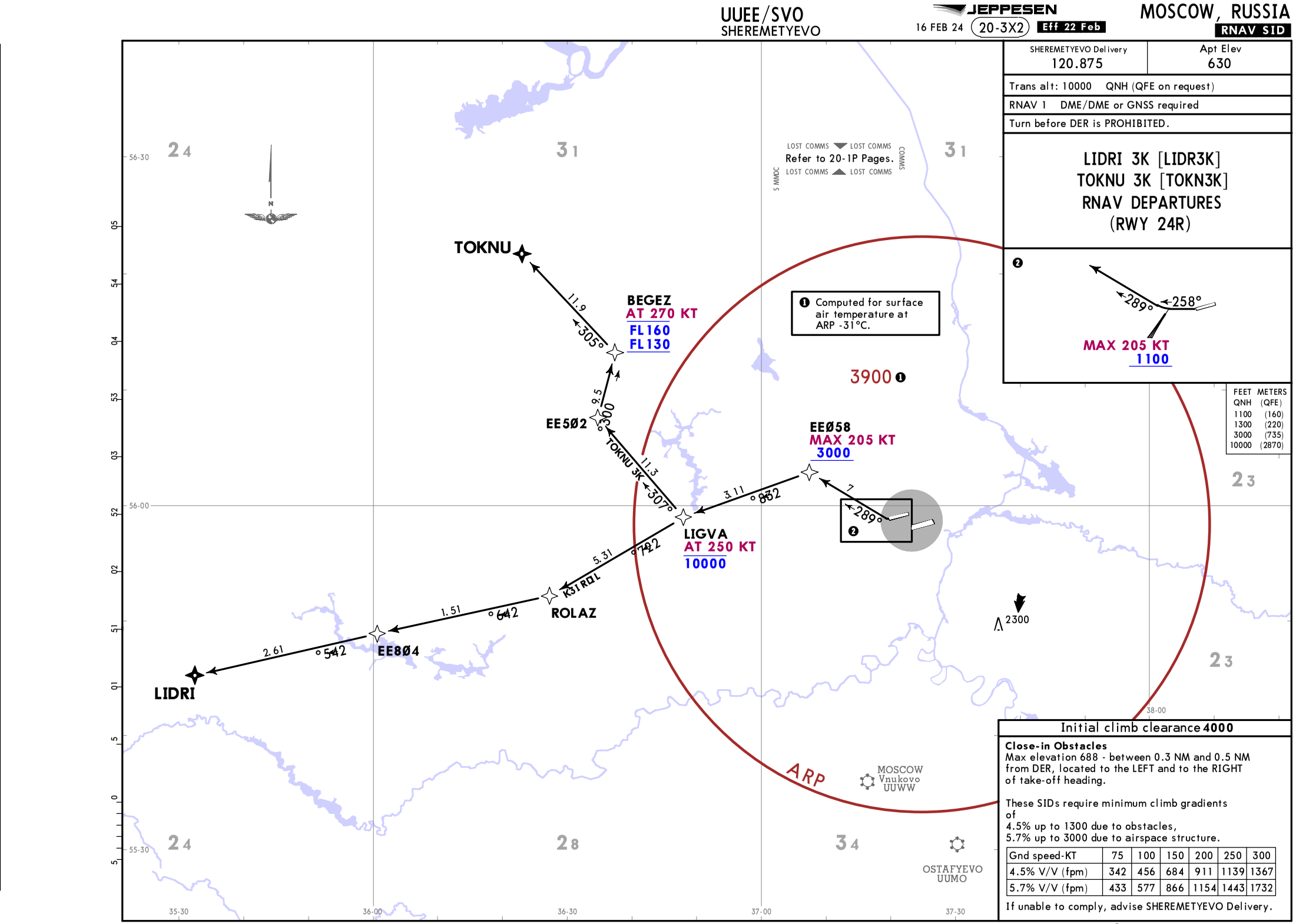
SHEREMETYEVO Delivery	Apt Elev
120.875	630

Trans alt: 10000 QNH (QFE on request)

RNAV 1 DME/DME or GNSS required

Turn before DER is PROHIBITED.

LIDRI 3K [LIDR3K]
TOKNU 3K [TOKN3K]
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 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: Track update.

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

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)
   - 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).
Ramenskoye	BESTA - RUGEL - MONIK - RAFDA - NIGLI - RT NDB - BW316 - BW317 - BW318 - BW319 - ODLOR (IAF).

FUEL CALCULATION ROUTES BETWEEN AERODROMES WITHIN MOSCOW TMA

Routes are designated for fuel calculation only and not to be used for navigation.

Departure To	ROUTING
Moscow/ Domodedovo	BESTA - RUGEL - GEKLA - IMZUP - KUPVE - PEFOS - DD362 - ALBOR (IAF).
Moscow/ Vnukovo	GIGUN - ASLEK - BUPOS - ORSIF - MEZER - FIDOT - RORUK (IAF).
Ramenskoye	BESTA - RUGEL - MONIK - RAFDA - NIGLI - BW138 - BW316 - BW319 - ODLOR (IAF).

CHANGES: Departure route to Ostafyevo withdrawn.

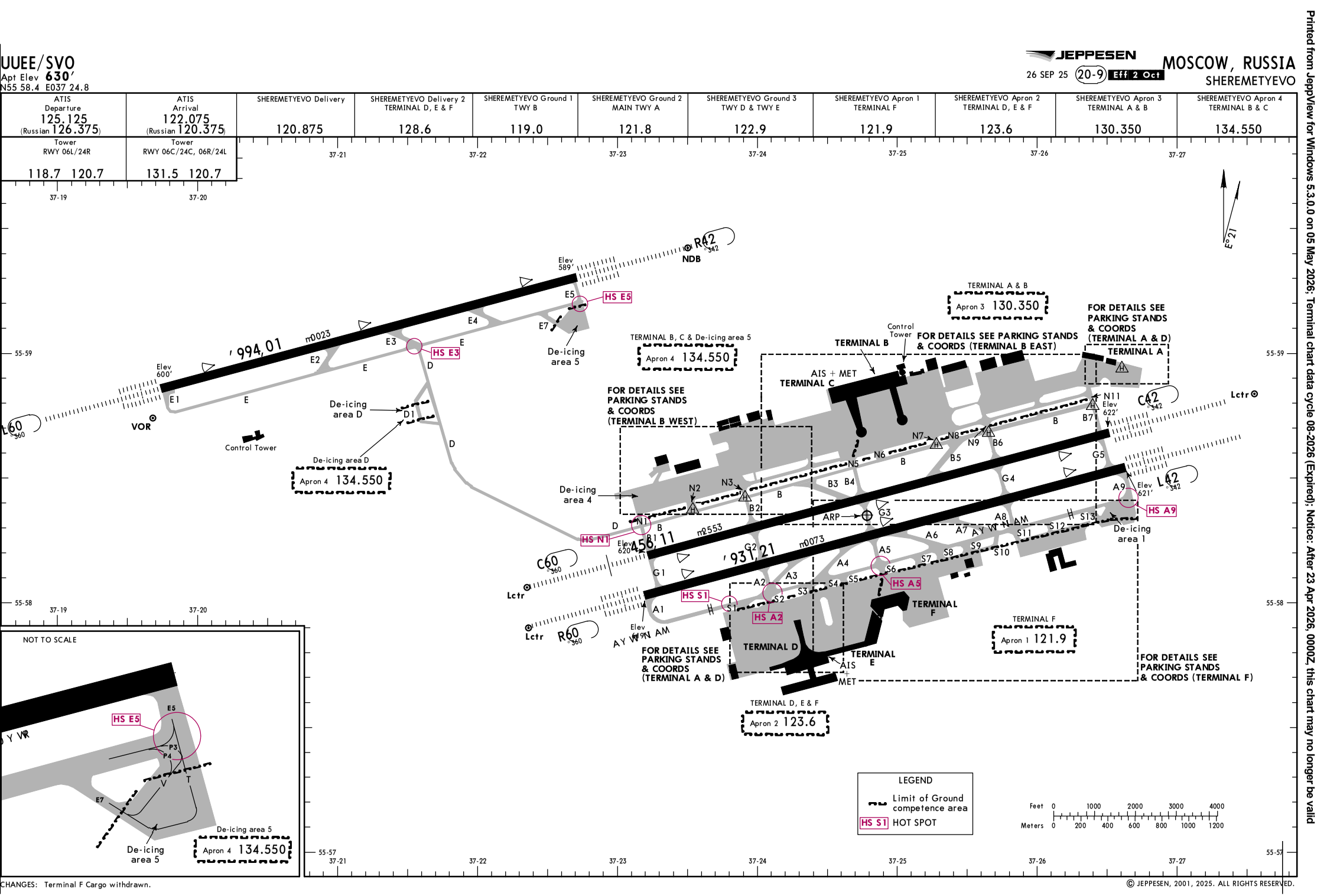
UUEE/SVO

Apt Elev 630′
N55 58.4 E037 24.8

JEPPESEN
26 SEP 25 (20-9) Eff 2 Oct

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	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	Tower RWY 06C/24C, 06R/24L									
118.7 120.7	131.5 120.7									



CHANGES: Terminal F Cargo withdrawn.

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	❶	197' 60m
24C	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°) RVR		10,440' 3182m		

❶ 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	❷	197' 60m

❷ 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	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

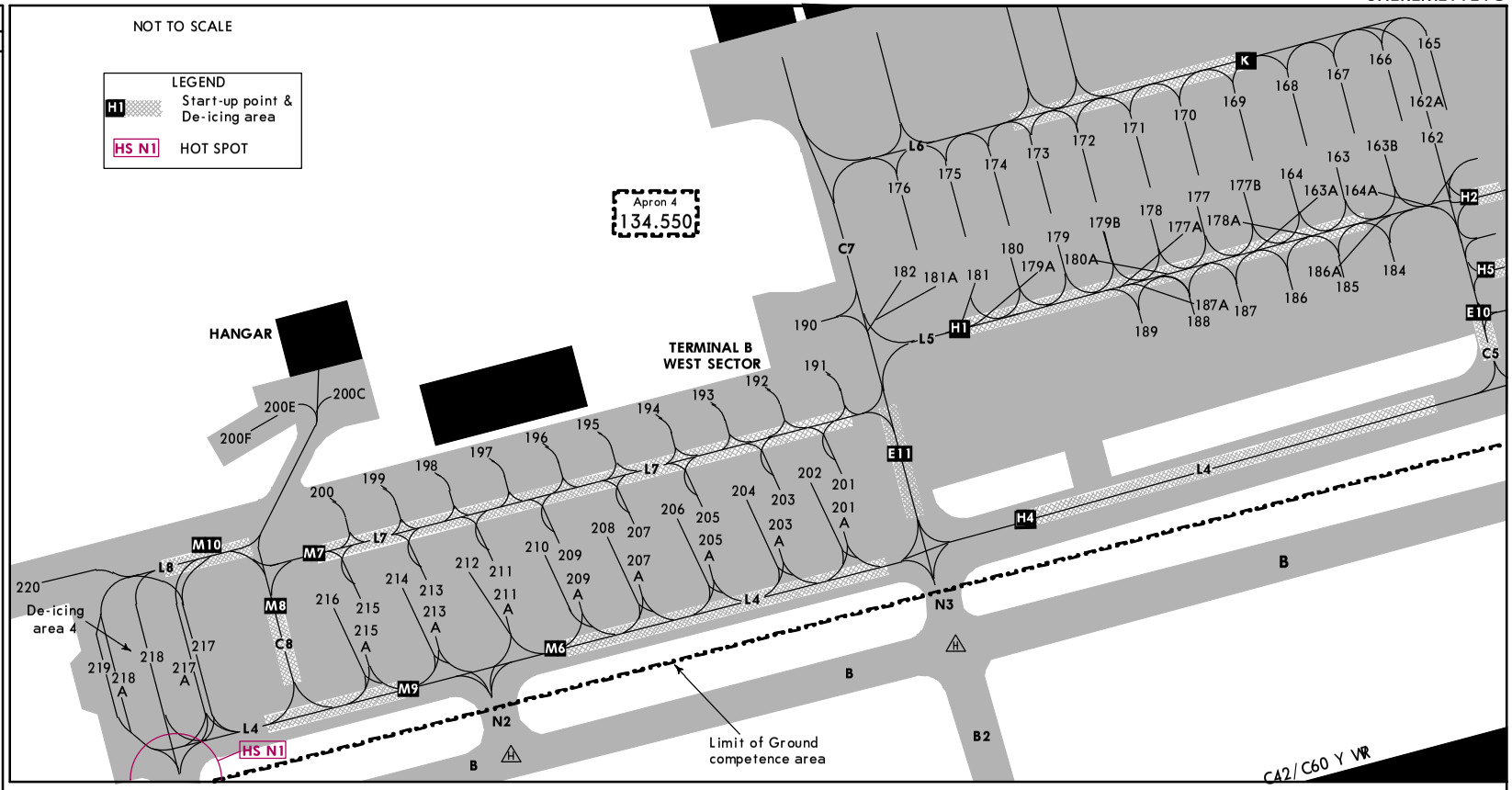
1 For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: None.

JEPPESEN
13 MAR 26
Eff 19 Mar
20-9B

MOSCOW, RUSSIA
SHEREMETYEVO

INS COORDINATES	
STAND No.	**COORDINATES**
162, 162A	N55 58.7 E037 24.3
163, 163A	N55 58.6 E037 24.2
163B	N55 58.6 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 thru 171	N55 58.7 E037 24.1
172, 173	N55 58.7 E037 24.0
174, 175	N55 58.7 E037 23.9
176	N55 58.6 E037 23.9
177, 177A	N55 58.6 E037 24.1
177B	N55 58.6 E037 24.2
178, 178A	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 187A	N55 58.6 E037 24.2
188, 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



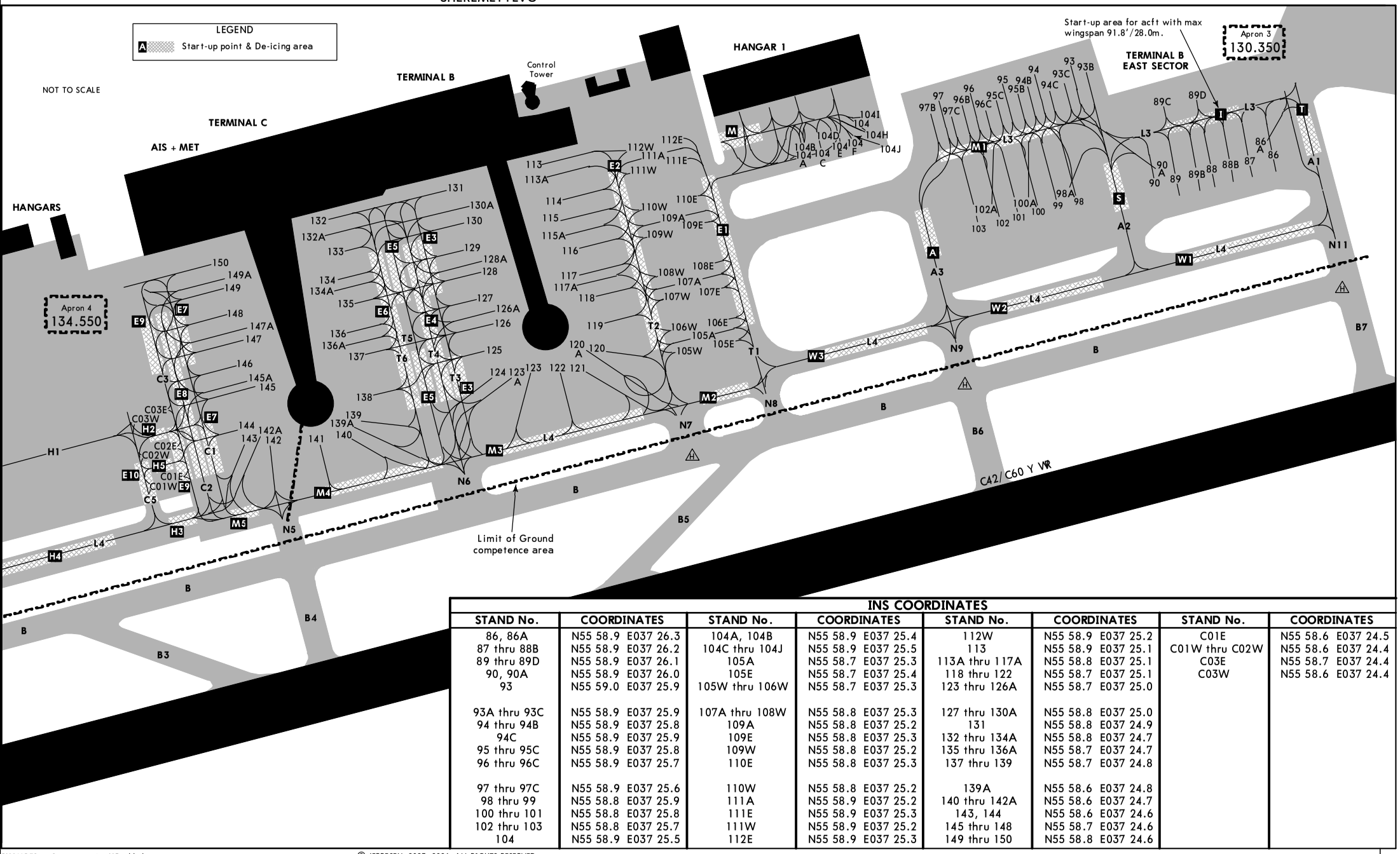
CHANGES: Start-up point H5 added.

JEPPESEN

13 MAR 26 (20-9C) Eff 19 Mar

MOSCOW, RUSSIA

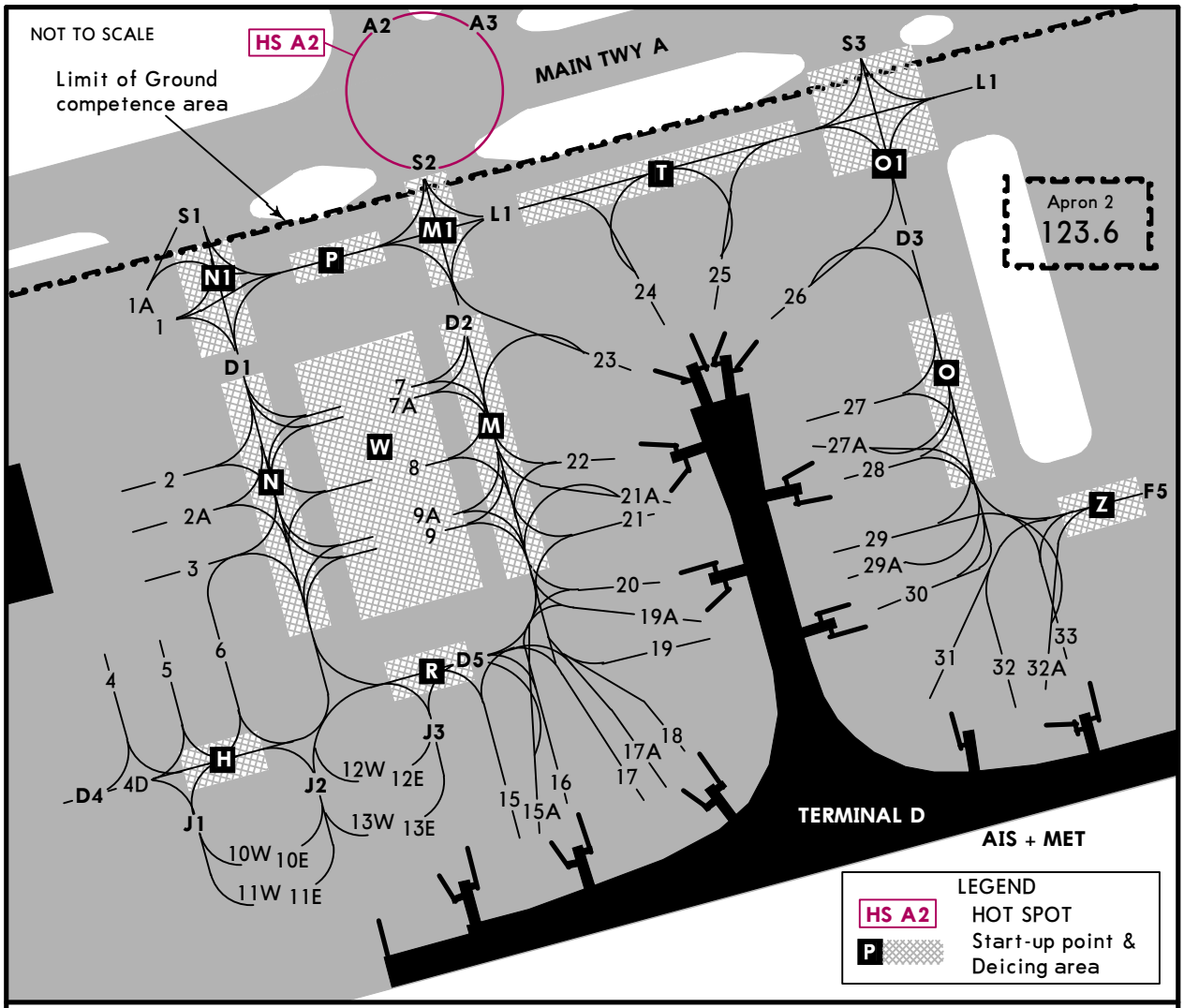
SHEREMETYEVO



INS COORDINATES

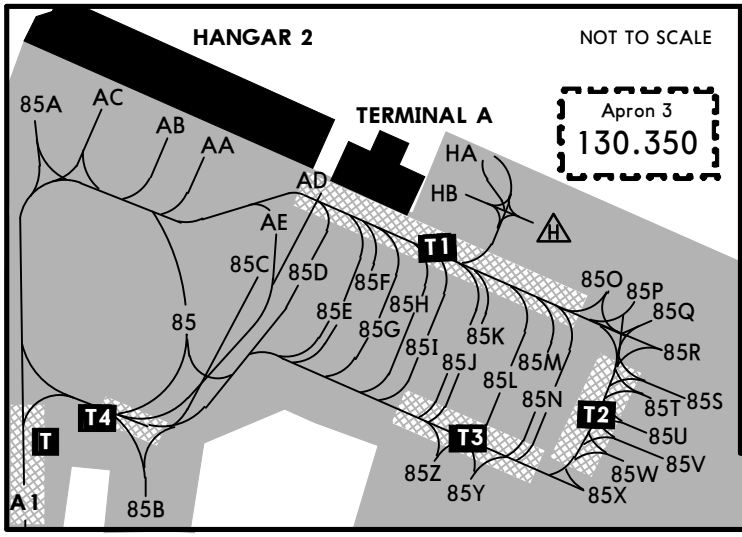
STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES	STAND No.	COORDINATES
86, 86A	N55 58.9 E037 26.3	104A, 104B	N55 58.9 E037 25.4	112W	N55 58.9 E037 25.2	C01E	N55 58.6 E037 24.5
87 thru 88B	N55 58.9 E037 26.2	104C thru 104J	N55 58.9 E037 25.5	113	N55 58.9 E037 25.1	C01W thru C02W	N55 58.6 E037 24.4
89 thru 89D	N55 58.9 E037 26.1	105A	N55 58.7 E037 25.3	113A thru 117A	N55 58.8 E037 25.1	C03E	N55 58.7 E037 24.4
90, 90A	N55 58.9 E037 26.0	105E	N55 58.7 E037 25.4	118 thru 122	N55 58.7 E037 25.1	C03W	N55 58.6 E037 24.4
93	N55 59.0 E037 25.9	105W thru 106W	N55 58.7 E037 25.3	123 thru 126A	N55 58.7 E037 25.0		
93A thru 93C	N55 58.9 E037 25.9	107A thru 108W	N55 58.8 E037 25.3	127 thru 130A	N55 58.8 E037 25.0		
94 thru 94B	N55 58.9 E037 25.8	109A	N55 58.8 E037 25.2	131	N55 58.8 E037 24.9		
94C	N55 58.9 E037 25.9	109E	N55 58.8 E037 25.3	132 thru 134A	N55 58.8 E037 24.7		
95 thru 95C	N55 58.9 E037 25.8	109W	N55 58.8 E037 25.2	135 thru 136A	N55 58.7 E037 24.7		
96 thru 96C	N55 58.9 E037 25.7	110E	N55 58.8 E037 25.3	137 thru 139	N55 58.7 E037 24.8		
97 thru 97C	N55 58.9 E037 25.6	110W	N55 58.8 E037 25.2	139A	N55 58.6 E037 24.8		
98 thru 99	N55 58.8 E037 25.9	111A	N55 58.9 E037 25.2	140 thru 142A	N55 58.6 E037 24.7		
100 thru 101	N55 58.8 E037 25.8	111E	N55 58.9 E037 25.3	143, 144	N55 58.6 E037 24.6		
102 thru 103	N55 58.8 E037 25.7	111W	N55 58.9 E037 25.2	145 thru 148	N55 58.7 E037 24.6		
104	N55 58.9 E037 25.5	112E	N55 58.9 E037 25.3	149 thru 150	N55 58.8 E037 24.6		

CHANGES: Start-up point H5 added.



INS COORDINATES

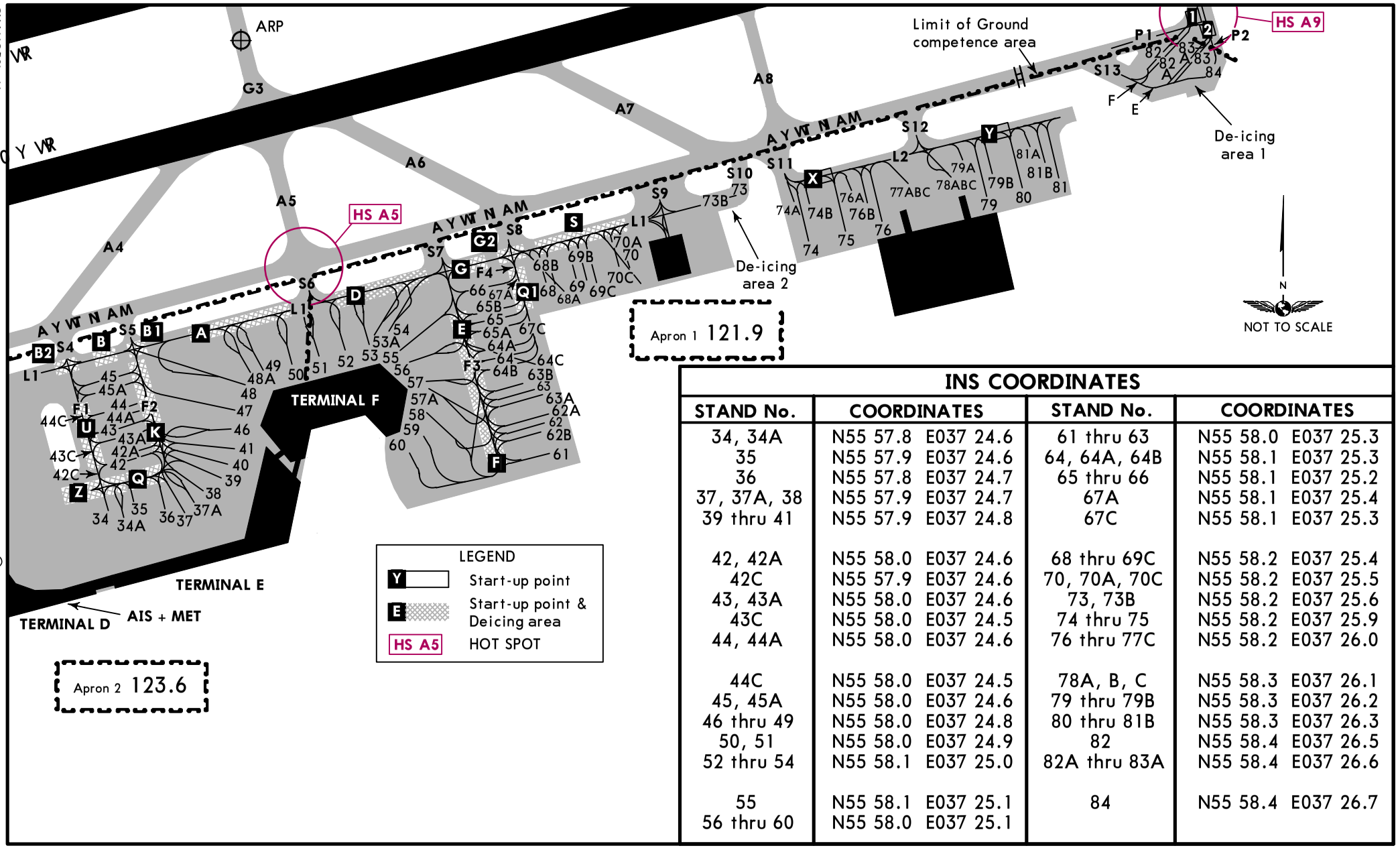
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N55 57.9 E037 23.9	13W	N55 57.8 E037 24.0
4	N55 57.8 E037 23.8	15, 15A	N55 57.8 E037 24.1
4D, 5, 6	N55 57.8 E037 23.9	16 thru 18	N55 57.8 E037 24.2
7 thru 9A	N55 57.9 E037 24.1	19	N55 57.8 E037 24.3
10E	N55 57.8 E037 24.0	19A	N55 57.9 E037 24.3
10W	N55 57.8 E037 23.9	20 thru 23	N55 57.9 E037 24.2
11E	N55 57.7 E037 24.0	24 thru 26	N55 58.0 E037 24.3
11W	N55 57.7 E037 23.9	27, 27A	N55 57.9 E037 24.3
12E, 12W	N55 57.8 E037 24.0	28 thru 30	N55 57.9 E037 24.4
13E	N55 57.8 E037 24.1	31	N55 57.8 E037 24.4
		32 thru 33	N55 57.8 E037 24.5



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
AE	N55 58.9 E037 26.5
HA, HB	N55 59.0 E037 26.6

CHANGES: Start-up point & deicing area T established.



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 69C	N55 58.2 E037 25.4
42C	N55 57.9 E037 24.6	70, 70A, 70C	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		

MOSCOW, RUSSIA
SHEREMETYEVO

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**′ ❶ R300m
	ILS FULL TDZ or CL out ALS out	**800**′(200′) R550m ❷ R550m R1200m	**800**′(200′) R550m ❷ R550m R1200m	**800**′(200′) R550m ❷ R550m R1200m	**800**′(200′) R550m ❷ R550m R1200m
	GLS TDZ or CL out ALS out	**800**′(200′) R550m ❷ R550m R1200m	**800**′(200′) R550m ❷ R550m R1200m	**800**′(200′) R550m ❷ R550m R1200m	**800**′(200′) R550m ❷ R550m R1200m
	❸ 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
	❸ RNP **LNAV** ALS out	**1060**′(460′) R1400m R1500m	**1060**′(460′) R1400m R1500m	**1060**′(460′) R1400m R2100m	**1060**′(460′) R1400m R2100m
	❸ VOR **with D3.3**	**1280**′(680′) R1500m	**1280**′(680′) R1500m	**1280**′(680′) R2400m	**1280**′(680′) R2400m
	❸ VOR **w/o D3.3**	**1320**′(720′) R1500m	**1320**′(720′) R1500m	**1320**′(720′) R2400m	**1320**′(720′) R2400m
	❸ NDB **with D2.3** ALS out	**1130**′(530′) R1500m R1500m	**1130**′(530′) R1500m R1500m	**1130**′(530′) R1700m R2400m	**1130**′(530′) R1700m R2400m
	❸ NDB **w/o D2.3**	**1320**′(720′) R1500m	**1320**′(720′) R1500m	**1320**′(720′) R2400m	**1320**′(720′) R2400m
06C	ILS FULL ALS out	**820**′(200′) ❷ R550m R1200m	**820**′(200′) ❷ R550m R1200m	**820**′(200′) ❷ R550m R1200m	**820**′(200′) ❷ R550m R1200m
	GLS ALS out	**820**′(200′) ❷ R550m R1200m	**820**′(200′) ❷ R550m R1200m	**820**′(200′) ❷ R550m R1200m	**820**′(200′) ❷ R550m R1200m
	❸ 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
	❸ RNP **LNAV** ALS out	**1140**′(520′) R1500m R1500m	**1140**′(520′) R1500m R1500m	**1140**′(520′) R1600m R2400m	**1140**′(520′) R1600m R2400m
	❸ NDB ALS out	**1170**′(550′) R1500m R1500m	**1170**′(550′) R1500m R1500m	**1170**′(550′) R1800m R2400m	**1170**′(550′) R1800m R2400m

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

CHANGES: Minimums.

MOSCOW, RUSSIA
SHEREMETYEVO

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**′ ❶R300m
	ILS FULL TDZ or CL out ALS out	**819**′(200′) R550m ❷R550m R1200m	**819**′(200′) R550m ❷R550m R1200m	**819**′(200′) R550m ❷R550m R1200m	**819**′(200′) R550m ❷R550m R1200m
	GLS TDZ or CL out ALS out	**819**′(200′) R550m ❷R550m R1200m	**819**′(200′) R550m ❷R550m R1200m	**819**′(200′) R550m ❷R550m R1200m	**819**′(200′) R550m ❷R550m R1200m
	❸LOC ALS out	**1140**′(521′) R1500m R1500m	**1140**′(521′) R1500m R1500m	**1140**′(521′) R1700m R2400m	**1140**′(521′) R1700m R2400m
	RNP **LNAV/VNAV** ALS out	**989**′(370′) R1000m R1500m	**999**′(380′) R1000m R1500m	**1009**′(390′) R1100m R1800m	**1009**′(390′) R1100m R1800m
	❸RNP **LNAV** ALS out	**1140**′(521′) R1500m R1500m	**1140**′(521′) R1500m R1500m	**1140**′(521′) R1700m R2400m	**1140**′(521′) R1700m R2400m
	❸NDB ALS out	**1170**′(551′) R1500m R1500m	**1170**′(551′) R1500m R1500m	**1170**′(551′) R1800m R2400m	**1170**′(551′) R1800m R2400m
24L	CAT 2 ILS	**721**′(100′) **RA98**′ R300m	**721**′(100′) **RA98**′ R300m	**721**′(100′) **RA98**′ R300m	**721**′(100′) **RA98**′ ❶R300m
	ILS FULL TDZ or CL out ALS out	**821**′(200′) R550m ❷R550m R1200m	**821**′(200′) R550m ❷R550m R1200m	**821**′(200′) R550m ❷R550m R1200m	**821**′(200′) R550m ❷R550m R1200m
	GLS TDZ or CL out ALS out	**821**′(200′) R550m ❷R550m R1200m	**821**′(200′) R550m ❷R550m R1200m	**821**′(200′) R550m ❷R550m R1200m	**821**′(200′) R550m ❷R550m R1200m
	❸LOC ALS out	**970**′(349′) R900m R1500m	**970**′(349′) R900m R1500m	**970**′(349′) R900m R1600m	**970**′(349′) R900m R1600m
	RNP **LNAV/VNAV** ALS out	**951**′(330′) R800m R1500m	**961**′(340′) R800m R1500m	**981**′(360′) R900m R1600m	**1001**′(380′) R1000m R1700m
	❸RNP **LNAV** ALS out	**1060**′(439′) R1300m R1500m	**1060**′(439′) R1300m R1500m	**1060**′(439′) R1300m R2000m	**1060**′(439′) R1300m R2000m
	❸NDB ALS out	**1100**′(479′) R1500m R1500m	**1100**′(479′) R1500m R1500m	**1100**′(479′) R1500m R2200m	**1100**′(479′) R1500m R2200m

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

MOSCOW, RUSSIA

SHEREMETYEVO

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**′ ❶R300m
	ILS FULL TDZ or CL out ALS out	**822**′(200′) R550m ❷R550m R1200m	**822**′(200′) R550m ❷R550m R1200m	**822**′(200′) R550m ❷R550m R1200m	**822**′(200′) R550m ❷R550m R1200m
	GLS TDZ or CL out ALS out	**822**′(200′) R550m ❷R550m R1200m	**822**′(200′) R550m ❷R550m R1200m	**822**′(200′) R550m ❷R550m R1200m	**822**′(200′) R550m ❷R550m R1200m
	❸LOC 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′) ❹ R750m R1300m	**902**′(280′) ❹ R750m R1300m	**912**′(290′) ❺ R750m R1400m	**1002**′(380′) R1000m R1700m
	❸ RNP **LNAV** ALS out	**1060**′(438′) R1300m R1500m	**1060**′(438′) R1300m R1500m	**1060**′(438′) R1300m R2000m	**1060**′(438′) R1300m R2000m
	❸NDB 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**′ ❶R300m
	ILS FULL TDZ or CL out ALS out	**789**′(200′) R550m ❷R550m R1200m	**789**′(200′) R550m ❷R550m R1200m	**789**′ (200′) R550m ❷R550m R1200m	**789**′(200′) R550m ❷R550m R1200m
	GLS TDZ or CL out ALS out	**789**′(200′) R550m ❷R550m R1200m	**789**′(200′) R550m ❷R550m R1200m	**789**′(200′) R550m ❷R550m R1200m	**789**′(200′) R550m ❷R550m R1200m
	❸LOC 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
	❸RNP **LNAV** ALS out	**1060**′(471′) R1500m R1500m	**1060**′(471′) R1500m R1500m	**1060**′(471′) R1500m R2200m	**1060**′(471′) R1500m R2200m
	❸VOR **with D3.6** ALS out	**1080**′(491′) R1500m R1500m	**1080**′(491′) R1500m R1500m	**1080**′(491′) R1500m R2300m	**1080**′(491′) R1500m R2300m
	❸VOR **w/o D3.6** ALS out	**1150**′(561′) R1500m R1500m	**1150**′(561′) R1500m R1500m	**1150**′(561′) R1900m R2400m	**1150**′(561′) R1900m R2400m

❶ without autoland: R350m. ❷ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used. ❸ Continuous Descent Final Approach. ❹ With TDZ & CL & HUD: RVR 600m. ❺ With TDZ & CL & HUD: RVR 650m.

CHANGES: Minimums.

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

❸ 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 20 DEC 24 21-1 Eff 26 Dec

MOSCOW, ~~RUSSIA~~ 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	Final Apch Crs	EE612 MANDATORY	DA(H)	Apt Elev 630′
108.75	063°	3000′ (2400′)	800′ (200′)	Rwy 600′

MISSED APCH: Climb STRAIGHT AHEAD to 1200′ or above (MAX 210 KT), then turn LEFT to EEØ18 (MAX 210 KT) on 023° climbing to 3000′, then turn LEFT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900 MSA ARP ❶

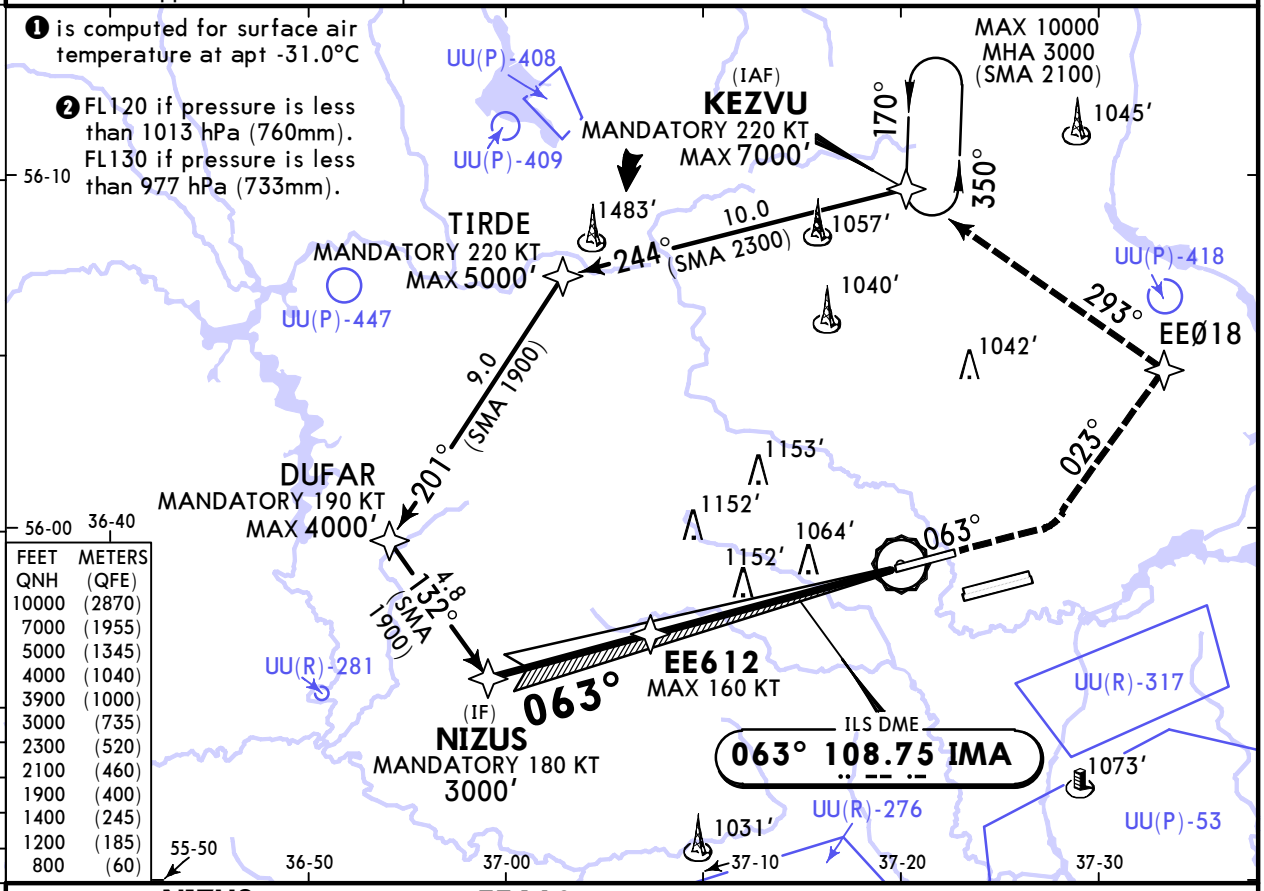
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 ❷ | Trans alt: 10000′

RNAV 1 for initial, intermediate and missed approach.

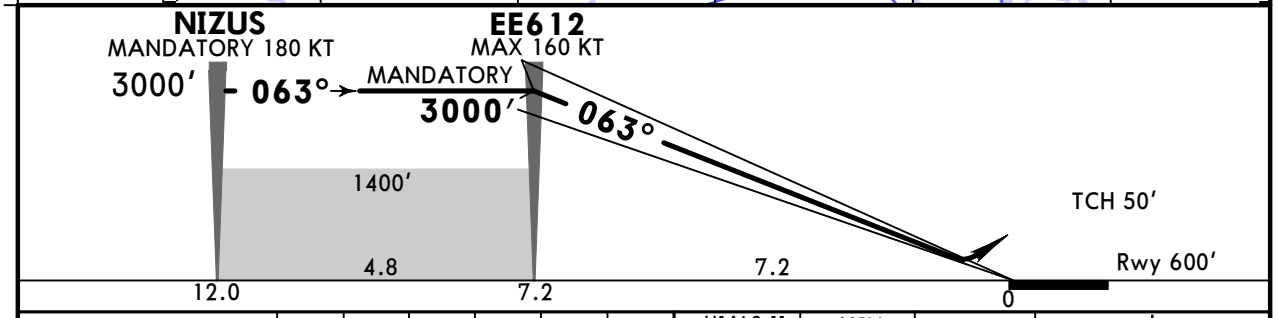
1. GNSS or DME/DME required. 2. ILS DME reads zero at rwy 06L threshold.

❶ is computed for surface air temperature at apt -31.0°C

❷ 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)
800	(60)



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 | EEØ18 LT on 023°

Std STRAIGHT-IN LANDING

ILS

DA(H) **800′** (200′)

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

PANS OPS

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

CHANGES: P-areas.

UUEE/SVO SHEREMETYEVO

JEPPESEN
20 DEC 24
Eff 26 Dec
21-1A

MOSCOW, ~~RUSSIA~~
CAT II/III ILS Rwy 06L

ATIS	SHEREMETYEVO Radar (TWR)	SHEREMETYEVO Tower	Ground 3
122.075 (Russian120.375)	118.1 120.675 122.7 126.6 135.175	118.7	122.9

BRIEFING STRIP ™

LOC IMA	Final Apch Crs	EE612 MANDATORY	CAT IIIA ILS Refer to Minimums	CAT II ILS RA 102′ DA(H) 700′(100′)	Apt Elev 630′ Rwy 600′
108.75	063°	3000′(2400′)			

MISSED APCH: Climb STRAIGHT AHEAD to 1200′ or above (MAX 210 KT), then turn LEFT to EEØ18 (MAX 210 KT) on 023° climbing to 3000′, then turn LEFT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP ❶

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

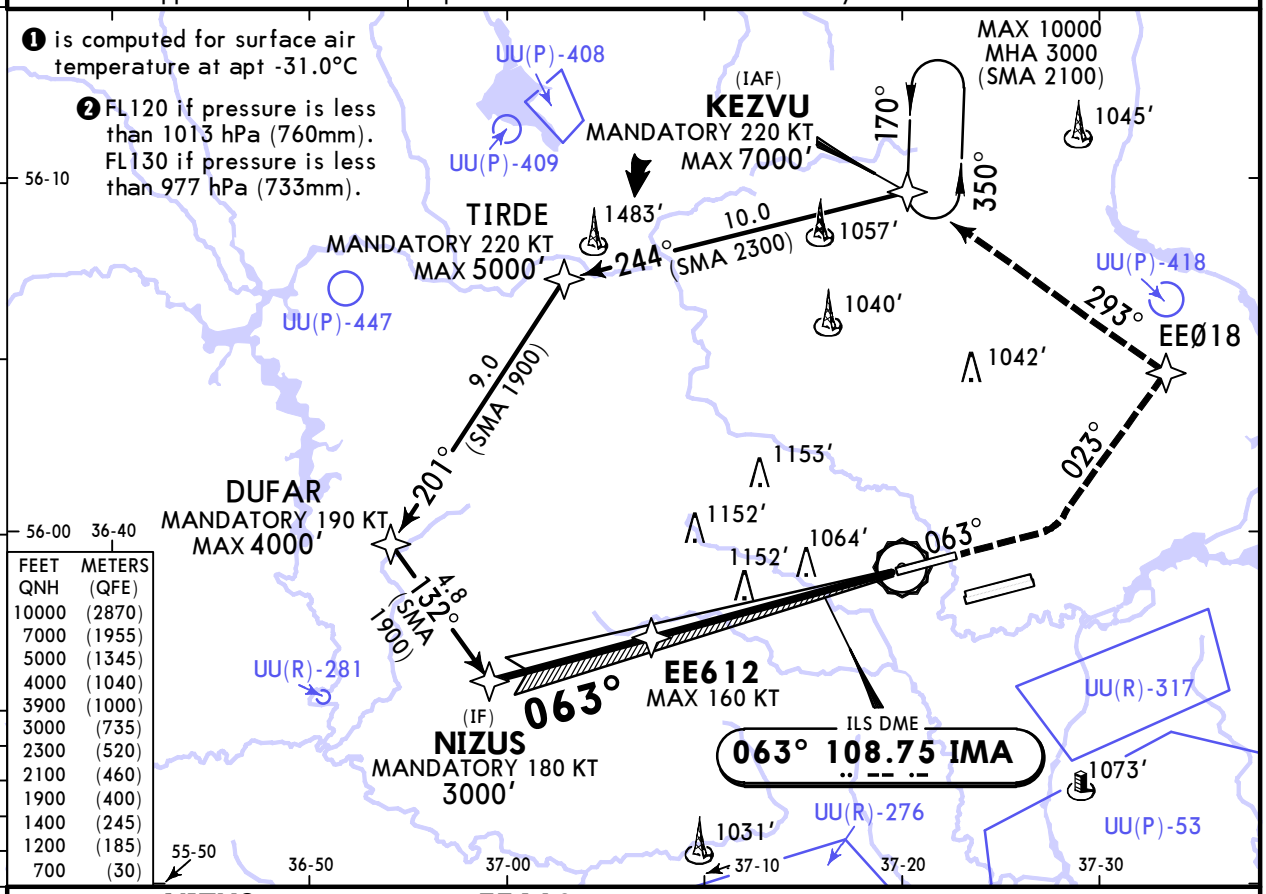
RNAV 1 for initial, intermediate and missed approach.

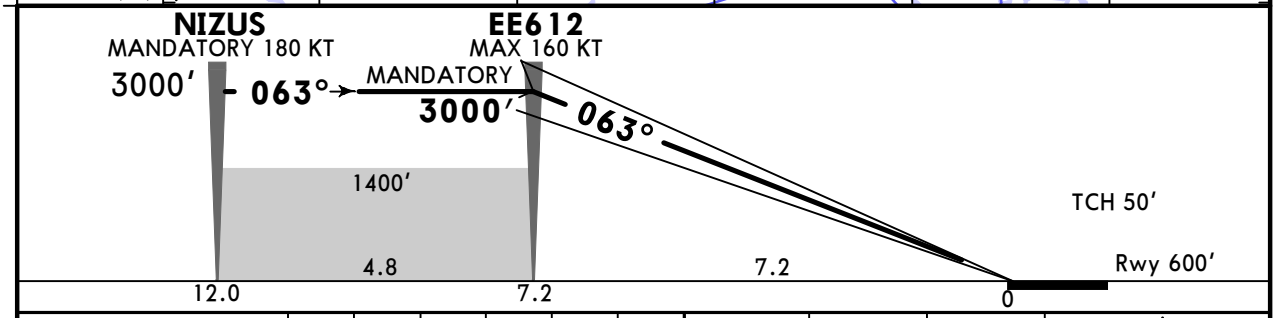
1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME required. 3. ILS DME reads zero at rwy 06L threshold.

❶ is computed for surface air temperature at apt -31.0°C

❷ 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 | EEØ18 LT on 023°

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 102′ DA(H) 700′(100′)
R175m	❶ R300m

❶ CAT D without autoland: R350m.

PANS OPS

CHANGES: P-areas.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 21-2 Eff 26 Dec

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′
108.75	063°	3000′ (2400′)	1320′ (720′)	Rwy 600′

MISSED APCH: Climb STRAIGHT AHEAD to 1200′ or above to ER NDB, then turn LEFT onto 031° from ER NDB to RATKE (MAX 210 KT) climbing to 3000′. On 004° to KN NDB turn LEFT to intercept 224° from KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

3900

MSA ARP ❶

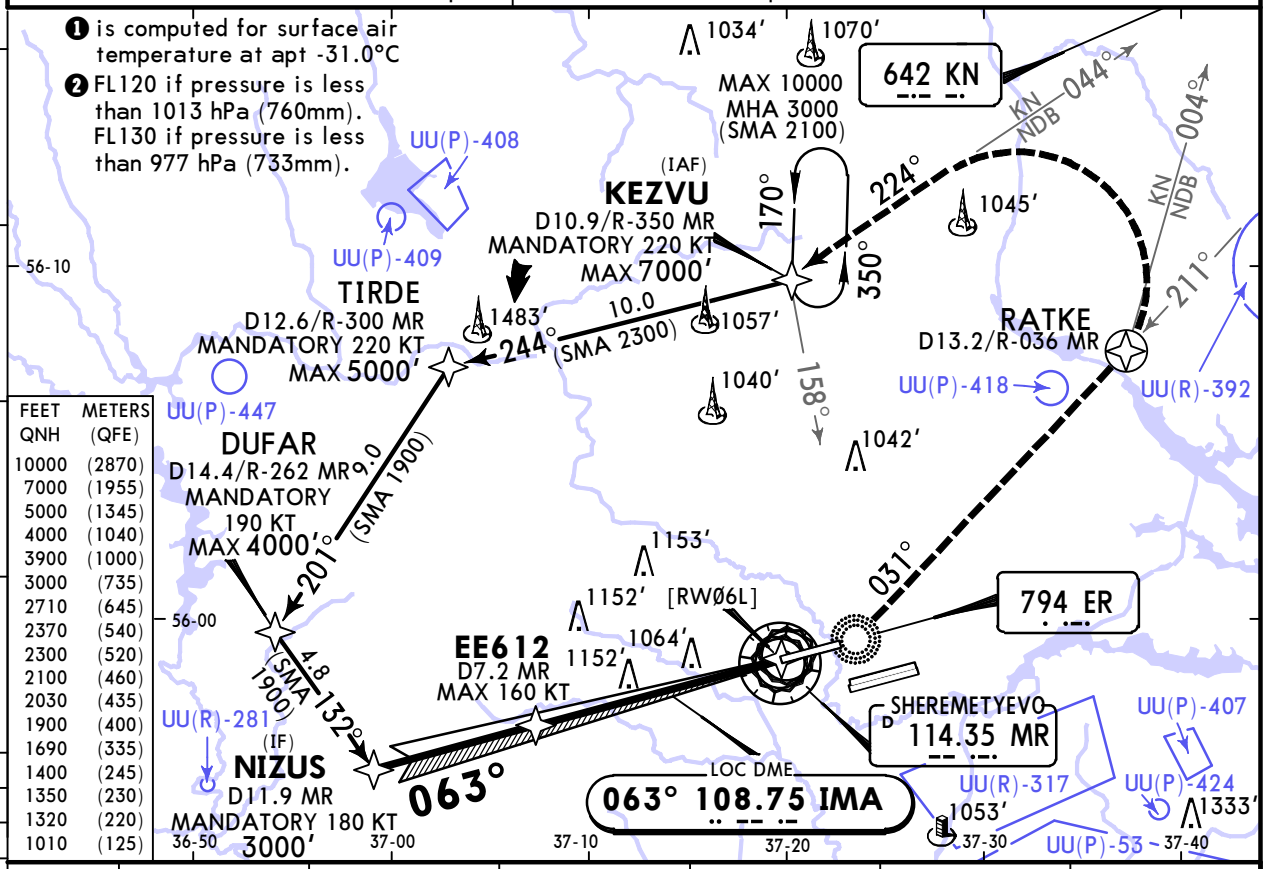
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 ❷ | Trans alt: 10000′

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

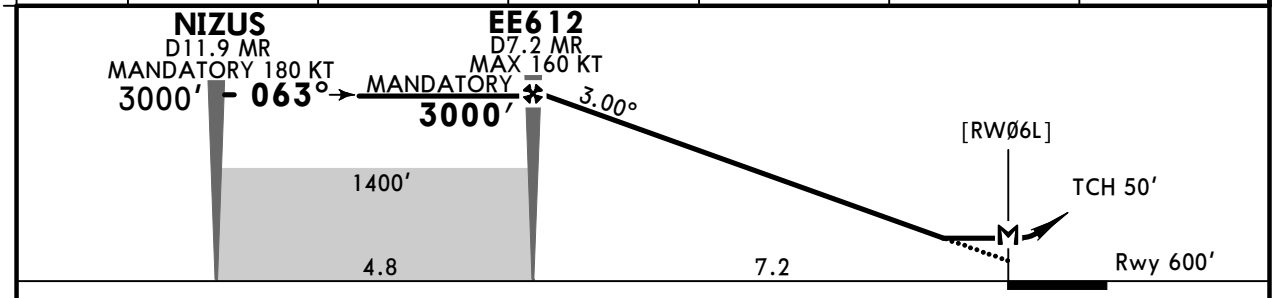
❶ is computed for surface air temperature at apt -31.0°C

❷ 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
EE612 to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

HIALS-II PAPI | MIN 1200′ | ER 794 | RATKE LT onto ER 794 031°

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1320′ (720′)

ALS out

A	R1500m
B	
C	R2400m
D	

PANS OPS

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

CHANGES: P-areas, RATKE fly-over WP.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 21-3 Eff 19 Feb

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	Final Apch Crs	EE632	DA(H)	Apt Elev 630′
108.1	063°	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 EEØ78 (MAX 220KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900

MSA ARP ❶

Alt Set: hPa (MM on req)	Rwy Elev: 22 hPa	Trans level: FL110 ❷	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.		

❶ is computed for surface air temperature at apt -31.0°C

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

KEZVU (IAF) MANDATORY 220 KT MAX 7000′

TIRDE MANDATORY 220 KT MAX 5000′

DUFAR MANDATORY 190 KT MAX 4000′

AKFOL MANDATORY 180 KT 3000′

VOTDO MANDATORY 180 KT 2500′

EE632 MAX 160 KT

EEØ78

RIMDE

OLZON

OM D2.3 IMR

MKR D0.5 IMR

338 MR

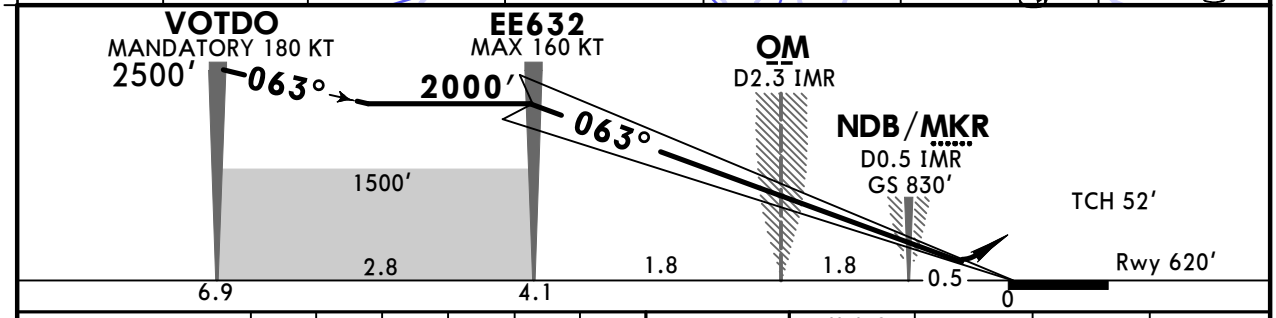
ILS DME 063° 108.1 IMR

MAX 10000 MHA 3000 (SMA 2100)

UU(P)-408 UU(P)-409 UU(P)-447 UU(P)-418 UU(P)-407 UU(P)-424 UU(P)-53

UU(R)-392 UU(R)-317 UU(R)-276

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)
830	(65)
800	(60)



Gnd speed-KT		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′)

PANS OPS

	ALS out	
A	❶ R550m	R1200m
B		
C		
D		

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

CHANGES: MR NDB.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 21-4 Eff 19 Feb

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	Final Apch Crs	EE632	DA/MDA(H)	Apt Elev 630′
108.1	063°	2000′ (1380′)	1190′ (570′)	Rwy 620′

MISSED APCH: Climb STRAIGHT AHEAD to UMLOL, then turn LEFT onto 356° to KN NDB to EE826 (MAX 210 KT) climbing to 3000′, then turn LEFT onto 224° from KN NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900 MSA ARP ❶

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

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

❶ is computed for surface air temperature at apt -31.0°C

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

642 KN

EE826 D20.6/ R-025 MR

KEZVU (IAF) D10.9/R-350 MR MANDATORY 220 KT MAX 7000′

TIRDE D12.6/R-300 MR MANDATORY 220 KT MAX 5000′

DUFAR D14.4/R-262 MR MANDATORY 190 KT MAX 4000′

SHEREMETYEVO D 114.35 MR

EE632 D2.6/R-219 MR MAX 160 KT

VOTDO (IF) MANDATORY 180 KT 2500′

AKFOL D11.7/R-238 MR MANDATORY 180 KT 3000′

338 MR

UMLOL

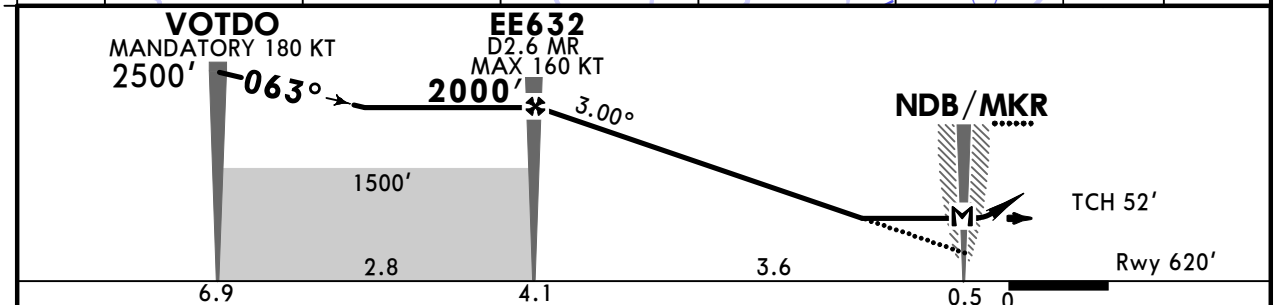
MKR

LOC DME 063° 108.1 IMR

UU(P)-408 UU(P)-409 UU(P)-447 UU(P)-418 UU(P)-407 UU(P)-317 UU(P)-53 UU(R)-281 UU(R)-392

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-KT		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

❶ DA/MDA(H) 1190′ (570′)

ALS out

PANS OPS

A B	R1500m	
C D	R1900m	R2400m

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

CHANGES: NDB ident.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 (21-5) Eff 19 Feb

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 INL	Final Apch Crs	EE622	DA(H)	Apt Elev 630′
109.1	063°	2000′ (1381′)	819′ (200′)	Rwy 619′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′ or above (MAX 210 KT), then turn RIGHT to EEØ57(MAX 220 KT) on 086° climbing to 3000′, then turn LEFT to OLZON (MAX 220 KT), then to RIMDE (MAX 220 KT), then to EEØ78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900 MSA ARP ❶

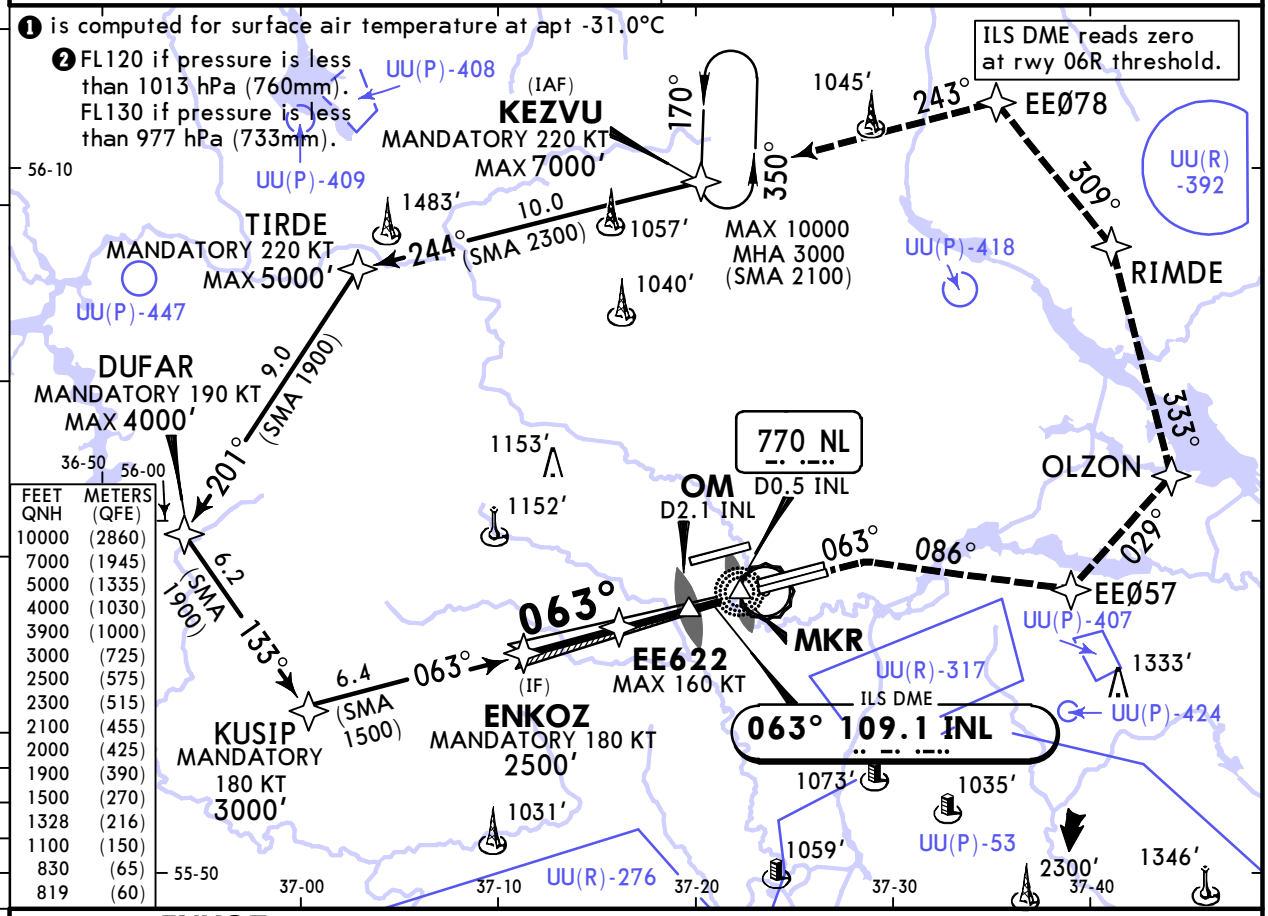
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 ❷ | Trans alt: 10000′

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

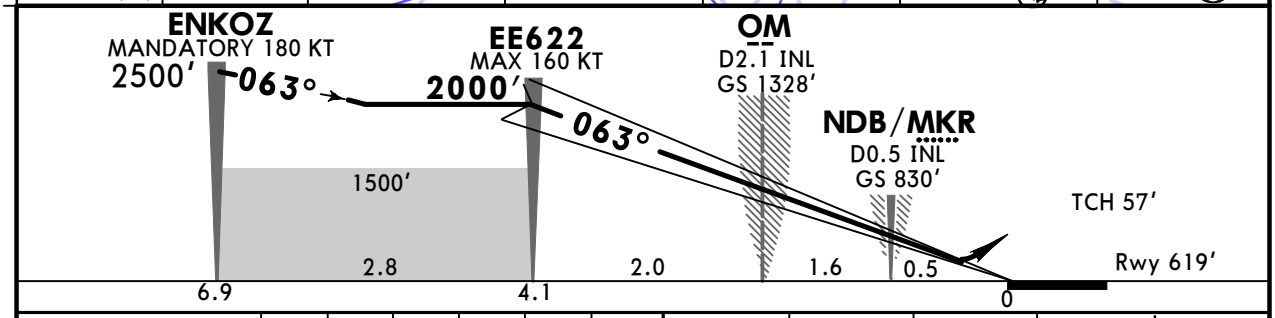
❶ is computed for surface air temperature at apt -31.0°C

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

ILS DME reads zero at rwy 06R threshold.



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)
1328	(216)
1100	(150)
830	(65)
819	(60)



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

HIALS-II PAPI | MIN 1100′ | 210 KT MAX | EEØ57 RT on 086°

Std STRAIGHT-IN LANDING

ILS

DA(H) **819′** (200′)

PANS OPS

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

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

CHANGES: NDB ident.

UUEE/SVO SHEREMETYEVO

JEPPESEN
13 FEB 26
Eff 19 Feb
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 063°	EE622 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 EEØ57 (MAX 220 KT) on 086° climbing to 3000′, then turn LEFT to OLZON (MAX 220 KT), then to RIMDE (MAX 220 KT), then to EEØ78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900
MSA ARP ❶

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

RNAV 1 for initial, intermediate and missed approach.

1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME required. 3. ILS DME reads zero at rwy 06R threshold.

❶ is computed for surface air temperature at apt -31.0°C

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

UU(P)-408 (IAF) KEZVU MANDATORY 220 KT MAX 7000′

UU(P)-409

TIRDE MANDATORY 220 KT MAX 5000′

UU(P)-447

DUFAR MANDATORY 190 KT MAX 4000′

ENKOZ MANDATORY 180 KT 2500′

KUSIP MANDATORY 180 KT 3000′

EE622 MAX 160 KT

OM D2.1 INL

MKR

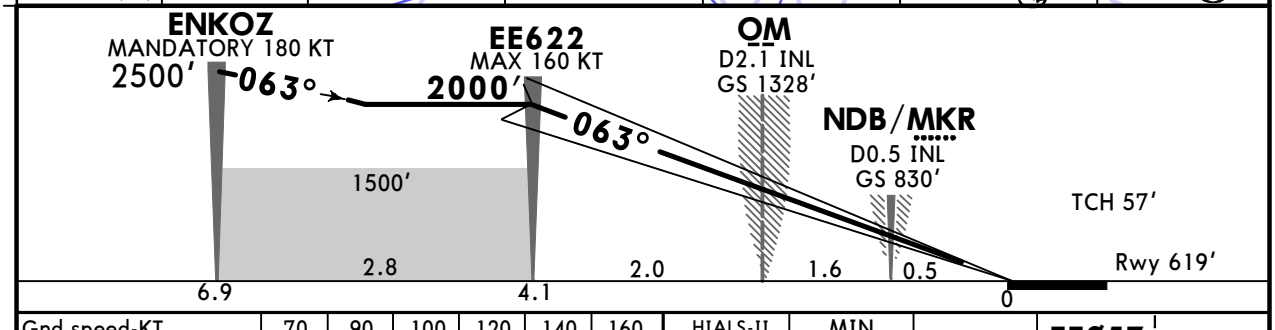
770 NL D0.5 INL

063° 109.1 INL ILS DME

EEØ78 RIMDE OLZON EEØ57

UU(P)-418 UU(R)-392 UU(P)-407 UU(R)-317 UU(P)-424 UU(P)-53 UU(R)-276

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)
1328	(216)
1100	(150)
830	(65)
719	(30)



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

HIALS-II PAPI | MIN 1100′ | 210 KT MAX | EEØ57 RT on 086°

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 106′ DA(H) 719′ (100′)
R175m	❶ R300m

❶ CAT D without autoland: R350m.

PANS OPS

CHANGES: NDB ident.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 (21-6) Eff 19 Feb

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 INL	Final Apch Crs	EE622	DA/MDA(H)	Apt Elev 630′
109.1	063°	2000′ (1381′)	1140′ (521′)	Rwy 619′

MISSED APCH: Climb STRAIGHT AHEAD, after passing RWY 24L THR turn RIGHT onto 074° from NL Lctr to EE825/353° KN NDB (MAX 210 KT) climbing to 3000′, turn LEFT to intercept 356° to KN NDB to EE826 (MAX 210 KT), turn LEFT onto 224° from KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

3900

MSA ARP ❶

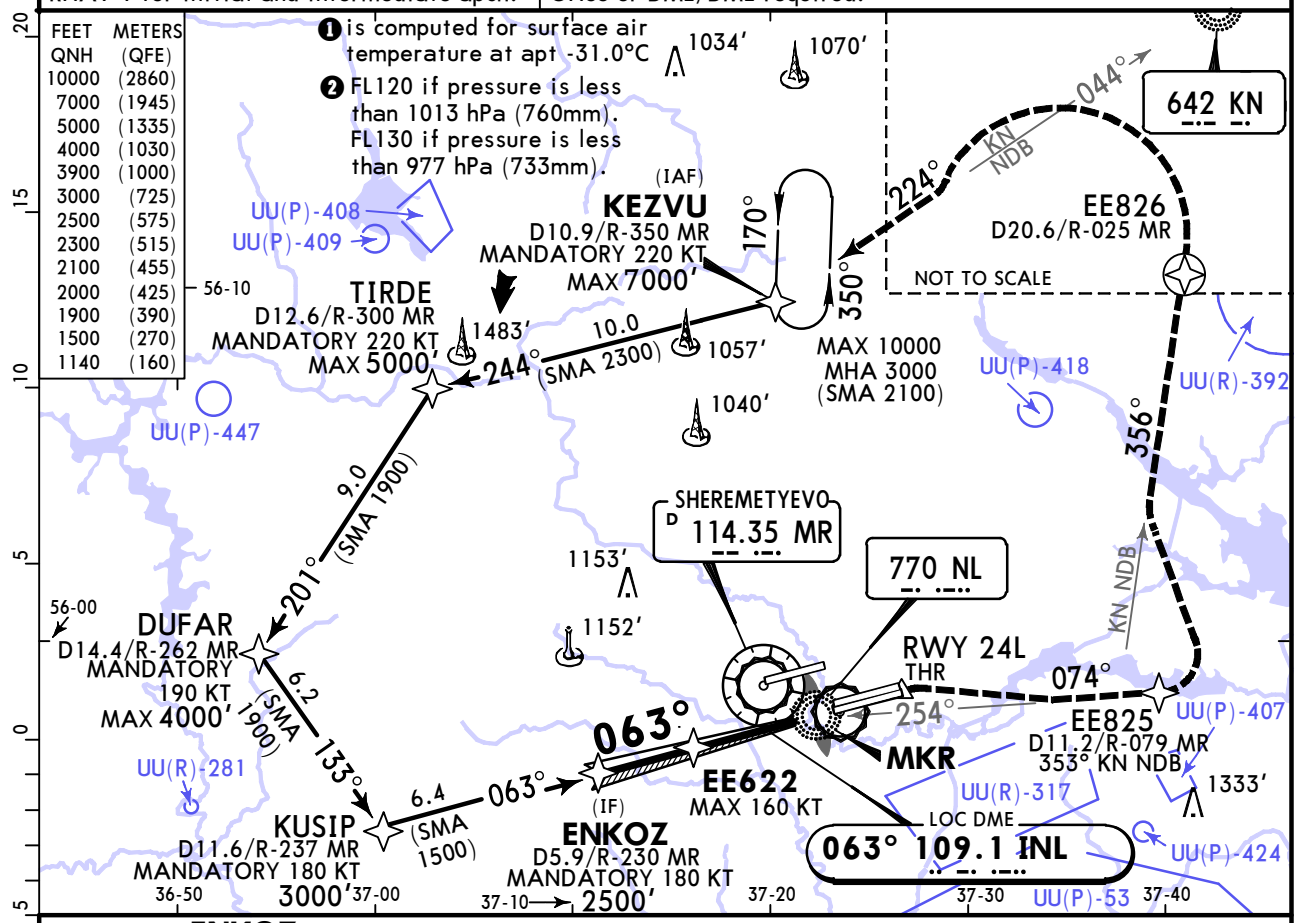
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 ❷ | Trans alt: 10000′

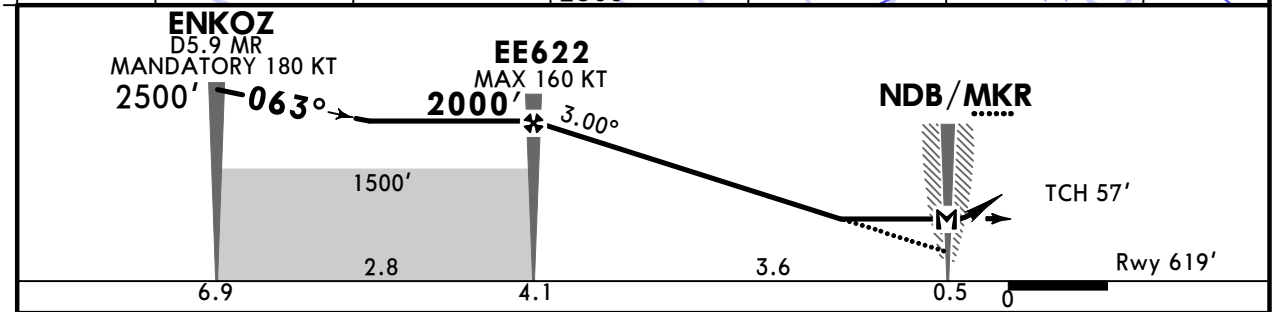
RNAV 1 for initial and intermediate apch. | GNSS or DME/DME required.

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)

❶ is computed for surface air temperature at apt -31.0°C

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





Gnd speed-KT		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 642 074° | 210 KT MAX

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1140′ (521′)

ALS out

PANS OPS

A	R1500m	
B		
C	R1700m	R2400m
D		

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

CHANGES: NDB ident.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 21-7 Eff 19 Feb

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	DA(H)	Apt Elev 630′
110.5	243°	2000′ (1379′)	821′ (200′)	Rwy 621′

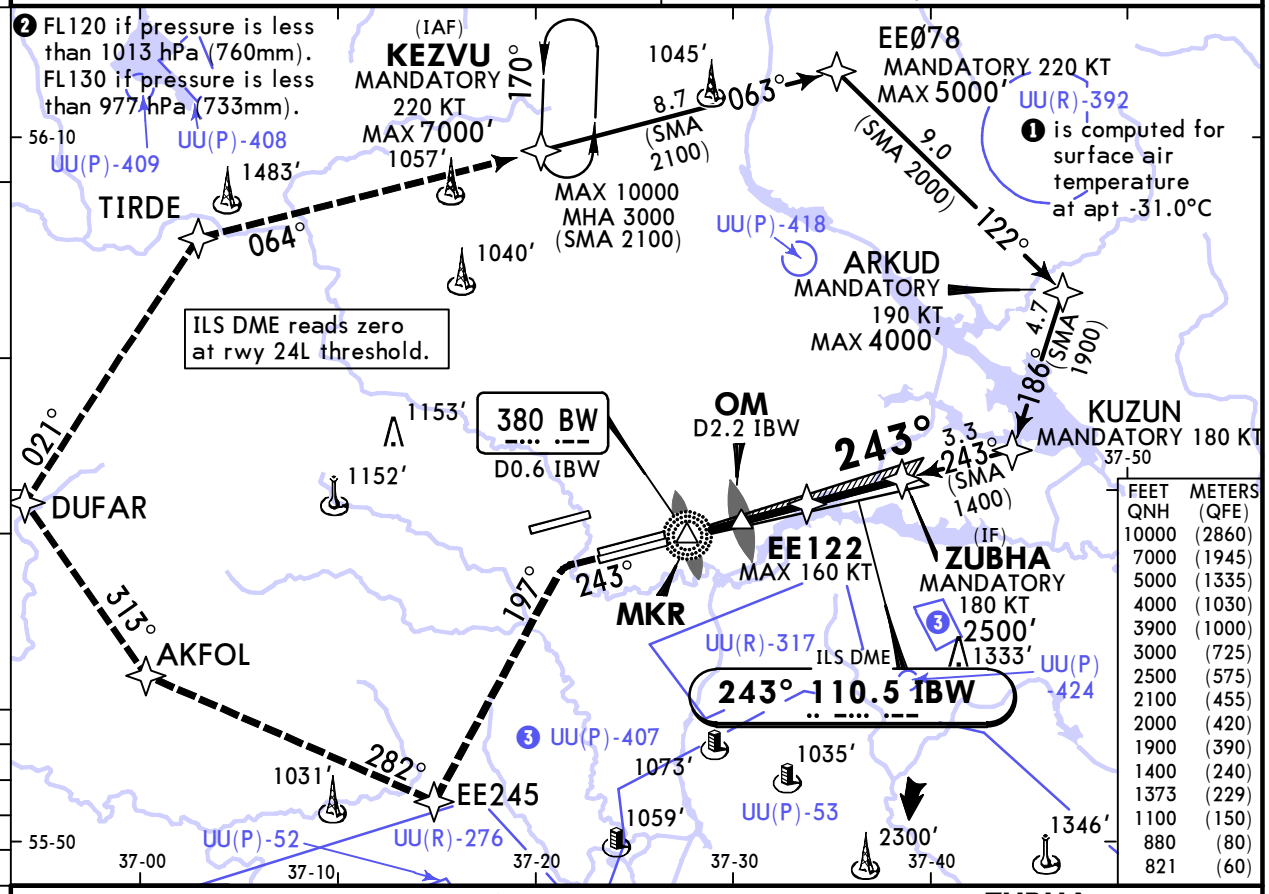
MISSED APCH: Climb STRAIGHT AHEAD to 1100′ or above (MAX 210 KT), then turn LEFT to EE245 (MAX 220 KT) climbing to 3000′, then turn RIGHT to AKFOL (MANDATORY 220 KT) to 3000′, then to DUFAR, then to TIRDE, then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900 MSA ARP ❶

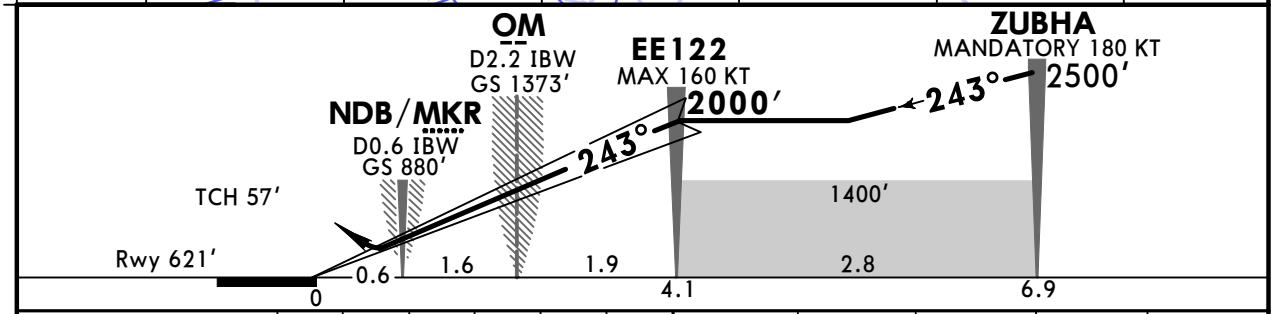
Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 ❷ | Trans alt: 10000′

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

❷ 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)
1373	(229)
1100	(150)
880	(80)
821	(60)



Gnd speed-KT		70	90	100	120	140	160	HIALS-II PAPI	MIN	210 KT MAX	3000′ LT	EE245
GS	3.00°	372	478	531	637	743	849		1100′			

Std STRAIGHT-IN LANDING

ILS

DA(H) **821′** (200′)

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

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

PANS OPS

CHANGES: BW NDB.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 21-7A Eff 19 Feb

MOSCOW, ~~RUSSIA~~ CAT II 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	CAT II ILS	Apt Elev 630′
110.5	243°	2000′ (1379′)	RA 98′ DA(H) 721′ (100′)	Rwy 621′

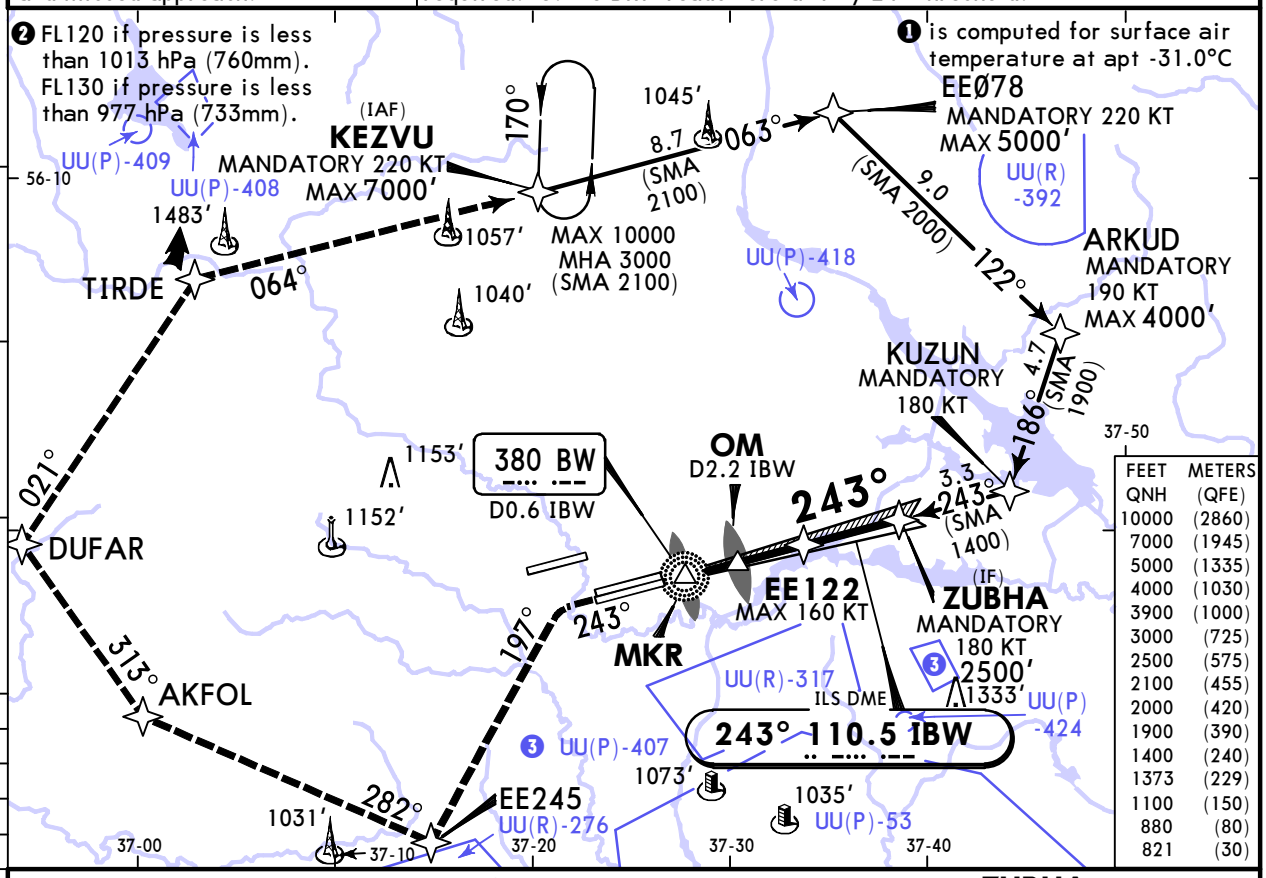
MISSED APCH: Climb STRAIGHT AHEAD to 1100′ or above (MAX 210 KT), then turn LEFT to EE245 (MAX 220 KT) climbing to 3000′, then turn RIGHT to AKFOL (MANDATORY 220 KT) to 3000′, then to DUFAR, then to TIRDE, then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900 MSA ARP❶

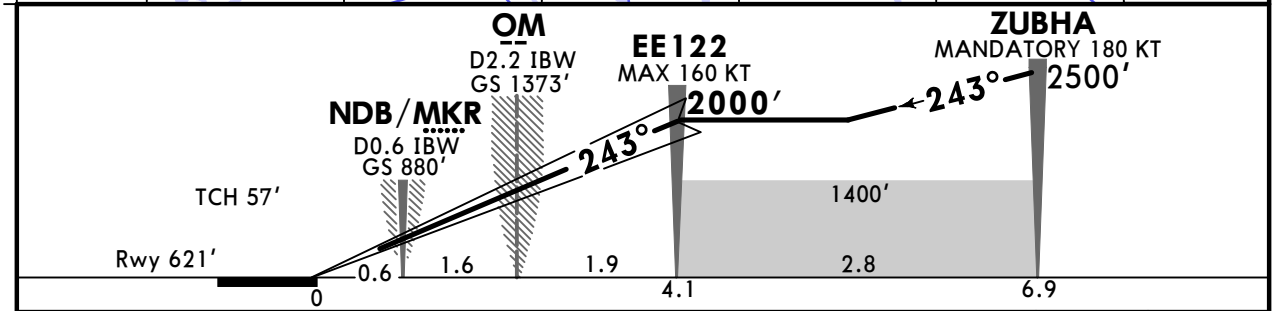
Alt Set: hPa (MM on req)	Rwy Elev: 23 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNAV 1 for initial, intermediate, and missed approach.	1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME required. 3. ILS DME reads zero at rwy 24L threshold.		

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

❶ 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)
1373	(229)
1100	(150)
880	(80)
821	(30)



Gnd speed-KT		70	90	100	120	140	160	HIALS-II PAPI	MIN			
GS	3.00°	372	478	531	637	743	849		1100′	210 KT MAX	3000′ LT	EE245

Std STRAIGHT-IN LANDING

CAT II ILS

RA 98′

DA(H) **721′** (100′)

❶ R300m

PANS OPS

❶ CAT D without autoland: R350m.

CHANGES: BW NDB.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 21-8 Eff 19 Feb

MOSCOW, ~~RUSSIA~~ LOC 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	Final Apch Crs	EE122	DA/MDA(H)	Apt Elev 630′
110.5	243°	2000′ (1379′)	970′ (349′)	Rwy 621′

MISSED APCH: Climb STRAIGHT AHEAD, after passing RWY Ø6R THR (MAX 210 KT) turn LEFT onto 198° from ER NDB to EE245 (MAX 210 KT) climbing to 3000′, then turn RIGHT onto 261° to UM NDB (MAX 210 KT), turn RIGHT onto 321° to AR NDB (MAX 210 KT), turn RIGHT on 047° from AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900 MSA ARP ❶

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

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

❶ is computed for surface air temperature at apt -31.0°C

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

NOT TO SCALE

KEZVU (IAF) D10.9/R-350 MR MANDATORY 220 KT MAX 7000′

EE078 D15.8/R-021 MR MANDATORY 220 KT MAX 5000′

ARKUD D16.6/R-053 MR MANDATORY 190 KT MAX 4000′

KUZUN D13.9/ R-068 MR MANDATORY 180 KT

794 ER | 380 BW | 1080 AR | 405 UM | SHEREMETYEVO D 114.35 MR

MKR | RWY Ø6R THR | LOC DME 243° 110.5 IBW

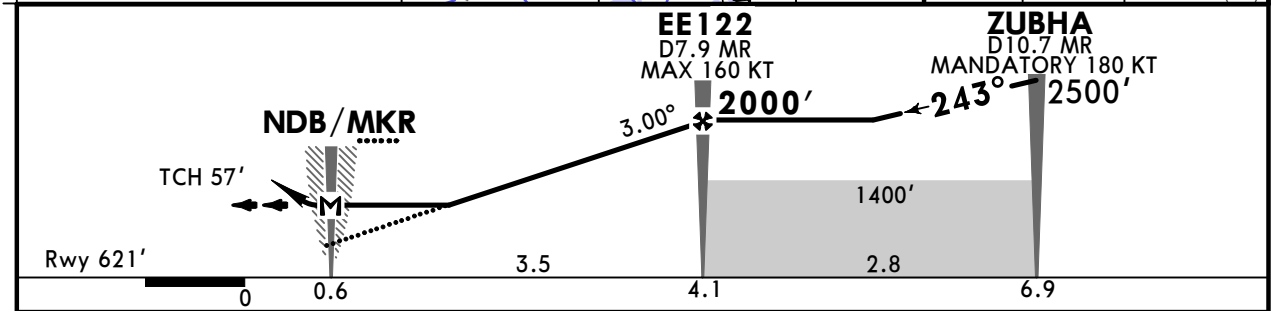
EE122 D7.9/ R-072 MR | ZUBHA (IF) D10.7/R-069 MR MANDATORY 180 KT 2500′

EE245 D8.1/ R-188 MR

MAX 10000 MHA 3000 (SMA 2100)

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)

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



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

HIALS-II PAPI | RWY Ø6R THR | 210 KT MAX | EE245 LT | ER onto 794 198°

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 970′ (349′)

	ALS out
A	R900m
B	R1500m
C	R1600m
D	R1600m

PANS OPS

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

CHANGES: BW NDB.

UUEE/SVO SHEREMETYEVO

JEPPESEN 6 MAR 26 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	DA(H)	Apt Elev 630′
111.3	243°	2000′ (1378′)	822′ (200′)	Rwy 622′

MISSED APCH: Climbing 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

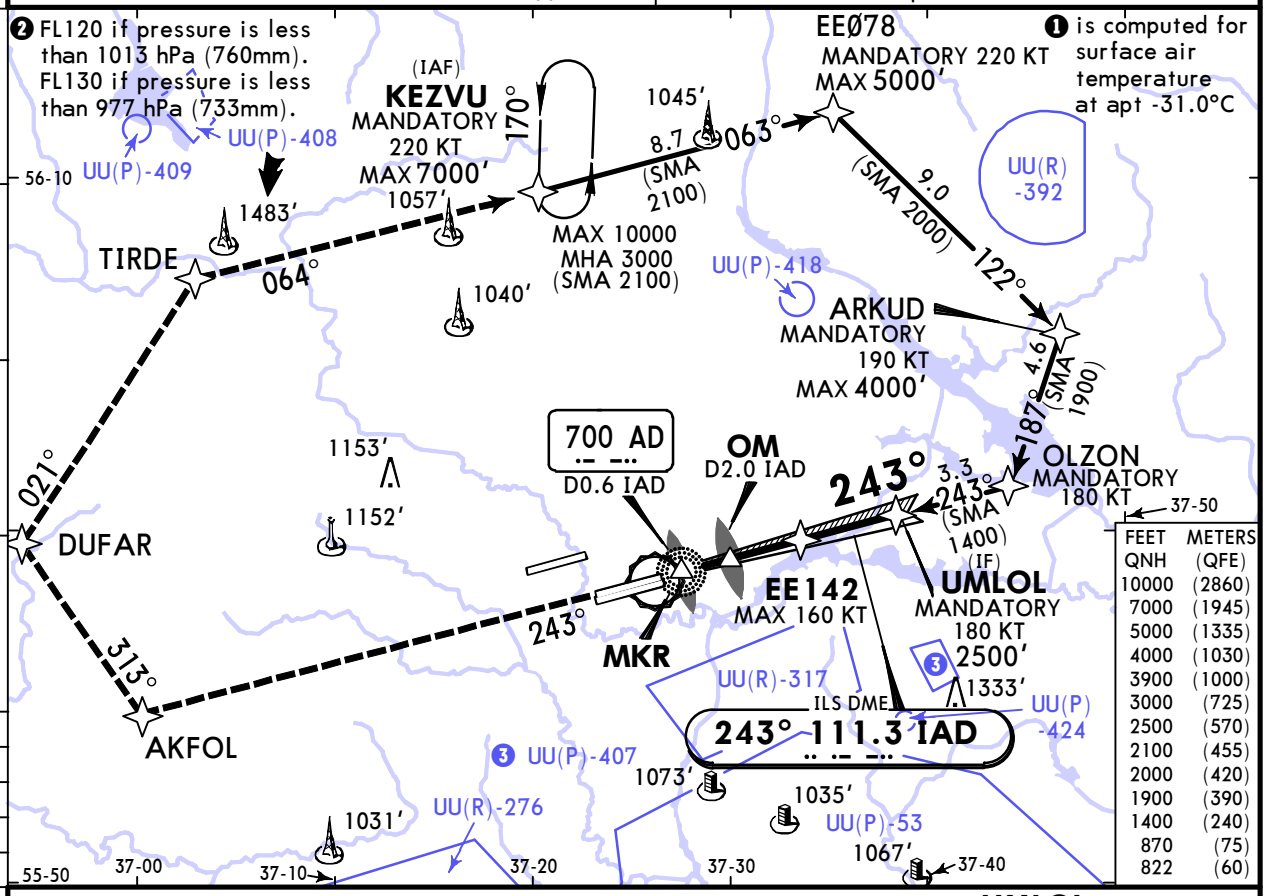
MSA ARP ❶

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

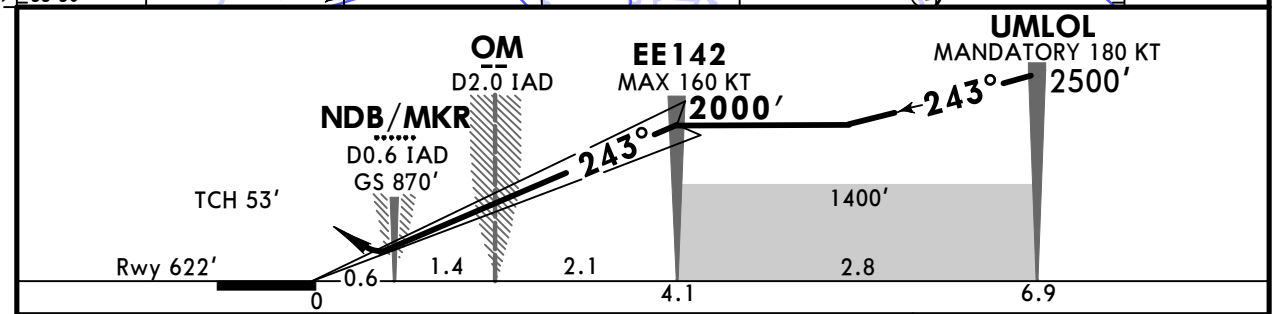
RNAV 1 for initial, intermediate and missed approach. | GNSS or DME/DME required.

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

❶ 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	(570)
2100	(455)
2000	(420)
1900	(390)
1400	(240)
870	(75)
822	(60)



Gnd speed-KT		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′)

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

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

PANS OPS

CHANGES: Crossing alt AD NDB.

UUEE/SVO SHEREMETYEVO

JEPPESEN 6 MAR 26 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	CAT IIIA ILS Refer to Minimums	CAT II ILS	Apt Elev 630′
111.3	243°	2000′ (1378′)		RA 100′ DA(H) 722′ (100′)	Rwy 622′

MISSED APCH: Climbing 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.

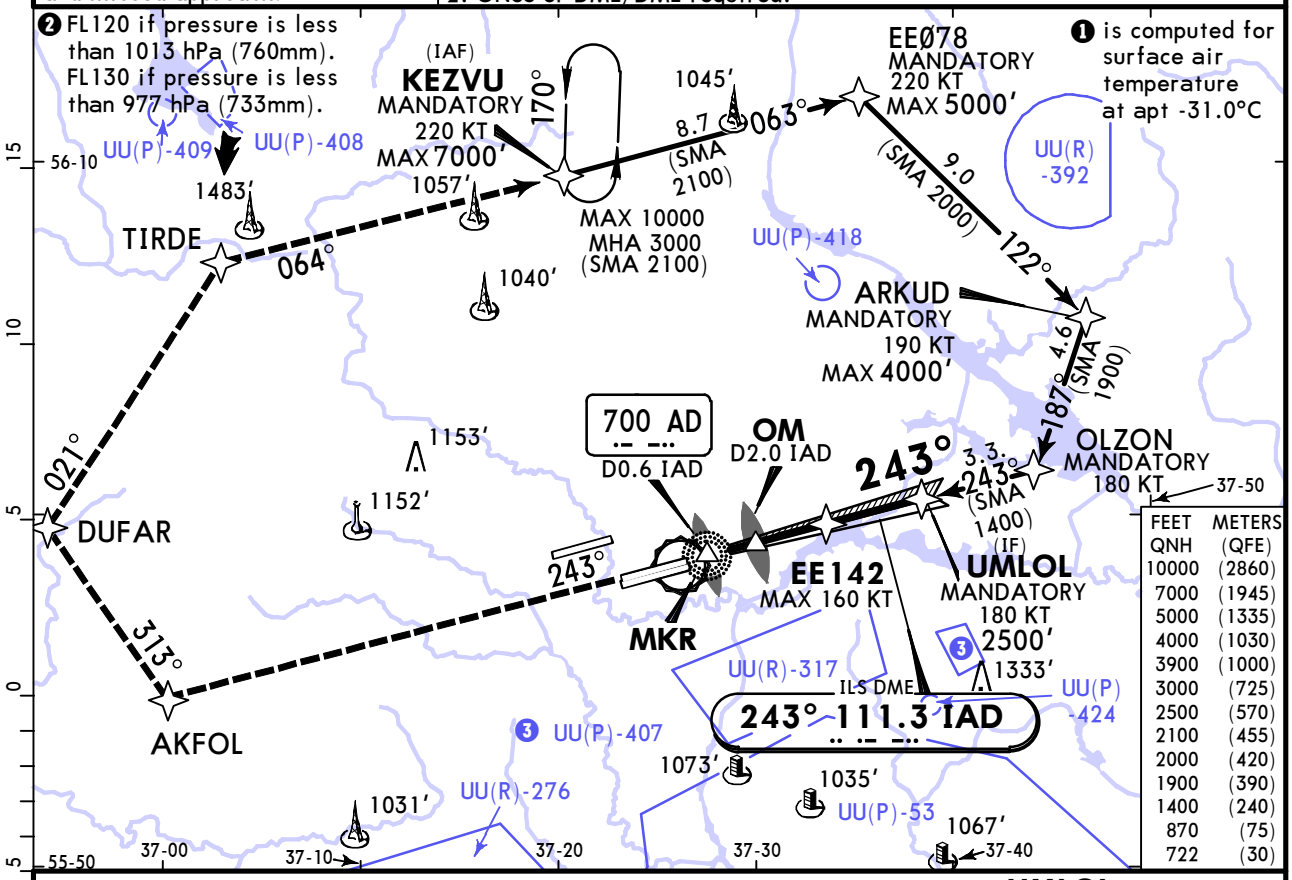
3900

MSA ARP ❶

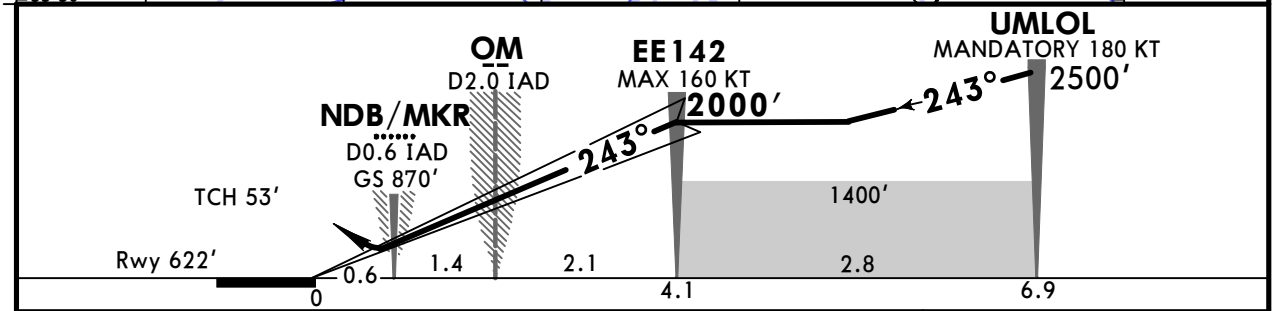
Alt Set: hPa (MM on req)	Rwy Elev: 23 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNAV 1 for initial, intermediate and missed approach.	1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME required.		

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

❶ 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)
870	(75)
722	(30)



Gnd speed-KT		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	❶ R300m

❶ CAT D without autoland: R350m.

CHANGES: Crossing alt AD NDB.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 21-10 Eff 19 Feb

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	DA/MDA(H)	Apt Elev 630′
111.3	243°	2000′ (1378′)	970′ (348′)	Rwy 622′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ to AKFOL (MAX 210 KT), then turn RIGHT onto 047° from AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900

MSA ARP ❶

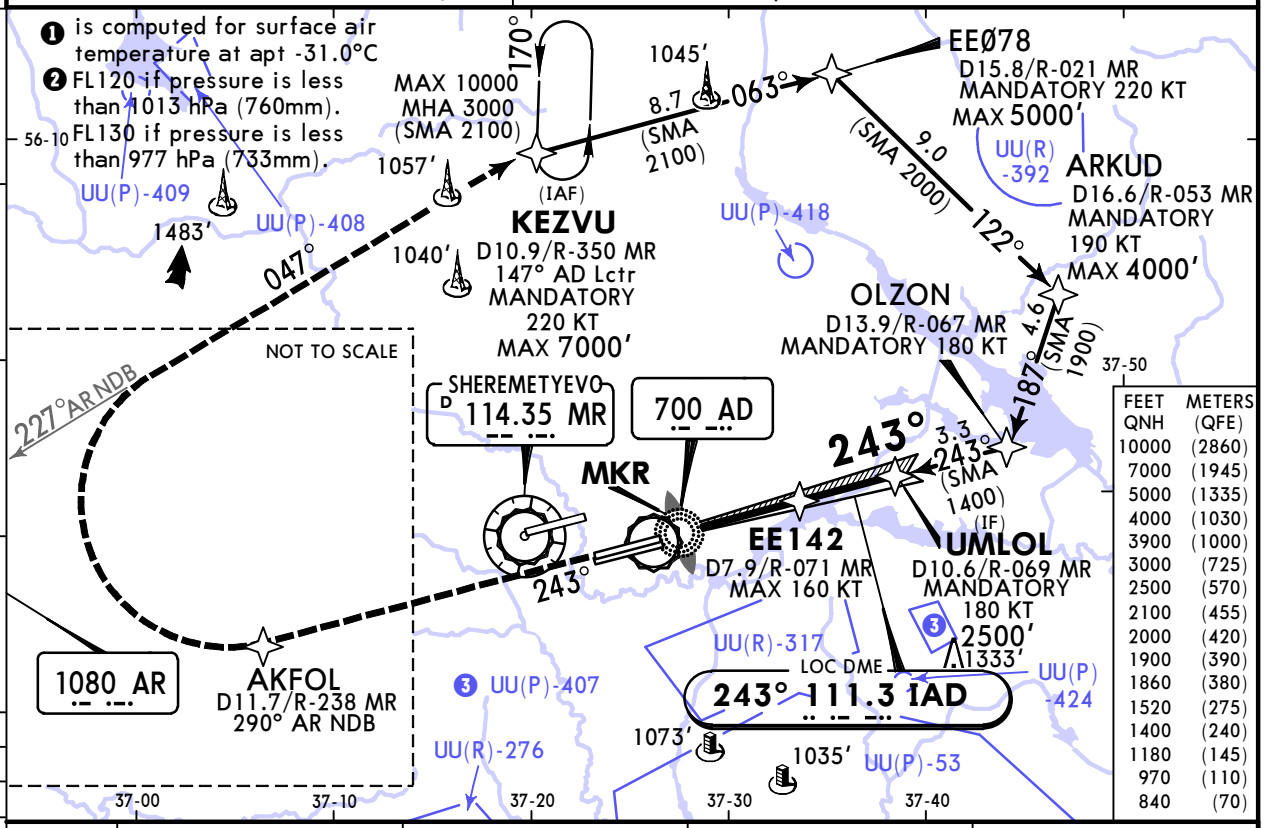
Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 ❷ | Trans alt: 10000′

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

❶ is computed for surface air temperature at apt -31.0°C

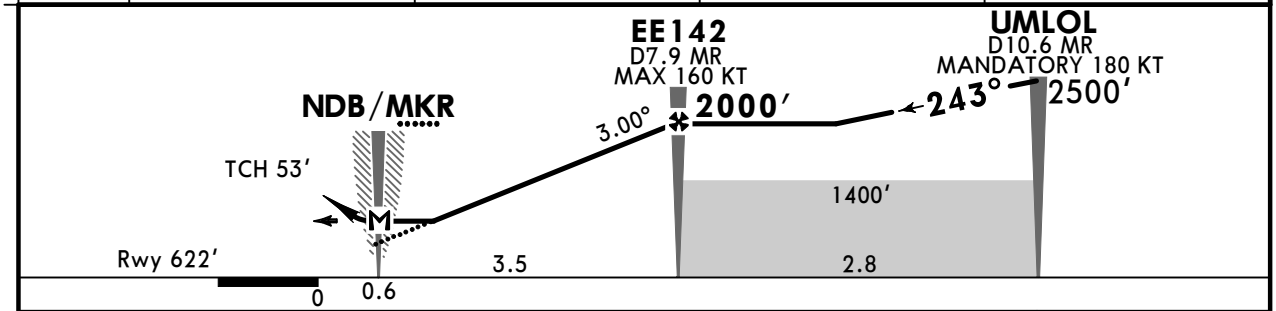
❷ FL120 if pressure is less than 1013 hPa (760mm).

56-10 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-KT		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

❶ DA/MDA(H) 970′ (348′)

PANS OPS

	ALS out
A	R1500m
B	
C	R1600m
D	
R900m	

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

CHANGES: AD NDB.

UUEE/SVO SHEREMETYEVO

JEPPESEN 8 NOV 24 21-11

MOSCOW, ~~RUSSIA~~ ILS 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

LOC IBR	Final Apch Crs	EE112 MANDATORY	DA(H)	Apt Elev 630′ Rwy 589′
109.35	243°	3000′ (2411′)	789′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1100′ or above (MAX 210 KT), then turn RIGHT on 309° to EEØ58 (MAX 210 KT) climbing to 3000′, then turn RIGHT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

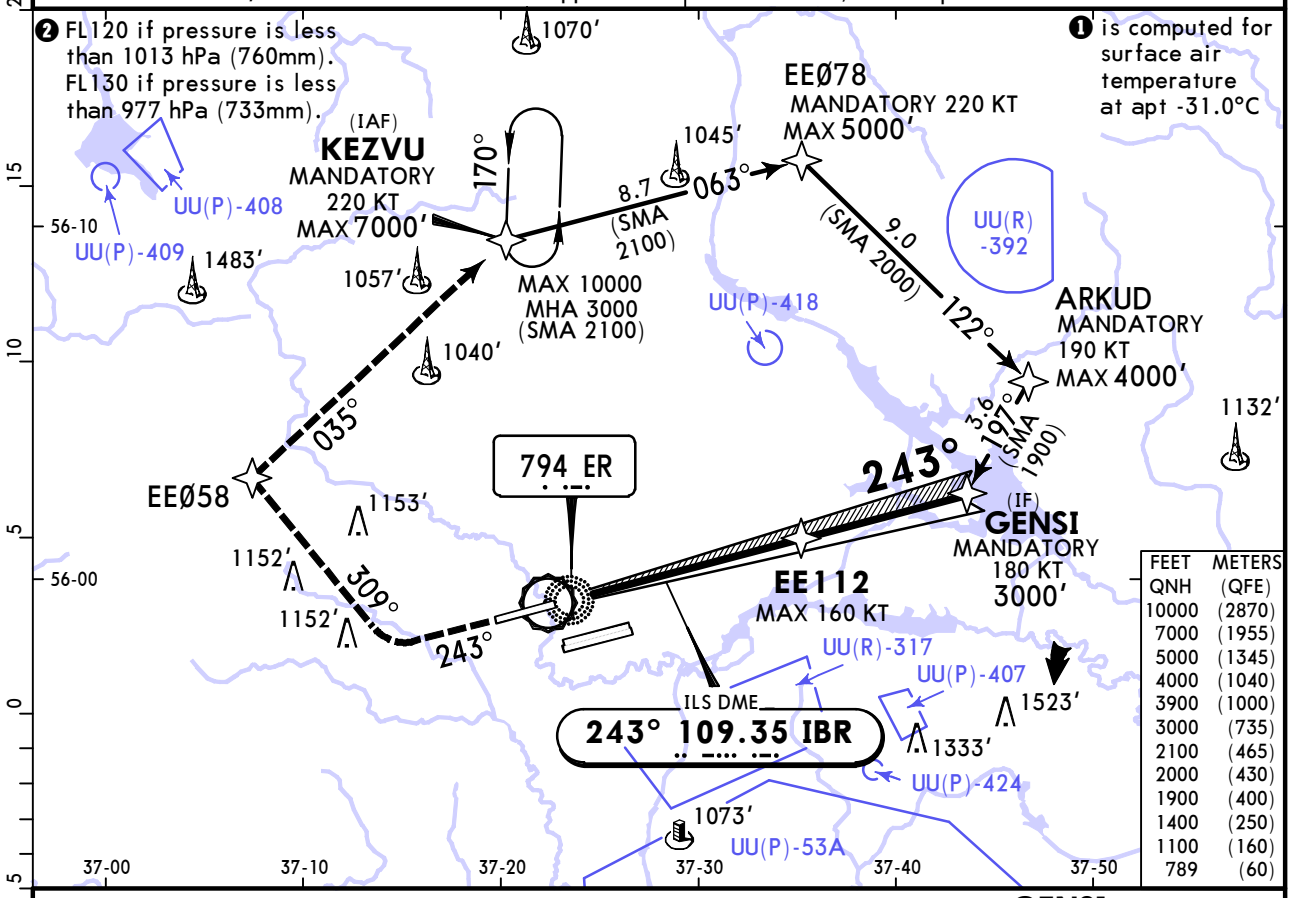
3900

MSA ARP ❶

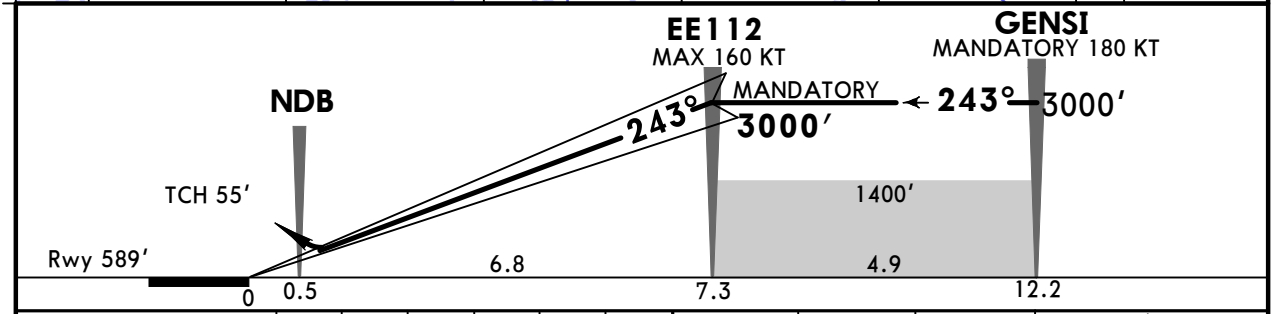
Alt Set: hPa (MM on req)	Rwy Elev: 21 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNAV 1 for initial, intermediate and missed approach.		GNSS or DME/DME required.	

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

❶ is computed for surface air temperature at apt -31.0°C



FEET	METERS
QNH	(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

EEØ58 RT on 309°

Std STRAIGHT-IN LANDING

ILS

DA(H) **789′** (200′)

PANS OPS

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m / R1200m

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

CHANGES: MKR withdrawn.

UUEE/SVO SHEREMETYEVO

JEPPESEN

8 NOV 24 (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	243°	3000′ (2411′)			

MISSED APCH: Climb STRAIGHT AHEAD to 1100′ or above (MAX 210 KT), then turn RIGHT on 309° to EE058 (MAX 210 KT) climbing to 3000′, then turn RIGHT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

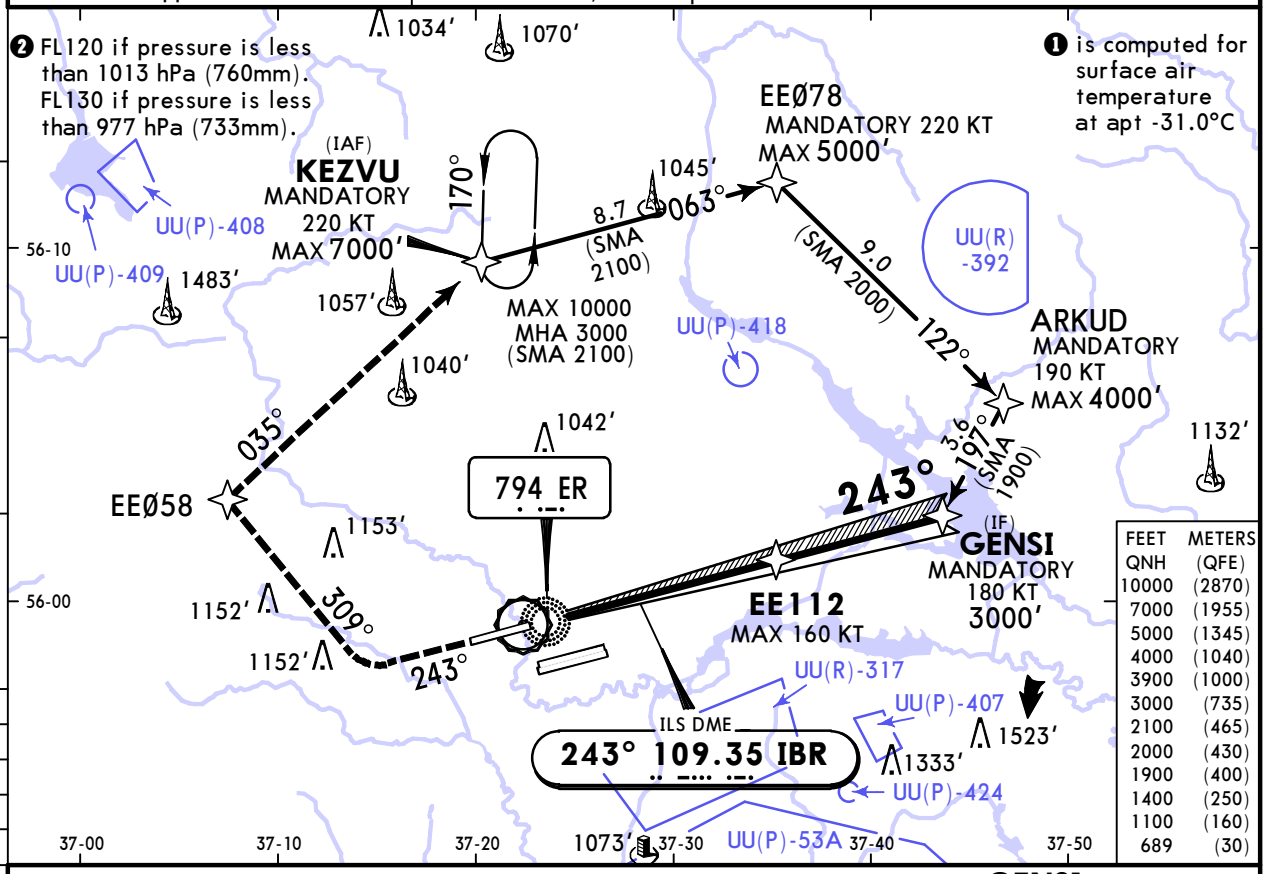
3900

MSA ARP ❶

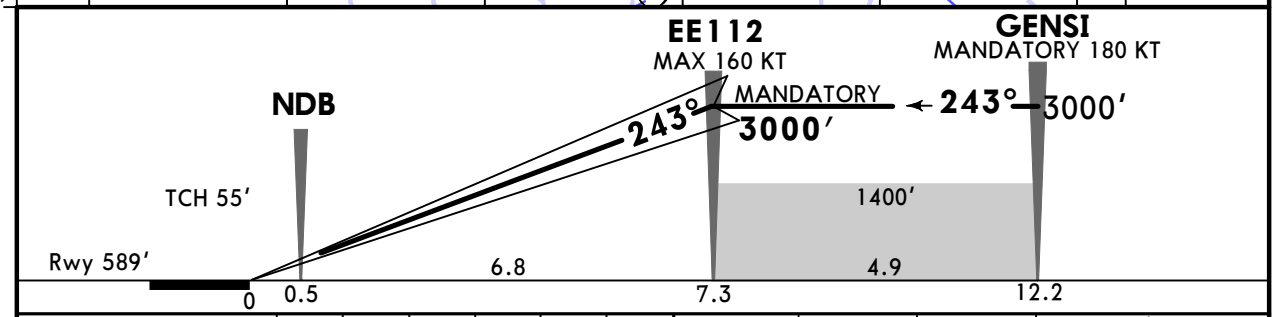
Alt Set: hPa (MM on req)	Rwy Elev: 21 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNAV 1 for initial, intermediate and missed approach.	1. Special Aircrew & Acft Certification Required. 2. GNSS or DME/DME required.		

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

❶ 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

EE058 RT on 309°

Std STRAIGHT-IN LANDING

CAT IIIA ILS	CAT II ILS
	RA 102′ DA(H) 689′ (100′)
R175m	❶ R300m

❶ CAT D without autoland: R350m.

PANS OPS

CHANGES: MKR withdrawn.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 21-12 Eff 26 Dec

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

LOC IBR	Final Apch Crs	EE112 MANDATORY	DA/MDA(H)	Apt Elev 630′ Rwy 589′
109.35	243°	3000′ (2411′)	1150′ (561′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1300′ or above, turn RIGHT onto 266° from ER NDB to LEZOM (MAX 210 KT) climbing to 3000′, turn RIGHT onto 047° from AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900

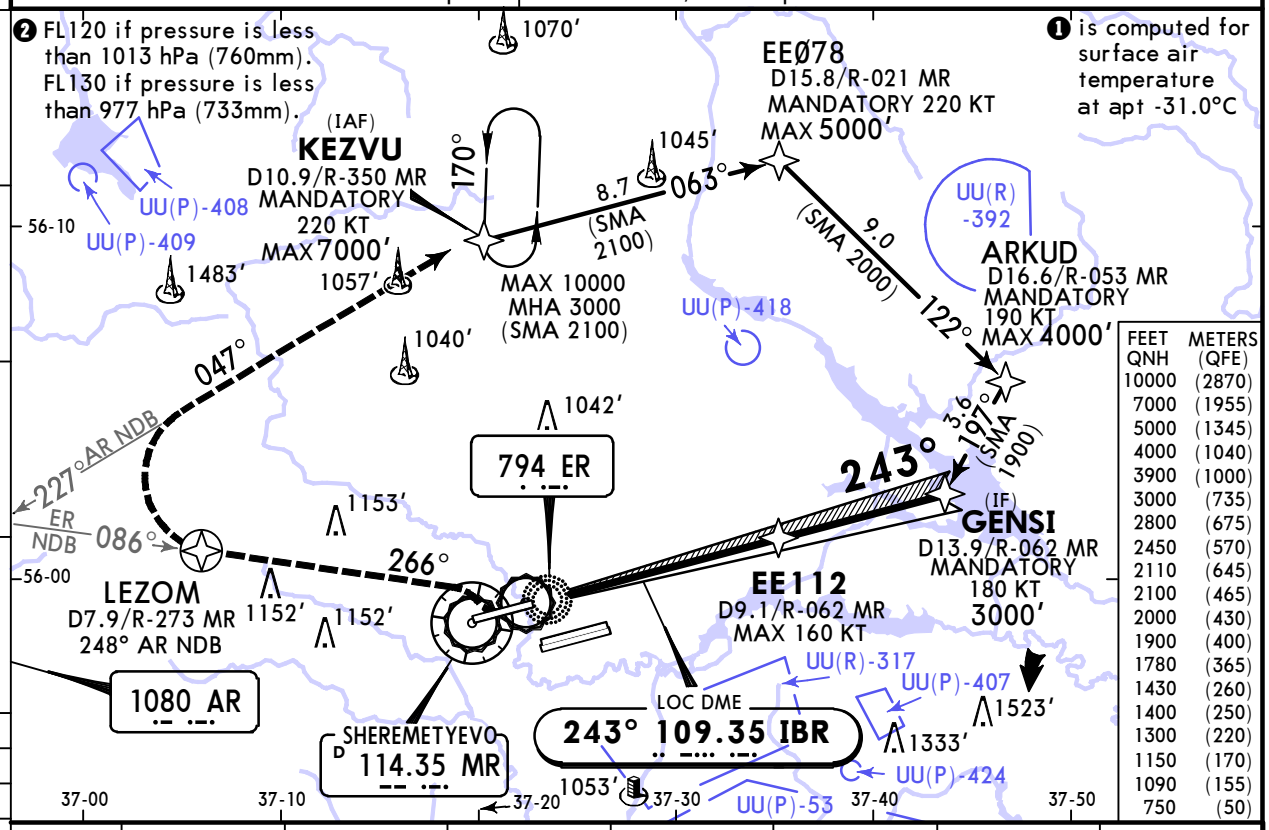
MSA ARP ❶

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

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

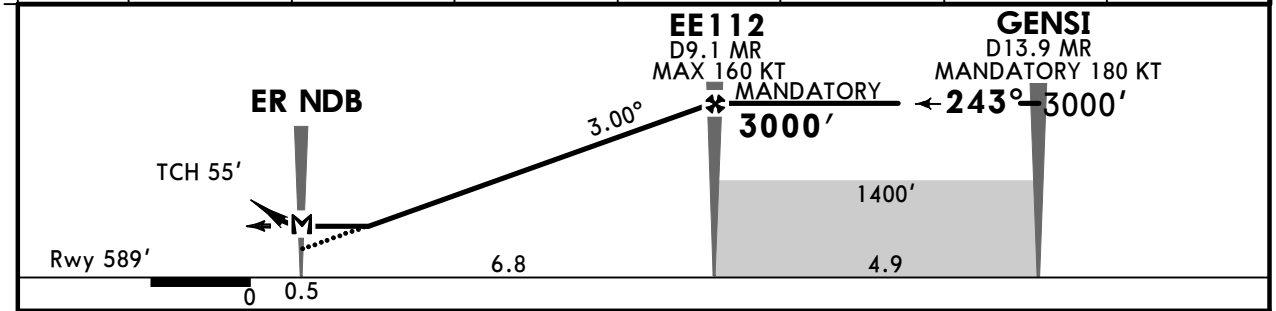
❷ FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

❶ 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 794 266° | 210 KT MAX

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1150′ (561′)

ALS out

A	R1500m	
B		
C	R1900m	R2400m
D		

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

CHANGES: UU(P)-53, LEZOM fly-over WP.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 (22-1) Eff 26 Dec

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 063°	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 EEØ18 (MAX 210 KT) climbing to 3000′, then turn LEFT To KEZVU (MANDATORY 220 KT), then according to chart or as directed.

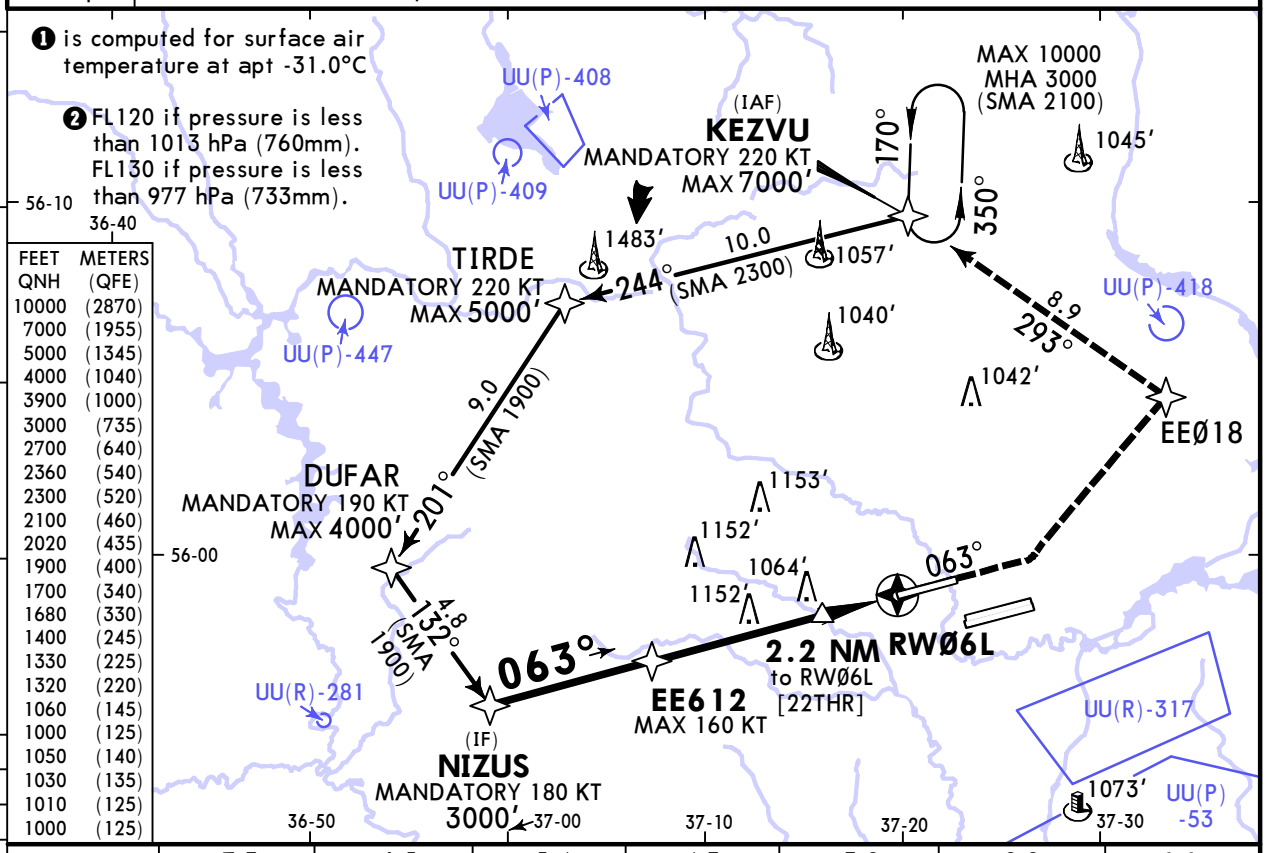
3900 MSA ARP ❶

Alt Set: hPa (MM on req)	Rwy Elev: 22 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNP Apch	1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31.0°C.		

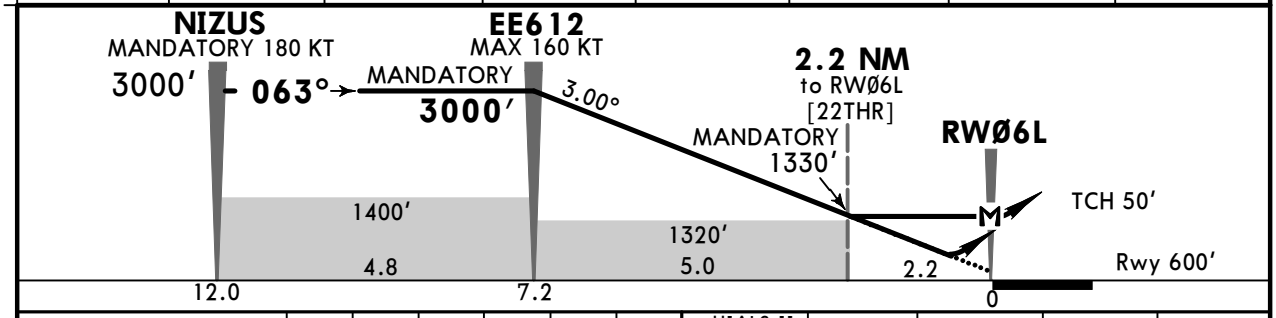
❶ is computed for surface air temperature at apt -31.0°C

❷ 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 RWØ6L	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 1700′	210 KT MAX	EEØ18 LT	3000′
Descent Angle	3.00°	372	478	531	637	743	849					
MAP at RWØ6L												

Std STRAIGHT-IN LANDING

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

LNAV
CDFA
❶ DA/MDA(H) 1060′ (460′)

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

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

PANS OPS

CHANGES: UU(P)-447 added.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 22-2 Eff 26 Dec

MOSCOW, ~~RUSSIA~~ RNP 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™

RNAV	Final Apch Crs 063°	EE632 MANDATORY 2000′ (1380′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 630′ Rwy 620′

MISSED APCH: Climb to 3000′ to OLZON (MAX 220 KT), then turn LEFT to RIMDE (MAX 220 KT), then to EEØ78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900

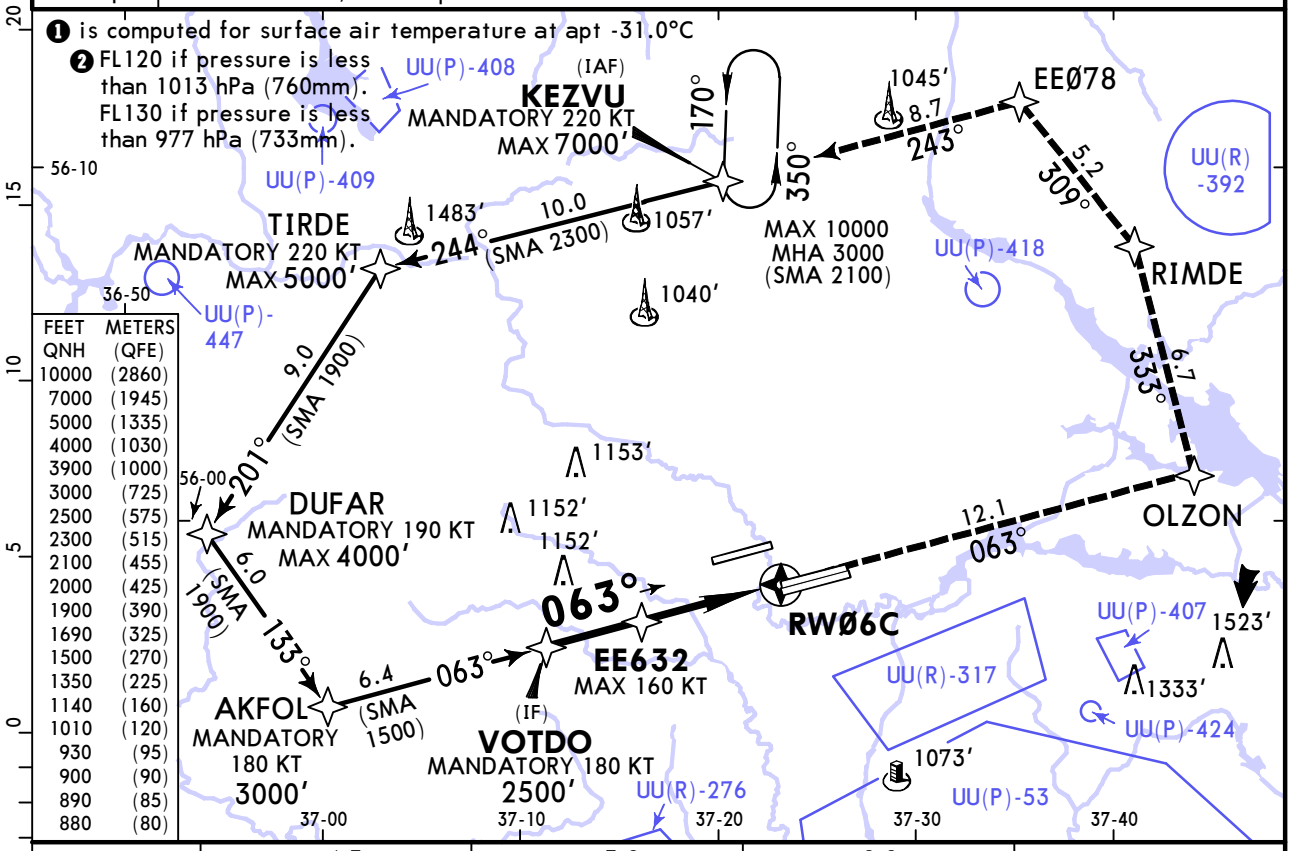
MSA ARP ❶

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

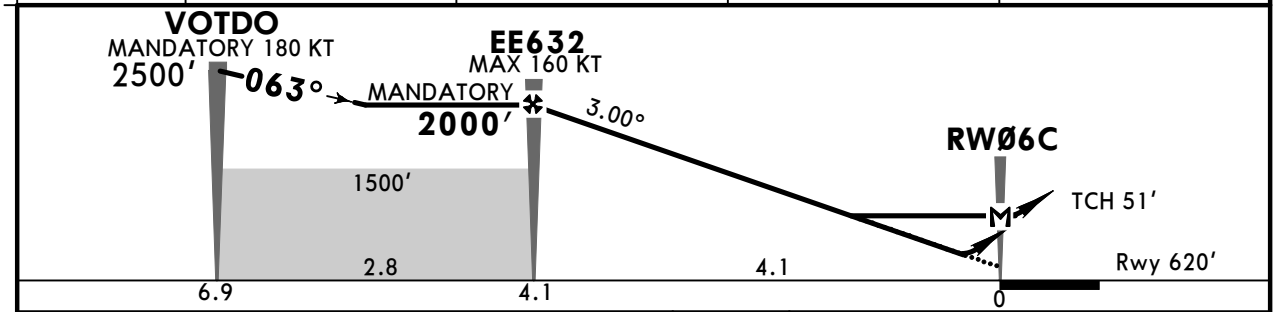
RNP Apch | 1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31.0°C.

❶ is computed for surface air temperature at apt -31.0°C

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



DIST to RWØ6C	4.3	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 RWØ6C							

HIALS PAPI | 3000′ | OLZON | 220 KT MAX

Std STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV
DA(H)	A: 880′ (260′) C: 900′ (280′) B: 890′ (270′) D: 930′ (310′)	CDFA ❶ DA/MDA(H) 1140′ (520′)

PANS OPS

	ALS out		ALS out
A	R750m	R1300m	R1500m
B			
C		R1400m	R1600m R2400m
D			

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

CHANGES: UU(P)-447 added.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 22-3 Eff 26 Dec

MOSCOW, ~~RUSSIA~~ RNP 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™

RNAV	Final Apch Crs 063°	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 EEØ57 (MAX 220 KT) climbing to 3000′, then turn LEFT to OLZON (MAX 220 KT) to 3000′, then to RIMDE (MAX 220 KT), then to EEØ78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900 MSA ARP ❶

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

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

❶ is computed for surface air temperature at apt -31.0°C

❷ 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 RWØ6R	4.3	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 RWØ6R							

HIALS-II PAPI | MIN 1500′ | EEØ57 RT | 3000′ | 220 KT MAX

Std STRAIGHT-IN LANDING

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

LNAV CDFA ❶ DA/MDA(H) 1140′ (521′)

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

PANS OPS

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

CHANGES: UU(P)-447 added.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 22-4 Eff 26 Dec

MOSCOW, ~~RUSSIA~~ RNP 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™

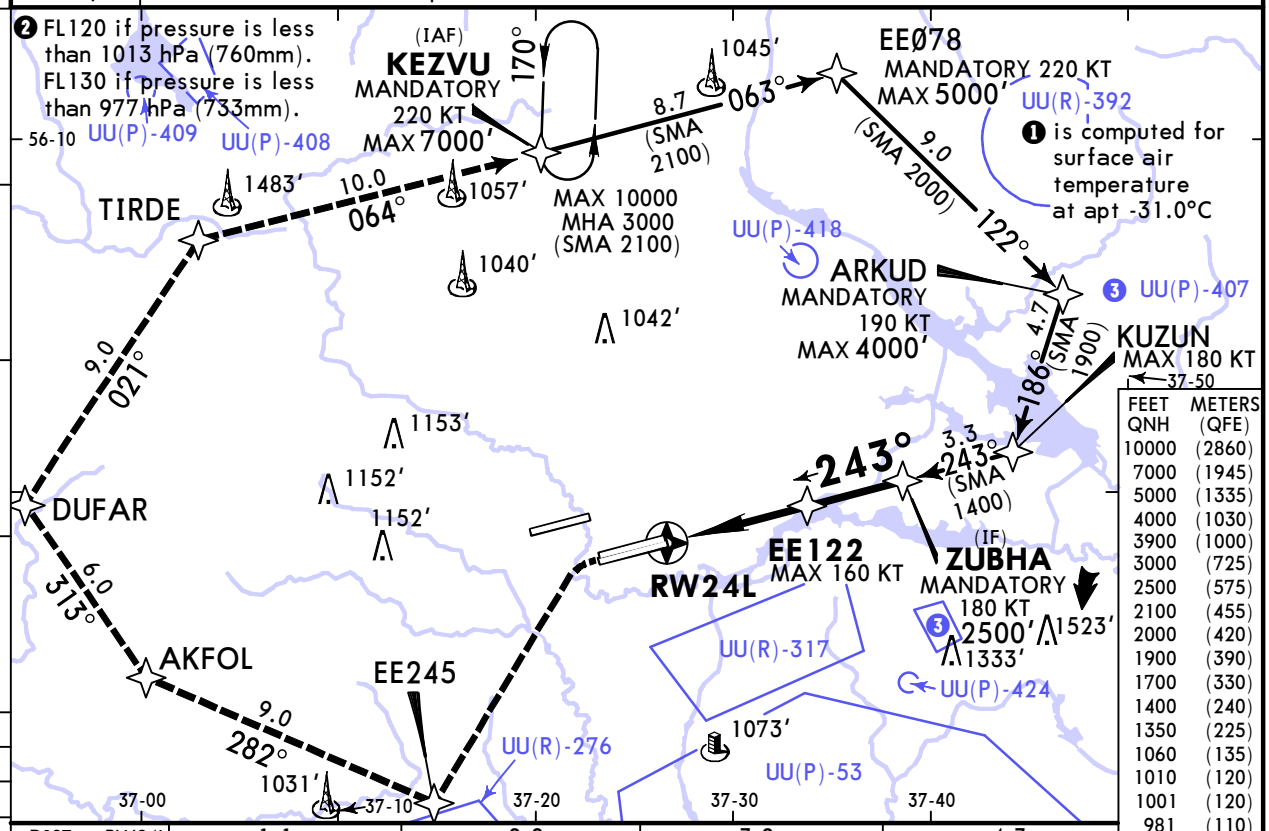
RNAV	Final Apch Crs **243°**	**EE122** MANDATORY **2000′** (1379′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 630′ Rwy 621′

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 ❶

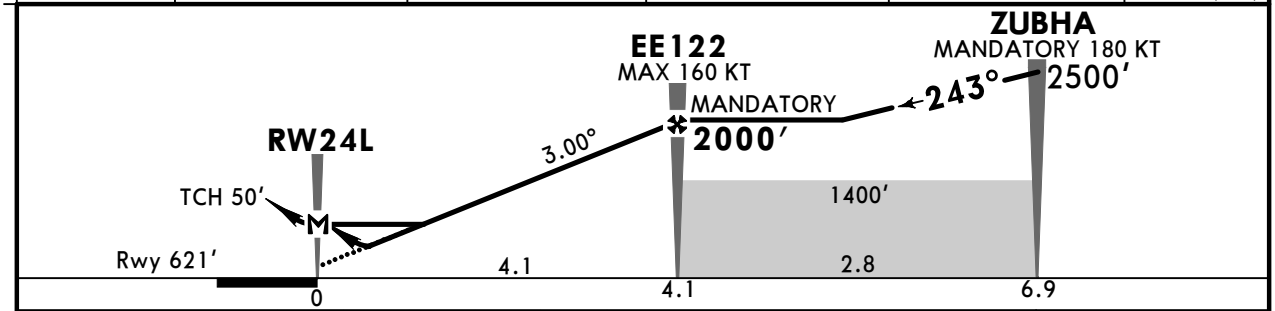
Alt Set: hPa (MM on req)	Rwy Elev: 23 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNP Apch	1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below -31.0°C.		

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



DIST to RW24L	1.1	2.2	3.2	4.3
ALTITUDE	1010′	1350′	1700′	2000′

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)



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 ❶ DA/MDA(H) **1060′** (439′)	
	ALS out		ALS out
A	R800m	R1300m	R1500m
B			
C	R900m		R1600m
D	R1000m		R1700m

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

PANS OPS

CHANGES: None.

UUEE/SVO SHEREMETYEVO

JEPPESEN 5 JUL 24 22-5 Eff 11 Jul

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

BRIEFING STRIP™

RNAV	Final Apch Crs 243°	EE142 MANDATORY 2000′ (1378′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 630′ 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.

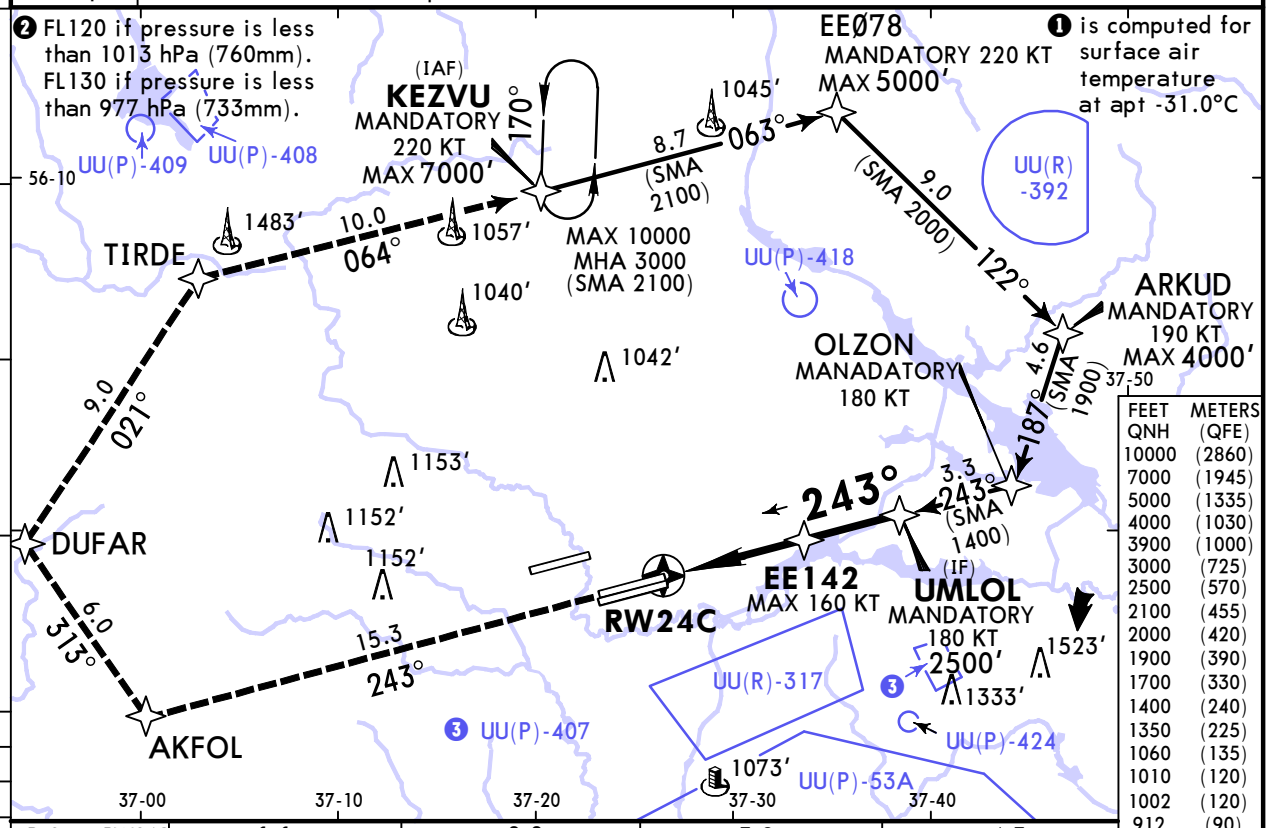
3900 MSA ARP ❶

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

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

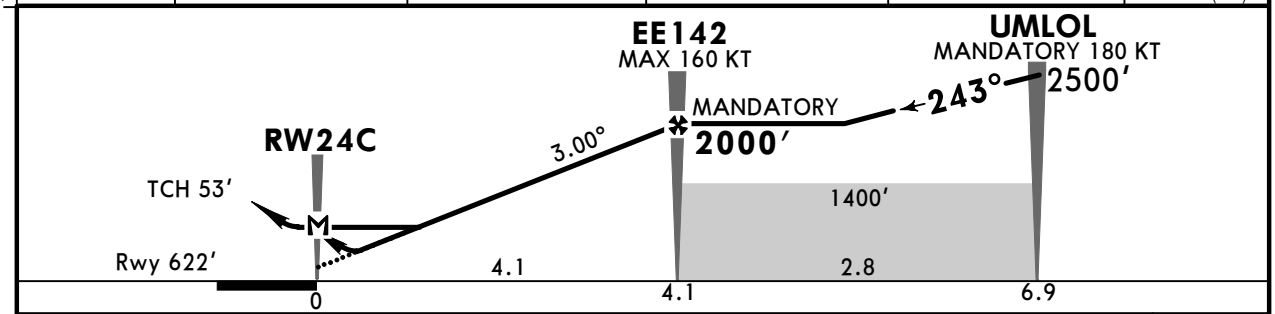
❷ FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

❶ 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	(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)

DIST to RW24C	1.1	2.2	3.2	4.3
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 RW24C							

HIALS-II PAPI | 3000′ | AKFOL | 210 KT MAX

Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
DA(H) A: 892′ (270′) C: 912′ (290′) B: 902′ (280′) D: 1002′ (380′)		CDFA ❶ DA/MDA(H) 1060′ (438′)	
	ALS out		ALS out
A	R750m	R1300m	R1300m
B			R1500m
C		R1400m	R2000m
D	R1000m	R1700m	

PANS OPS

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

CHANGES: Missed Apch speed.

UUEE/SVO SHEREMETYEVO

JEPPESEN 5 JUL 24 (22-6) Eff 11 Jul

MOSCOW, ~~RUSSIA~~ RNP 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™

RNAV	Final Apch Crs 243°	EE112 MANDATORY 3000′ (2411′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 630′ Rwy 589′

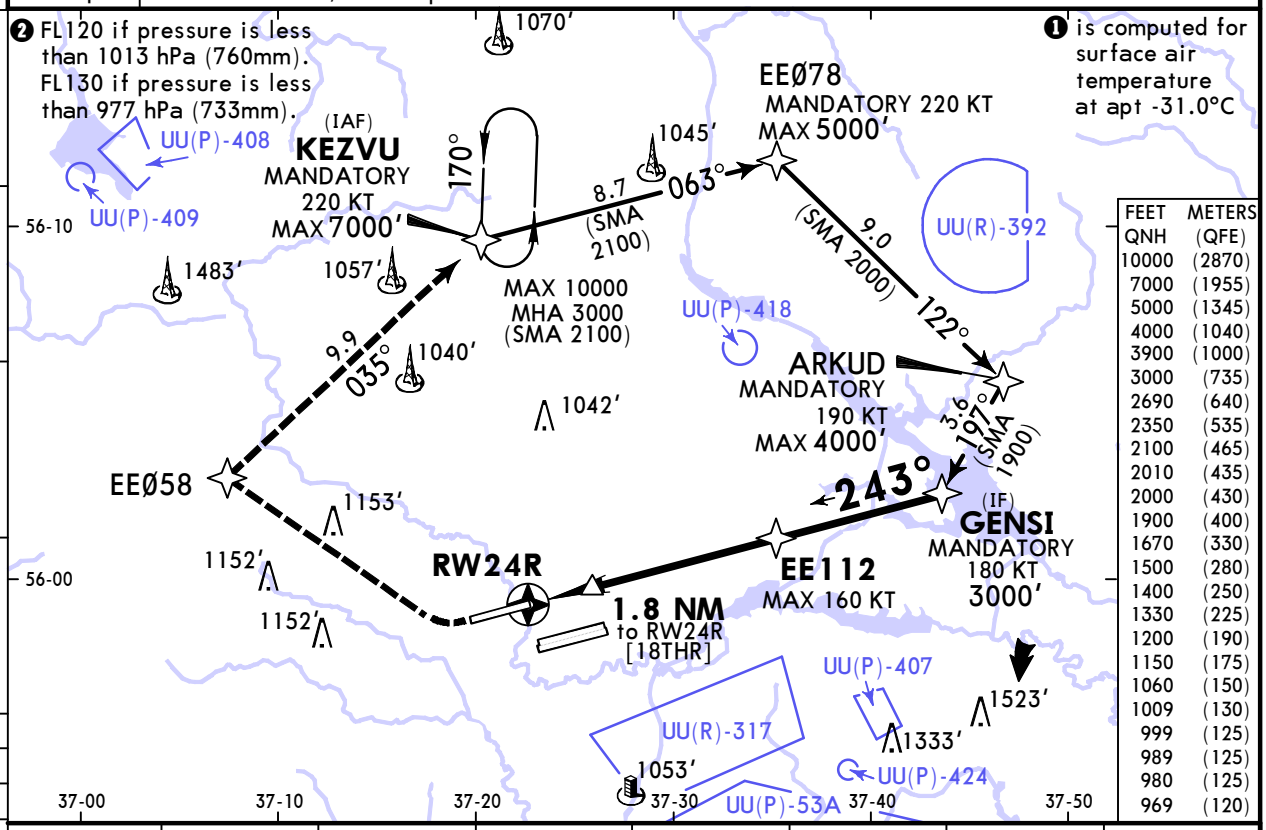
MISSED APCH: Climb STRAIGHT AHEAD to 1500′ or above (MAX 210 KT), then turn RIGHT to EEØ58 (MAX 210 KT) climbing to 3000′, then turn RIGHT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900 MSA ARP ❶

Alt Set: hPa (MM on req)	Rwy Elev: 21 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNP Apch	1. GNSS or DME/DME required. 2. Baro-VNAV not authorized below-31.0°C.		

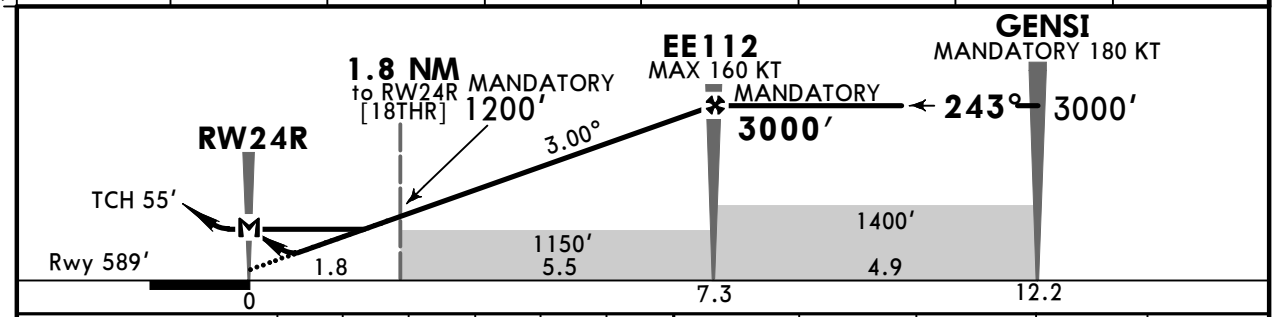
❷ FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

❶ 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 | EEØ58 RT | 3000′

Std STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
DA(H)	A: 969′ (380′) C: 999′ (410′) B: 989′ (400′) D: 1009′ (420′)	CDFA ❶ DA/MDA(H)	1060′ (471′)

		ALS out		ALS out
A	R1000m	R1500m	R1500m	
B	R1100m			
C	R1200m	R1900m	R1500m	R2200m
D				

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

PANS OPS

CHANGES: None.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 22-40 Eff 26 Dec

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	063°	3000′ (2400′)	800′ (200′)	Rwy 600′

MISSED APCH: Climb STRAIGHT AHEAD to 1200′ or above (MAX 210 KT), then turn LEFT to EEØ18 (MAX 210 KT) climbing to 3000′, then turn LEFT To KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900

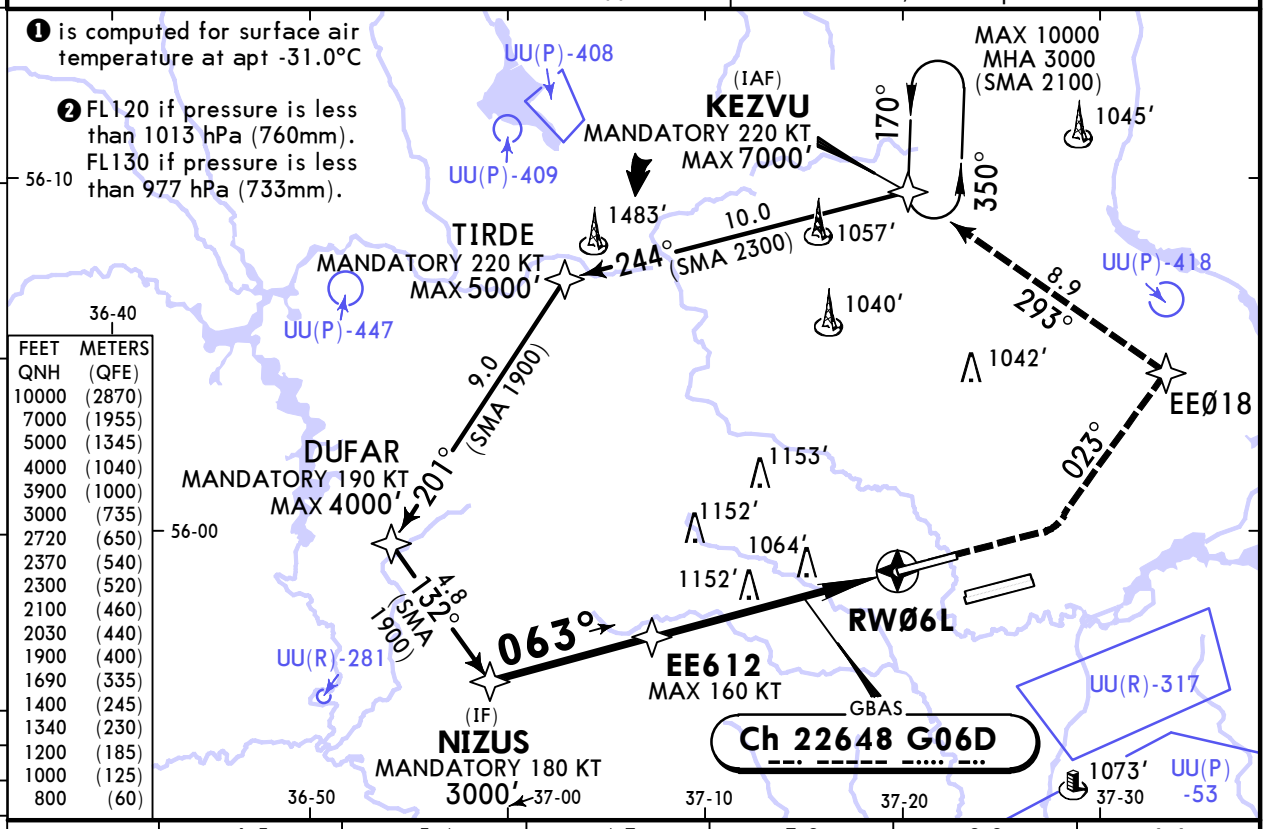
MSA ❶ ARP

Alt Set: hPa (MM on req)	Rwy Elev: 22 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNAV 1 for initial, intermediate, final and missed approach.		GNSS or DME/DME required.	

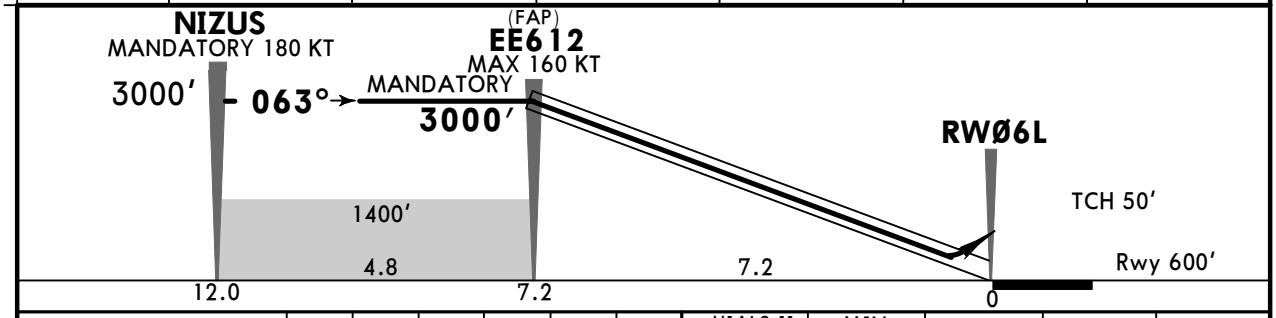
❶ is computed for surface air temperature at apt -31.0°C

❷ 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 RWØ6L	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 | EEØ18 LT | 3000′

Std STRAIGHT-IN LANDING

GLS

DA(H) **800′** (200′)

PANS OPS

	TDZ or CL out	ALS out
A B C D	R550m	❶ R550m / R1200m

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

CHANGES: UU(P)-447 added.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 22-41 Eff 26 Dec

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	063°	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 EEØ78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

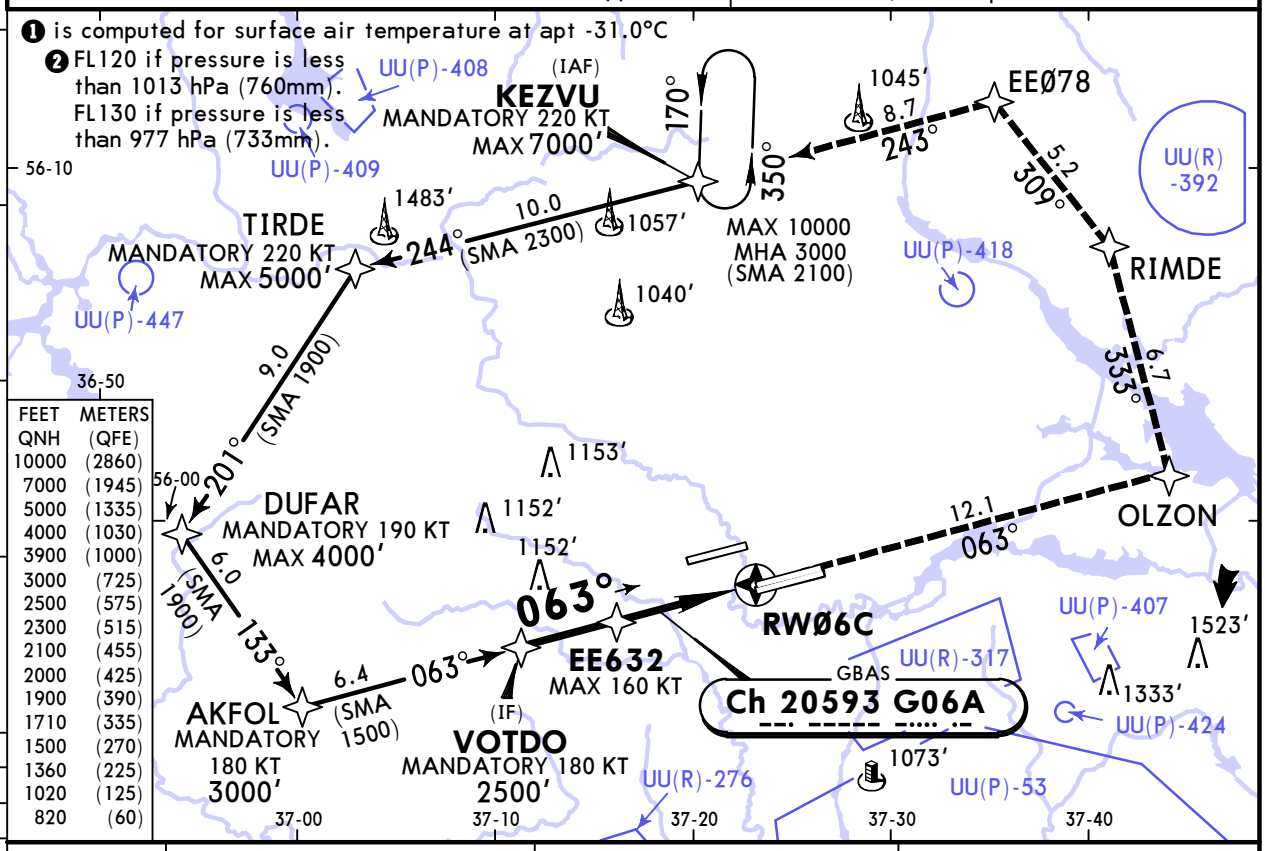
3900 MSA ARP❶

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

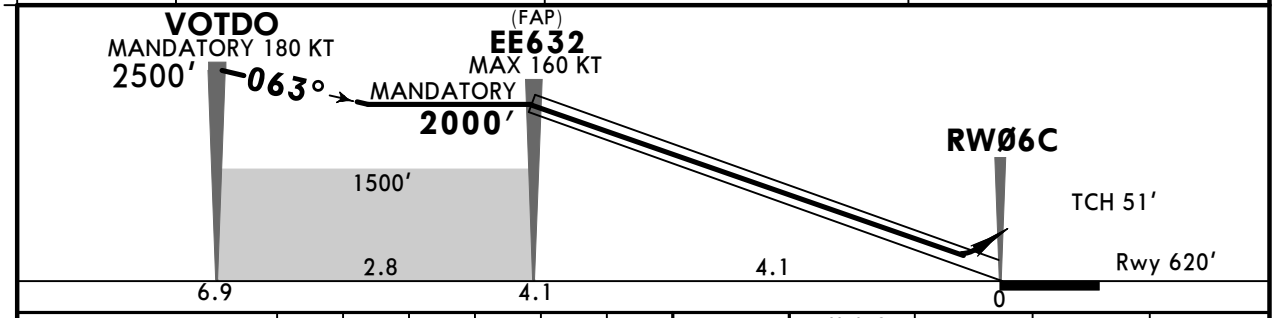
RNAV 1 for initial, intermediate, final and missed approach. | GNSS or DME/DME required.

❶ is computed for surface air temperature at apt -31.0°C

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



DIST to RWØ6C	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	❶ R550m
	R1200m

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

CHANGES: UU(P)-447 added.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 22-42 Eff 26 Dec

MOSCOW, ~~RUSSIA~~ GLS 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 ™

GBAS	Final Apch Crs	EE622 MANDATORY	DA(H)	Apt Elev 630′
Ch 21415 G06B	**063°**	**2000′** (1381′)	**819′** (200′)	Rwy 619′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′ or above (MAX 210 KT), then turn RIGHT to EEØ57 (MAX 220 KT) on 086° climbing to 3000′, then turn LEFT to OLZON (MAX 220 KT) to 3000′, then to RIMDE (MAX 220 KT), then to EEØ78 (MAX 220 KT), then to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

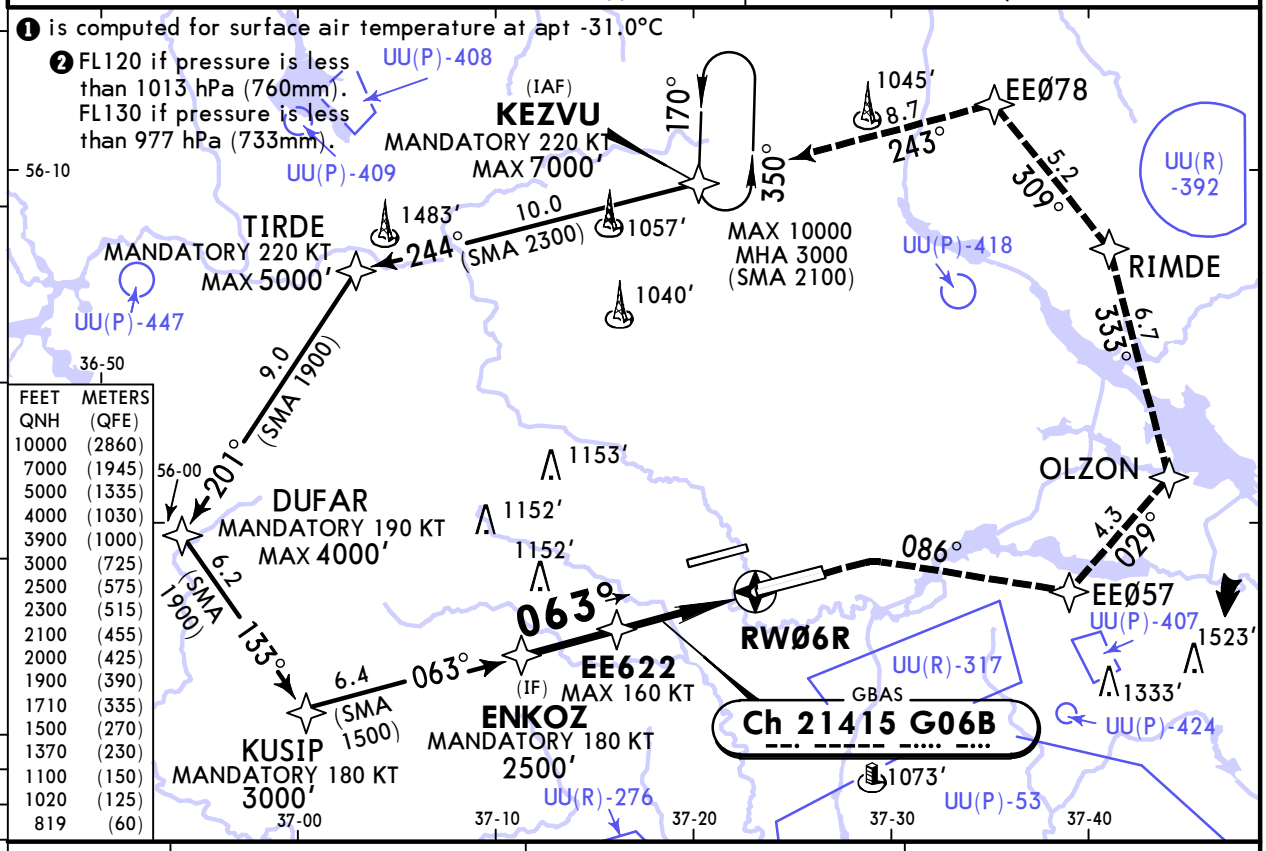
3900

MSA ARP ❶

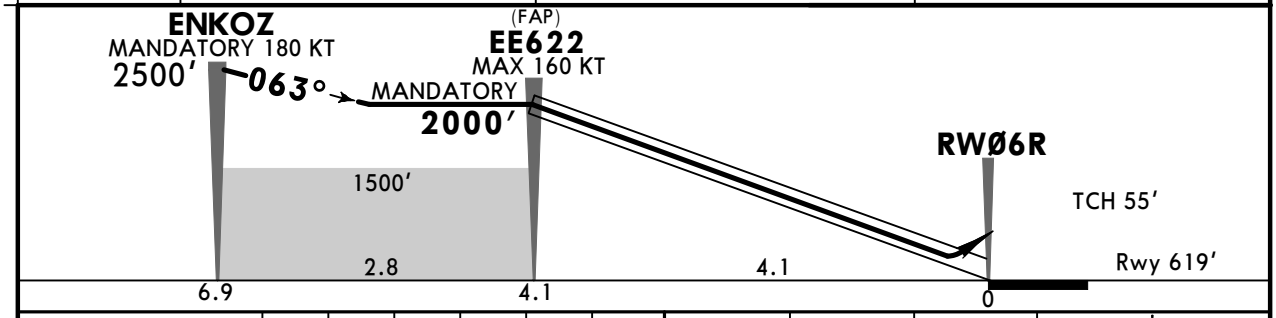
Alt Set: hPa (MM on req)	Rwy Elev: 22 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNAV 1 for initial, intermediate, final and missed approach.		GNSS or DME/DME required.	

❶ is computed for surface air temperature at apt -31.0°C

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



DIST to RWØ6R	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 | **EEØ57** RT on **086°**

Std STRAIGHT-IN LANDING

GLS

DA(H) **819′** (200′)

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

PANS OPS

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

CHANGES: UU(P)-447 added.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 22-43 Eff 26 Dec

MOSCOW, ~~RUSSIA~~ GLS 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™

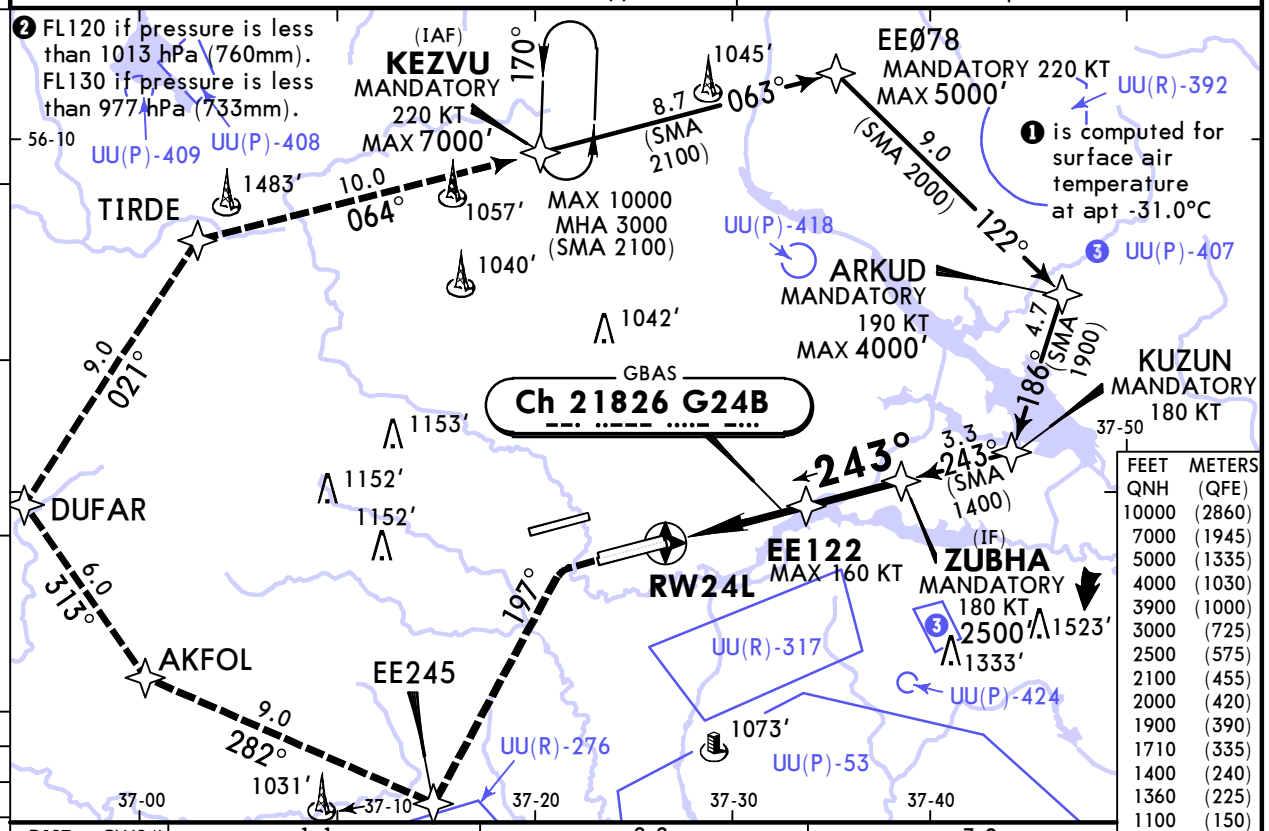
GBAS	Final Apch Crs	EE122 MANDATORY	DA(H)	Apt Elev 630′
Ch 21826 G24B	243°	2000′ (1379′)	821′ (200′)	Rwy 621′

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 ❶: 3900

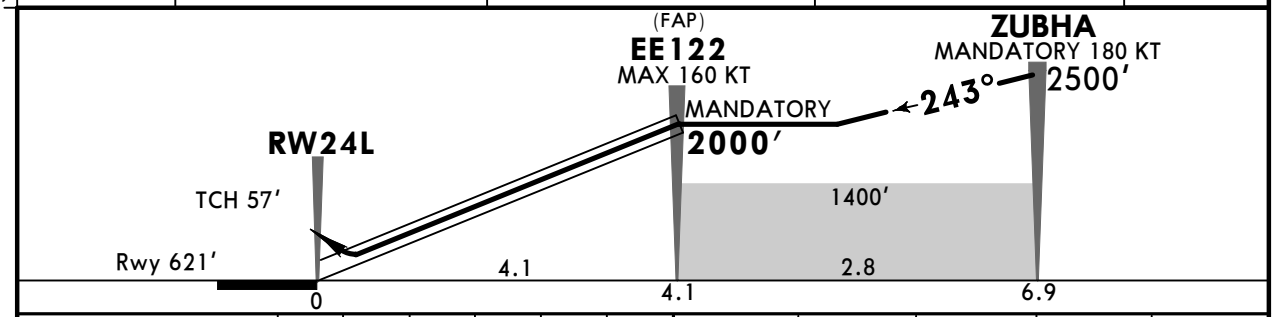
Alt Set: hPa (MM on req)	Rwy Elev: 23 hPa	Trans level: FL110 ❷	Trans alt: 10000′
RNAV 1 for initial, intermediate, final and missed approach.		GNSS or DME/DME required.	

❷ 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)
1710	(335)
1400	(240)
1360	(225)
1100	(150)
1020	(120)
821	(60)

DIST to RW24L	1.1	2.2	3.2
ALTITUDE	1020′	1370′	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′)

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

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

PANS OPS

CHANGES: None.

UUEE/SVO SHEREMETYEVO

JEPPESEN 16 FEB 24 22-44 Eff 22 Feb

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™

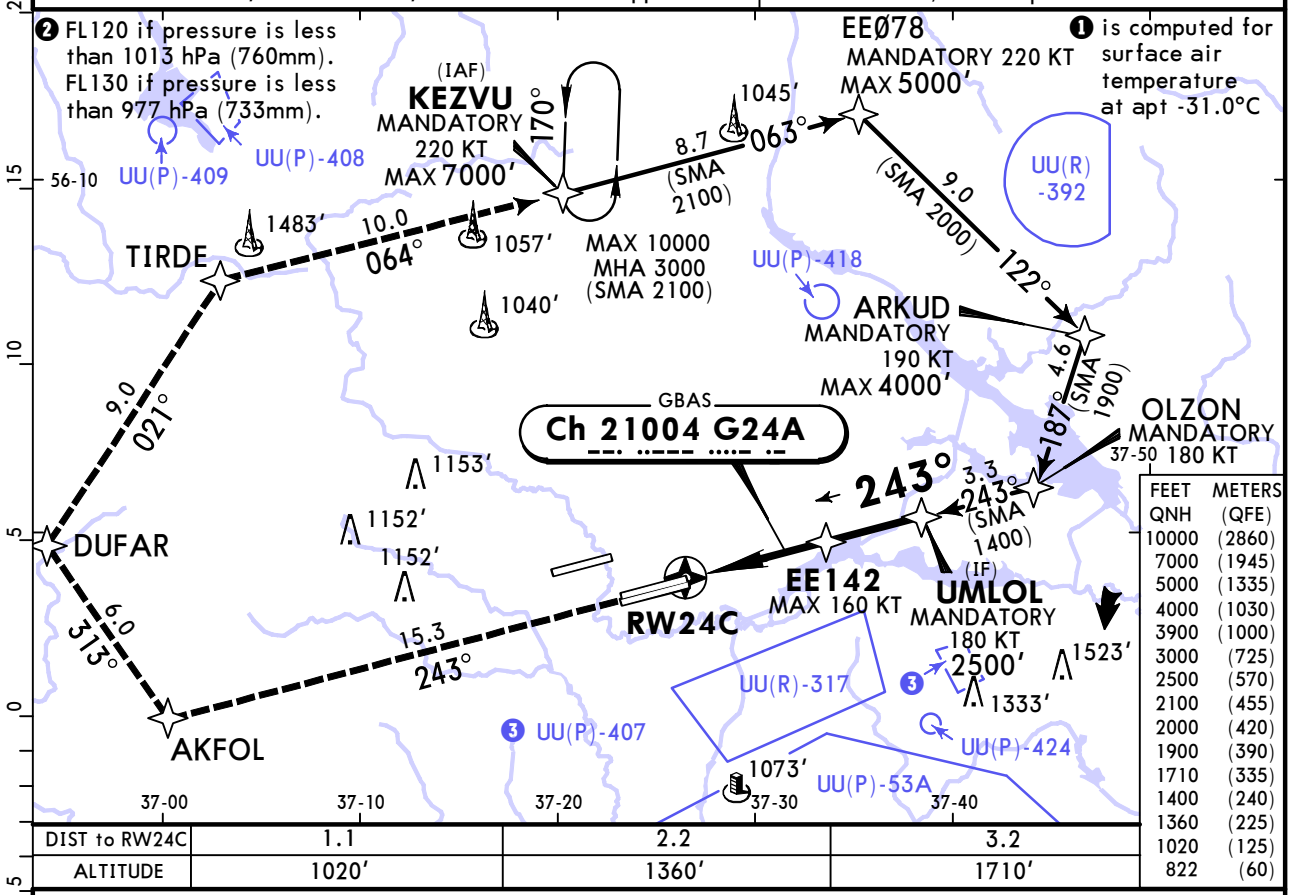
GBAS	Final Apch Crs	EE142 MANDATORY	DA(H)	Apt Elev 630′
Ch 21004 G24A	**243°**	**2000′** (1378′)	**822′** (200′)	Rwy 622′

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 ❶

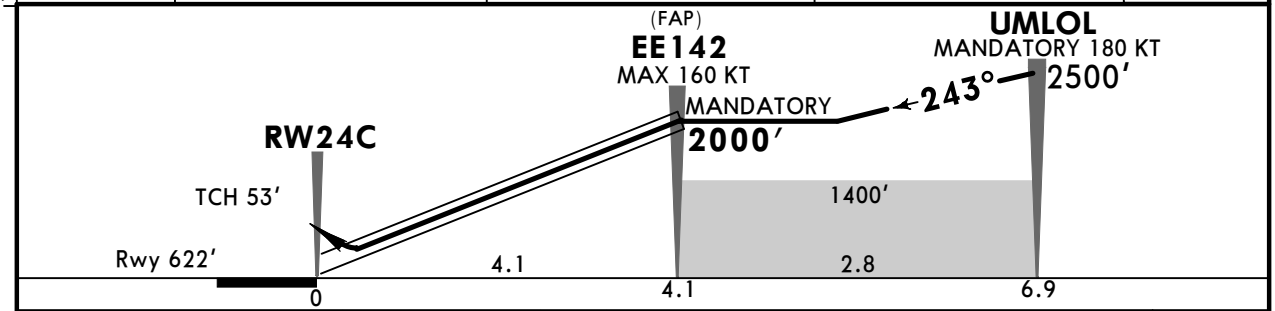
Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 ❷ | Trans alt: 10000′

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



FEET QNH	METERS (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′)

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

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

PANS OPS

CHANGES: Bearings.

UUEE/SVO SHEREMETYEVO

JEPPESEN 16 FEB 24 22-45 Eff 22 Feb

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

BRIEFING STRIP™

GBAS	Final Apch Crs	EE112 MANDATORY	DA(H)	Apt Elev 630′
Ch 23059 G24E	243°	3000′ (2411′)	789′ (200′)	Rwy 589′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′ or above (MAX 210 KT), then turn RIGHT to EEØ58 (MAX 210 KT) climbing to 3000′, then turn RIGHT to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

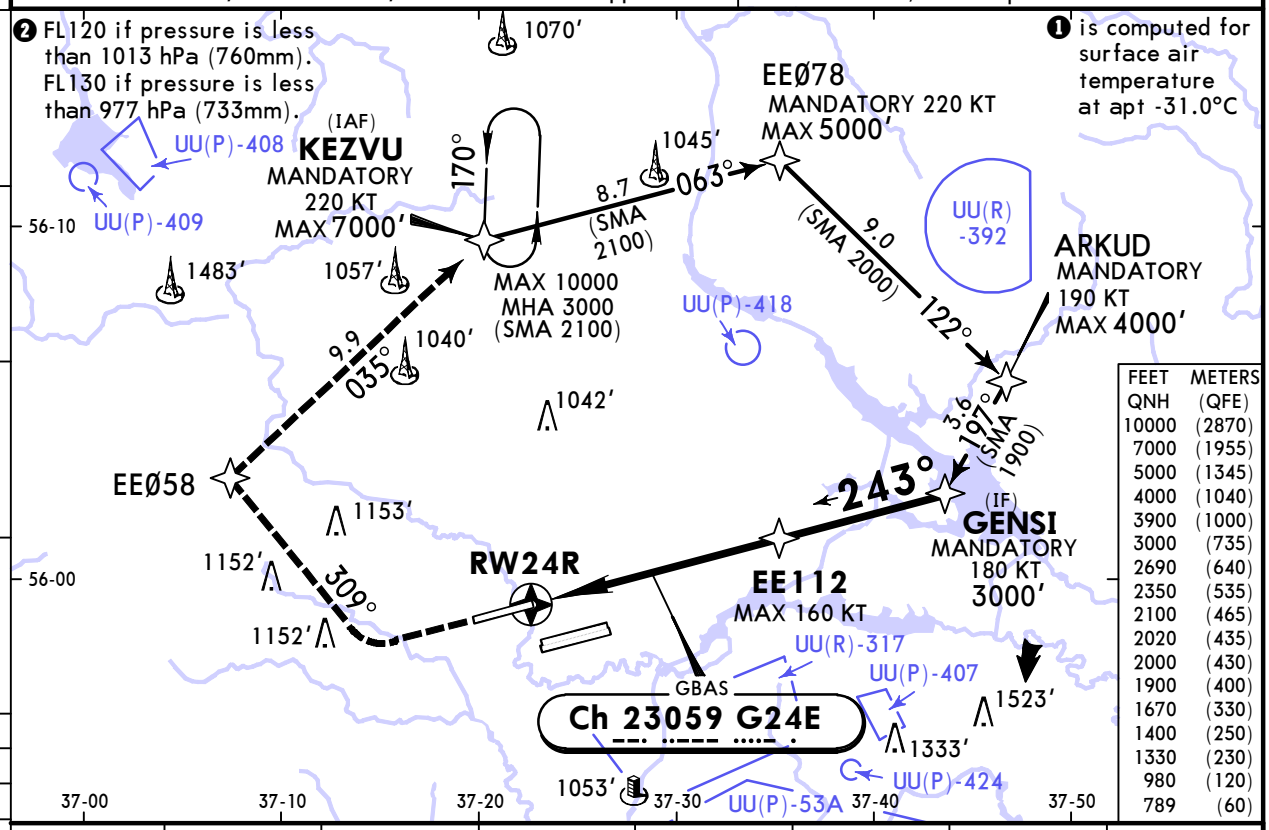
3900 MSA ARP ❶

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

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

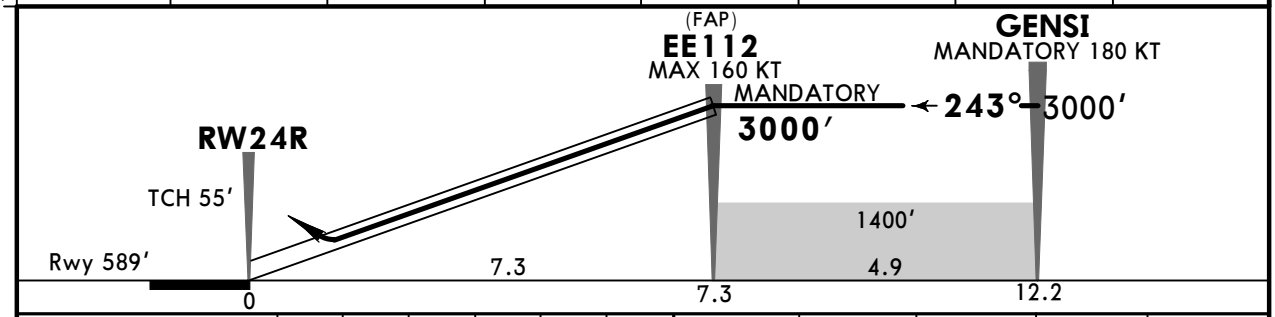
❷ FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

❶ 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 | EEØ58 RT | 3000′

Std STRAIGHT-IN LANDING

GLS

DA(H) **789′** (200′)

PANS OPS

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

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

CHANGES: Bearings.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 23-1 Eff 26 Dec

MOSCOW, ~~RUSSIA~~ VOR 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™

VOR MR	Final Apch Crs	D7.2 MANDATORY	DA/MDA(H) (CONDITIONAL)	Apt Elev 630′ Rwy 600′
114.35	065°	3000′ (2400′)	1280′ (680′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1200′ or above (MAX 210 KT) to ER NDB, then turn LEFT onto R-036 to RATKE (MAX 210 KT) climbing to 3000′, then turn LEFT onto 224° from KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

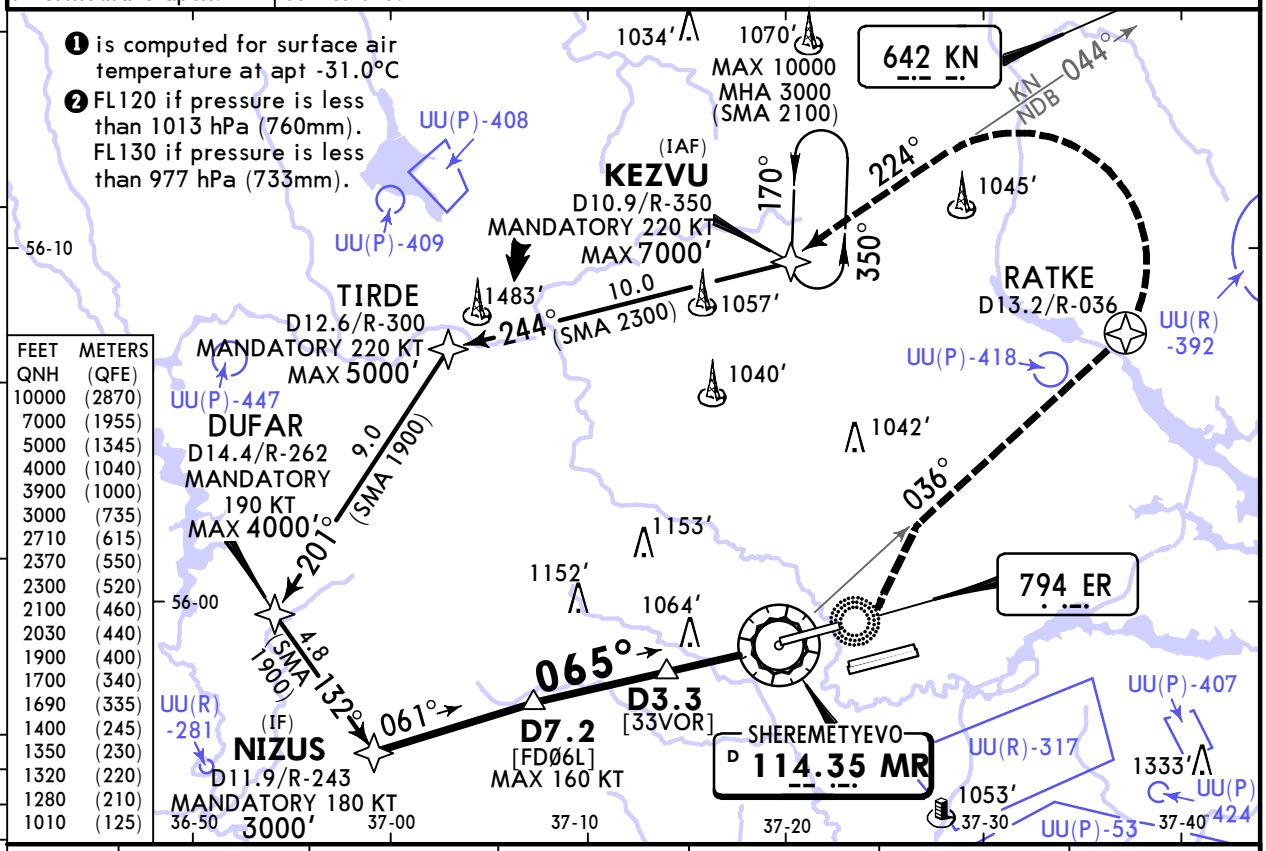
3900 MSA ARP ❶

Alt Set: hPa (MM on req)	Rwy Elev: 22 hPa	Trans level: FL110 ❷	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.		

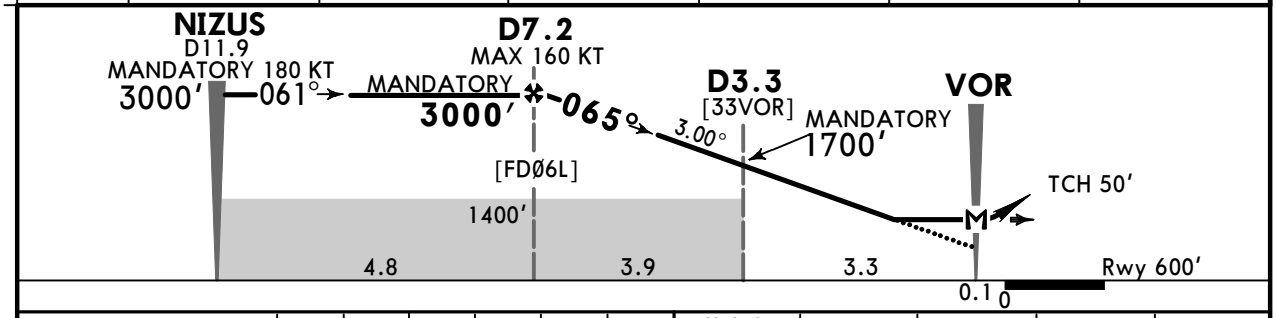
❶ is computed for surface air temperature at apt -31.0°C

❷ 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-036 LT

Std STRAIGHT-IN LANDING

with D3.3 CDFA		w/o D3.3 CDFA	
❶ DA/MDA(H) 1280′ (680′)		❶ DA/MDA(H) 1320′ (720′)	
	ALS out		ALS out
A B	R1500m	R1500m	
C D	R2400m	R2400m	

PANS OPS

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

CHANGES: Fly-over at RATKE, UU(P)-447 added.

UUEE/SVO SHEREMETYEVO

JEPPESEN 20 DEC 24 23-2 Eff 26 Dec

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	242°	3000′ (2411′)	1080′ (491′)	Rwy 589′

MISSED APCH: Climb STRAIGHT AHEAD to 1300′ or above to VOR, turn RIGHT onto R-273 to VOR to LEZOM (MAX 210 KT) climbing to 3000′, then turn RIGHT onto 047° from AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

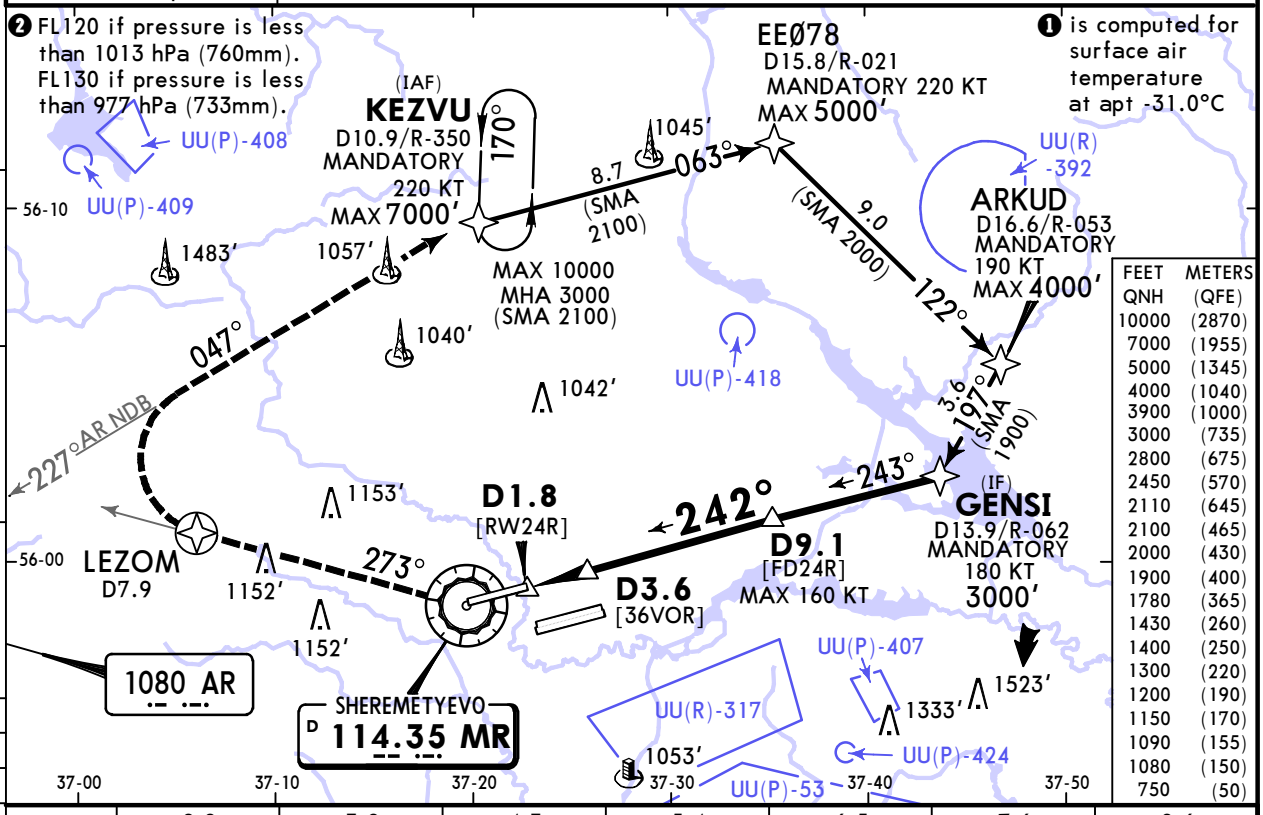
3900

MSA ARP ❶

Alt Set: hPa (MM on req)	Rwy Elev: 21 hPa	Trans level: FL110 ❷	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.		

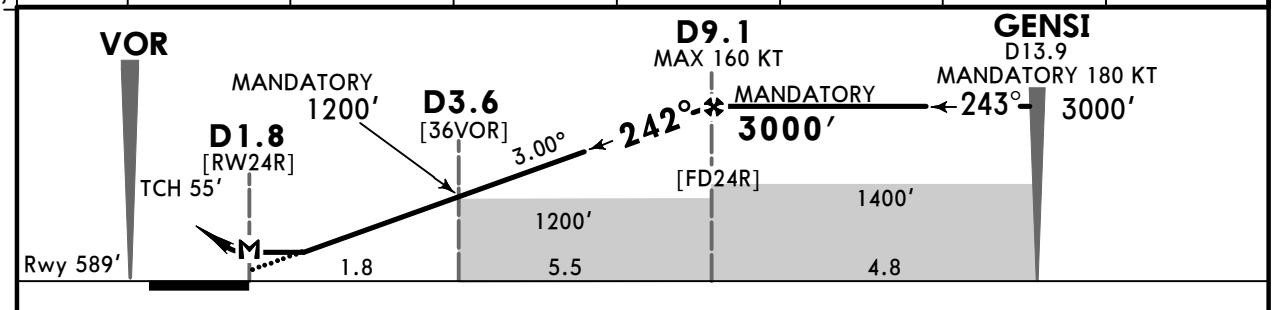
❷ FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

❶ 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′



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 — MR 114.35 onto R-273

Std STRAIGHT-IN LANDING

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

PANS OPS

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

CHANGES: Fly-over at LEZOM.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 (26-1) Eff 19 Feb

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	DA/MDA(H) (CONDITIONAL)	Apt Elev 630′ Rwy 600′
794	063°	3000′ (2400′)	1130′ (530′)	

MISSED APCH: Climb STRAIGHT AHEAD to ER NDB, then turn LEFT onto 031° from ER NDB to RATKE (MAX 210 KT) climbing to 3000′. On 004° to KN NDB turn LEFT onto 224° from KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

3900

MSA ARP ❶

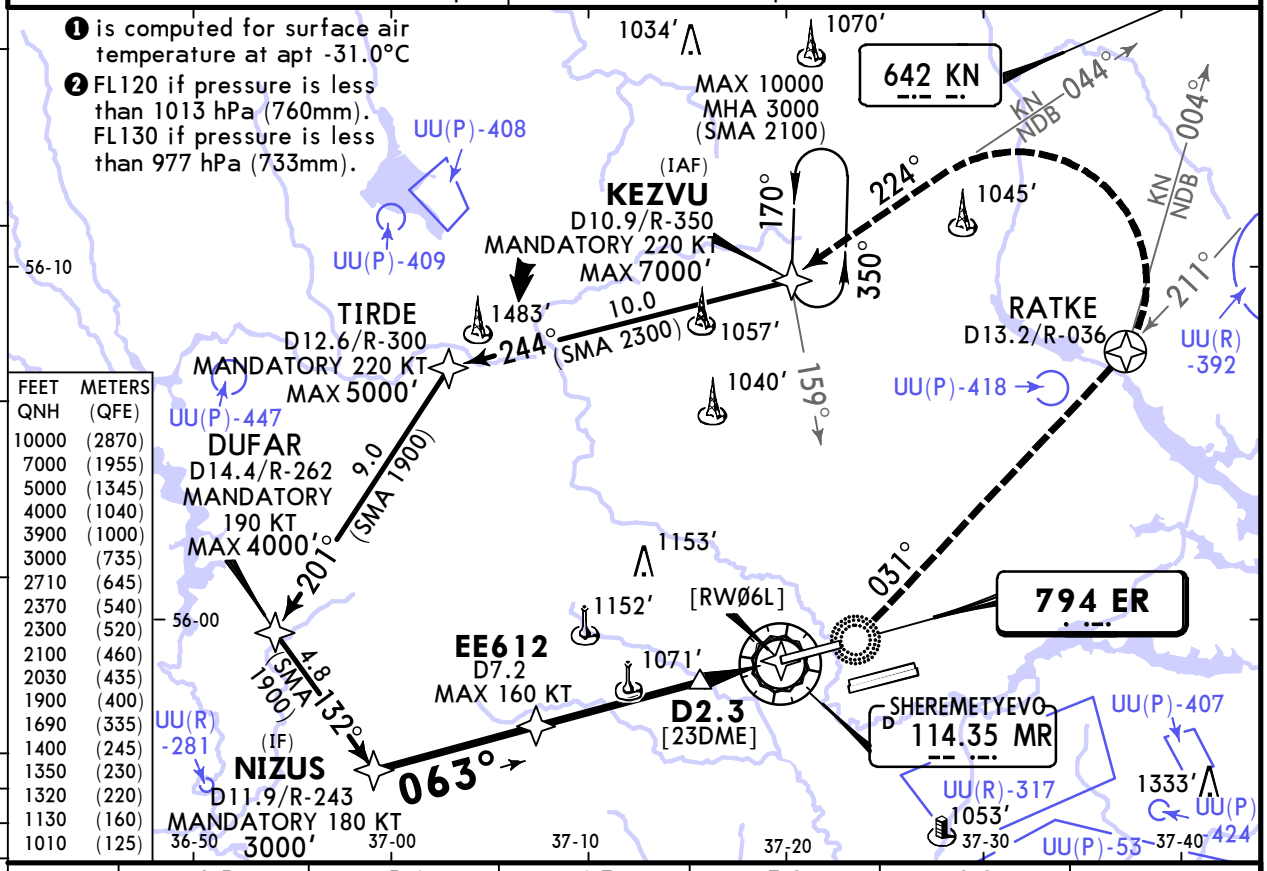
Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 ❷ | Trans alt: 10000′

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

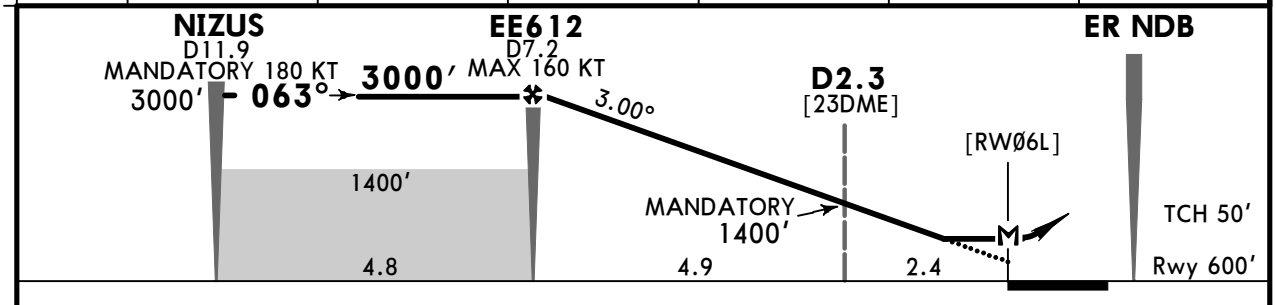
❶ is computed for surface air temperature at apt -31.0°C

❷ 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-KT		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
EE612 to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

HIALS-II PAPI | ER 794 | RATKE LT onto ER 794 031° | 3000′

Std STRAIGHT-IN LANDING

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

PANS OPS

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

CHANGES: None.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 (26-2) Eff 19 Feb

MOSCOW, ~~RUSSIA~~ NDB 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™

Lctr MR	Final Apch Crs	EE632	DA/MDA(H)	Apt Elev 630′
338	063°	2000′ (1380′)	1170′ (550′)	Rwy 620′

MISSED APCH: Climb on 063° to UMLOL, then turn LEFT onto 356° to KN NDB climbing to 3000′ to EE826 (MAX 210 KT), turn LEFT onto 224° from KN NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

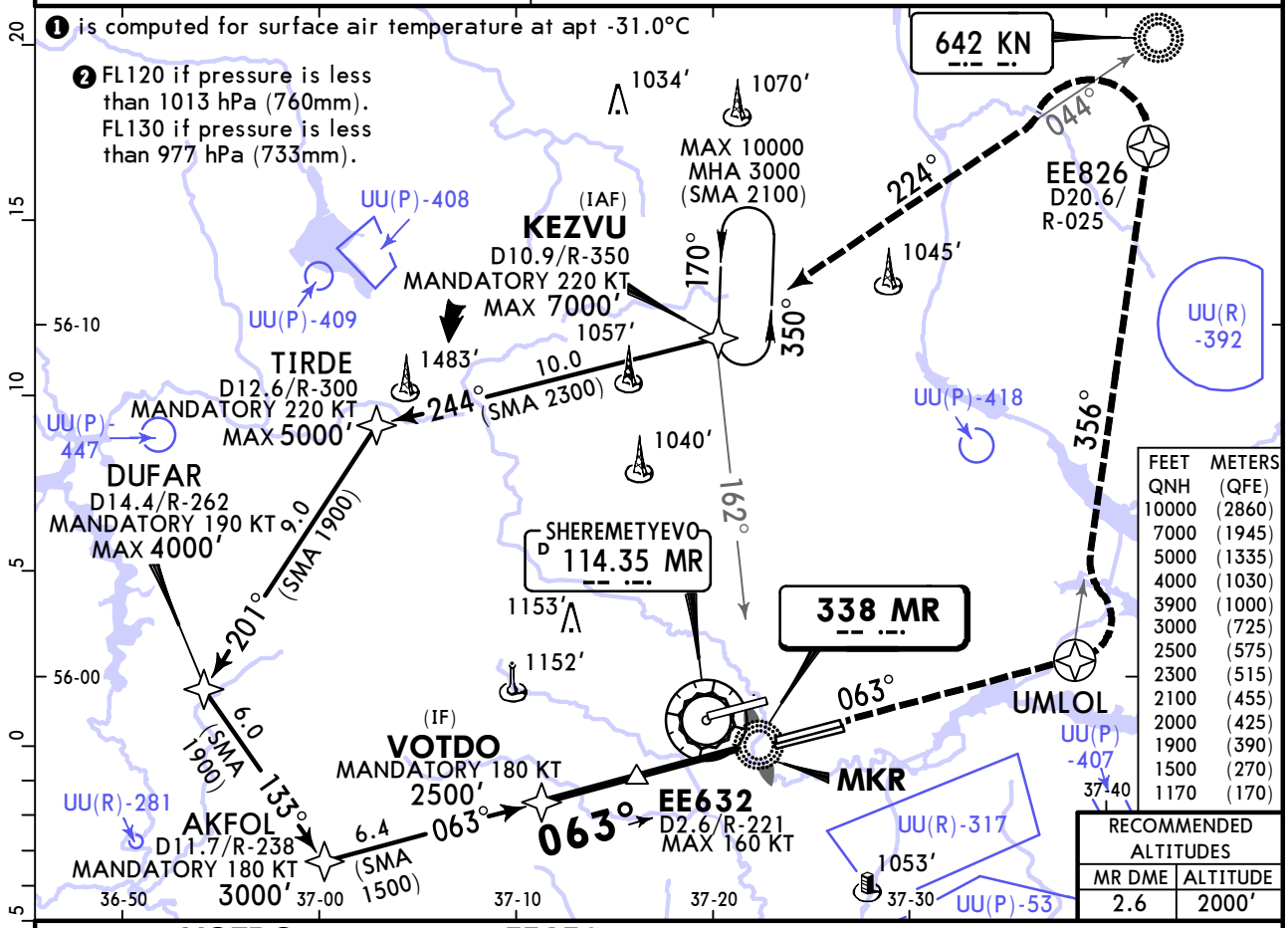
3900 MSA ARP❶

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

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

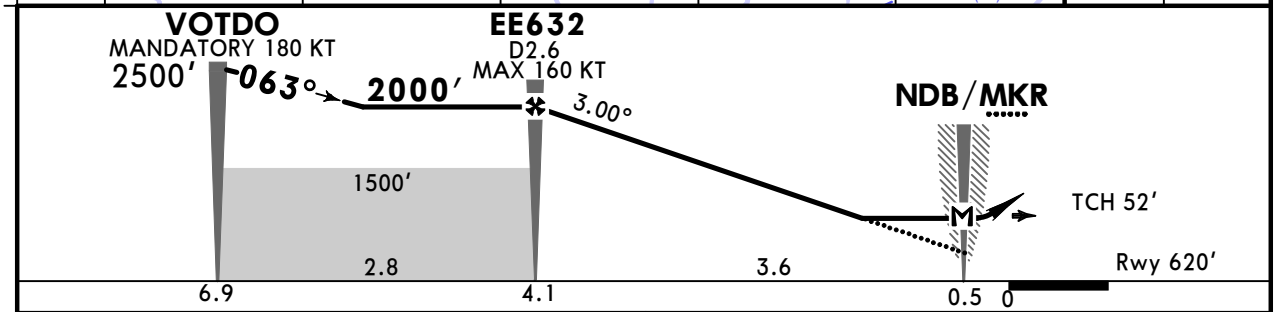
❶ is computed for surface air temperature at apt -31.0°C

❷ 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-KT		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS PAPI

UMLOL on 063°

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1170′ (550′)

ALS out

PANS OPS

A B	R1500m	
C D	R1800m	R2400m

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

CHANGES: NDB ident.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 (26-3) Eff 19 Feb

MOSCOW, ~~RUSSIA~~ NDB 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™

Lctr NL	Final Apch Crs	EE622	DA/MDA(H)	Apt Elev 630′
770	063°	2000′ (1381′)	1170′ (551′)	Rwy 619′

MISSED APCH: Climb STRAIGHT AHEAD, after passing RWY 24L THR turn RIGHT onto 074° from NL Lctr to EE825/353° KN NDB (MAX 210 KT) climbing to 3000′, then turn LEFT onto 356° KN NDB to EE826 (MAX 210 KT), then turn LEFT onto 224° from KN NDB to KEZVU (MANDATORY 220 KT), then proceed according to chart or as directed.

3900

MSA ARP ❶

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: FL110 ❷ | 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)
1170	(170)

❶ is computed for surface air temperature at apt -31.0°C

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

642 KN

KN NDB 044°

224°

EE826 D20.6/R-025

NOT TO SCALE

1034′ 1070′

(IAF) KEZVU D10.9/R-350 MANDATORY 220 KT MAX 7000′

170° 350°

MAX 10000 MHA 3000 (SMA 2100)

UU(P)-409 UU(P)-408

56-10 TIRDE D12.6/R-300 MANDATORY 220 KT MAX 5000′

1483′ 10.0 244° (SMA 2300) 1057′

1040′

❸ UU(P)-407 UU(P)-447

UU(P)-418

UU(R)-392

9.0 201° (SMA 1900)

SHEREMETYEVO D 114.35 MR

1153′ 1152′

770 NL

RWY 24L THR

356°

KN NDB

074°

254°

56-00 DUFAR D14.4/R-262 MANDATORY 190 KT MAX 4000′

6.2 133° (SMA 1900)

063°

EE622 D2.6/R-216 MAX 160 KT

MKR

EE825 D11.2/R-079 353° KN NDB

1333′

UU(R)-281

6.4 063° (SMA 1500)

(IF)

KUSIP D11.6/R-237 MANDATORY 180 KT 3000′ 36-50 37-00

ENKOZ D5.9/R-230 MANDATORY 180 KT 2500′ 37-10 37-20

UU(R)-317

UU(P)-424

1073′ 37-30 UU(P)-53 37-40

20 15 10 5 0 5

ENKOZ D5.9 MANDATORY 180 KT 2500′

063°

EE622 D2.6 MAX 160 KT 2000′

3.00°

NDB/MKR

TCH 55′

1500′

2.8 3.6 Rwy 619′

6.9 4.1 0.5 0

Gnd speed-KT	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 642 074° | 210 KT MAX

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1170′ (551′)

ALS out

PANS OPS

A	R1500m	
B		
C	R1800m	R2400m
D		

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

CHANGES: NDB ident.

UUEE/SVO SHEREMETYEVO

JEPPESEN
13 FEB 26 (26-4) Eff 19 Feb

MOSCOW, ~~RUSSIA~~
NDB 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™

Lctr BW	Final Apch Crs	EE122	DA/MDA(H)	Apt Elev 630′
380	243°	2000′ (1379′)	1100′ (479′)	Rwy 621′

MISSED APCH: Climb STRAIGHT AHEAD, after passing RWY Ø6R THR turn LEFT onto 198° from ER NDB to EE245 (MAX 210 KT) climbing to 3000′, then turn RIGHT onto 261° to UM NDB (MAX 210 KT), then turn RIGHT onto 321° to AR NDB (MAX 210 KT), turn RIGHT on 047° from AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

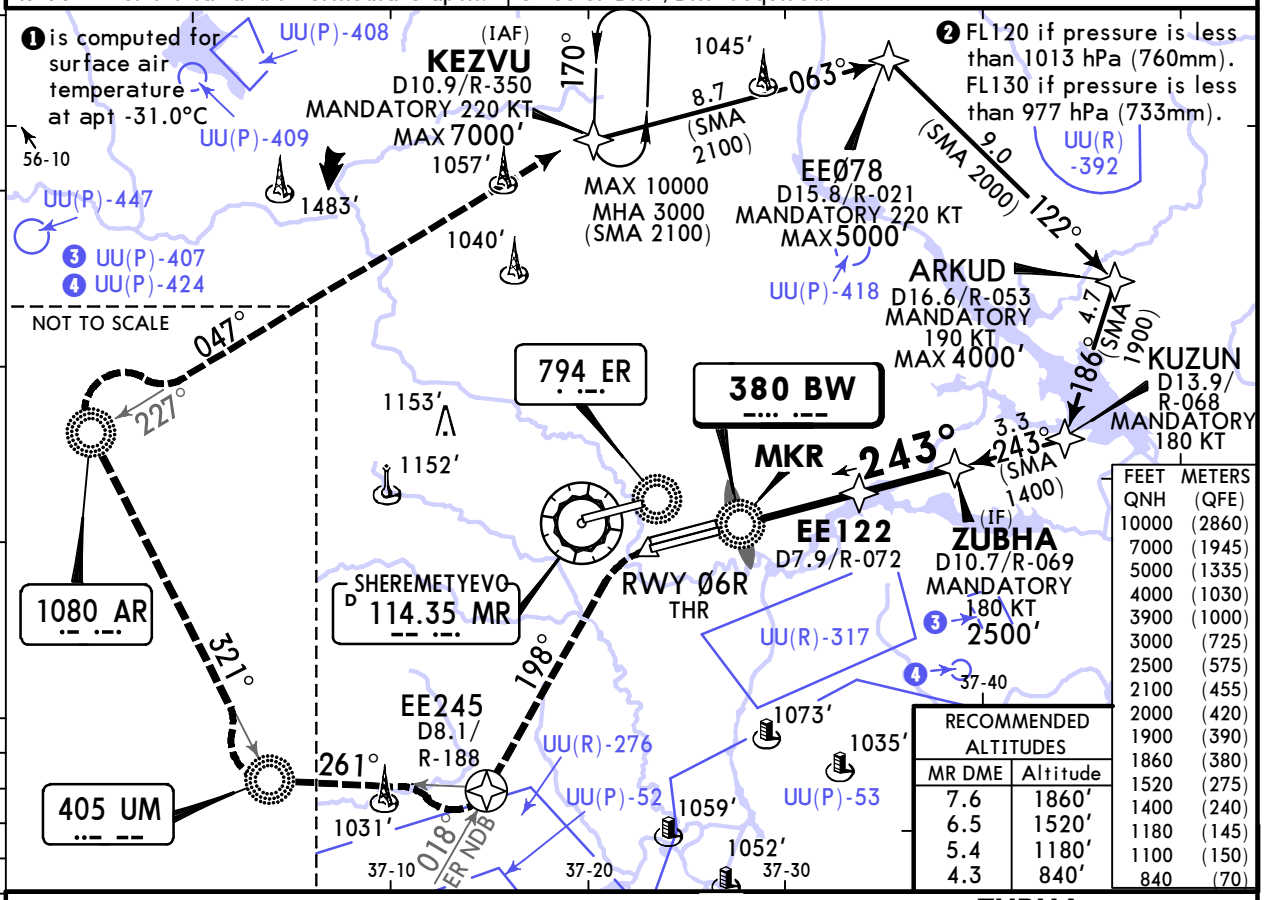
3900
MSA ARP ❶

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

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

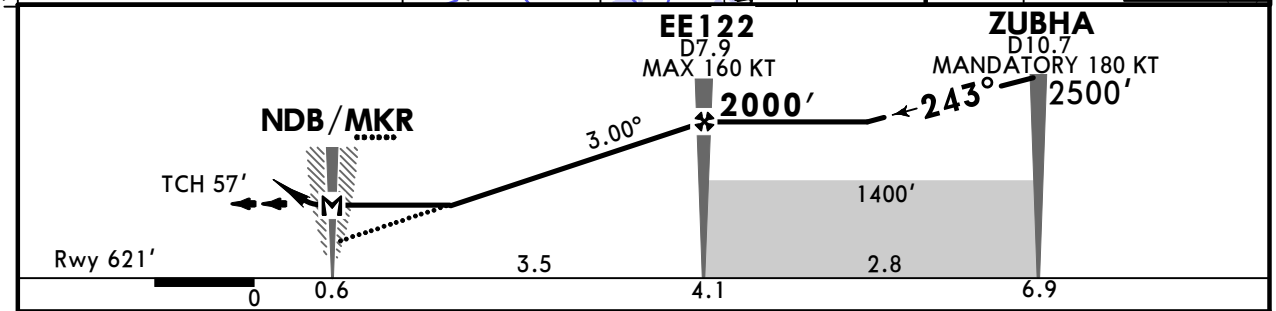
❶ is computed for surface air temperature at apt -31.0°C

❷ 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)
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-KT		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at LMM							

HIALS-II PAPI | RWY Ø6R THR | EE245 LT | ER onto 794 198° | 210 KT MAX

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1100′ (479′)

ALS out

PANS OPS

A	R1500m	
B		
C	R1500m	R2200m
D		

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

CHANGES: BW NDB.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 (26-5) Eff 19 Feb

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™

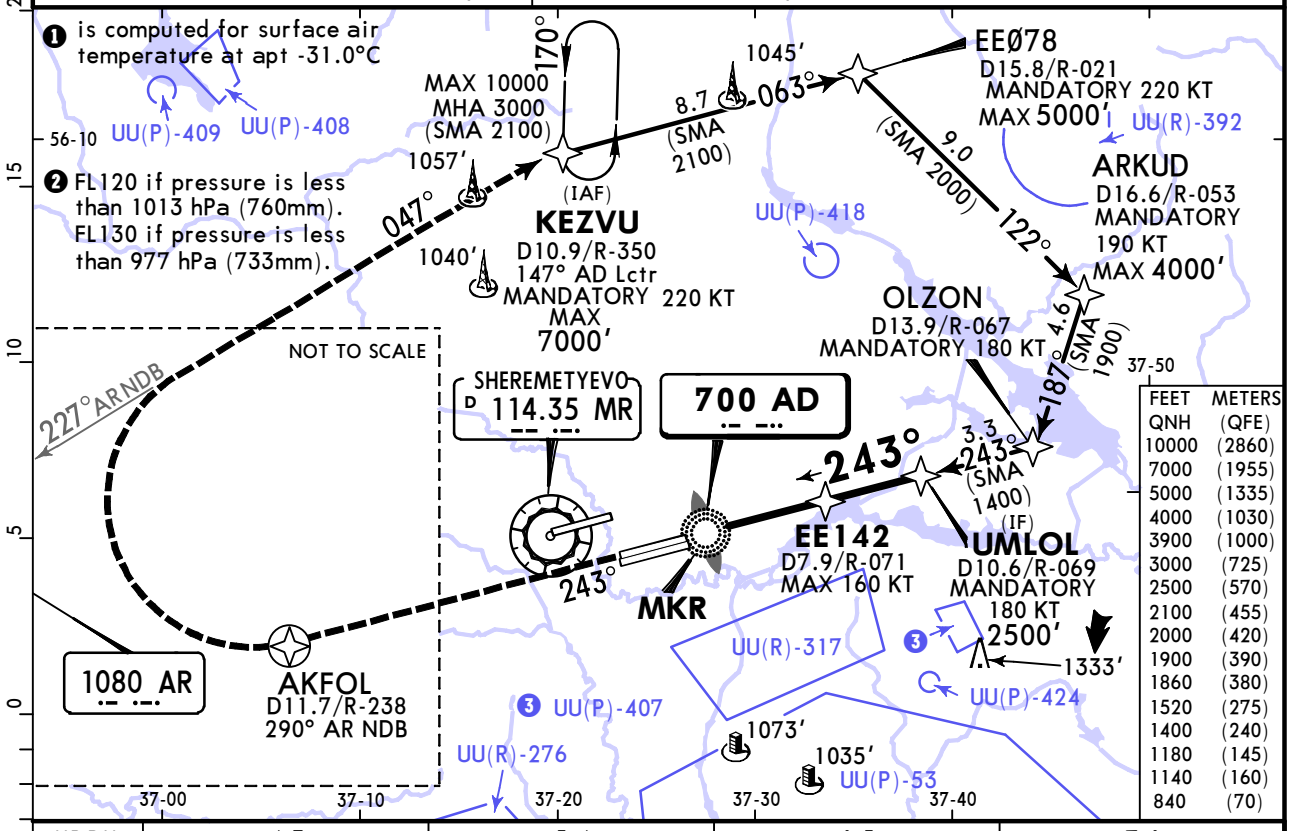
Lctr AD	Final Apch Crs	EE142	DA/MDA(H)	Apt Elev 630′
700	243°	2000′ (1378′)	1140′ (518′)	Rwy 622′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ to AKFOL (MAX 210 KT), on 290° to AR NDB turn RIGHT onto 047° AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900 MSA ARP ❶

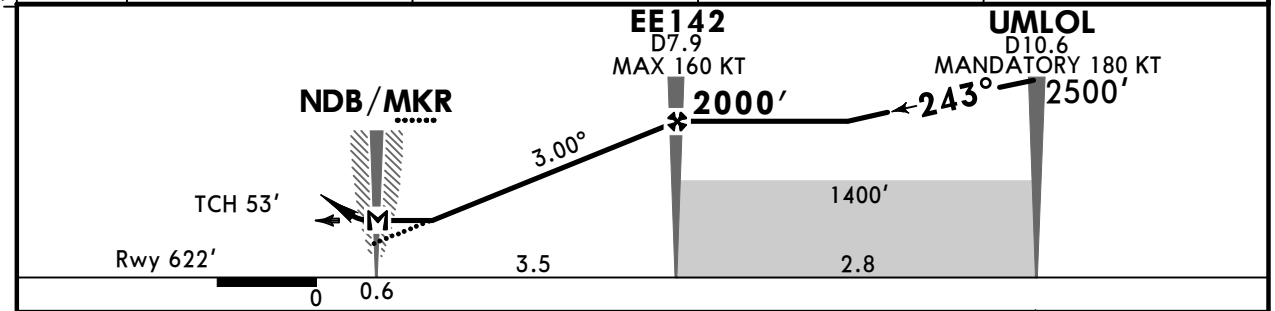
Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: FL110 ❷ | Trans alt: 10000′

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



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-KT	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

❶ DA/MDA(H) 1140′ (518′)

ALS out

PANS OPS

A B	R1500m	
C D	R1600m	R2400m

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

CHANGES: AD NDB.

UUEE/SVO SHEREMETYEVO

JEPPESEN 13 FEB 26 (26-6) Eff 19 Feb

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	DA/MDA(H)	Apt Elev 630′
794	243°	3000′ (2411′)	1150′ (561′)	Rwy 589′

MISSED APCH: Climb STRAIGHT AHEAD to 1300′ or above, then turn RIGHT onto 266° from ER NDB to LEZOM (MAX 210 KT) climbing 3000′, then turn RIGHT onto 047° from AR NDB to KEZVU (MANDATORY 220 KT), then according to chart or as directed.

3900

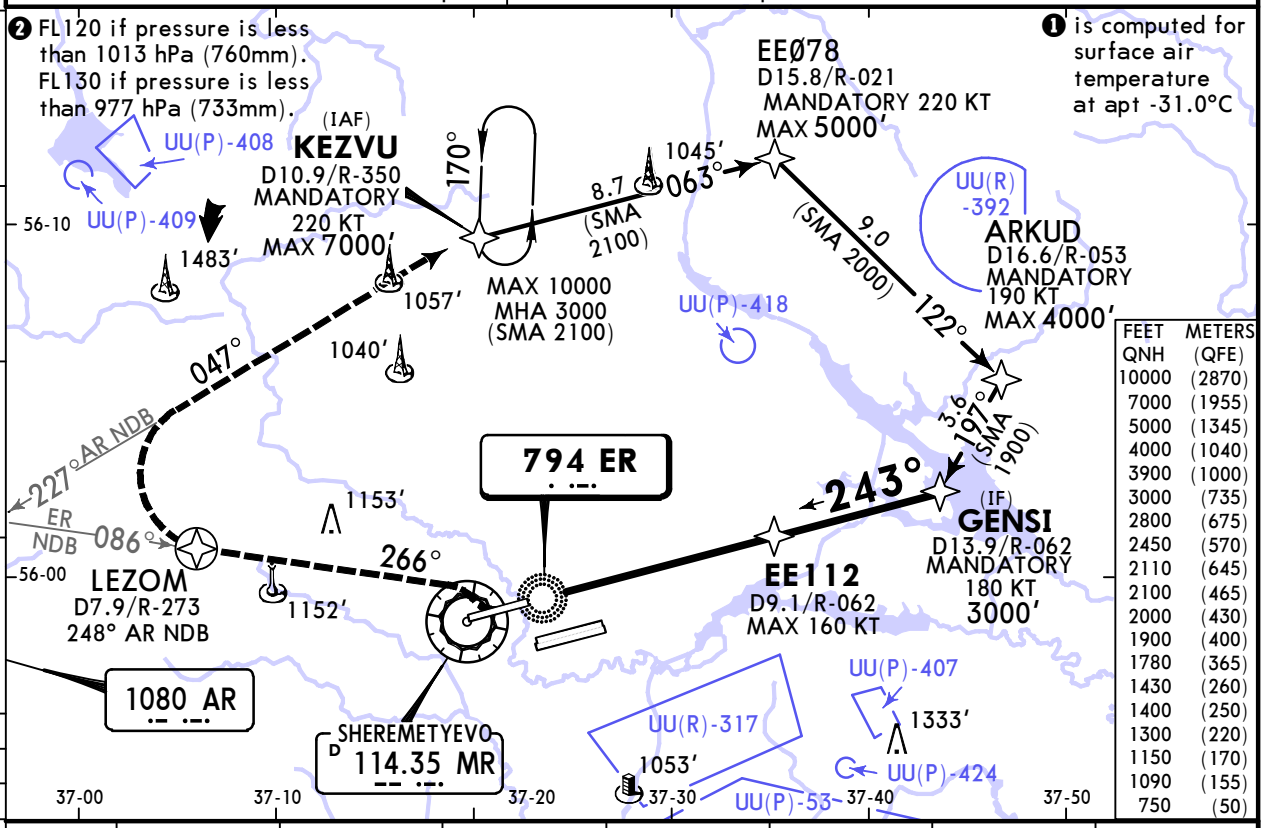
MSA ARP ❶

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

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

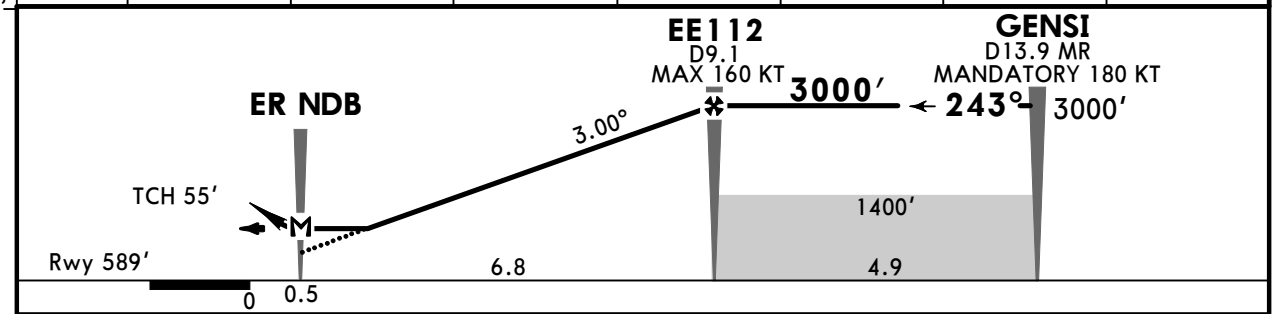
❷ FL120 if pressure is less than 1013 hPa (760mm). FL130 if pressure is less than 977 hPa (733mm).

❶ 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-KT		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 794 266°

3000′

Std STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 1150′ (561′)

ALS out

PANS OPS

A	R1500m	
B		
C	R1900m	R2400m
D		

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

CHANGES: None.

Chart changes since cycle 07-2026

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