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JEPPESEN

JeppView for Windows

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JEPPESEN
JeppView for Windows

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: 0043 Z
Sunset: 1820 Z

Runway Information

Runway: 06L
Length x Width: 11647 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 619 ft
Lighting: Edge, ALS, Centerline

Runway: 06R
Length x Width: 12139 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 619 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: 11647 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 622 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

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ATIS: 126.375 Non-English
ATIS: 125.125
Sheremetyevo Tower: 131.500
Sheremetyevo Tower: 129.000 Secondary
Sheremetyevo Tower: 120.700
Sheremetyevo Ground 1 Ground: 129.000 Secondary
Sheremetyevo Ground 2 Ground: 121.800
Sheremetyevo Ground 1 Ground: 119.000
Sheremetyevo Apron 1 Ramp/Taxi: 121.900
Sheremetyevo Apron 2 Ramp/Taxi: 123.600
Sheremetyevo Clearance Delivery: 120.875
Sheremetyevo-Approach-2 Approach: 124.400 Secondary
Sheremetyevo-Approach-2 Approach: 123.700
Sheremetyevo-Approach-1 Approach: 119.450 Secondary
Sheremetyevo-Approach-1 Approach: 129.000 Secondary
Sheremetyevo-Approach-1 Approach: 119.300
Sheremetyevo Cargo 2 Operations: 134.550 Non-English
Sheremetyevo Radar: 118.100
Sheremetyevo Transit Operations: 130.650 Non-English
Sheremetyevo Transit Operations: 130.350 Secondary Non-English
Sheremetyevo Radar: 124.400
Sheremetyevo Radar: 129.000 Secondary
Sheremetyevo Radar: 119.450 Secondary

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1. GENERAL

1.1. ATIS

ATIS 125.125
126.375 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures shall be executed by all ACFT.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP shall be applied when RVR is less than 550m and/or ceiling is less than 60m. Pilots will be informed about the beginning of the procedure application by ATC.

When RVR is less than 550m and/or ceiling is less than 60m:

- Taxiing along TWYs 16, 17, 18, 19 and 20 shall be executed only after Follow-me car;
- TWY 6 for towing only.

When RVR is less than 350m:

- ACFT movement only after Follow-me car;
- There shall not be more than one taxiing ACFT simultaneously on the manoeuvring area.

1.3.2. ARRIVAL

After landing, arriving ACFT shall be met by Follow-me car on TWY joining the RWY.

The following standard taxiing routes are established for ACFT after landing:

- **For Terminals B, C apron:**
  RWY 06R, TWY 15, TWY 5, Main TWY 1, TWY (7, 8, 9, 10, 16, 17, 18, 19, 20), stand.
  RWY 24R, TWY 1, Main TWY 1, TWY (7, 8, 9, 10, 16, 17, 18, 19, 20), stand.
- **For Terminal D apron:**
  RWY 06R, TWY A5, Main TWY A, TWY (A20, A21, A22), stand.
  RWY 24R, TWY 11, TWY A1, Main TWY A, TWY (A20, A21, A22), stand.
- **For Terminals E, F apron:**
  RWY 06R, TWY A5, Main TWY A, TWY (A6, A7, A8, A9, A10, A11, A12, A13, A14), stand.
  RWY 24R, TWY 11, TWY A1, Main TWY A, TWY (A6, A7, A8, A9, A10, A11, A13, A14), stand.

1.3.3. START-UP & TAXIING

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

Clearance for towing and taxiing out of stand shall be requested when ACFT is ready to carry it out immediately.

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

The following standard taxiing routes are established for departing ACFT:

- **For Terminal B, C apron:**
  Stand, TWY (7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 1, RWY 06L.
  Stand, TWY (7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 1, TWY 11, RWY 06R.
  Stand, TWY (7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 5, TWY 15, RWY 24L.
  Stand, TWY (7, 8, 10, 16, 17, 18, 19), Main TWY 1, TWY 5, RWY 24R.
- **For Terminal D apron:**
  Stand, TWY (A20, A21, A22), Main TWY A, TWY A1, TWY 11, RWY 06L.
  Stand, TWY (A20, A21, A22), Main TWY A, TWY A1, RWY 06R.
  Stand, TWY (A20, A21, A22), Main TWY A, TWY A5, RWY 24L.
  Stand, TWY (A20, A21, A22), Main TWY A, TWY A5, TWY 15, RWY 24R.

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1. GENERAL

- **For Terminal E, F apron:**
  Stand, TWY (A6, A7, A8, A9, A10, A11, A13, A14), Main TWY A, TWY A1, TWY 11, RWY 06L.
  Stand, TWY (A6, A7, A8, A9, A10, A11, A13, A14), Main TWY A, TWY A1, RWY 06R.
  Stand, TWY (A6, A7, A8, A9, A10, A11, A12, A13, A14), Main TWY A, TWY A5, RWY 24L.
  Stand, TWY (A6, A7, A8, A9, A10, A11, A12, A13, A14), Main TWY A, TWY A5, TWY 15, RWY 24R.

1.3.4. DEPARTURE

It is prohibited to cross the RWY holding position line (ILS critical area) marked by double red omnidirectional lights and the prescribed DAY marking on TWYs 1 thru 5 and the RWY holding position line marked by magnetic course signs and the prescribed DAY marking on TWYs 11 thru 15 and A1 thru A5 without Tower clearance.

1.4. TAXI PROCEDURES

It is prohibited to occupy the main TWY without permission of Ground controller.

Taxiing along TWY 11 and TWY 15 for take-off from RWY 24R/06L and RWY 24L/06R under ATC instruction.

Taxiing in front of Terminal B West sector stands 79 thru 91 MAX wingspan 126'/38.5m.

Taxiing between lines of stands 1 thru 6 and 7 thru 11, 7 thru 11 and 12 thru 16, 12 thru 16 and 17 thru 20 MAX wingspan 126'/38.5m.

Taxiing (towing) between lines of stands 26, 27 and 34 thru 37 MAX wingspan 158'/48.1m.

MAX wingspan 213'/64.8m between stands 58 and 64.

Taxiroute between Terminal D stand 32 and Terminal E stand 33 MAX wingspan 213'/65m.

7'/2m distance between taxiing ACFT and marking of routes for special motor transport is not maintained on Terminal A, B, C, D and F aprons. ACFT taxiing shall be carried out strictly along taxi guidelines at reduced speed with the increased caution of the flight crew.

Taxiing of B747-8 ACFT allowed strictly along centerline under inner engines power at reduced speed behind Follow-me car:

- Without weight limitation along MAIN TWY 1, MAIN TWY A, TWYs 1, 2, 4, 7, 11, 12, 14, 18 thru 20, A1, A2, A4, A5, A8, A9 and RWY (from TWYs 2, 12, A2, 4, 14, A4 with turn at RWY threshold for take-off. Time of RWY occupation shall not be more than 5 minutes);
- With MAX 396.5t along TWYs 5 and 15.

Taxiing of B747-8 and A380 ACFT allowed on MAIN TWY 1, MAIN TWY A (from TWY A5 to TWY A23) and TWY A23 strictly along centerline at reduced speed with flight crews increased caution.

1.5. PARKING INFORMATION

Terminal D stands 11 thru 32, Terminal E stands 33 thru 38 and Terminal F stands 39 thru 53 equipped with visual docking guidance system SAFEDOCK.

Taxiing into stands, not equipped with parking system, shall be carried out by instruction of duty officer escorting the ACFT.

Terminal F stands 64 thru 76 and Cargo stands by towing.

Enter and exit stand 77 via TWY A12.

Enter and exit stand 77B by towing.

Parking of A-380 ACFT on stand 41A shall be carried out by towing to point C.

Terminal B stands 66 and 67 available for helicopters.

Terminal E stands 54 thru 57 and Terminal F stands 58 thru 77B available for de-icing.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed maintain following speeds:

- 250 KT below FL100;
- 210 KT when passing IAF (DIMES, GOPER, NUDRI, SUSOR, TALUK), N56 04.4 E037 42.4, N55 55.5 E037 40.2 and BESTA (for BST24A) or 8.1NM from IF;
- 160 KT from the start of final turn to 4.3NM to THR.

From 4.3NM to RWY maintain speed as per Flight Manual.

If unable to maintain the above-mentioned IAS due to the ACFT performances or meteorological conditions, the flight crew shall report it to ATS unit and maintain the recommended speeds.

2.2. 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.

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

The flight crew shall plan the vacation of the RWY along the nearest TWY (or along the TWY recommended by the controller) if a safe turn-off of ACFT is guaranteed. If for some reasons the flight crew cannot vacate the RWY along the nearest TWY, then it must be reported to Tower controller before passing FAP/FAF.

2.4.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

The separation intervals shall not be less than the following minimums:

The succeeding landing ACFT can cross the RWY THR when:

- the preceding ACFT has carried out landing and passed the point located at a distance of not less than 8202'/2500m from the RWY THR, is in movement and shall vacate the RWY without backtracking;
- the departing ACFT is airborne and has passed the point located at a distance of at least 8202'/2500m from the RWY THR.

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2. ARRIVAL

2.4.3. "LAND AFTER" PROCEDURE

When traffic sequence is the sequence of approaching one after another ACFT, then the second ACFT can be permitted to carry out landing provided that:

- the succeeding ACFT can observe the preceding ACFT up to its vacation of RWY;
- the succeeding ACFT is informed on first contact about the preceding ACFT by a phrase "Land after...(ACFT type)", whereas the flight crew of the succeeding ACFT ensures the compliance with the interval between the given ACFT;
- when the preceding ACFT has landed and vacated the RWY or has passed the point located at a distance of no less than 2500m from RWY THR.

When using this procedure, "Sheremetyevo-Tower" controller shall issue the following instruction to the flight crew of the succeeding ACFT: "...(ACFT call sign) cleared to land".

The flight crew shall take a decision to go around, when the RWY-in-use is occupied by the moment of passing RWY THR.

2.5. TAXI PROCEDURES

Enter aprons with Follow-me car.

3. DEPARTURE

3.1. DE-ICING

Start-up points A, B, D, G, P, S and T available for de-icing of ACFT with MAX wingspan 131'/40m.

Start-up point H available for de-icing of ACFT with MAX wingspan 171'/52m.

Start-up points B1, B2, E, F, G2 and Q available for de-icing of ACFT with MAX wingspan 213'/64.8m.

Terminal C de-icing pad E1 MAX wingspan 158'/48.1m.

Terminal C de-icing pads E, H and K MAX wingspan 213'/64.8m.

De-icing pad associated with stands 77 and 77B between TWY A11 and A13 MAX wingspan 213'/64.8m and MAX length 242'/73.9m.

T-shaped ACFT stop sign marked on B2 for de-icing of ACFT with running engines.

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

3.2.1. START-UP

A request for ATC departure clearance shall be made to "SHEREMETYEVO-Delivery".

A pilot shall request for departure clearance from 10 minutes until readiness for engines start-up, but not earlier than 10 minutes before the flight planned departure time.

The validity period of the departure clearance is 30 minutes from the moment of getting such permission.

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 operating frequency of "SHEREMETYEVO-Apron 1" or "SHEREMETYEVO-Apron 2".

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.

Pilot-in-command must start the ACFT movement within 10 seconds after getting take-off clearance.

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3. DEPARTURE

3.2.2. TAXI PROCEDURES

Request permission for towing when ACFT is completely ready for towing, including stand number and reception of valid ATIS information.

3.3. NOISE ABATEMENT PROCEDURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

RWYs 06L/R are noise preferential and shall be used to the greatest extent possible.

Restrictions

Take-off with tailwind component up to 5m/sec is allowed under following conditions:

- RWY is dry or damp;
- Friction coefficient is 0.5 or more;
- Crosswind component is not more than 5m/sec.

Changing of flight direction after take-off is permitted only after reaching 1030' (400') and passing back course MKR.

Turns from 1030'(400') to 1620'(990') shall be executed with a bank angle not exceeding 15°, from 1620'(990') to 3590'(2960') with a bank angle of 20°, and from 3590'(2960') with a bank angle of 25° or with angular rate of turn 3°/sec.

Noise Abatement Procedures NADP1 and NADP2

Initiate NADP1 or NADP2 not below 1420'(790').

For both procedures, intermediate flap transitions required for specific performance-related issues may be initiated prior to the prescribed minimum altitude of 1420' (790'); however, no power reduction can be initiated prior to attaining the prescribed minimum altitude.

The indicated airspeed for the initial climb portion of the departure prior to the acceleration segment is to be flown at a climb speed of V2 + (10-20 KT).

3.4. RUNWAY OPERATIONS

3.4.1. 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 Tower.

When making decisions, Tower 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 execution of take-off immediately after lining up can be required on the basis of the air and ground situation. In this case Tower 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 Tower.

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

If the flight crew is ready for take-off not from the RWY beginning (from intersection of TWY 2, 12, A2, 4, 14, A4 with the RWY), the flight crew must report it to the controller in good time.

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

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

3.4.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

The separation intervals shall not be less than the following minimums:

- The flight crew can be given a take-off clearance when the preceding departing ACFT is airborne, carries out another departure procedure and has passed the point located at a distance of at least 9843'/3000m from the succeeding ACFT.

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UUEE/SVO
SHEREMETYEVO

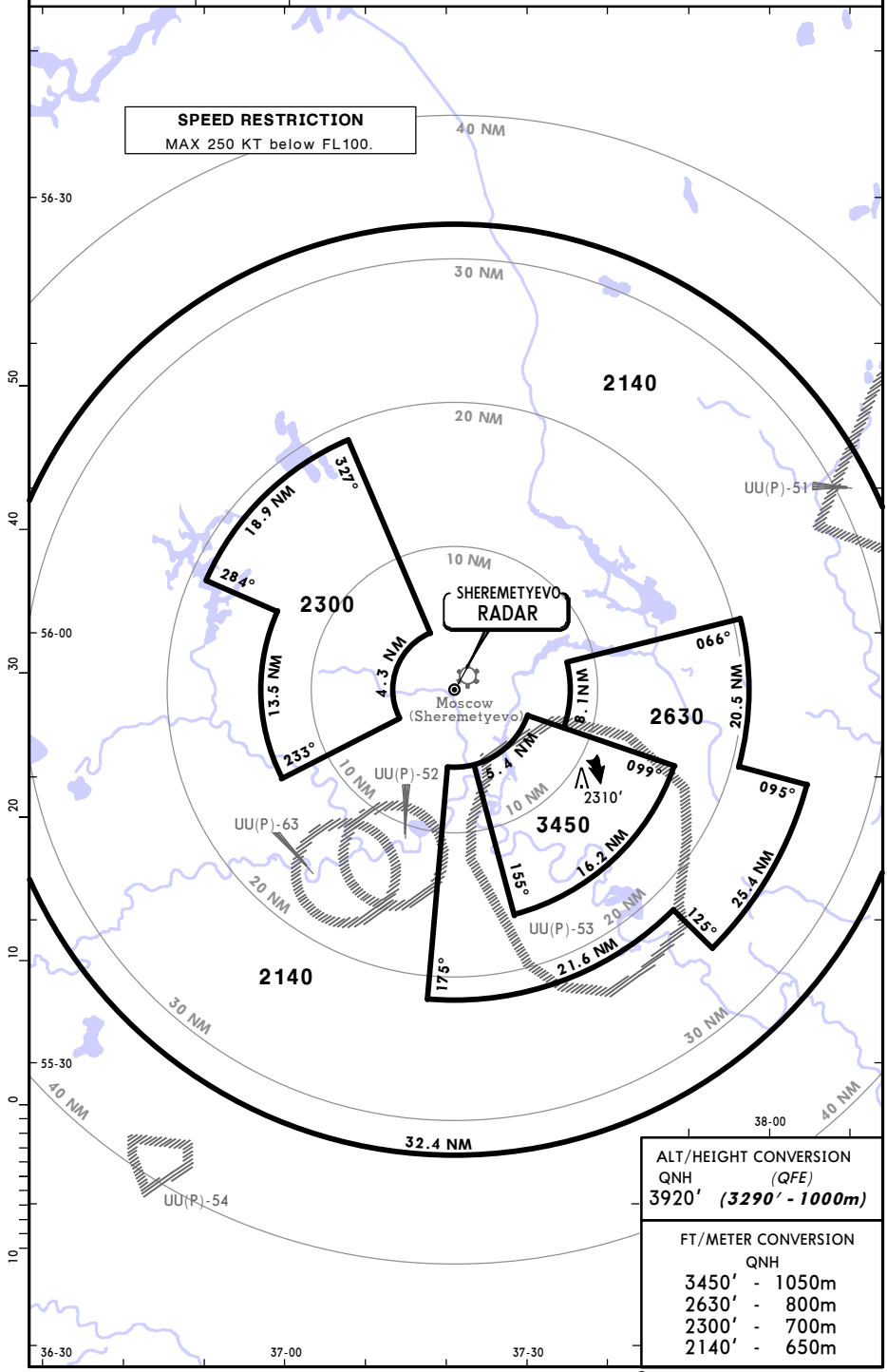
JEPPESEN

3 OCT 14 (20-1R) Eff 16 Oct

MOSCOW, RUSSIA
RADAR MINIMUM ALTITUDES

SHEREMETYEVO Radar	Apt Elev	Alt Set: MM (hPa on request)	QNH on request (QFE)
118.1	630′	Trans level: By ATC	Trans alt: 3920′ *(3290′)*

SPEED RESTRICTION
MAX 250 KT below FL100.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	*(3290′ - 1000m)*

FT/METER CONVERSION

QNH	
3450′	- 1050m
2630′	- 800m
2300′	- 700m
2140′	- 650m

CHANGES: New chart.

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TRANSITION DESIGNATION	REFER TO CHART
BOGDANOVO 1E, LARIONOVO 1E, 2E	20-2B
GAGARIN 1E, OKTYABRSKIY 1E, SUKHOTINO 1E, 2E	20-2C
ATRUN 1E, 2E, NAMIN 1E, 2E	20-2D

RNAV STAR DESIGNATION	REFER TO CHART
BESTA 11G, 12G	20-2F
BESTA 13G	20-2G
BESTA 21G	20-2G1
BESTA 22G, 23G	20-2G2
DEDUM 11G	20-2H
DEDUM 12G, 13G	20-2J
DEDUM 21G	20-2J1
DEDUM 22G, 23G	20-2J2
DIPAT 21G	20-2K
GINAP 12G	20-2L
GINAP 21G	20-2L1
GINAP 22G, 23G	20-2L2
IVANOVSKOYE 11G	20-2L3
IVANOVSKOYE 12G, 13G	20-2M
IVANOVSKOYE 21G	20-2N
IVANOVSKOYE 22G, 23G	20-2N1
LATBI 11G	20-2N2
LATBI 21G, 22G	20-2P
OKLIT 12G	20-2Q
OKLIT 13G	20-2Q1
OKLIT 21G	20-2Q2
OKLIT 22G, 23G	20-2Q3
SAVELOVO 11G	20-2Q4
SAVELOVO 13G	20-2S
SAVELOVO 21G, 22G	20-2T
SAVELOVO 23G	20-2T1

CHANGES: SUKHOTINO 2E TRANS established.

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STAR DESIGNATION	REFER TO CHART
ANEDA 06A, BESTA 06B, 06C	20-2T2
BESTA 24A, 24B, 24C	20-2T3
DEDUM 06A, 06B, 06C	20-2U
DEDUM 24A	20-2V
DEDUM 24B, 24C	20-2V1
DIPAT 24A	20-2V2
GINAP 06B, 06C	20-2V3
GINAP 24A, 24B, 24C	20-2V4
IVANOVSKOYE 06A, 06B, 06C	20-2V5
IVANOVSKOYE 24A	20-2V6
IVANOVSKOYE 24B, 24C	20-2V7
LATBI 06A	20-2V8
LATBI 06C	20-2W
LATBI 24A, 24B, 24C	20-2X
OKLIT 06B, 06C	20-2X1
OKLIT 24A	20-2X2
OKLIT 24B, 24C	20-2X3
SAVELOVO 06A, 06C	20-2X4
SAVELOVO 24A, 24B	20-2X5
SAVELOVO 24K	20-2X6
COMMUNICATION FAILURE RWYS 06L/R	20-2X7
COMMUNICATION FAILURE RWYS 24L/R	20-2X8

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ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
125.125 (Russian 126.375)	630′	Trans level: By ATC Trans alt: 3920′ (3290′)

BOGDANOVO 1E (BD 1E)
TO SW

LARIONOVO 1E (MF 1E)
TO BESTA

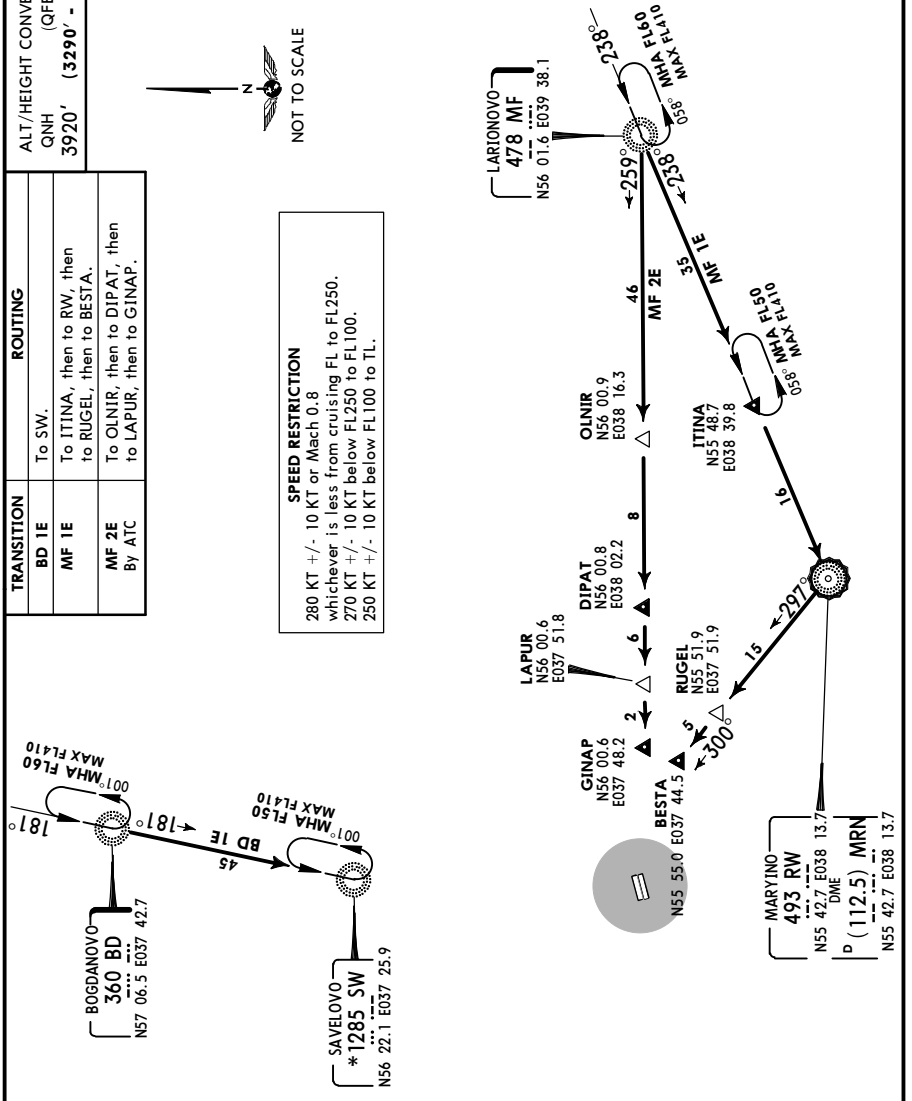
LARIONOVO 2E (MF 2E)
TO GINAP

ALT/HEIGHT CONVERSION
QNH (QFE)
3920′ (3290′ - 1000m)

TRANSITION	ROUTING
BD 1E	To SW.
MF 1E	To ITINA, then to RW, then to RUGEL, then to BESTA.
MF 2E By ATC	To OLNIR, then to DIPAT, then to LAPUR, then to GINAP.

SPEED RESTRICTION
280 KT +/- 10 KT or Mach 0.8
whichever is less from cruising FL to FL250.
270 KT +/- 10 KT below FL250 to FL100.
250 KT +/- 10 KT below FL100 to TL.

NOT TO SCALE



CHANGES: None.

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UUEE/SVO
SHEREMETYEVO

JEPPESEN
1 APR 16 (20-2C)

MOSCOW, RUSSIA
TRANSITION

ATIS
125.125
(Russian 126.375)

Apt Elev
630′

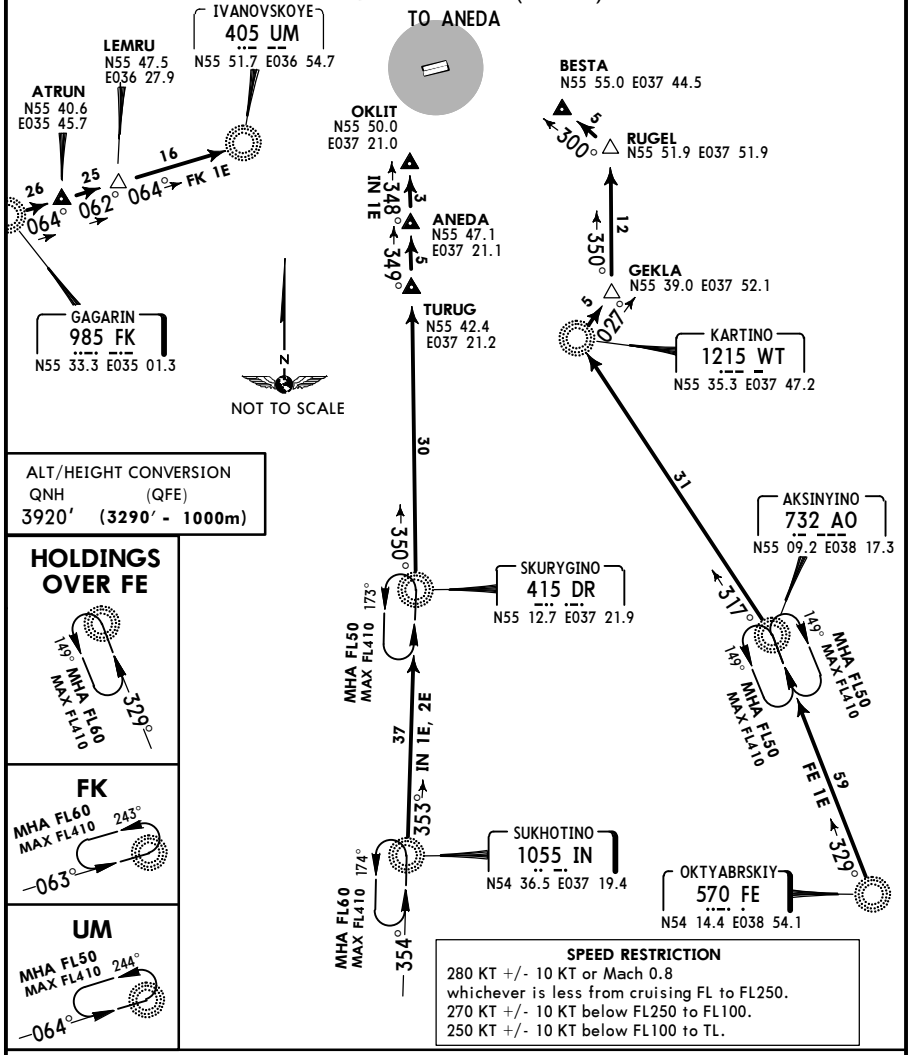
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920′ (3290′)

GAGARIN 1E (FK 1E)
TO UM

OKTYABRSKIY 1E (FE 1E)
TO BESTA

SUKHOTINO 1E (IN 1E)
TO OKLIT

SUKHOTINO 2E (IN 2E)
TO ANEDA



ALT/HEIGHT CONVERSION
QNH (QFE)
3920′ (3290′ - 1000m)

HOLDINGS OVER FE

FK

UM

SPEED RESTRICTION
280 KT +/- 10 KT or Mach 0.8
whichever is less from cruising FL to FL250.
270 KT +/- 10 KT below FL250 to FL100.
250 KT +/- 10 KT below FL100 to TL.

TRANSITION	ROUTING
FE 1E	To AO, then to WT, then to GEKLA, then to RUGEL, then to BESTA.
FK 1E	To ATRUN, then to LEMRU, then to UM.
IN 1E	To DR, then to TURUG, then to ANEDA, then to OKLIT.
IN 2E	To DR, then to TURUG, then to ANEDA.

CHANGES: IN 2E TRANS established.

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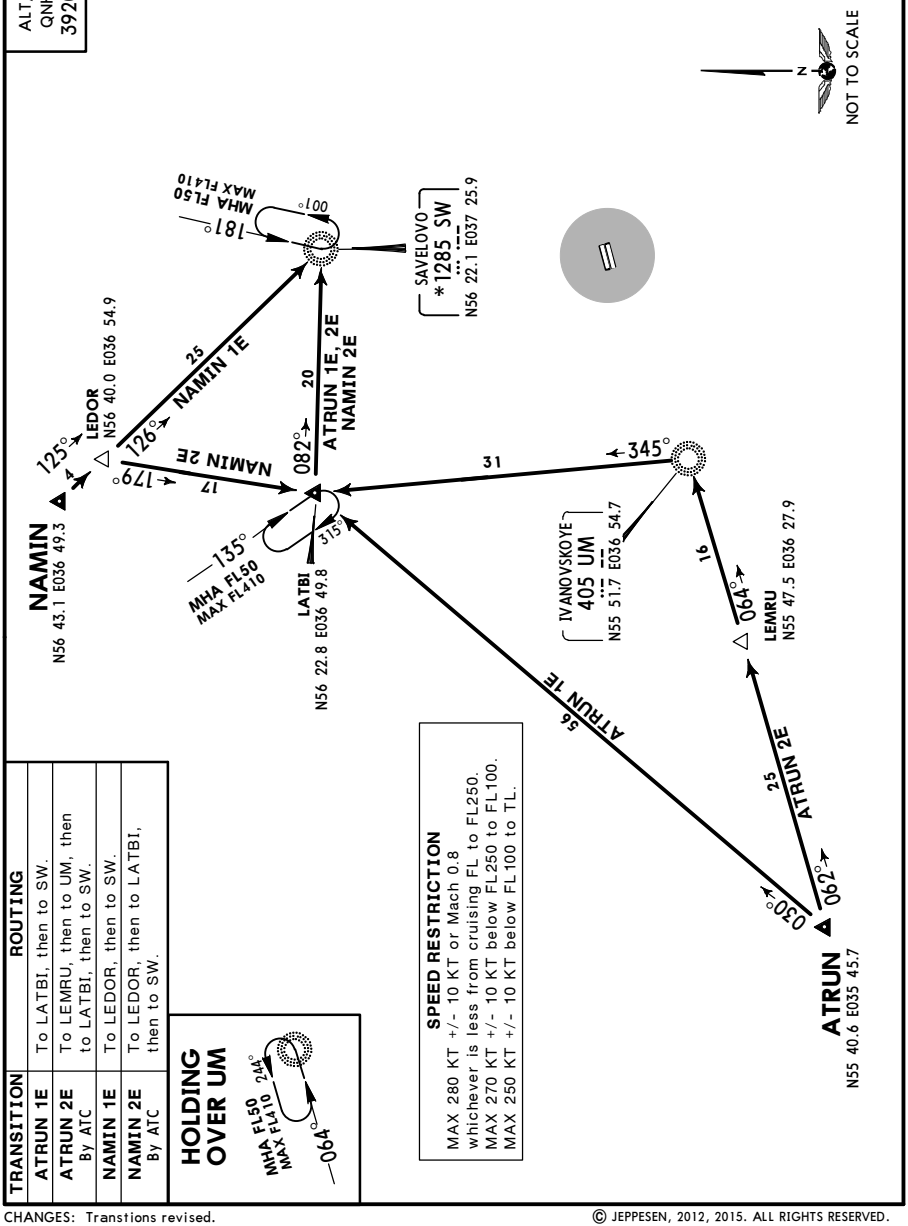
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
125.125 (Russian 126.375)	630′	Trans level: By ATC Trans alt: 3920′ (3290′)

ALT/HEIGHT CONVERSION (QFE)
QNH 3920′ (3290′ - 1000m)

ATRUN 1E [ATR1E] , ATRUN 2E [ATR2E]
NAMIN 1E [NAM1E] , NAMIN 2E [NAM2E]
TO SW
TRANSITIONS

NOT TO SCALE



TRANSITION	ROUTING
ATRUN 1E	To LATBI, then to SW.
ATRUN 2E By ATC	To LEMRU, then to UM, then to LATBI, then to SW.
NAMIN 1E	To LEDOR, then to SW.
NAMIN 2E By ATC	To LEDOR, then to LATBI, then to SW.

HOLDING OVER UM

SPEED RESTRICTION
MAX 280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL250.
MAX 270 KT +/- 10 KT below FL250 to FL100.
MAX 250 KT +/- 10 KT below FL100 to TL.

CHANGES: Transtions revised.

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ATIS
125.125
(Russian 126.375)

Apt Elev
630′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920′ **(3300′)**
Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

MSA
MR/NL NDB
2600′ 4000′ 270° 360°

BESTA 11G (BST 11G)
BESTA 12G (BST 12G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL

NOT TO SCALE

BESTA
N55 55.0 E037 44.5
At or above **FL50**

EE085
N55 56.3 E037 33.7
At **FL50**

GISIN
N55 57.7 E037 20.9
At **FL50**

EE079
N56 03.6 E037 18.1
At or above **3580′(2960′)**

EE078
N56 02.7 E037 11.8
At **3580′(2960′)**

EE077
N56 01.6 E037 04.8
At **3580′(2960′)**

GOPER
N56 00.9 E037 00.0
At **3580′(2960′)**

EE076
N56 00.5 E036 57.2
At **3580′(2960′)**

EE075
N55 55.1 E037 02.8
At or above **2590′(1970′)**

SUSOR
N55 54.7 E037 00.0
At **3580′(2960′)**

EE074
(Rwy 06L)
N55 55.8 E037 07.6
At or above **2590′(1970′)**

EE073
(Rwy 06R)
N55 55.7 E037 07.7
At or above **2590′(1970′)**

EE072
(Rwy 06L)
N55 56.9 E037 14.6
At **2270′(1650′)**

EE071
(Rwy 06R)
N55 56.7 E037 14.6
At **2270′(1650′)**

(Rwy 06L)
700 MR
N55 57.6 E037 19.4

(Rwy 06R)
380 NL
N55 57.5 E037 19.7

272°
299°
271°
304°
244°
154°
064°
067°
064°

6 BST 11G, 12G
11 BST 11G
8 BST 12G
7
4
4
4
4
3
3
2
2
6 BST 11G

Direct distance to Sheremetyevo Apt from:
EE071 6 NM
EE072 6 NM
GOPER 14 NM

ALT/HEIGHT CONVERSION (QFE)

QNH	
3920′	**(3300′ - 1000m)**
3580′	**(2960′ - 900m)**
2590′	**(1970′ - 600m)**
2270′	**(1650′ - 500m)**

STAR	RWY	ROUTING
BST 11G By ATC	06L/R	BESTA (FL50+) - EE085 (FL50) - EE079 (3580′+) - EE078 (3580′) - EE077 (3580′) - GOPER (3580′) - EE076 (3580′) - SUSOR (3580′) - EE075 (2590′+) - EE074 (06L; 2590′+)/EE073 (06R; 2590′+) - EE072 (06L; 2270′)/EE071 (06R; 2270′).
BST 12G		BESTA (FL50+) - EE085 (FL50) - GISIN (FL50) - EE078 (3580′) - EE077 (3580′) - GOPER (3580′).

CHANGES: None.

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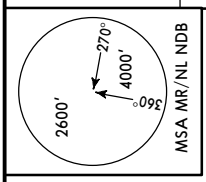
ATIS
125.125
(Russian 126.375)

Apt Elev
630′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920′ **(3300′)**
Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

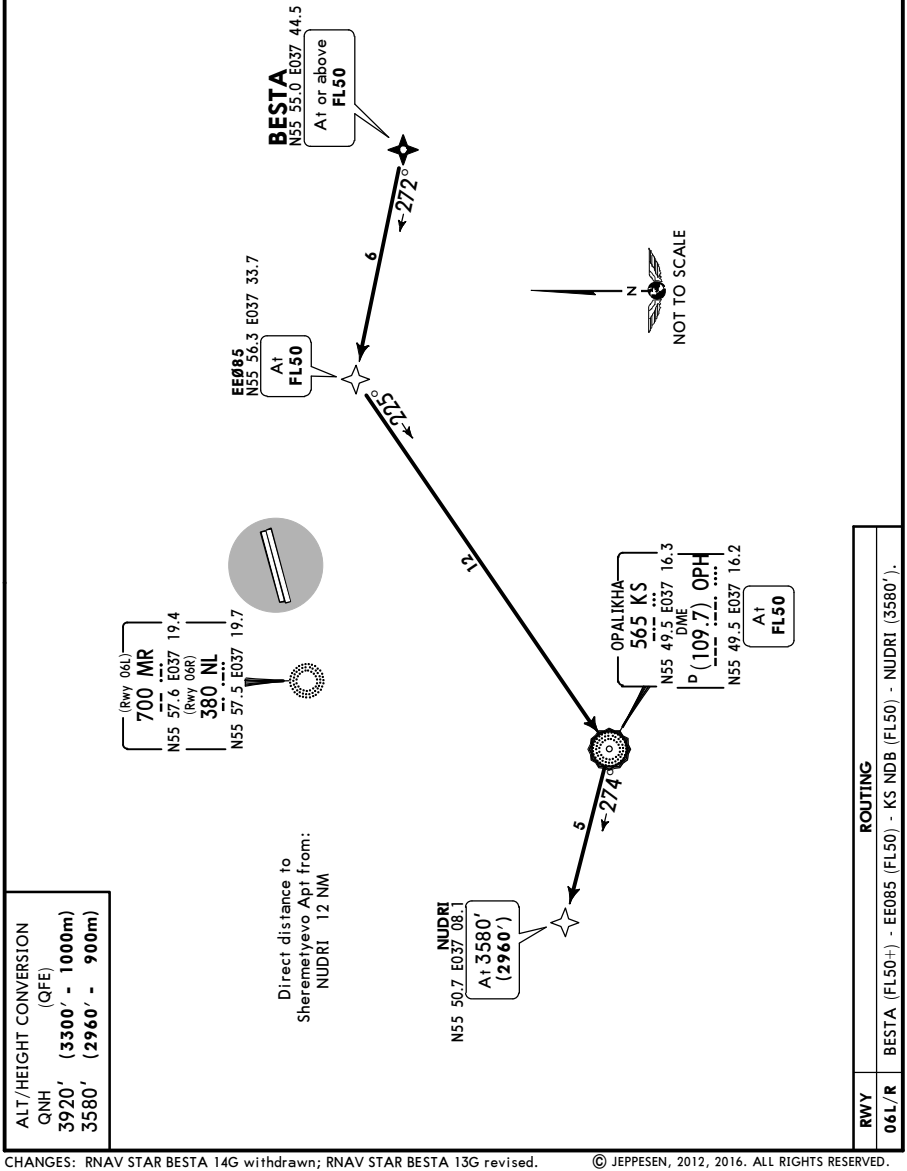


BESTA 13G (BST 13G)

RNAV

BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION (QFE)
QNH 3920′ (3300′ - 1000m)
3580′ (2960′ - 900m)

RWY	ROUTING
06L/R	BESTA (FL50+) - EE085 (FL50) - KS NDB (FL50) - NUDRI (3580′).

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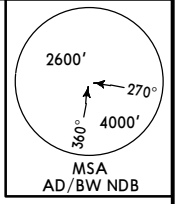
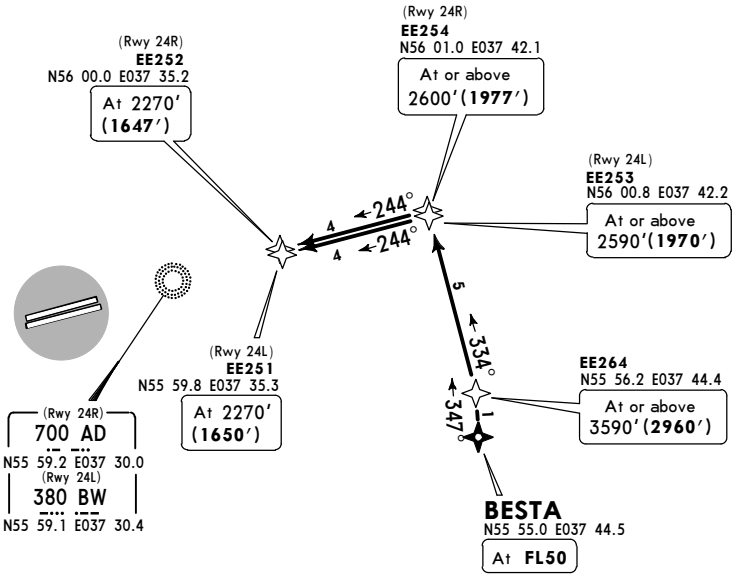
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

BESTA 21G (BST 21G)
RWYS 24L/R RNAV ARRIVAL
BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



MSA
AD/BW NDB



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3920′	(3290′ -	1000m)
3590′	(2960′ -	900m)
❶2590′	(1970′ -	600m)
❷2600′	(1977′ -	600m)
❶2270′	(1650′ -	500m)
❷2270′	(1647′ -	500m)

❶ RWY 24L
❷ RWY 24R

NOT TO SCALE

ROUTING

BESTA (FL50) - EE264 (3590′+) - EE254 (24R; 2600′+)/EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).

CHANGES: RNAV STARs revised; runway designations.

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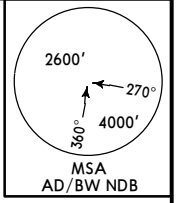
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

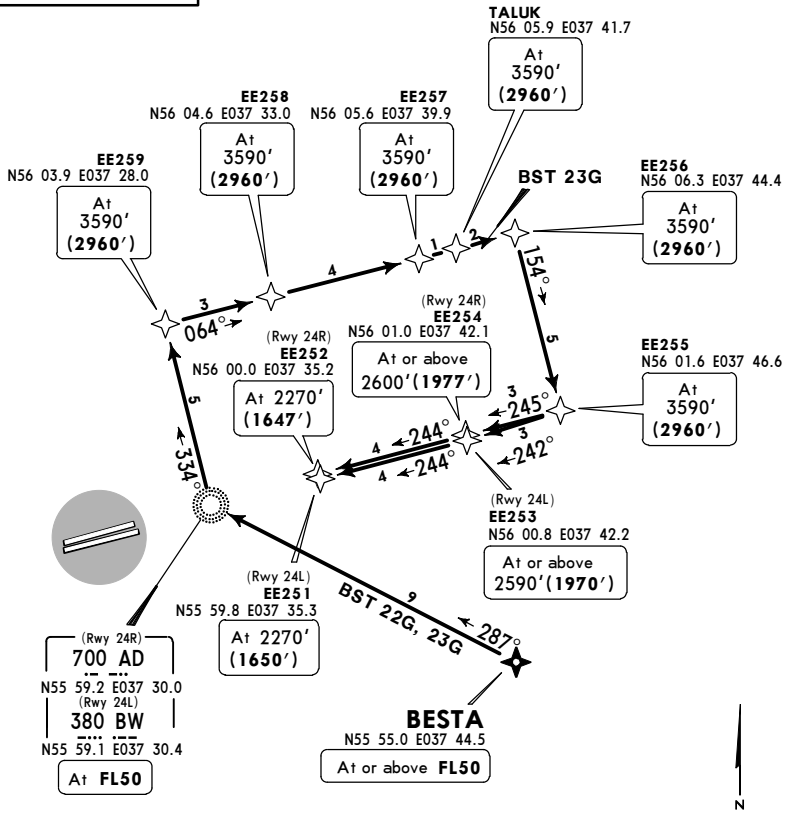
BESTA 22G (BST 22G)
BESTA 23G (BST 23G)
RWYS 24L/R RNAV ARRIVALS

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3920′	**(3290′ -**	**1000m)**
3590′	**(2960′ -**	**900m)**
❶ 2590′	**(1970′ -**	**600m)**
❷ 2600′	**(1977′ -**	**600m)**
❶ 2270′	**(1650′ -**	**500m)**
❷ 2270′	**(1647′ -**	**500m)**

❶ RWY 24L
❷ RWY 24R



STAR	ROUTING
BST 22G	BESTA (FL50+) - AD/BW (FL50) - EE259 (3590′) - EE258 (3590′) - EE257 (3590′) - TALUK (3590′).
BST 23G	BESTA (FL50+) - AD/BW (FL50) - EE259 (3590′) - EE258 (3590′) - EE257 (3590′) - TALUK (3590′) - EE256 (3590′) - EE255 (3590′) - EE254 (24R; 2600′+)/EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).

CHANGES: RNAV STARs revised; runway designations.

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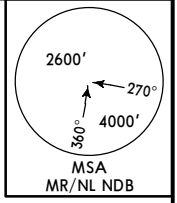
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

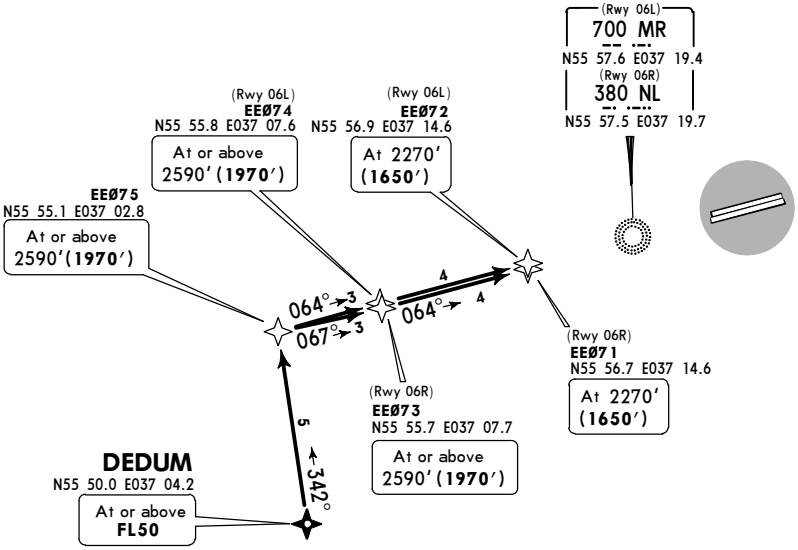
DEDUM 11G (DED 11G)
RWYS 06L/R RNAV ARRIVAL
BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



MSA
MR/NL NDB

NOT TO SCALE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(3300′ - 1000m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)

ROUTING

DEDUM (FL50+) - EE075 (2590′+) - EE074 (06L; 2590′+)/EE073 (06R; 2590′+) - EE072 (06L; 2270′)/EE071 (06R; 2270′).

CHANGES: RNAV STAR revised; runway designations.

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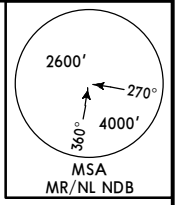
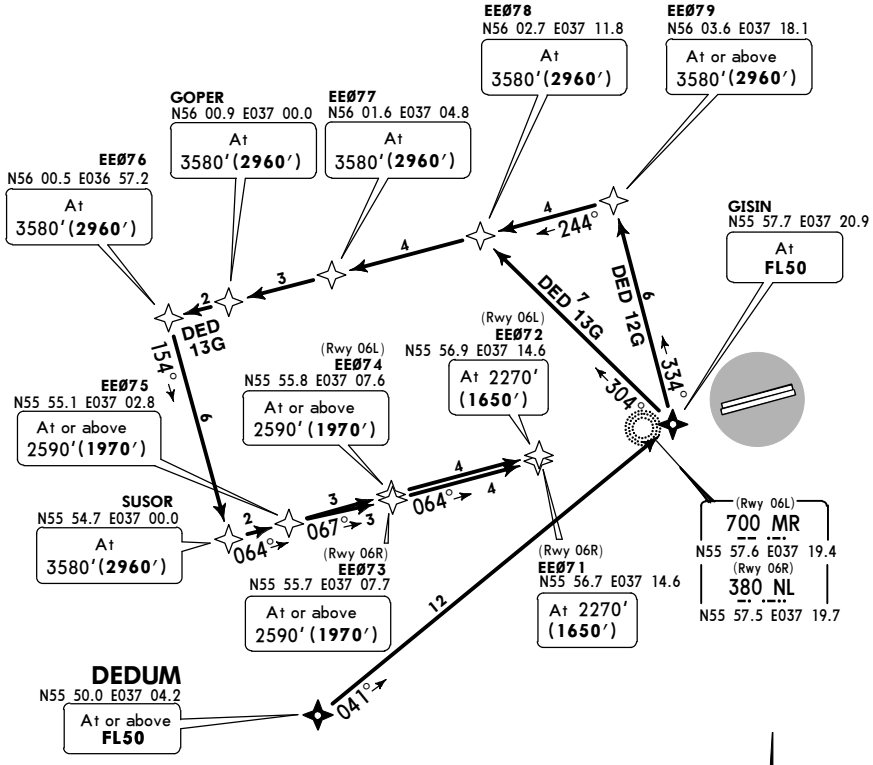
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

DEDUM 12G (DED 12G)
DEDUM 13G (DED 13G)
RWYS 06L/R RNAV ARRIVALS

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL





ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3920′	(3300′ -	1000m)
3580′	(2960′ -	900m)
2590′	(1970′ -	600m)
2270′	(1650′ -	500m)

STAR	ROUTING
DED 12G	DEDUM (FL50+) - GISIN (FL50) - EE079 (3580′+) - EE078 (3580′) - EE077 (3580′) - GOPER (3580′).
DED 13G	DEDUM (FL50+) - GISIN (FL50) - EE078 (3580′) - EE077 (3580′) - GOPER (3580′) - EE076 (3580′) - SUSOR (3580′) - EE075 (2590′+) - EE074 (06L; 2590′+)/EE073 (06R; 2590′+) - EE072 (06L; 2270′)/EE071 (06R; 2270′).

CHANGES: RNAV STARs revised; runway designations.

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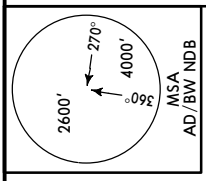
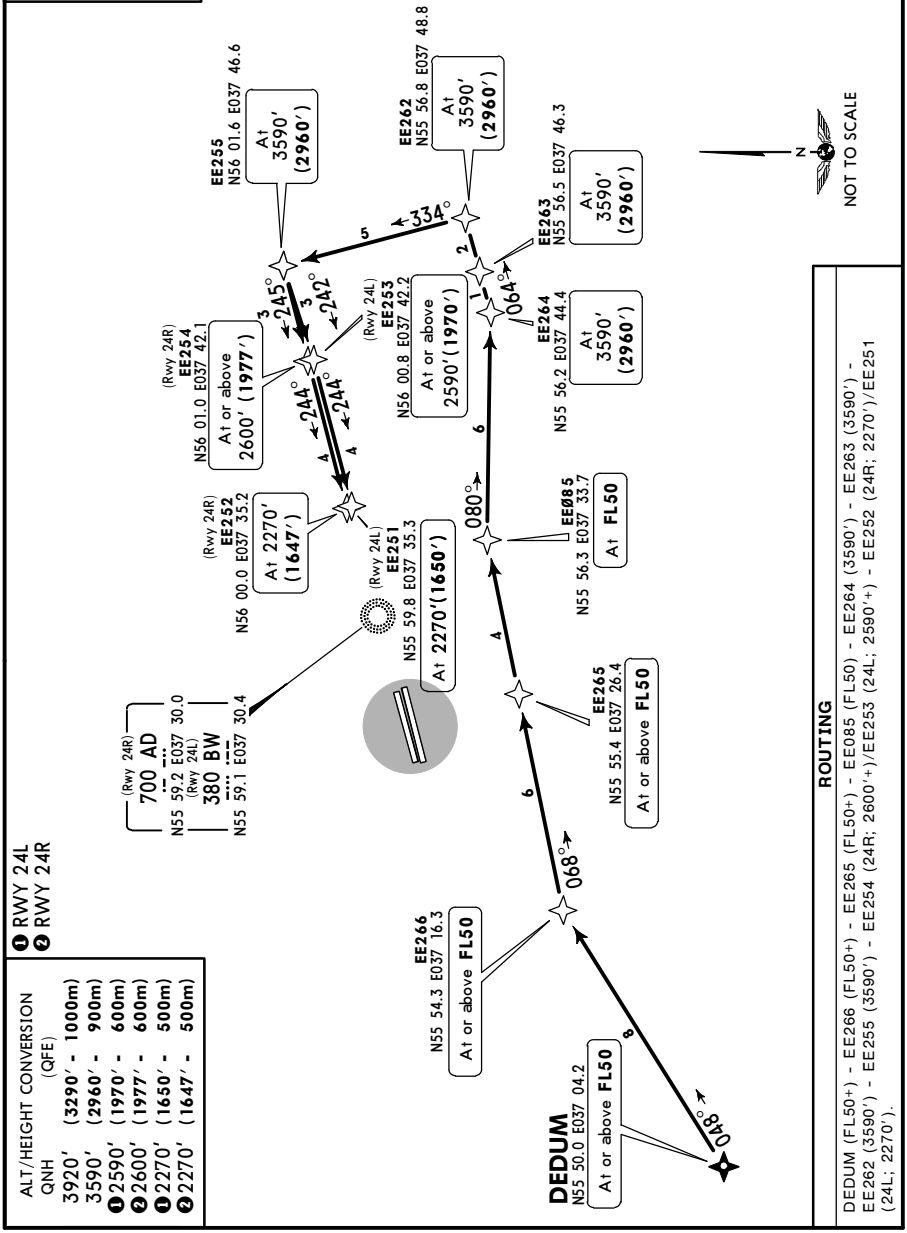
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.



DEDUM 21G (DED 21G)
RWYS 24L/R RNAV ARRIVAL
BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION QNH (QFE)	
3920′	(3290′ - 1000m)
3590′	(2960′ - 900m)
❶2590′	(1970′ - 600m)
❷2600′	(1977′ - 600m)
❶2270′	(1650′ - 500m)
❷2270′	(1647′ - 500m)

❶ RWY 24L
❷ RWY 24R

ROUTING

DEDUM (FL50+) - EE266 (FL50+) - EE265 (FL50+) - EE085 (FL50) - EE264 (3590′) - EE263 (3590′) - EE262 (3590′) - EE255 (3590′) - EE254 (24R; 2600′+)/EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).

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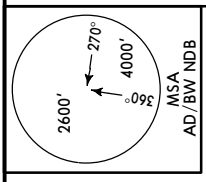
UUEE/SVO
SHEREMETYEVO

JEPPESEN
25 DEC 15 (20-2J2) Eff 7 Jan

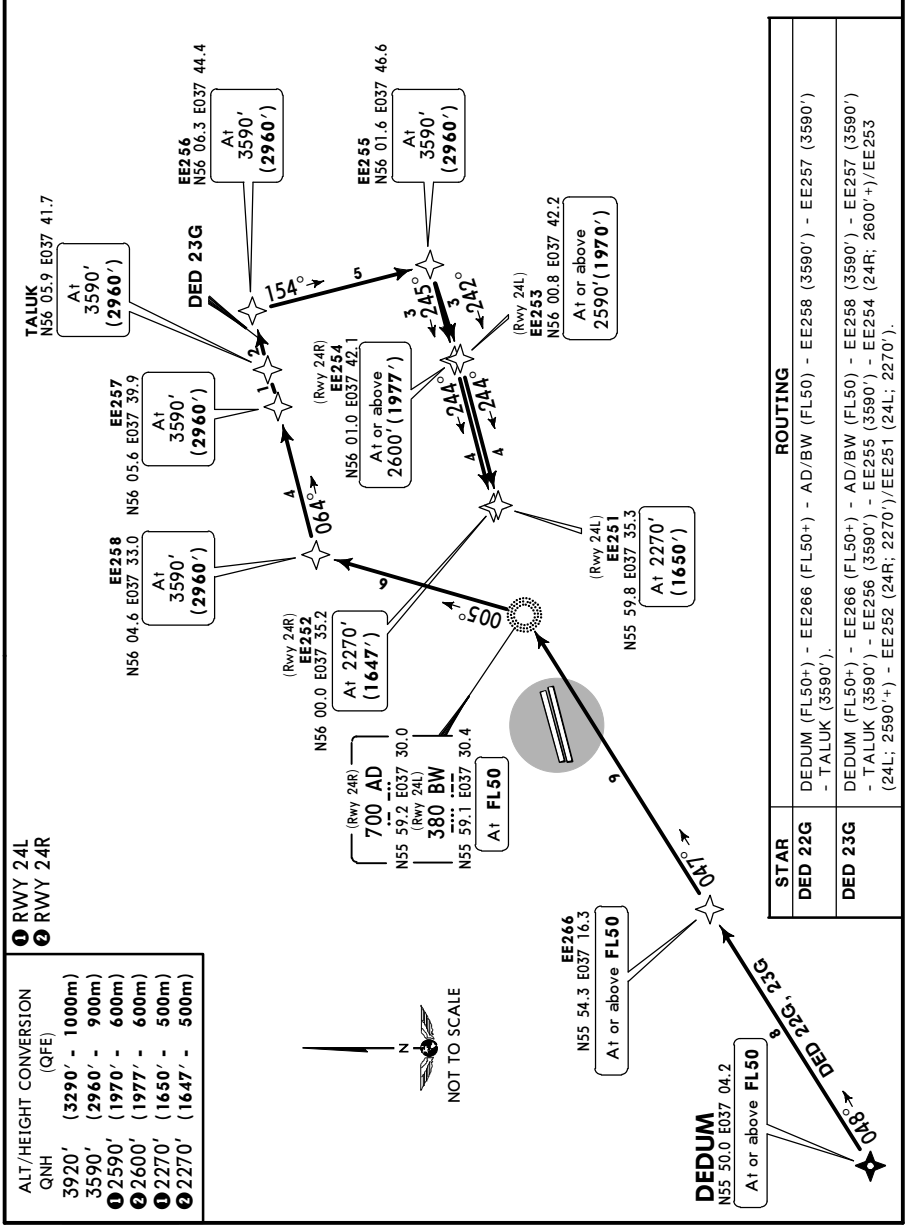
MOSCOW, RUSSIA
RNAV STAR

ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.



DEDUM 22G (DED 22G)
DEDUM 23G (DED 23G)
RWYS 24L/R RNAV ARRIVALS

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



STAR	ROUTING
DED 22G	DEDUM (FL50+) - EE266 (FL50+) - AD/BW (FL50) - EE258 (3590′) - EE257 (3590′) - TALUK (3590′).
DED 23G	DEDUM (FL50+) - EE266 (FL50+) - AD/BW (FL50) - EE258 (3590′) - EE257 (3590′) - TALUK (3590′) - EE256 (3590′) - EE255 (3590′) - EE254 (24R; 2600′+)/EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).

ALT/HEIGHT CONVERSION (QFE)

QNH	
3920′	(3290′ - 1000m)
3590′	(2960′ - 900m)
❶2590′	(1970′ - 600m)
❷2600′	(1977′ - 600m)
❶2270′	(1650′ - 500m)
❷2270′	(1647′ - 500m)

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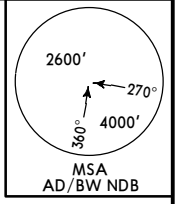
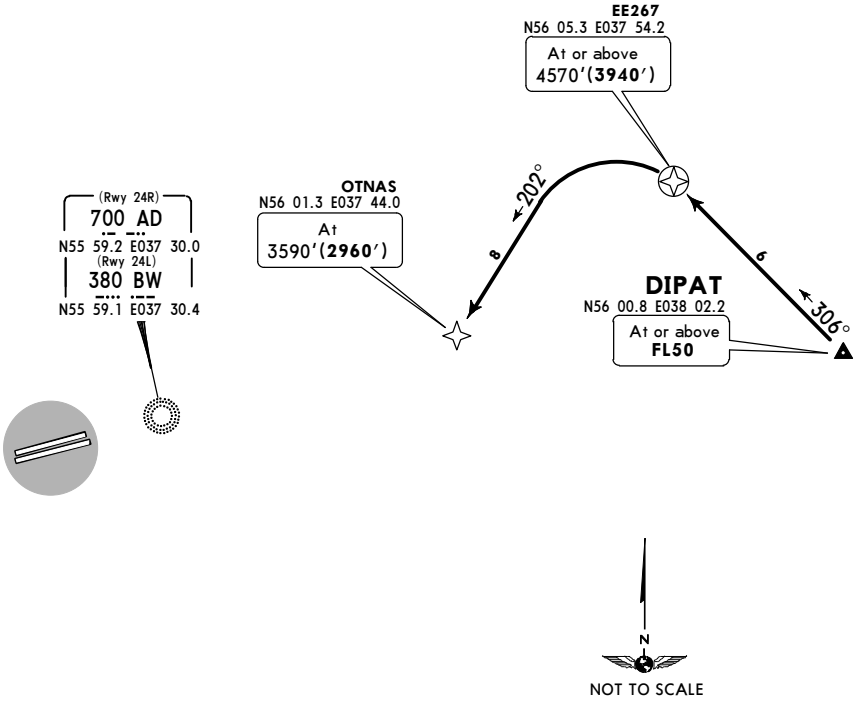
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

DIPAT 21G (DPT 21G)
RWYS 24L/R RNAV ARRIVAL
BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL





ALT/HEIGHT CONVERSION	
QNH	(QFE)
4570′	**(3940′ - 1200m)**
3920′	**(3290′ - 1000m)**
3590′	**(2960′ - 900m)**

ROUTING

DIPAT (FL50+) - EE267 (4570′+) - OTNAS (3590′).

CHANGES: RNAV STARs revised; runway designations.

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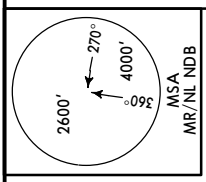
UUEE/SVO
SHEREMETYEVO

JEPPESEN

25 DEC 15 (20-2L) Eff 7 Jan

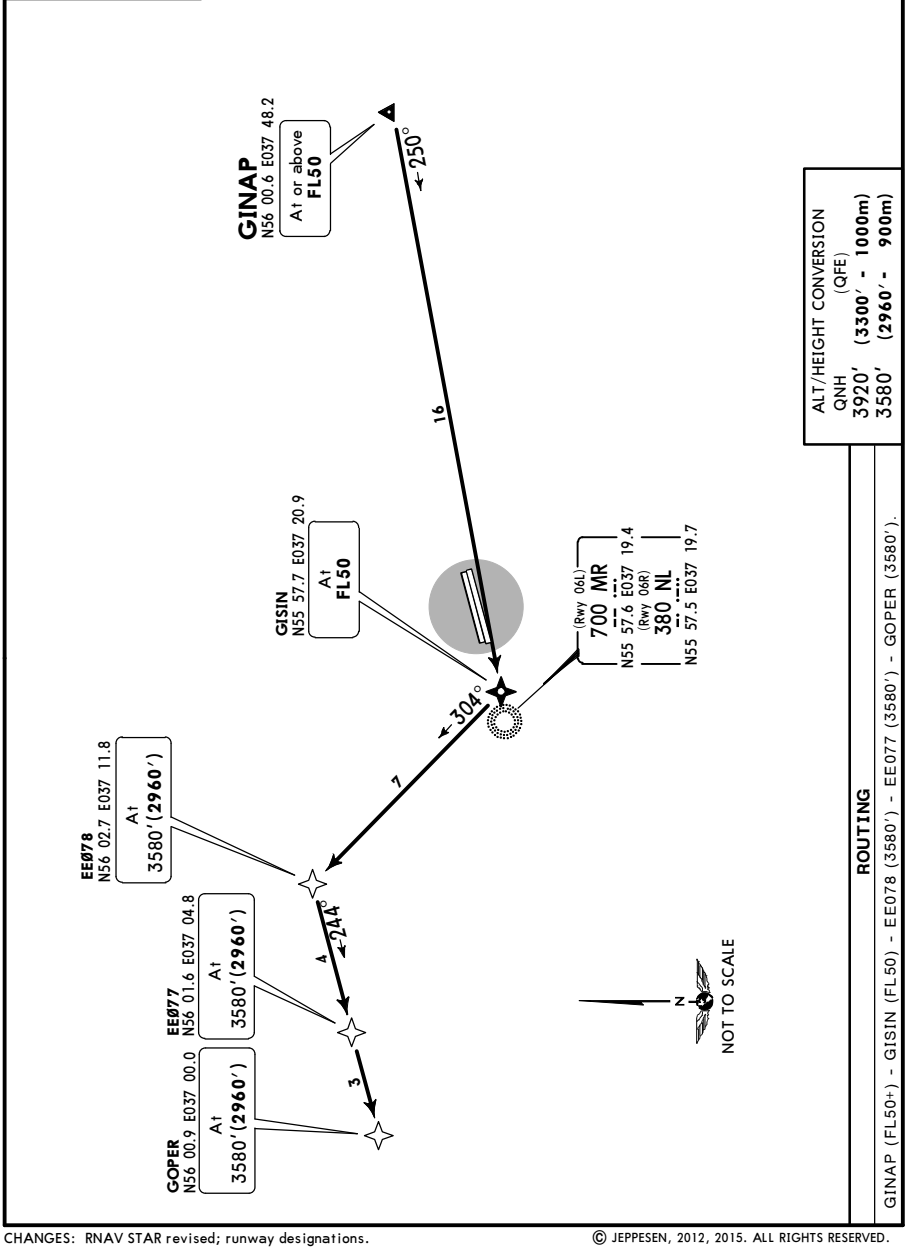
MOSCOW, RUSSIA
RNAV STAR

ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.



GINAP 12G (GNP 12G)
RWYS 06L/R RNAV ARRIVAL

SPEED: MAX 250 KT +/- 10 KT
BELOW FL100 TO TL



CHANGES: RNAV STAR revised; runway designations.

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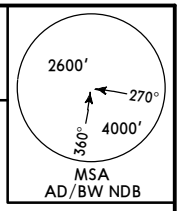
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	

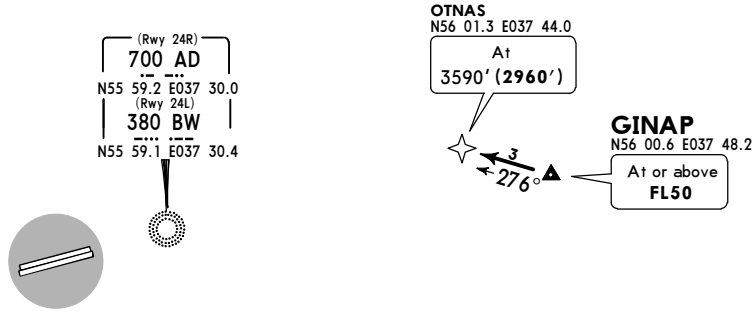


GINAP 21G (GNP 21G)

RNAV

BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



Direct distance to
Sheremetyevo Apt from:
OTNAS 11 NM

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	**(3290′ - 1000m)**
3590′	**(2960′ - 900m)**

RWY	ROUTING
24L/R	GINAP (FL50+) - OTNAS (3590′).

CHANGES: Chart reindexed.

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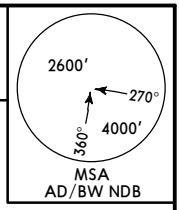
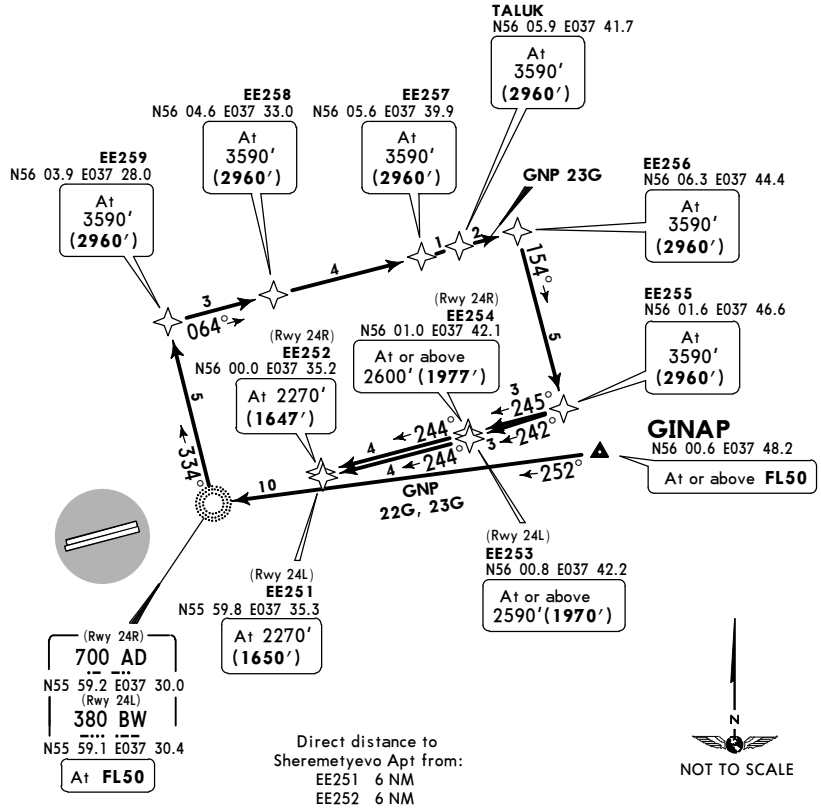
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



GINAP 22G (GNP 22G)
GINAP 23G (GNP 23G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



Direct distance to Sheremetyevo Apt from:
EE251 6 NM
EE252 6 NM
TALUK 12 NM

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(3290′ - 1000m)
3590′	(2960′ - 900m)
❶ 2590′	(1970′ - 600m)
❷ 2600′	(1977′ - 600m)
❶ 2270′	(1650′ - 500m)
❷ 2270′	(1647′ - 500m)

❶ RWY 24L
❷ RWY 24R

STAR	RWY	ROUTING
GNP 22G	24L/R	GINAP (FL50+) - AD/BW (FL50) - EE259 (3590′) - EE258 (3590′) - EE257 (3590′) - TALUK (3590′).
GNP 23G		GINAP (FL50+) - AD/BW (FL50) - EE259 (3590′) - EE258 (3590′) - EE257 (3590′) - TALUK (3590′) - EE256 (3590′) - EE255 (3590′) - EE254 (24R; 2600′+)/EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).

CHANGES: Chart reindexed.

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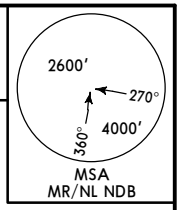
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	

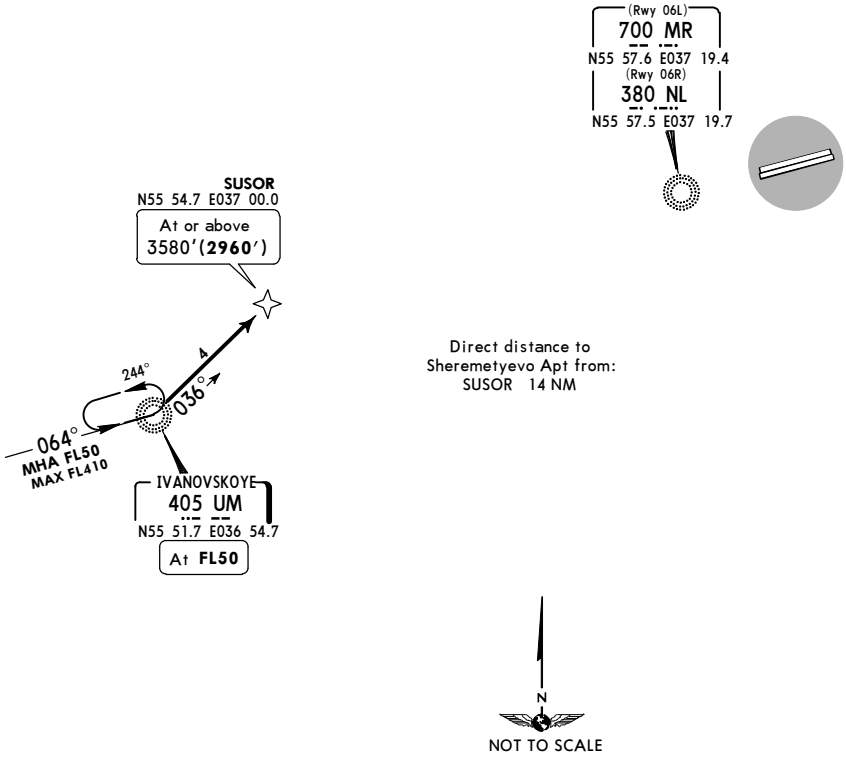


IVANOVSKOYE 11G (UM 11G)

RNAV

BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	**(3300′ - 1000m)**
3580′	**(2960′ - 900m)**

RWY	ROUTING
06L/R	UM (FL50) - SUSOR (3580′+).

CHANGES: Chart reindexed.

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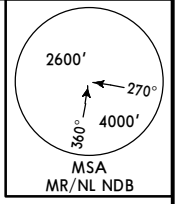
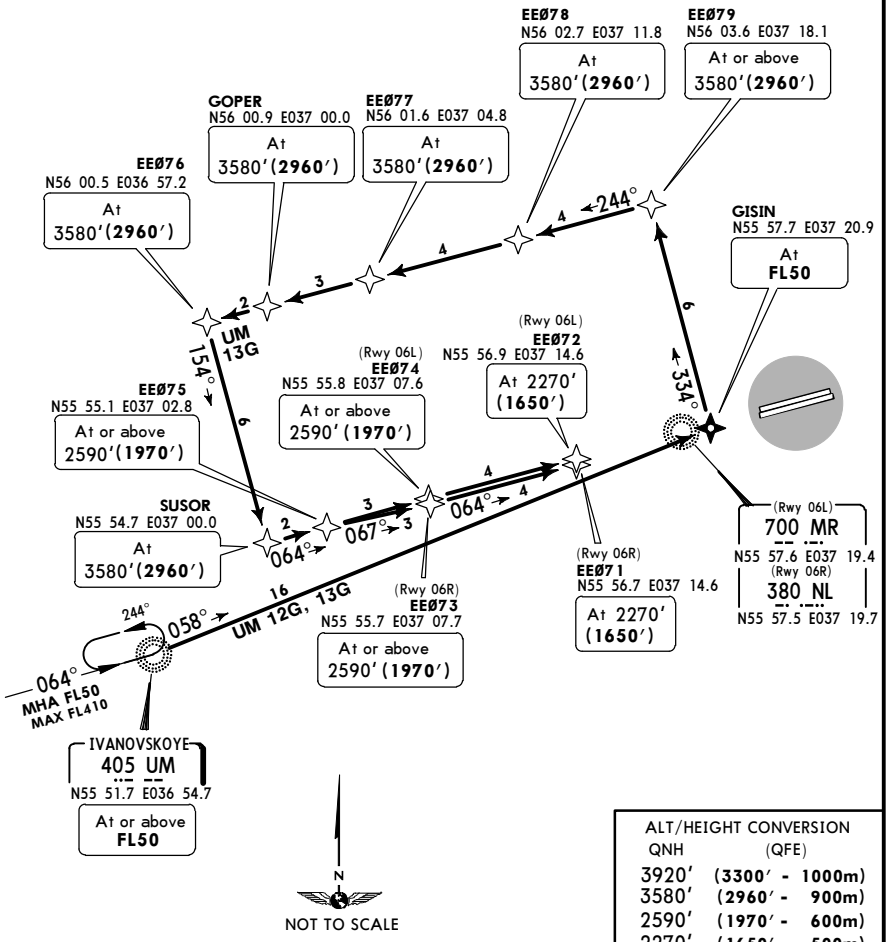
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

IVANOVSKOYE 12G (UM 12G)
IVANOVSKOYE 13G (UM 13G)
RWYS 06L/R RNAV ARRIVALS

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**





ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	**(3300′ - 1000m)**
3580′	**(2960′ - 900m)**
2590′	**(1970′ - 600m)**
2270′	**(1650′ - 500m)**

STAR	ROUTING
UM 12G	UM (FL50+) - GISIN (FL50) - EE079 (3580′+) - EE078 (3580′) - EE077 (3580′) - GOPER (3580′).
UM 13G	UM (FL50+) - GISIN (FL50) - EE079 (3580′+) - EE078 (3580′) - EE077 (3580′) - GOPER (3580′) - EE076 (3580′) - SUSOR (3580′) - EE075 (2590′+) - EE074 (06L; 2590′+)/EE073 (06R; 2590′+) - EE072 (06L; 2270′)/EE071 (06R; 2270′).

CHANGES: RNAV STARs revised; runway designations.

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UUEE/SVO
SHEREMETYEVO

JEPPESEN
25 DEC 15 (20-2N) Eff 7 Jan

MOSCOW, RUSSIA
RNAV STAR

ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

IVANOVSKOYE 21G (UM 21G)
RWYS 24L/R RNAV ARRIVAL
BY ATC

SPEED: MAX 250 KT +/- 10 KT
BELOW FL100 TO TL

MSA
AD/BW NDB
2600′ 4000′ 270° 360°

EE255 N56 01.6 E037 46.6 — At 3590′ (2960′)
EE262 N55 56.8 E037 48.8 — At 3590′ (2960′)
EE263 N55 56.5 E037 46.3 — At 3590′ (2960′)
EE264 N55 56.2 E037 44.4 — At 3590′ (2960′)
(Rwy 24R) EE254 N56 01.0 E037 42.1 — At or above 2600′ (1977′)
(Rwy 24L) EE253 N56 00.8 E037 42.2 — At or above 2590′ (1970′)
(Rwy 24R) EE252 N56 00.0 E037 35.2 — At 2270′ (1647′)
(Rwy 24L) EE251 N55 59.8 E037 35.3 — At 2270′ (1650′)
EE085 N55 56.3 E037 33.7 — At FL50
EE265 N55 55.4 E037 26.4 — At or above FL50
EE266 N55 54.3 E037 16.3 — At or above FL50
IVANOVSKOYE 405 UM N55 51.7 E036 54.7 — At or above FL50
(Rwy 24R) 700 AD N55 59.2 E037 30.0
(Rwy 24L) 380 BW N55 59.1 E037 30.4

334° 5
245° 3
242° 3
244° 4
244° 4
064° 1
064° 2
080° 6
080° 4
080° 6
068° 12

NOT TO SCALE

❶ RWY 24L
❷ RWY 24R

ALT/HEIGHT CONVERSION QNH (QFE)	
3920′	(3290′ - 1000m)
3590′	(2960′ - 900m)
❶ 2590′	(1970′ - 600m)
❷ 2600′	(1977′ - 600m)
❶ 2270′	(1650′ - 500m)
❷ 2270′	(1647′ - 500m)

HOLDING OVER UM
244° 064° MHA FL50 MAX FL410

ROUTING
UM (FL50+) - EE266 (FL50+) - EE265 (FL50+) - EE085 (FL50) - EE264 (3590′) - EE263 (3590′) - EE262 (3590′) - EE255 (3590′) - EE254 (24R; 2600′+)/EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).

CHANGES: RNAV STAR revised; runway designations.

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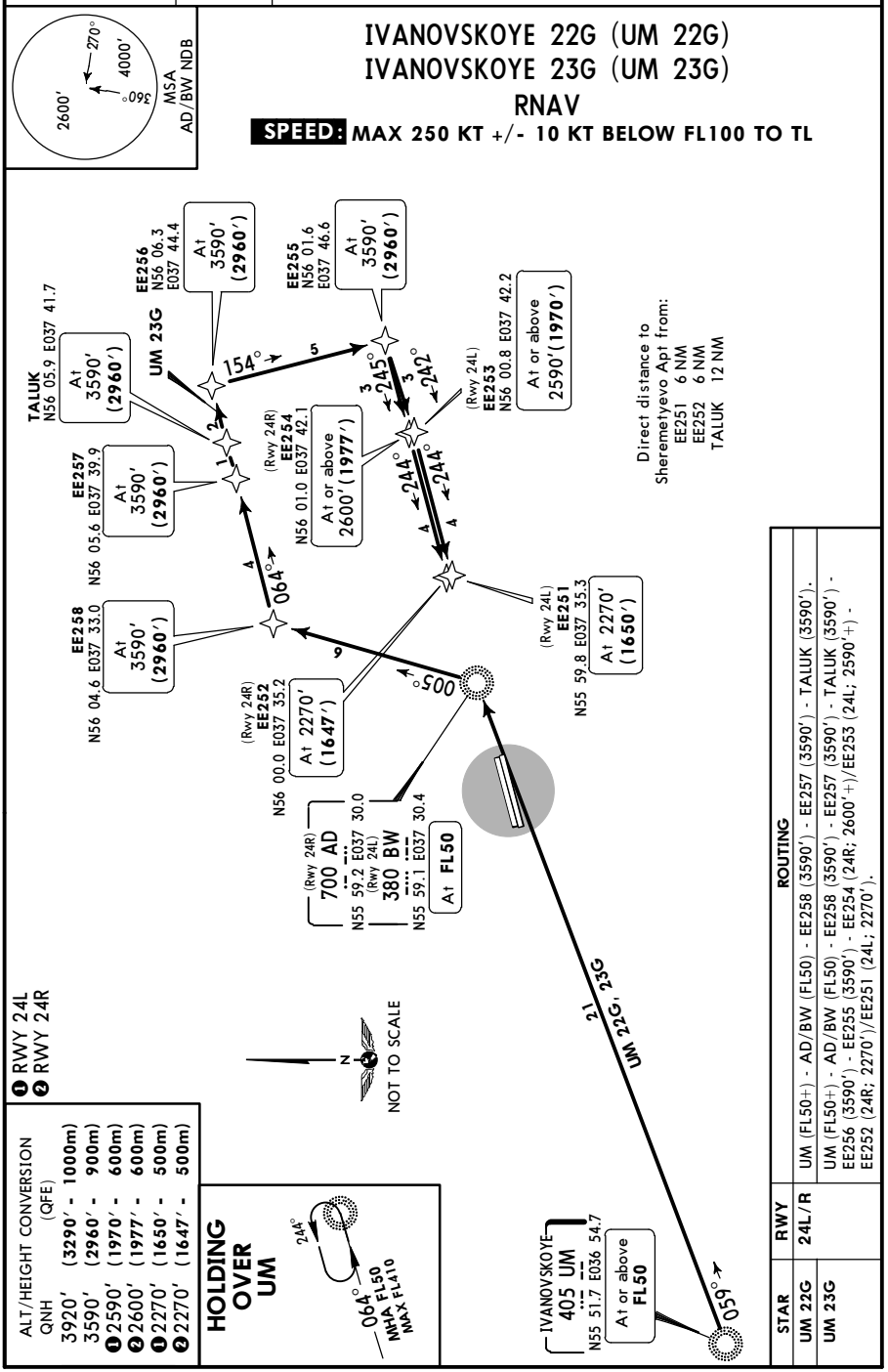
ATIS
125.125
(Russian 126.375)

Apt Elev
630'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920' **(3290')**
Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

IVANOVSKOYE 22G (UM 22G)
IVANOVSKOYE 23G (UM 23G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



STAR	RWY	ROUTING
UM 22G	24L/R	UM (FL50+) - AD/BW (FL50) - EE258 (3590') - EE257 (3590') - TALUK (3590').
UM 23G		UM (FL50+) - AD/BW (FL50) - EE258 (3590') - EE257 (3590') - TALUK (3590') - EE256 (3590') - EE255 (3590') - EE254 (24R; 2600'+)/EE253 (24L; 2590'+) - EE252 (24R; 2270')/EE251 (24L; 2270').

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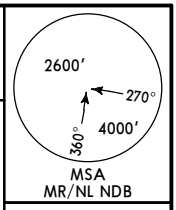
UUEE/SVO
SHEREMETYEVO

JEPPESEN
19 FEB 16 (20-2N2) Eff 3 Mar

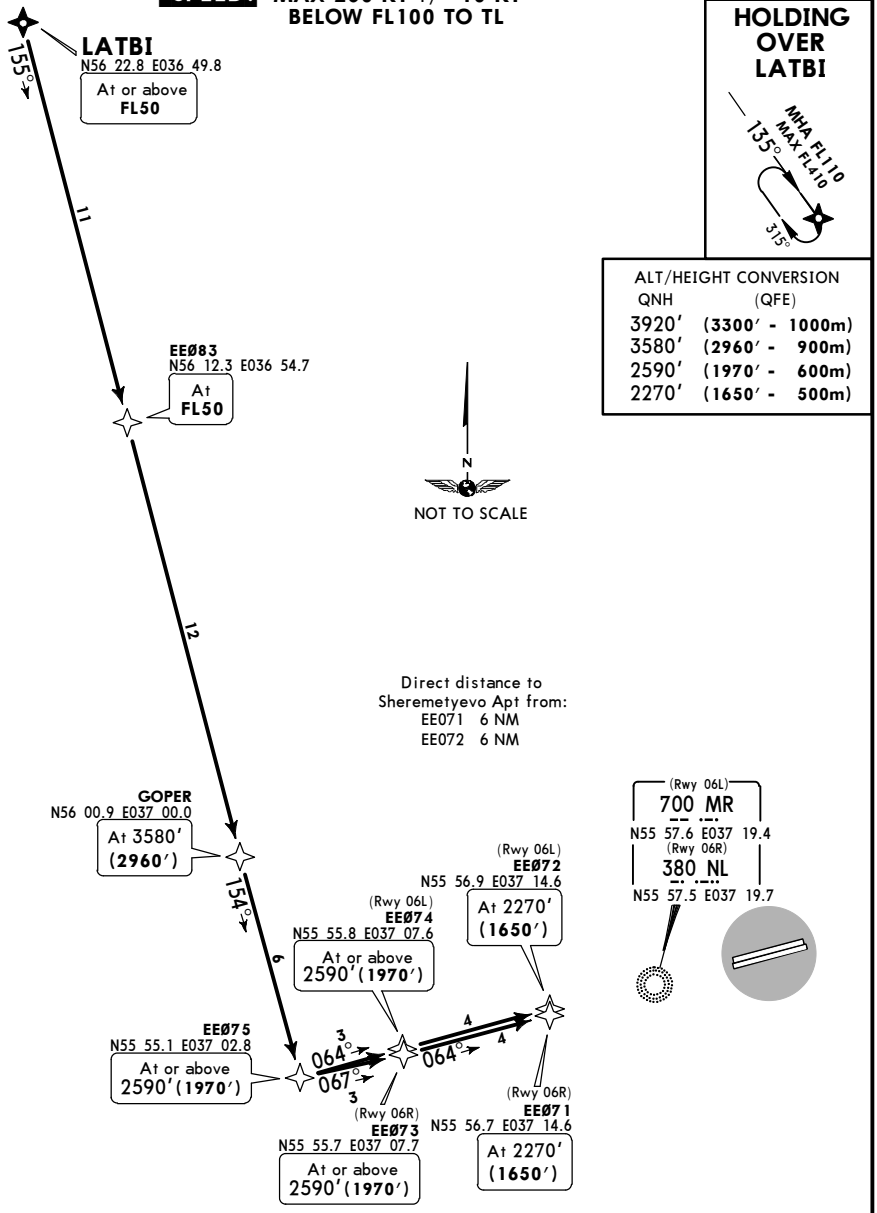
MOSCOW, RUSSIA
RNAV STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



LATBI 11G (LTB 11G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



HOLDING OVER LATBI

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)

RWY	ROUTING
06L/R	LATBI (FL050+) - EE083 (FL50) - GOPER (3580′) - EE075 (2590′+) - EE074 (06L; 2590′+)/ EE073 (06R; 2590′+) - EE072 (06L; 2270′)/EE071 (06R; 2270′).

CHANGES: RNAV STAR LATBI 12G withdrawn; availability.

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ATIS 125.125 (Russian 126.375)

Apt Elev 630'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920' **(3290')**
Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

LATBI 21G (LTB 21G)
LATBI 22G (LTB 22G)
RNAV
BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL

MSA AD/BW NDB: 2600' 4000' 270° 360°

ALT/HEIGHT CONVERSION (QFE)

QNH	
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
❶ 2590'	(1970' - 600m)
❷ 2600'	(1977' - 600m)
❶ 2270'	(1650' - 500m)
❷ 2270'	(1647' - 500m)

❶ RWY 24L
❷ RWY 24R

LATBI
N56 22.8 E036 49.8
At or above **FL50**

109°
134°
22 LTB 21G
25 LTB 22G

Direct distance to Sheremetyevo Apt from:
EE251 6 NM
EE252 6 NM
TALUK 12 NM

EE081
N56 12.0 E037 23.8
At or above **FL50**

111°
12

TALUK
N56 05.9 E037 41.7
At 3590' **(2960')**

EE257
N56 05.6 E037 39.9
At 3590' **(2960')**

EE258
N56 04.6 E037 33.0
At 3590' **(2960')**

EE261
N56 02.1 E037 15.5
At or above 3590'**(2960')**

064°
7

EE259
N56 03.9 E037 28.0
At or above 3590'**(2960')**

3
4

EE252 (Rwy 24R)
N56 00.0 E037 35.2
At 2270' **(1647')**

EE254 (Rwy 24R)
N56 01.0 E037 42.1
At or above 2600'**(1977')**

LTB 21G
1
2
5
154°

EE256
N56 06.3 E037 44.4
At 3590' **(2960')**

EE255
N56 01.6 E037 46.6
At 3590' **(2960')**

245°
242°
244°
244°

EE253 (Rwy 24L)
N56 00.8 E037 42.2
At or above 2590' **(1970')**

EE251 (Rwy 24L)
N55 59.8 E037 35.3
At 2270' **(1650')**

(Rwy 24R) 700 AD
N55 59.2 E037 30.0
(Rwy 24L) 380 BW
N55 59.1 E037 30.4

NOT TO SCALE

HOLDING OVER LATBI
MHA FL110
MAX FL410
135°
315°

STAR	RWY	ROUTING
LTB 21G	24L/R	LATBI (FL50+) - EE081 (FL50+) - TALUK (3590') - EE256 (3590') - EE255 (3590'); EE254 (24R; 2600+)/EE253 (24L; 2590'+) - EE252 (24R; 2270')/EE251 (24L; 2270').
LTB 22G		LATBI (FL50+) - EE261 (3590+) - EE259 (3590+) - EE258 (3590') - EE257 (3590') - TALUK (3590').

CHANGES: None.

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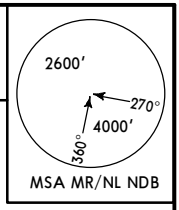
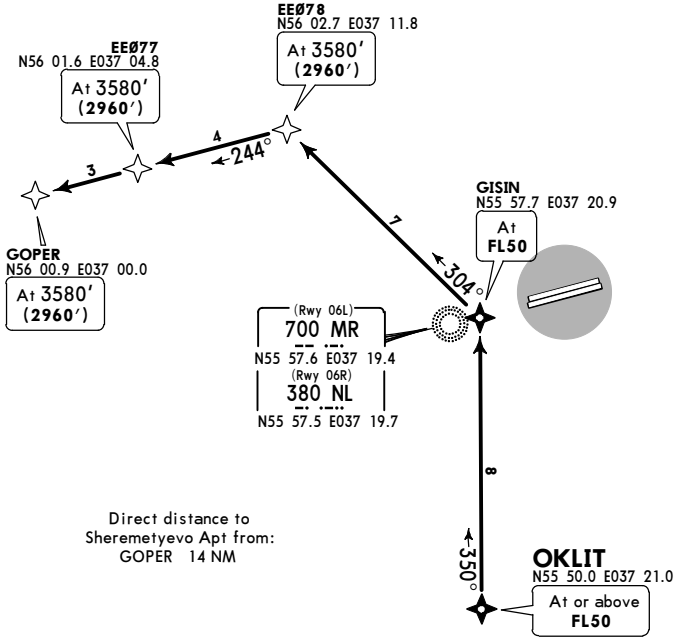
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



OKLIT 12G (OKL 12G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)

RWY	ROUTING
06L/R	OKLIT (FL50+) - GISIN (FL50) - EE078 (3580′) - EE077 (3580′) - GOPER (3580′).

CHANGES: RNAV STAR OKLIT 11G withdrawn.

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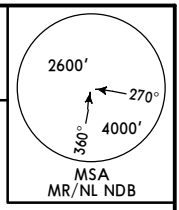
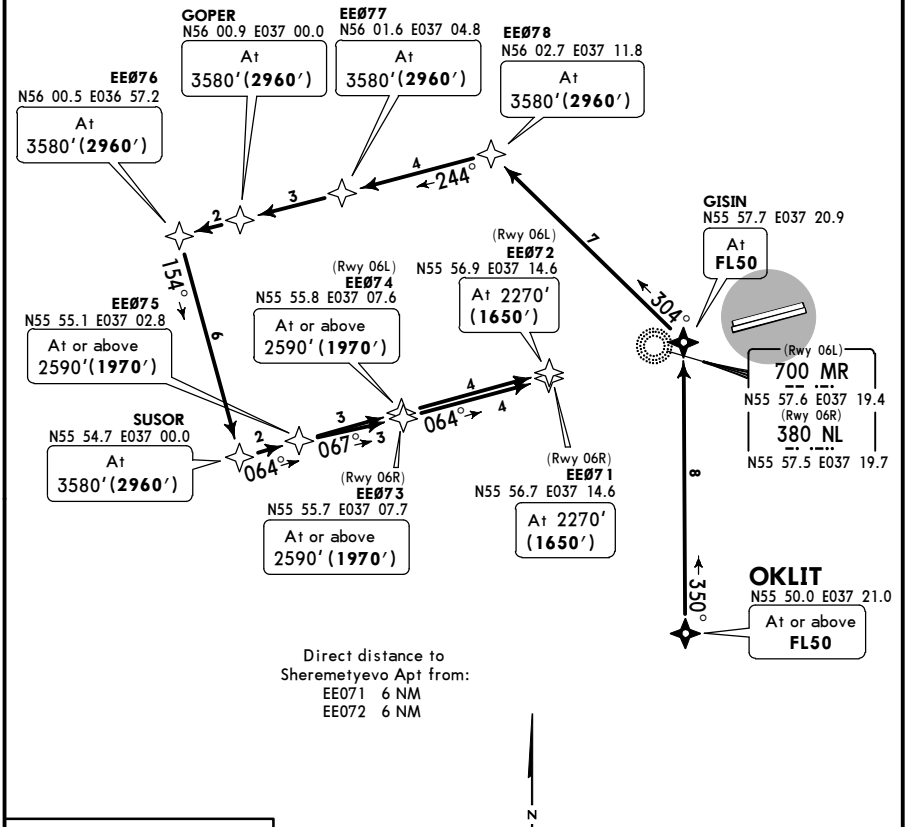
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request **(QFE)**
125.125 (Russian 126.375)	630′	Trans level: By ATC Trans alt: 3920′ **(3300′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.



OKLIT 13G (OKL 13G)
RNAV

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



Direct distance to Sheremetyevo Apt from:
EE071 6 NM
EE072 6 NM

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	**(3300′ - 1000m)**
3580′	**(2960′ - 900m)**
2590′	**(1970′ - 600m)**
2270′	**(1650′ - 500m)**

RWY	ROUTING
06L/R	OKLIT (FL50+) - GISIN (FL50) - EE078 (3580′) - EE077 (3580′) - GOPER (3580′) - EE076 (3580′) - SUSOR (3580′) - EE075 (2590′+) - EE074 (06L; 2590′+)/EE073 (06R; 2590′+) - EE072 (06L; 2270′)/ EE071 (06R; 2270′).

CHANGES: None.

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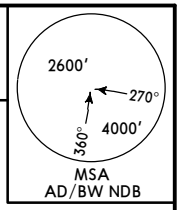
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	

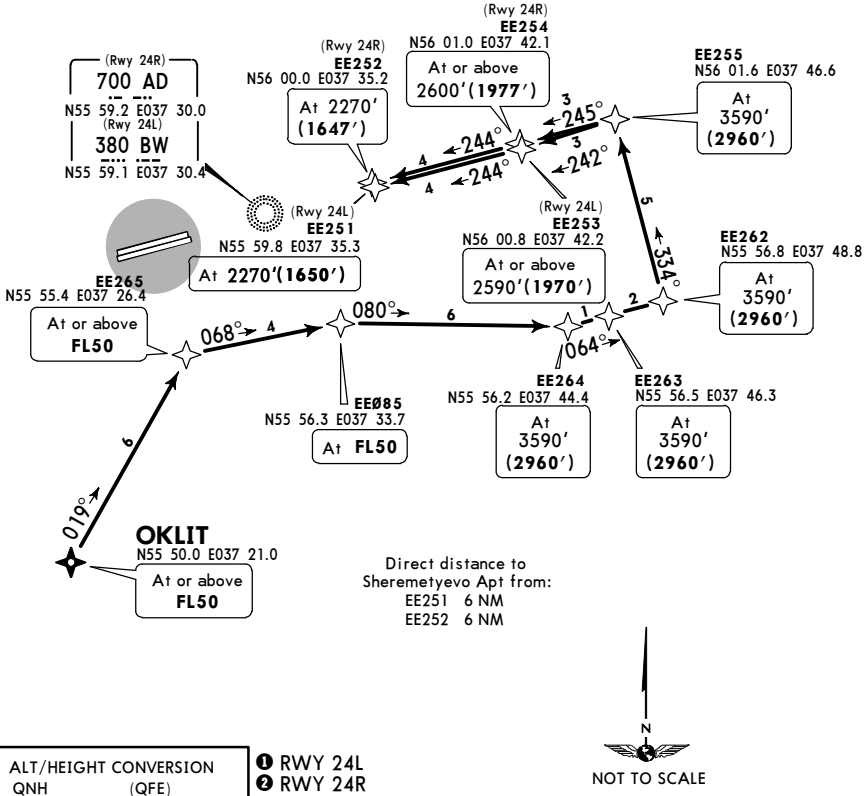


OKLIT 21G (OKL 21G)

RNAV

BY ATC

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3920′	(3290′ -	1000m)
3590′	(2960′ -	900m)
❶2590′	(1970′ -	600m)
❷2600′	(1977′ -	600m)
❶2270′	(1650′ -	500m)
❷2270′	(1647′ -	500m)

❶ RWY 24L
❷ RWY 24R

RWY	ROUTING
24L/R	OKLIT (FL50+) - EE265 (FL50+) - EE085 (FL50) - EE264 (3590′) - EE263 (3590′) - EE262 (3590′) - EE255 (3590′) - EE254 (24R; 2600′+)/EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).

CHANGES: Chart reindexed.

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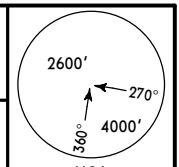
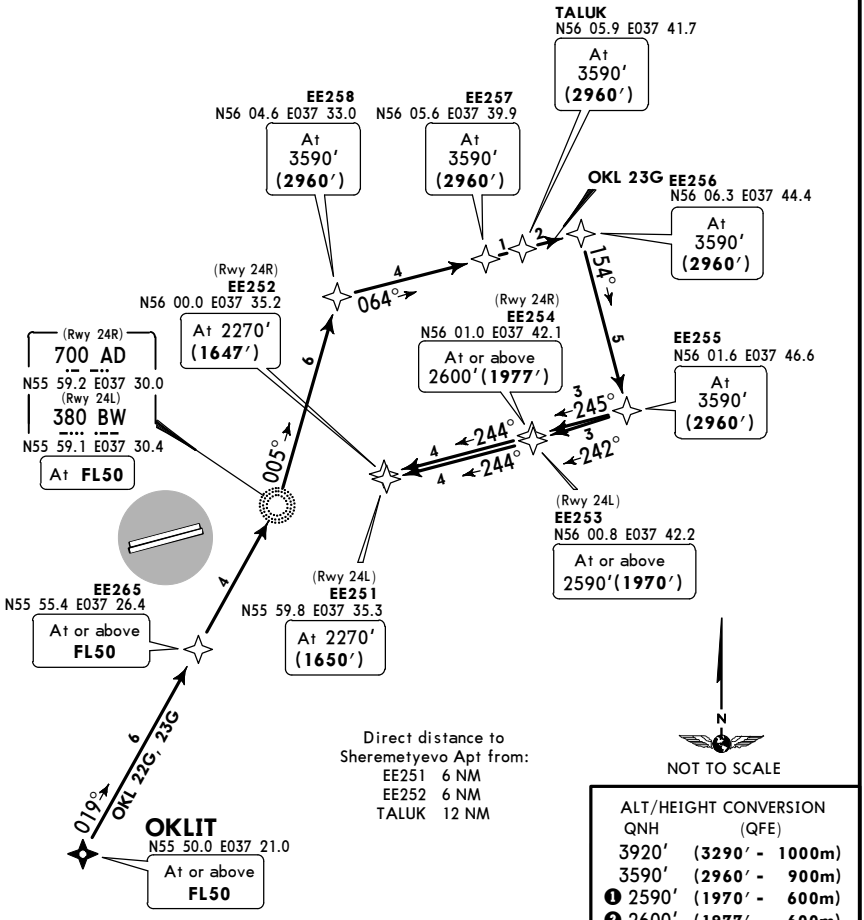
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



OKLIT 22G (OKL 22G)
OKLIT 23G (OKL 23G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(3290′ - 1000m)
3590′	(2960′ - 900m)
❶ 2590′	(1970′ - 600m)
❷ 2600′	(1977′ - 600m)
❶ 2270′	(1650′ - 500m)
❷ 2270′	(1647′ - 500m)

❶ RWY 24L
❷ RWY 24R

STAR	RWY	ROUTING
OKL 22G	24L/R	OKLIT (FL50+) - EE265 (FL50+) - AD/BW (FL50) - EE258 (3590′) - EE257 (3590′) - TALUK (3590′).
OKL 23G		OKLIT (FL50+) - EE265 (FL50+) - AD/BW (FL50) - EE258 (3590′) - EE257 (3590′) - TALUK (3590′) - EE256 (3590′) - EE255 (3590′) - EE254 (24R; 2600′+)/ EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).

CHANGES: Chart reindexed.

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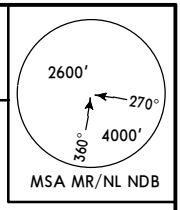
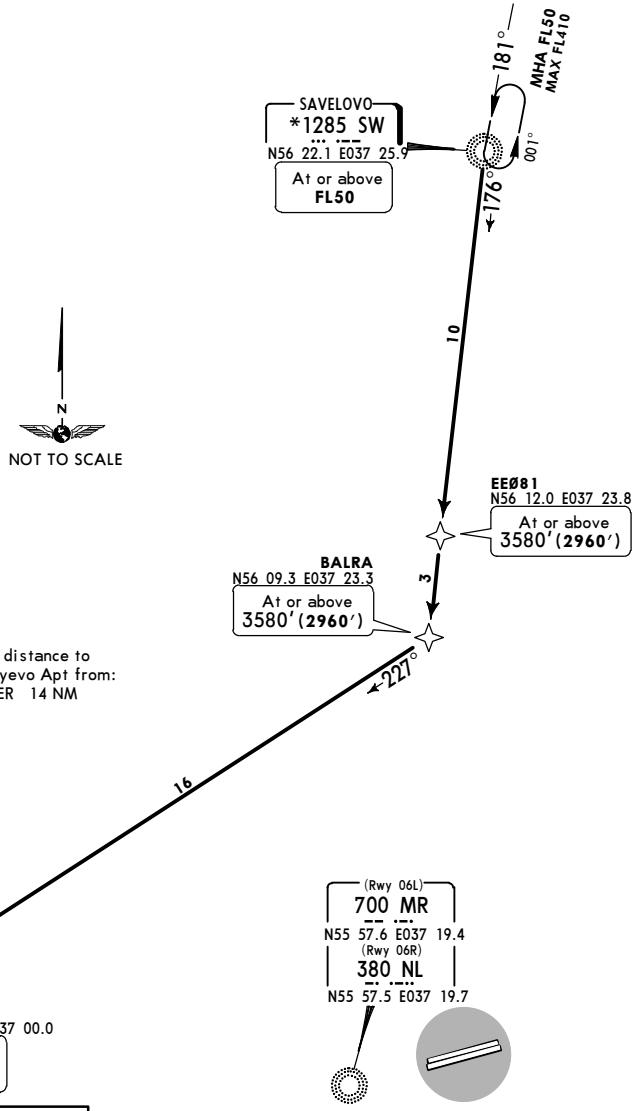
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



SAVELOVO 11G (SW 11G)
RNAV

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	**(3300′ - 1000m)**
3580′	**(2960′ - 900m)**

RWY	ROUTING
06L/R	SW (FL50+) - EE081 (3580′+) - BALRA (3580′+) - GOPER (3580′).

CHANGES: RNAV SID withdrawn & revised.

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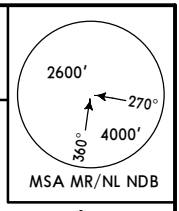
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



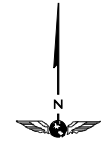
SAVELOVO 13G (SW 13G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL

HOLDING OVER SW

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)



SAVELOVO
*1285 SW
N56 22.1 E037 25.9
At or above FL50

176°
10

EEØ81
N56 12.0 E037 23.8
At or above FL50

BALRA
N56 09.3 E037 23.3
At or above 3580′ (2960′)

3
197°
6

Direct distance to Sheremetyevo Apt from:
EE071 6 NM
EE072 6 NM

EEØ78
N56 02.7 E037 11.8
At 3580′(2960′)

EEØ77
N56 01.6 E037 04.8
At 3580′(2960′)

GOPER
N56 00.9 E037 00.0
At 3580′(2960′)

EEØ79
N56 03.6 E037 18.1
At 3580′(2960′)

4
244°
4
3

EEØ76
N56 00.5 E036 57.2
At 3580′(2960′)

2
154°
6

(Rwy 06L)
EEØ72
N55 56.9 E037 14.6
At 2270′ (1650′)

(Rwy 06L)
EEØ74
N55 55.8 E037 07.6
At or above 2590′ (1970′)

EEØ75
N55 55.1 E037 02.8
At or above 2590′ (1970′)

4
064°
4

SUSOR
N55 54.7 E037 00.0
At 3580′(2960′)

2
064°
3
067°
3

(Rwy 06R)
EEØ73
N55 55.7 E037 07.7
At or above 2590′ (1970′)

(Rwy 06R)
EEØ71
N55 56.7 E037 14.6
At 2270′ (1650′)

(Rwy 06L)
700 MR
N55 57.6 E037 19.4
(Rwy 06R)
380 NL
N55 57.5 E037 19.7

RWY	ROUTING
06L/R	SW (FL50+) - EE081 (FL50+) - BALRA (3580′+) - EE079 (3580′) - EE078 (3580′) - EE077 (3580′) - GOPER (3580′) - EE076 (3580′) - SUSOR (3580′) - EE075 (2590′+) - EE074 (06L; 2590′+)/ EE073 (06R; 2590′+) - EE072 (06L; 2270′)/EE071 (06R; 2270′).

CHANGES: Chart reindexed.

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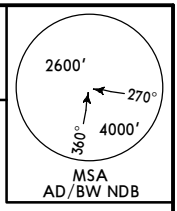
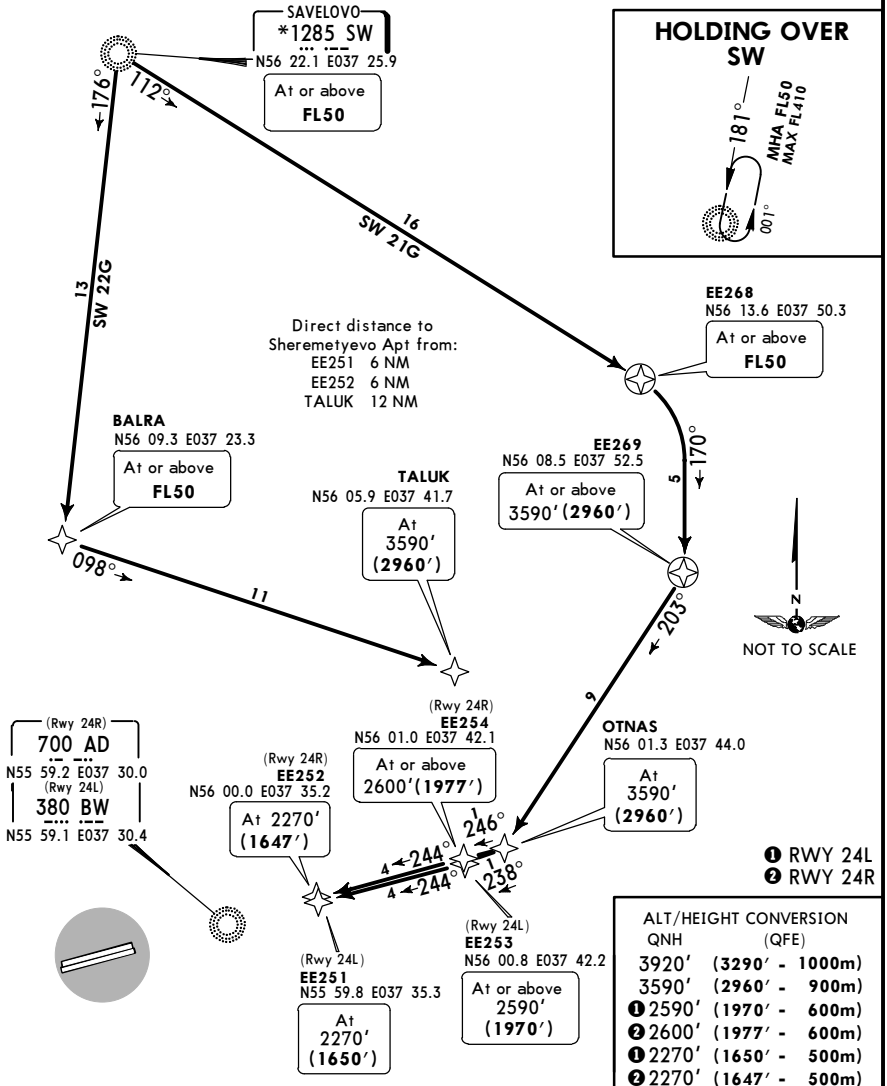
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



SAVELOVO 21G (SW 21G)
SAVELOVO 22G (SW 22G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3290′ - 1000m)
3590′	(2960′ - 900m)
❶ 2590′	(1970′ - 600m)
❷ 2600′	(1977′ - 600m)
❶ 2270′	(1650′ - 500m)
❷ 2270′	(1647′ - 500m)

STAR	RWY	ROUTING
SW 21G	24L/R	SW (FL50+) - EE268 (FL50+) - EE269 (3590+) - OTNAS (3590) - EE254 (24R; 2600′+)/ EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).
SW 22G By ATC		SW (FL50+) - BALRA (FL50+) - TALUK (3590′).

CHANGES: Chart reindexed.

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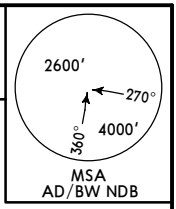
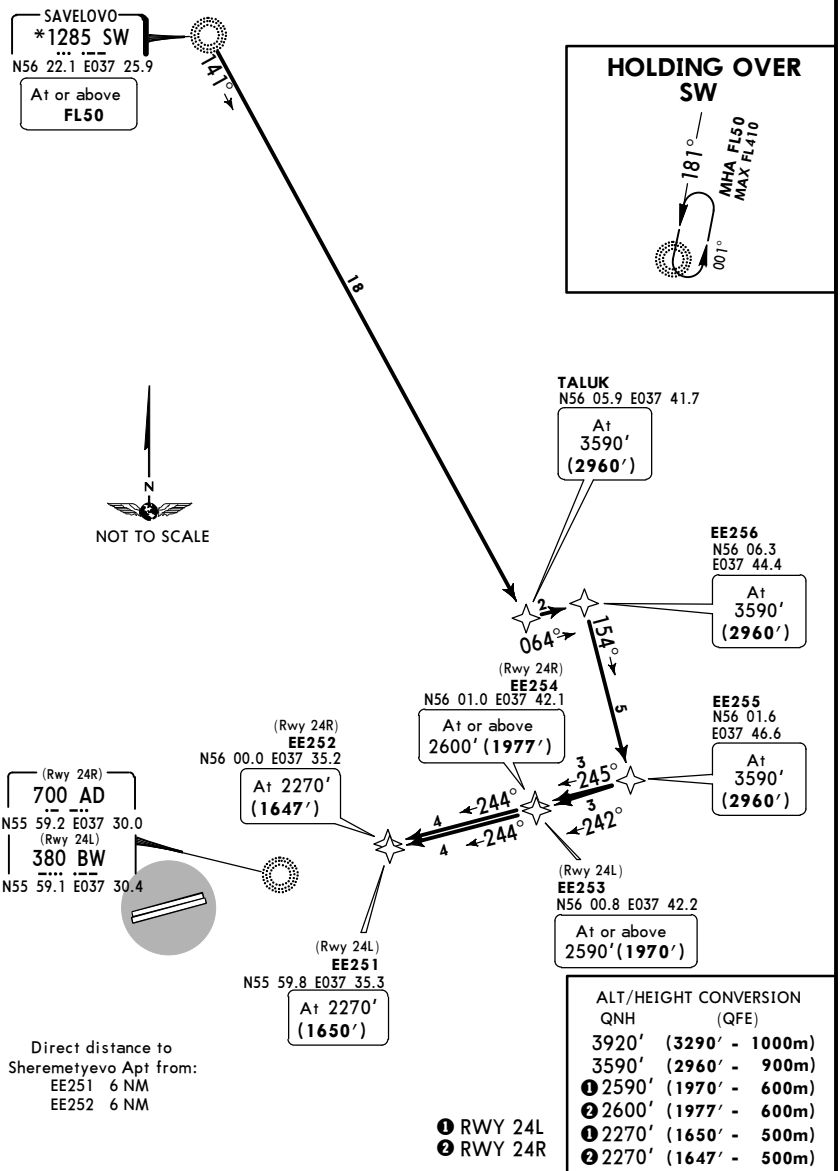
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



SAVELOVO 23G (SW 23G)
RNAV
BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3290′ - 1000m)
3590′	(2960′ - 900m)
❶ 2590′	(1970′ - 600m)
❷ 2600′	(1977′ - 600m)
❶ 2270′	(1650′ - 500m)
❷ 2270′	(1647′ - 500m)

RWY	ROUTING
24L/R	SW (FL50+) - TALUK (3590′) - EE256 (3590′) - EE255 (3590′) - EE254 (24R; 2600′+)/ EE253 (24L; 2590′+) - EE252 (24R; 2270′)/EE251 (24L; 2270′).

CHANGES: Chart reindexed.

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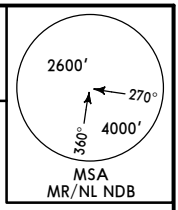
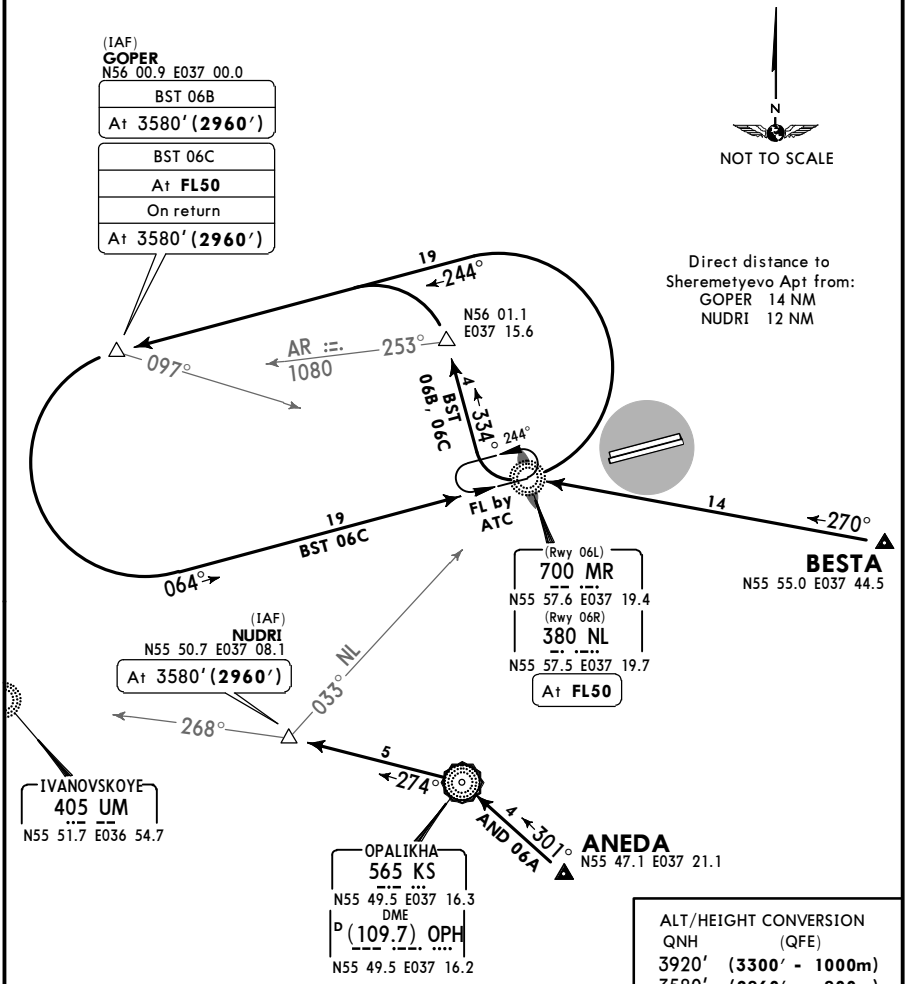
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.



ANEDA 06A (AND 06A)
BESTA 06B (BST 06B)
BESTA 06C (BST 06C)

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	**(3300′ - 1000m)**
3580′	**(2960′ - 900m)**

STAR	RWY	ROUTING
AND 06A By ATC	**06L/R**	On 301° track to KS NDB, 274° bearing to NUDRI.
BST 06B		On 270° bearing to MR/NL, 334° track, at 253° bearing to AR turn on 244° track to GOPER.
BST 06C		On 270° bearing to MR/NL, 334° track, at 253° bearing to AR turn on 244° track to GOPER, intercept 064° bearing to MR/NL, 244° track to GOPER.

CHANGES: STAR ANEDA 06A established; chart reindexed.

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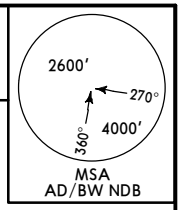
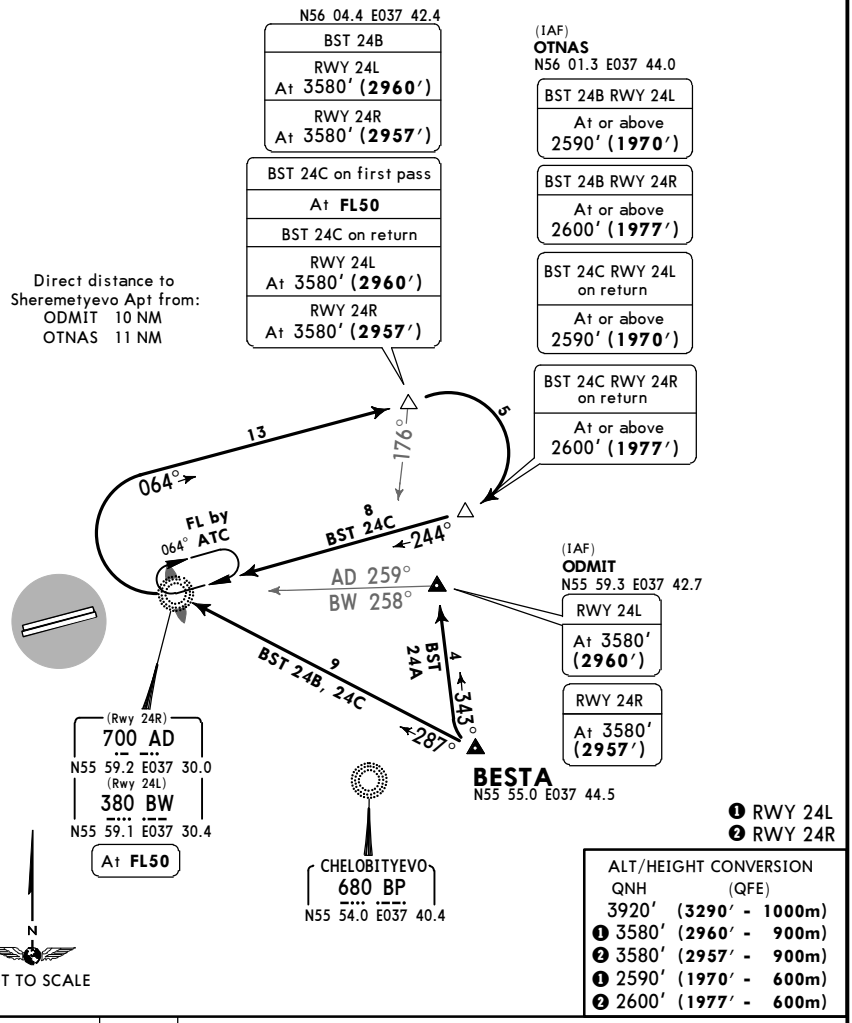
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



BESTA 24A (BST 24A)
BESTA 24B (BST 24B)
BESTA 24C (BST 24C)

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3290′ - 1000m)
❶ 3580′	(2960′ - 900m)
❷ 3580′	(2957′ - 900m)
❶ 2590′	(1970′ - 600m)
❷ 2600′	(1977′ - 600m)

STAR	RWY	ROUTING
BST 24A By ATC	24L/R	On 343° track to ODMIT.
BST 24B		On 287° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT to OTNAS.
BST 24C		On 287° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT, intercept 244° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT to OTNAS.

CHANGES: Chart reindexed.

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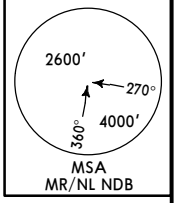
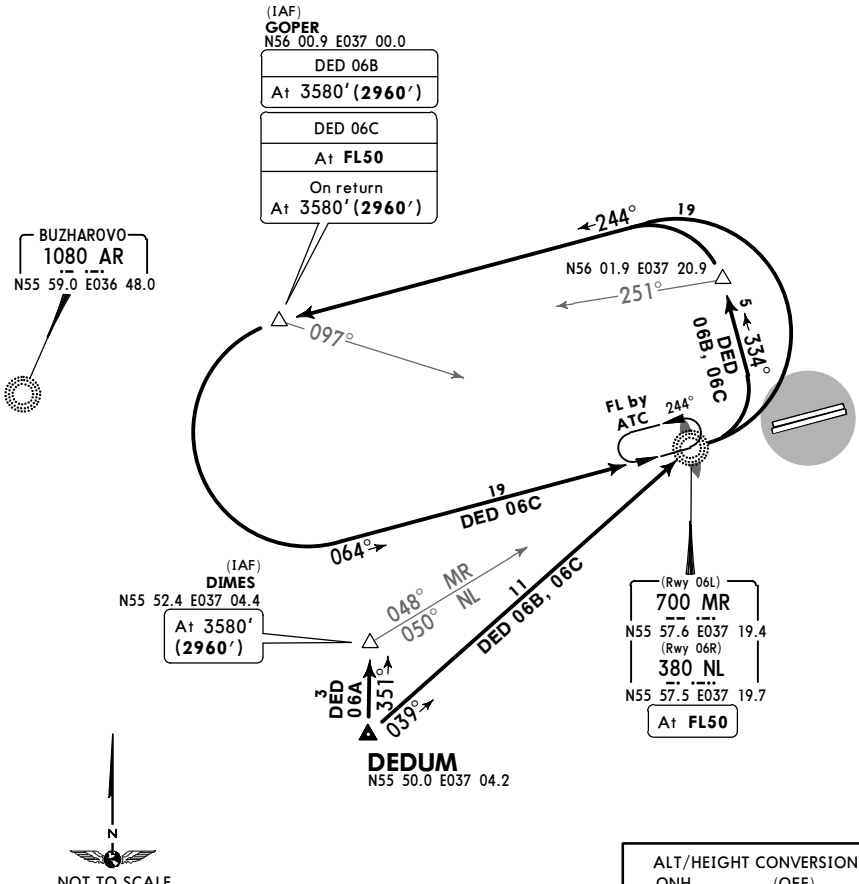
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

DEDUM 06A (DED 06A)
DEDUM 06B (DED 06B)
DEDUM 06C (DED 06C)
RWYS 06L/R ARRIVALS

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**





ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	**(3300′ - 1000m)**
3580′	**(2960′ - 900m)**

STAR	ROUTING
DED 06A By ATC	On 351° track to DIMES.
DED 06B	On 039° bearing to MR/NL, 334° track, at 251° bearing to AR turn on 244° track to GOPER.
DED 06C	On 039° bearing to MR/NL, 334° track, at 251° bearing to AR turn on 244° track to GOPER, intercept 064° bearing to MR/NL, 244° track to GOPER.

CHANGES: STARs renumbered; runway designations.

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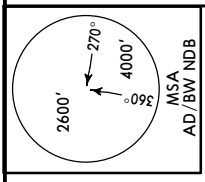
UUEE/SVO
SHEREMETYEVO

JEPPESEN
25 DEC 15 (20-2V) Eff 7 Jan

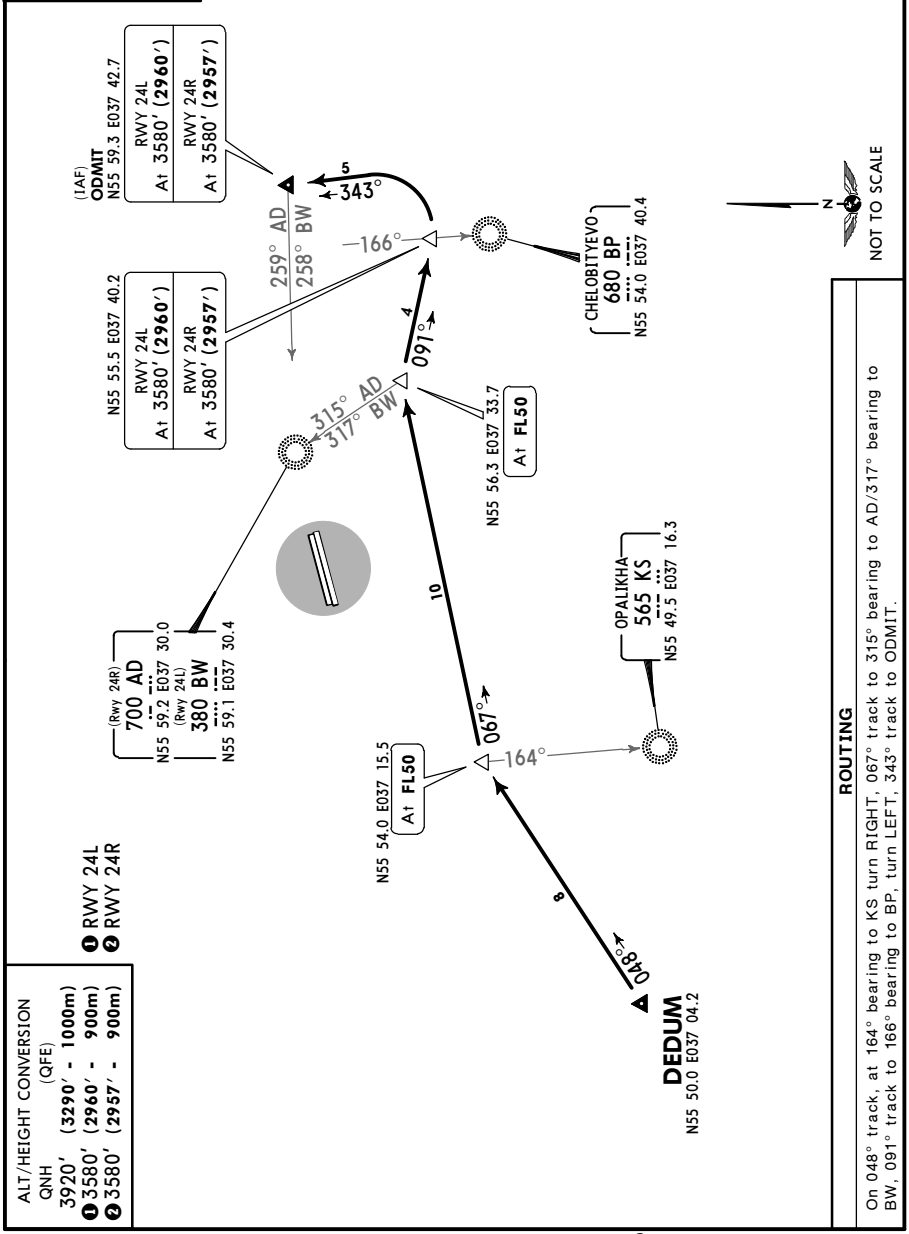
MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.



DEDUM 24A (DED 24A)
RWYS 24L/R ARRIVAL
BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ROUTING

On 048° track, at 164° bearing to KS turn RIGHT, 067° track to 315° bearing to AD/317° bearing to BW, 091° track to 166° bearing to BP, turn LEFT, 343° track to ODMIT.

ALT/HEIGHT CONVERSION (QFE)

QNH	
3920′	(3290′ - 1000m)
❶ 3580′	(2960′ - 900m)
❷ 3580′	(2957′ - 900m)

❶ RWY 24L
❷ RWY 24R

CHANGES: STAR renumbered; runway designations.

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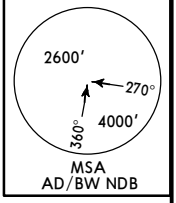
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

DEDUM 24B (DED 24B)
DEDUM 24C (DED 24C)
RWYS 24L/R ARRIVALS

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



N56 04.4 E037 42.4

DED 24B
RWY 24L At 3580′ **(2960′)**
RWY 24R At 3580′ **(2957′)**

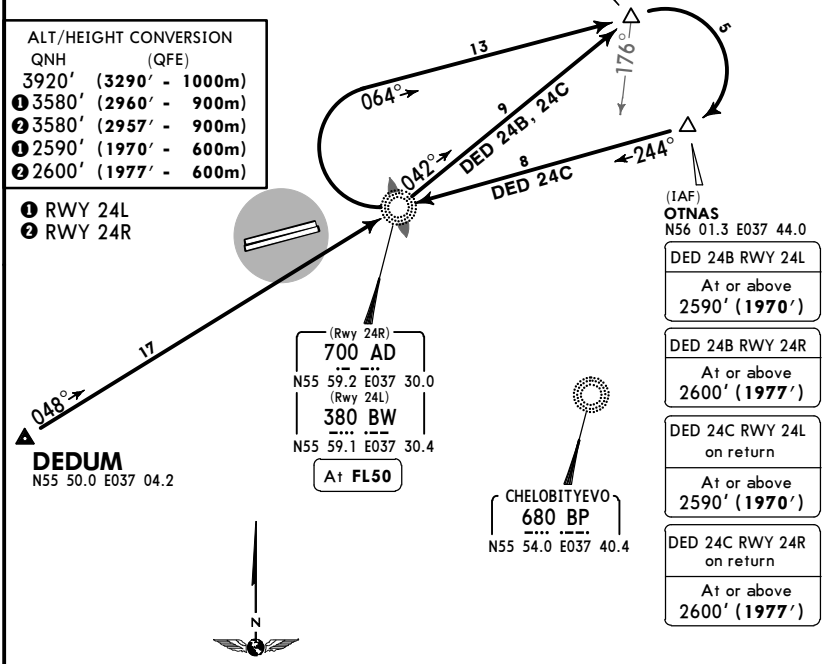
DED 24C on first pass
At **FL50**
DED 24C on return
RWY 24L At 3580′ **(2960′)**
RWY 24R At 3580′ **(2957′)**

HOLDING OVER AD/BW

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	**(3290′ - 1000m)**
❶3580′	**(2960′ - 900m)**
❷3580′	**(2957′ - 900m)**
❶2590′	**(1970′ - 600m)**
❷2600′	**(1977′ - 600m)**

❶ RWY 24L
❷ RWY 24R



DED 24B RWY 24L
At or above 2590′ **(1970′)**

DED 24B RWY 24R
At or above 2600′ **(1977′)**

DED 24C RWY 24L on return
At or above 2590′ **(1970′)**

DED 24C RWY 24R on return
At or above 2600′ **(1977′)**

STAR	ROUTING
DED 24B	On 048° bearing to AD/BW, 042° bearing, at 176° bearing to BP turn RIGHT to OTNAS.
DED 24C	On 048° bearing to AD/BW, 042° bearing, at 176° bearing to BP turn RIGHT, intercept 244° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT to OTNAS.

CHANGES: STARs renumbered; runway designations.

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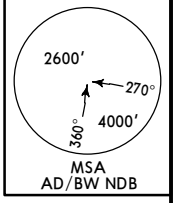
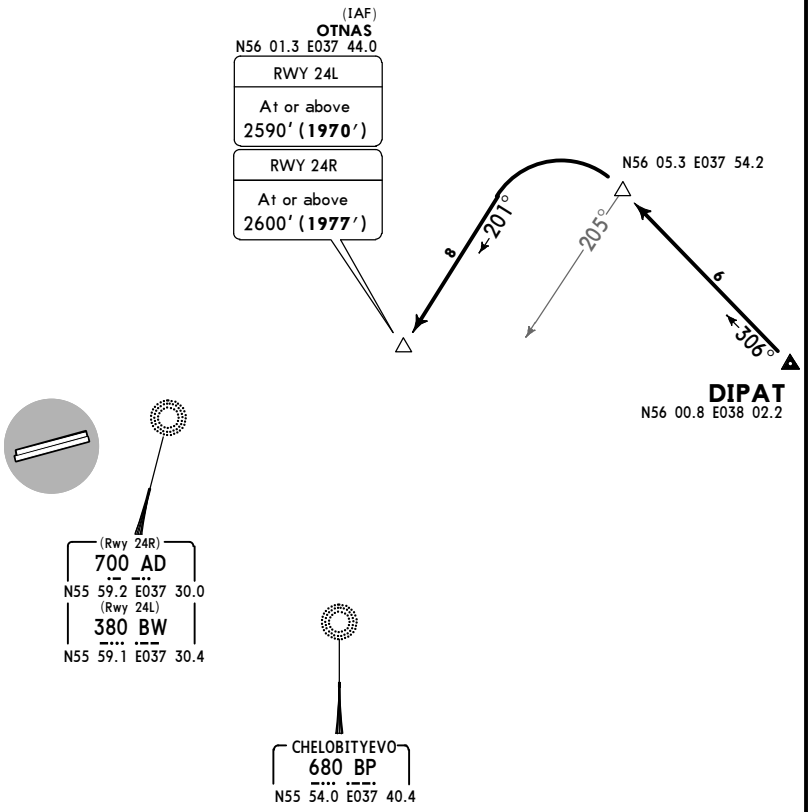
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3290′**) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

DIPAT 24A (DPT 24A)
RWYS 24L/R ARRIVAL
BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL





ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3920′	(**3290′ - 1000m**)	
❶ 2590′	(**1970′ - 600m**)	❶ RWY 24L
❷ 2600′	(**1977′ - 600m**)	❷ RWY 24R

NOT TO SCALE

ROUTING

On 306° track to N56 05.3 E037 54.2 (205° bearing to BP), turn LEFT, 201° track to OTNAS.

CHANGES: STAR renumbered; runway designations.

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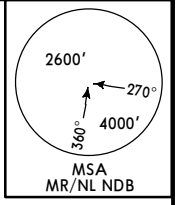
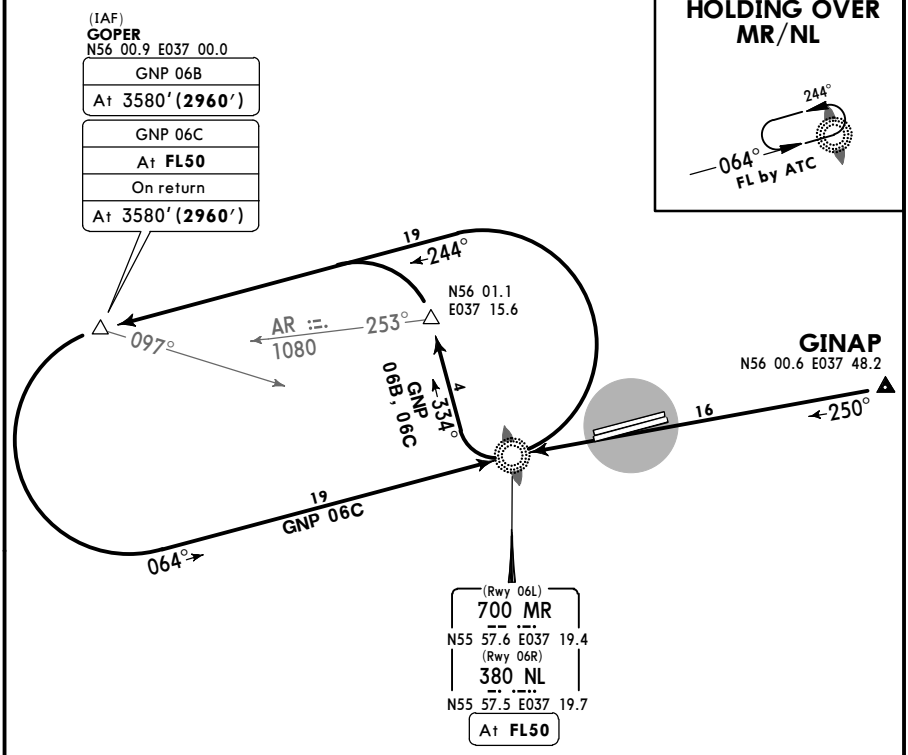
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

GINAP 06B (GNP 06B)
GINAP 06C (GNP 06C)
RWYS 06L/R ARRIVALS

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**





ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)

STAR	ROUTING
GNP 06B	On 250° bearing to MR/NL, 334° track, at 253° bearing to AR turn on 244° track to GOPER.
GNP 06C	On 250° bearing to MR/NL, 334° track, at 253° bearing to AR turn on 244° track to GOPER, intercept 064° bearing to MR/NL, 244° track to GOPER.

CHANGES: STARs renumbered; runway designations.

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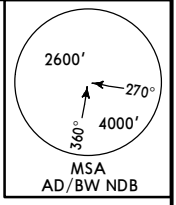
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

GINAP 24A (GNP 24A)
GINAP 24B (GNP 24B)
GINAP 24C (GNP 24C)
RWYS 24L/R ARRIVALS

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



(IAF)
OTNAS
N56 01.3 E037 44.0

GNP 24A
By ATC

N56 04.4 E037 42.4

GNP 24B
RWY 24L At 3580′ **(2960′)**
RWY 24R At 3580′ **(2957′)**

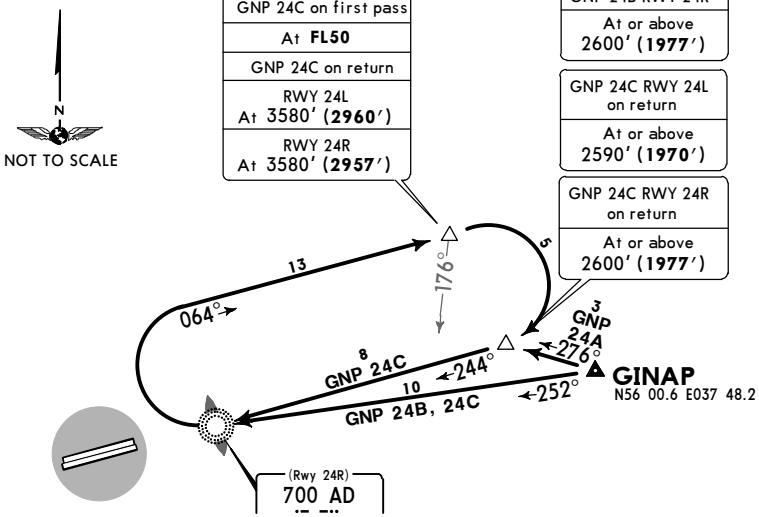
GNP 24C on first pass
At **FL50**
GNP 24C on return
RWY 24L At 3580′ **(2960′)**
RWY 24R At 3580′ **(2957′)**

GNP 24B RWY 24L
At or above 2590′ **(1970′)**

GNP 24B RWY 24R
At or above 2600′ **(1977′)**

GNP 24C RWY 24L on return
At or above 2590′ **(1970′)**

GNP 24C RWY 24R on return
At or above 2600′ **(1977′)**



HOLDING OVER AD/BW

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3290′ - 1000m)
❶ 3580′	(2960′ - 900m)
❷ 3580′	(2957′ - 900m)
❶ 2590′	(1970′ - 600m)
❷ 2600′	(1977′ - 600m)

❶ RWY 24L
❷ RWY 24R

STAR	ROUTING
GNP 24A By ATC	On 276° track to OTNAS.
GNP 24B	On 252° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT to OTNAS.
GNP 24C	On 252° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT, intercept 244° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT to OTNAS.

CHANGES: STARs renumbered; runway designations.

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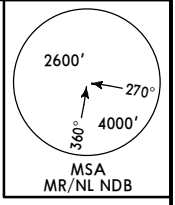
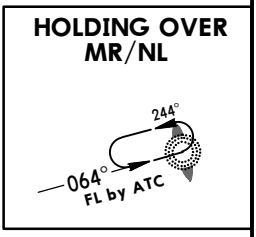
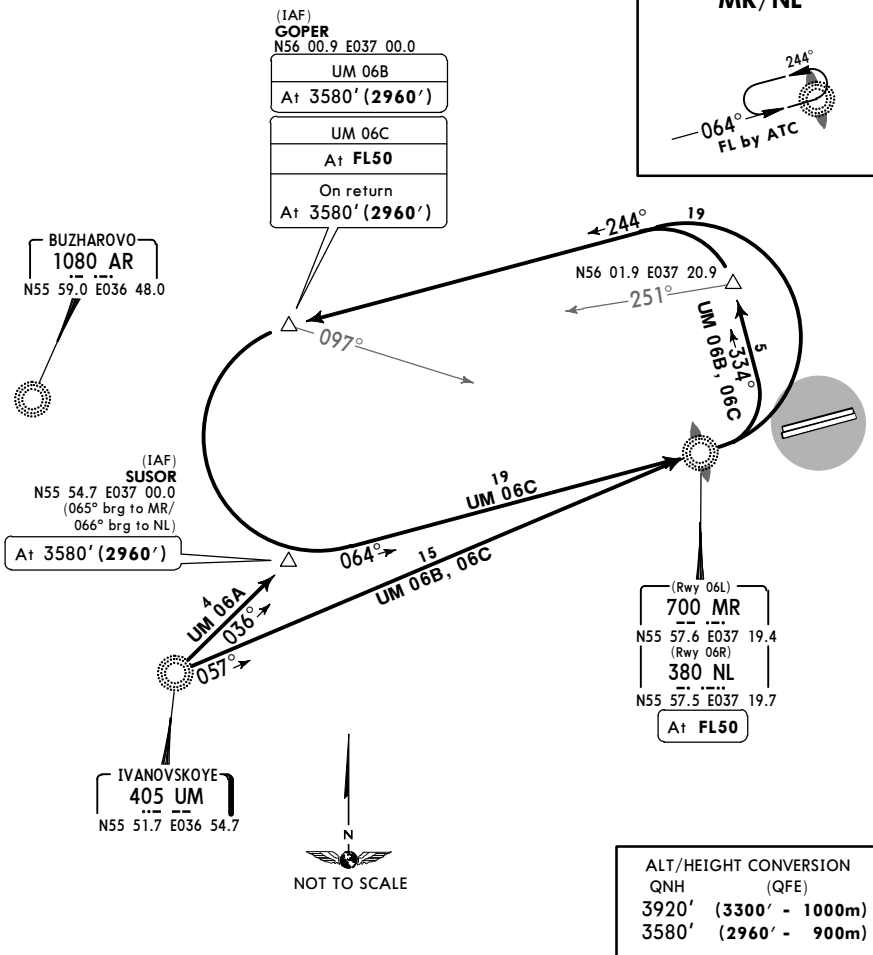
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

IVANOVSKOYE 06A (UM 06A)
IVANOVSKOYE 06B (UM 06B)
IVANOVSKOYE 06C (UM 06C)
RWYS 06L/R ARRIVALS

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**







ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	**(3300′ - 1000m)**
3580′	**(2960′ - 900m)**

STAR	ROUTING
UM 06A By ATC	On 036° bearing to SUSOR.
UM 06B	On 057° bearing to MR/NL, 334° track, at 251° bearing to AR turn on 244° track to GOPER.
UM 06C	On 057° bearing to MR/NL, 334° track, at 251° bearing to AR turn on 244° track to GOPER, intercept 064° bearing to MR/NL, 244° track to GOPER.

CHANGES: STARs renumbered; runway designations.

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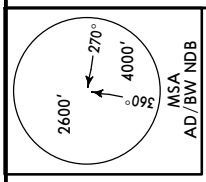
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

IVANOVSKOYE 24A (UM 24A)
RWYS 24L/R ARRIVAL
BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



(IAF)
ODMIT
N55 59.3 E037 42.7

RWY 24L
At 3580′ (2960′)
RWY 24R
At 3580′ (2957′)

5
343°
166°
259° AD
258° BW
091°
4

N55 55.5 E037 40.2

RWY 24L
At 3580′ (2960′)
RWY 24R
At 3580′ (2957′)

CHELOBITYEVO
680 BP
N55 54.0 E037 40.4

315° AD
317° BW

N55 56.3 E037 33.7
At FL50

(Rwy 24R)
700 AD
N55 59.2 E037 30.0
(Rwy 24L)
380 BW
N55 59.1 E037 30.4

23

IVANOVSKOYE
405 UM
N55 51.7 E036 54.7

068°

NOT TO SCALE

ROUTING

On 068° bearing to 315° bearing to AD/317° bearing to BW, 091° track to 166° bearing to BP, turn LEFT, 343° track to ODMIT.

ALT/HEIGHT CONVERSION (QFE)

QNH	
3920′	(3290′ - 1000m)
❶ 3580′	(2960′ - 900m)
❷ 3580′	(2957′ - 900m)

❶ RWY 24L
❷ RWY 24R

CHANGES: STAR renumbered; runway designations.

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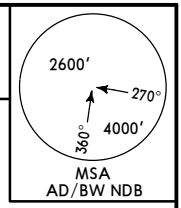
UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 APR 16 (20-2V7) Eff 28 Apr

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



IVANOVSKOYE 24B (UM 24B)
IVANOVSKOYE 24C (UM 24C)

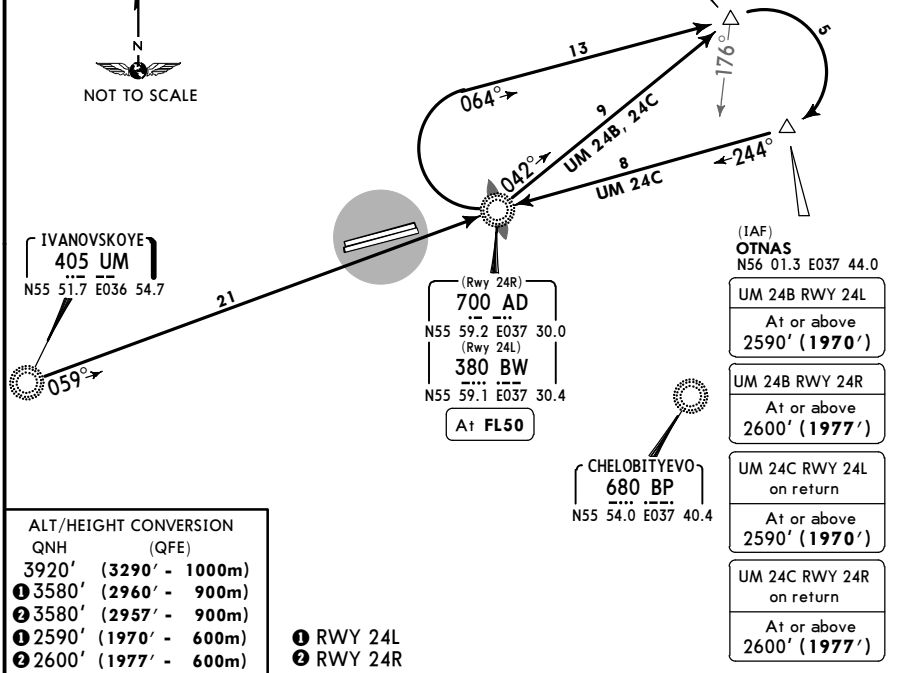
SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**

HOLDING OVER AD/BW

N56 04.4 E037 42.4

UM 24B
RWY 24L At 3580′ (2960′)
RWY 24R At 3580′ (2957′)

UM 24C on first pass
At FL50
UM 24C on return
RWY 24L At 3580′ (2960′)
RWY 24R At 3580′ (2957′)



UM 24B RWY 24L
At or above 2590′ (1970′)

UM 24B RWY 24R
At or above 2600′ (1977′)

UM 24C RWY 24L on return
At or above 2590′ (1970′)

UM 24C RWY 24R on return
At or above 2600′ (1977′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3290′ - 1000m)
❶3580′	(2960′ - 900m)
❷3580′	(2957′ - 900m)
❶2590′	(1970′ - 600m)
❷2600′	(1977′ - 600m)

❶ RWY 24L
❷ RWY 24R

STAR	RWY	ROUTING
UM 24B	24L/R	On 059° bearing to AD/BW, 042° bearing, at 176° bearing to BP turn RIGHT to OTNAS.
UM 24C		On 059° bearing to AD/BW, 042° bearing, at 176° bearing to BP turn RIGHT, intercept 244° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT to OTNAS.

CHANGES: None.

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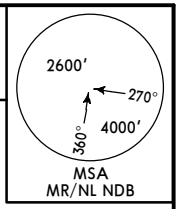
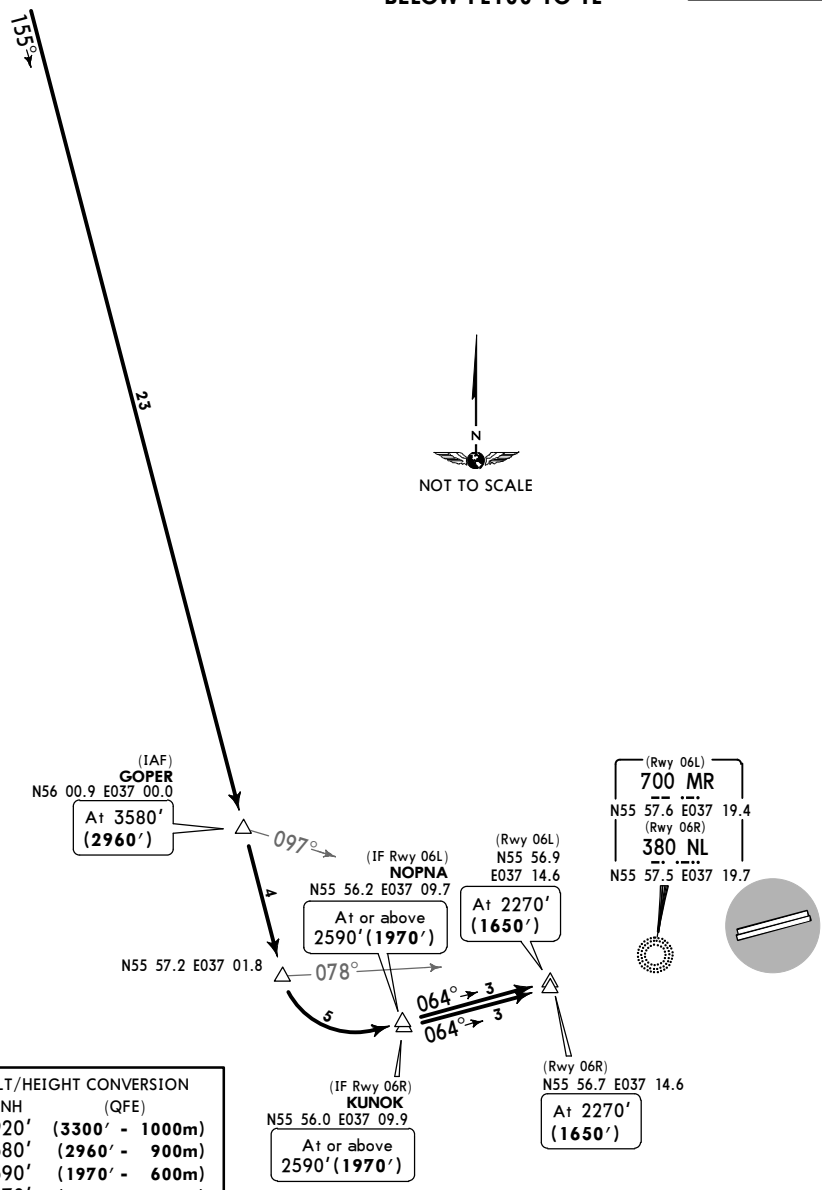
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



LATBI 06A (LTB 06A)

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)

RWY	ROUTING
06L/R	On 155° track via GOPER to N55 57.2 E037 01.8 (078° bearing to MR/NL), turn on final approach (064° track), descending to 2590′ (1970′).

CHANGES: STAR revised.

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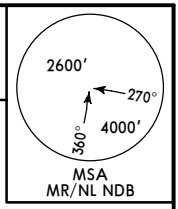
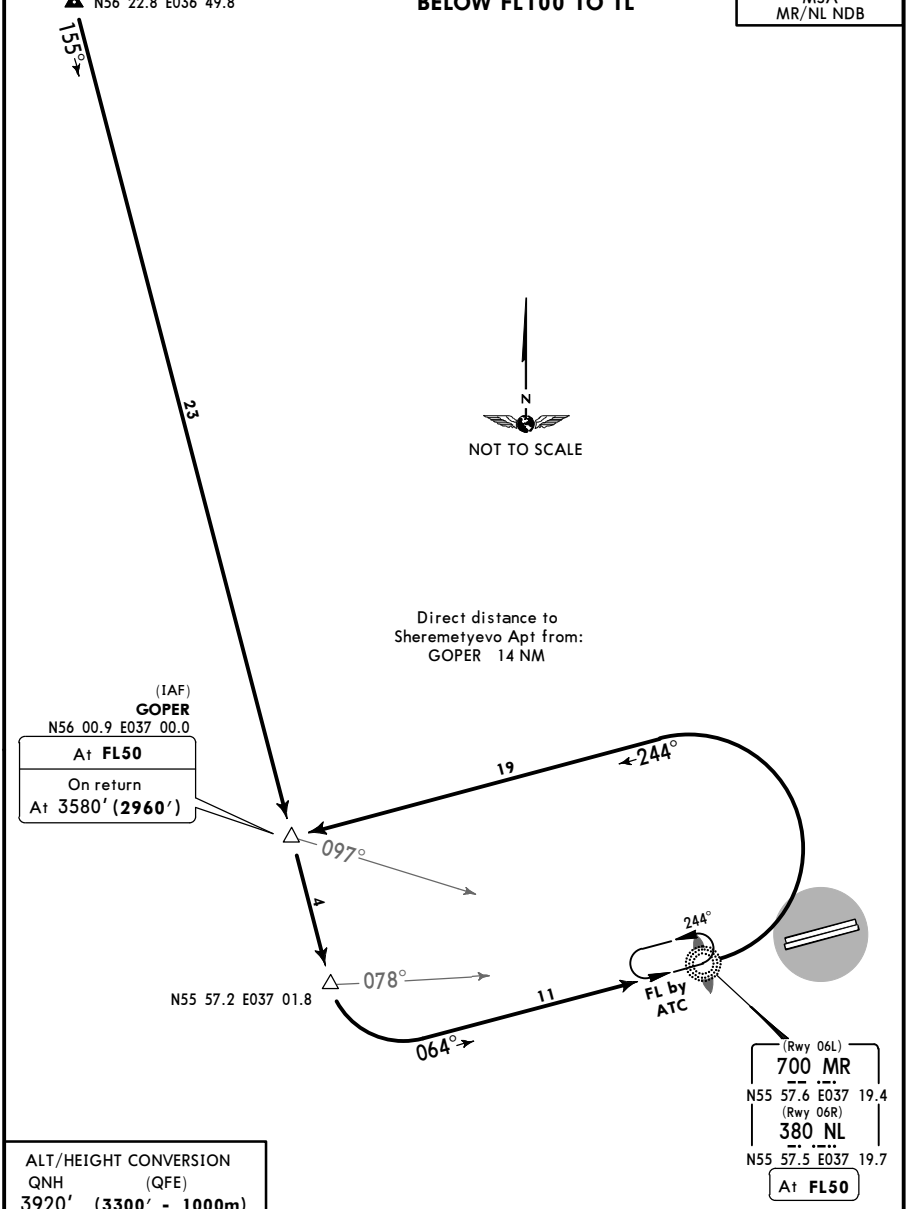
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



LATBI 06C (LTB 06C)

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)

RWY	ROUTING
06L/R	On 155° track via GOPER to N55 57.2 E037 01.8 (078° bearing to MR/NL), turn on 064° bearing to MR/NL, 244° track to GOPER.

CHANGES: STAR availability.

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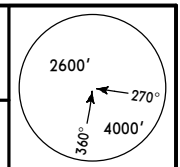
ATIS 125.125 (Russian 126.375)

Apt Elev 630′

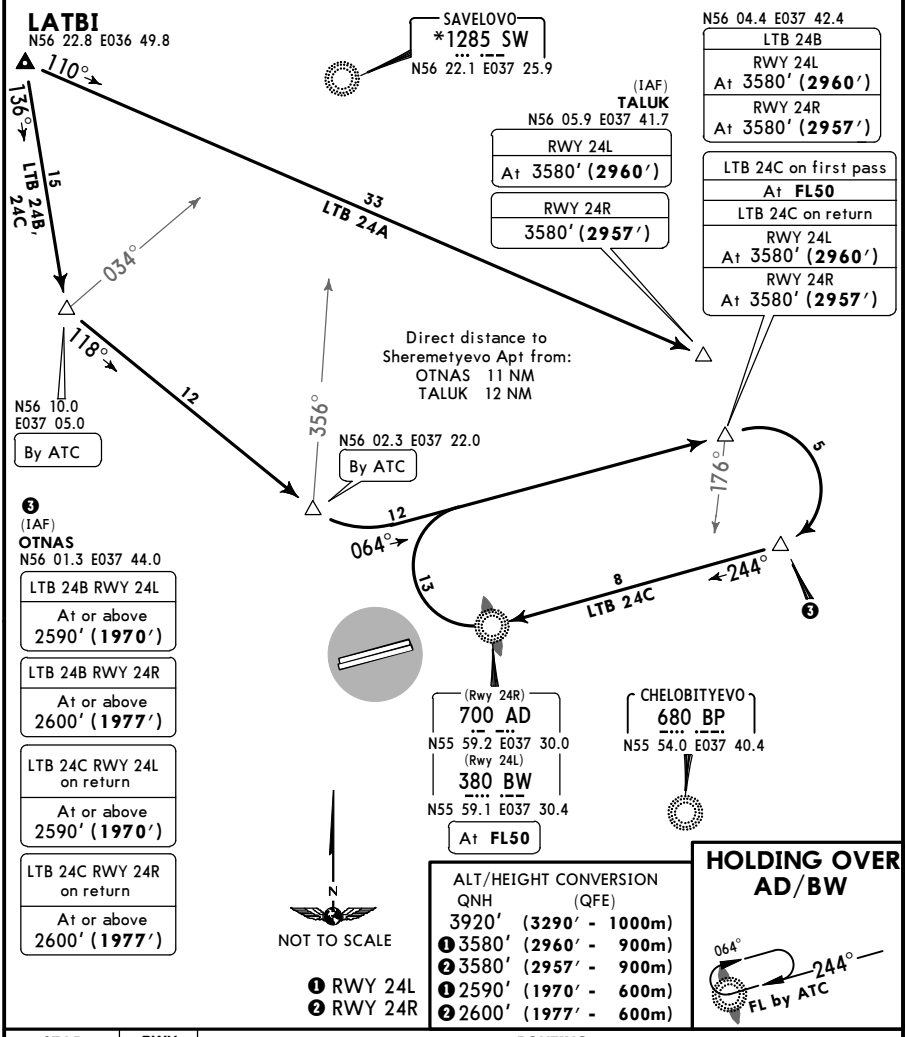
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920′ **(3290′)**
Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.



LATBI 24A (LTB 24A)
LATBI 24B (LTB 24B)
LATBI 24C (LTB 24C)

BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3290′ - 1000m)
❶3580′	(2960′ - 900m)
❷3580′	(2957′ - 900m)
❶2590′	(1970′ - 600m)
❷2600′	(1977′ - 600m)

HOLDING OVER AD/BW

STAR	RWY	ROUTING
LTB 24A	24L/R	On 110° track to TALUK.
LTB 24B		On 136° track to 034° bearing to SW, 118° track to 356° bearing to SW, 064° track to 176° bearing to BP, turn RIGHT to OTNAS.
LTB 24C		On 136° track to 034° bearing to SW, 118° track to 356° bearing to SW, 064° track to 176° bearing to BP, turn RIGHT, intercept 244° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT to OTNAS.

CHANGES: None.

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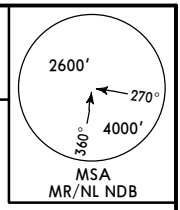
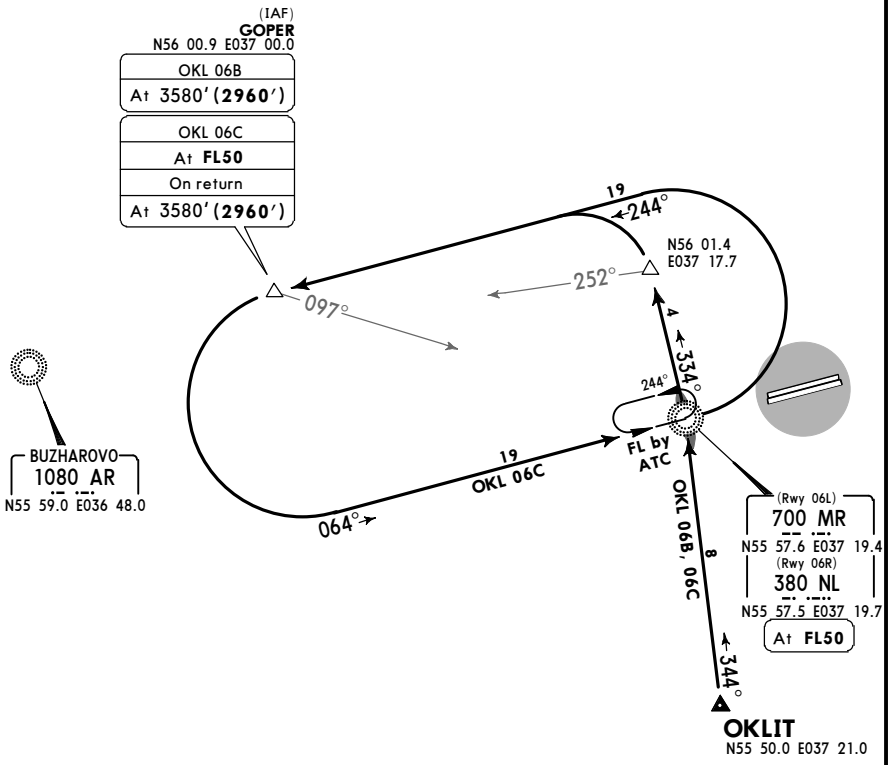
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



OKLIT 06B (OKL 06B)
OKLIT 06C (OKL 06C)

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



Direct distance to
Sheremetyevo Apt from:
GOPER 14 NM

N

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)

STAR	RWY	ROUTING
OKL 06B	06L/R	On 344° bearing to MR/NL, 334° bearing, at 252° bearing to AR turn on 244° track to GOPER.
OKL 06C		On 344° bearing to MR/NL, 334° bearing, at 252° bearing to AR turn on 244° track to GOPER, intercept 064° bearing to MR/NL, 244° track to GOPER.

CHANGES: STAR OKL 06A withdrawn.

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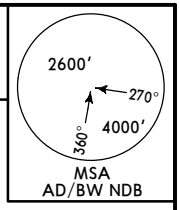
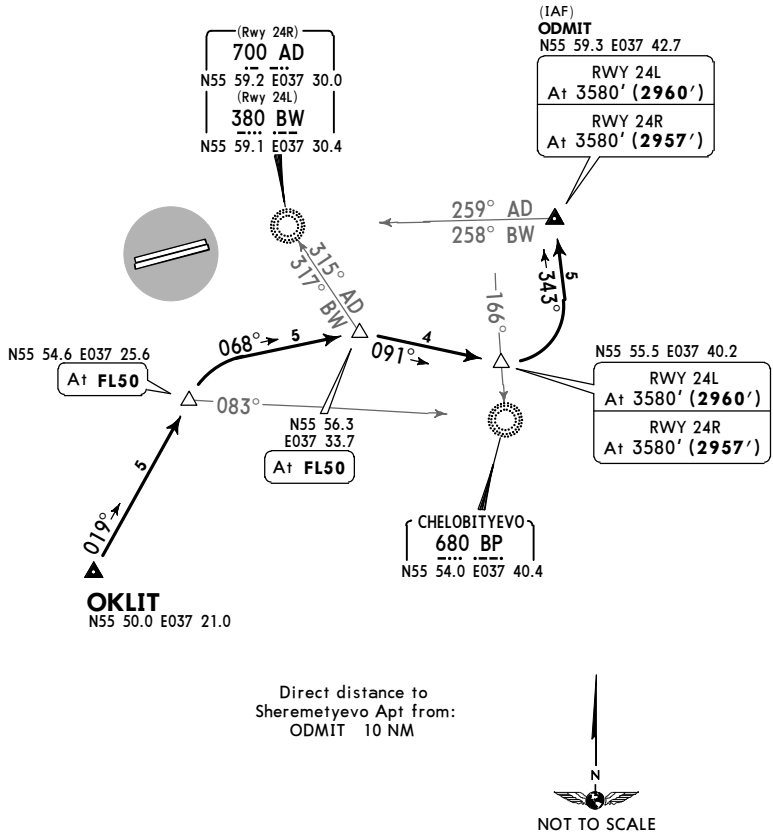
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3290**′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	



OKLIT 24A (OKL 24A)

BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3920′	(**3290′ - 1000m**)	
❶ 3580′	(**2960′ - 900m**)	❶ RWY 24L
❷ 3580′	(**2957′ - 900m**)	❷ RWY 24R

RWY	ROUTING
24L/R	On 019° track, at 083° bearing to BP turn RIGHT, 068° track to 315° bearing to AD/317° bearing to BW, 091° track to 166° bearing to BP, turn LEFT, 343° track to ODMIT.

CHANGES: None.

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UUEE/SVO
SHEREMETYEVO

JEPPESEN
19 FEB 16 (20-2X3) Eff 3 Mar

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	

OKLIT 24B (OKL 24B)
OKLIT 24C (OKL 24C)

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL

N56 04.4 E037 42.4

OKL 24B
RWY 24L At 3580′ (2960′)
RWY 24R At 3580′ (2957′)

OKL 24C on first pass
At FL50
OKL 24C on return
RWY 24L At 3580′ (2960′)
RWY 24R At 3580′ (2957′)

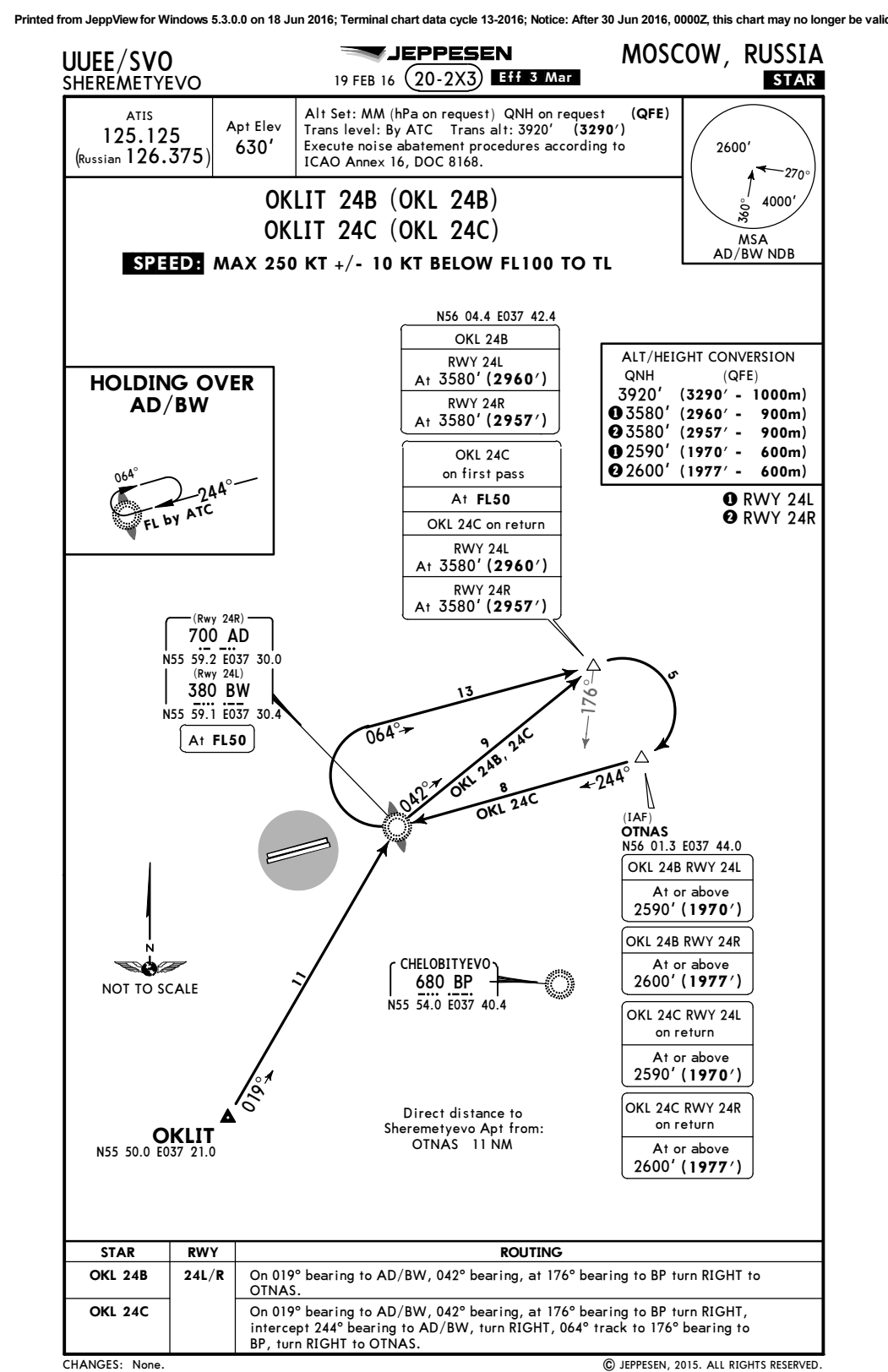
ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3290′ - 1000m)
❶3580′	(2960′ - 900m)
❷3580′	(2957′ - 900m)
❶2590′	(1970′ - 600m)
❷2600′	(1977′ - 600m)

❶ RWY 24L
❷ RWY 24R

HOLDING OVER AD/BW

(Rwy 24R)
700 AD
N55 59.2 E037 30.0
(Rwy 24L)
380 BW
N55 59.1 E037 30.4
At FL50



OKL 24B RWY 24L
At or above 2590′ (1970′)
OKL 24B RWY 24R
At or above 2600′ (1977′)
OKL 24C RWY 24L on return
At or above 2590′ (1970′)
OKL 24C RWY 24R on return
At or above 2600′ (1977′)

STAR	RWY	ROUTING
OKL 24B	24L/R	On 019° bearing to AD/BW, 042° bearing, at 176° bearing to BP turn RIGHT to OTNAS.
OKL 24C		On 019° bearing to AD/BW, 042° bearing, at 176° bearing to BP turn RIGHT, intercept 244° bearing to AD/BW, turn RIGHT, 064° track to 176° bearing to BP, turn RIGHT to OTNAS.

CHANGES: None.

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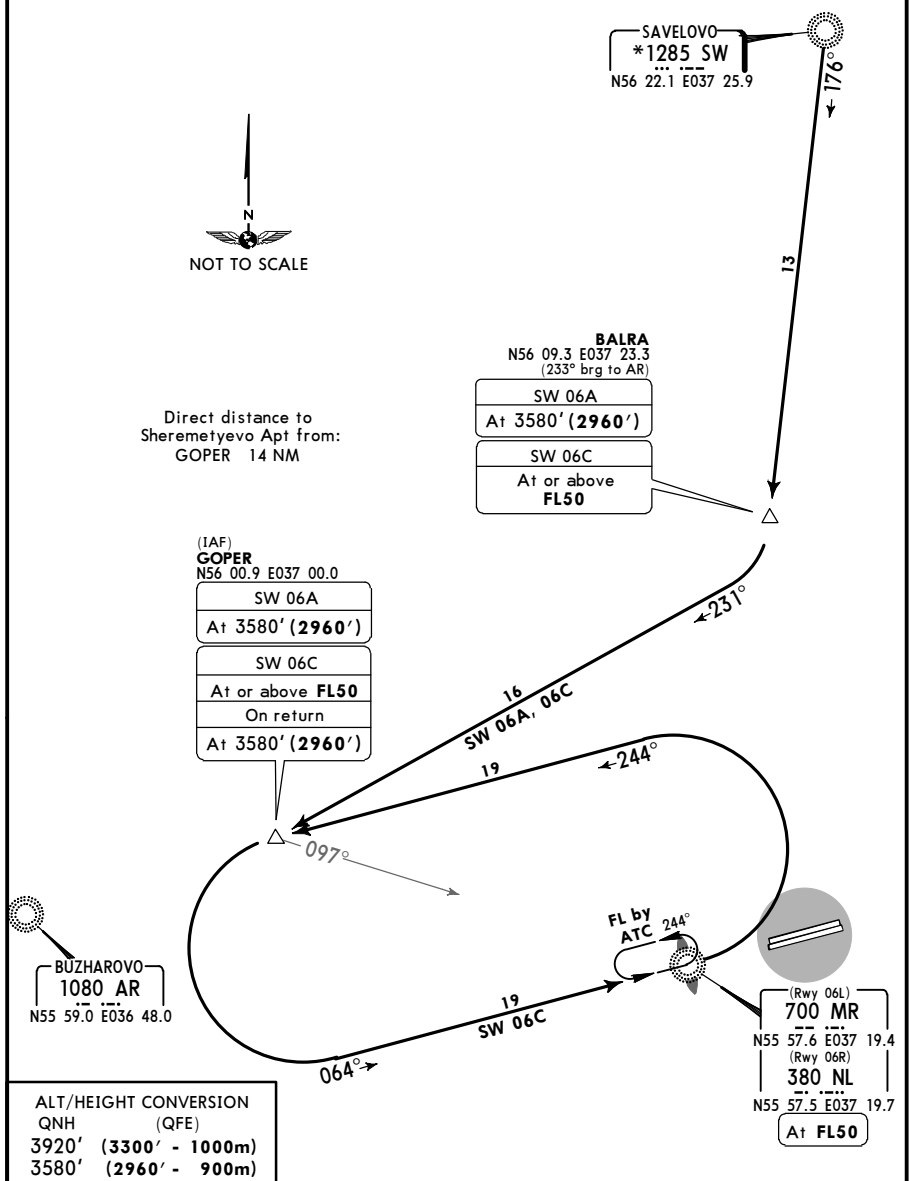
ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3300′**) Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
125.125 (Russian 126.375)	630′	

MSA
MR/NL NDB
2600′
270°
360°
4000′

SAVELOVO 06A (SW 06A)
SAVELOVO 06C (SW 06C)

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)

STAR	RWY	ROUTING
SW 06A	06L/R	On 176° bearing to BALRA, 231° track to GOPER.
SW 06C		On 176° bearing to BALRA, 231° track to GOPER, intercept 064° bearing to MR/NL, 244° track to GOPER.

CHANGES: STAR SW 06B withdrawn.

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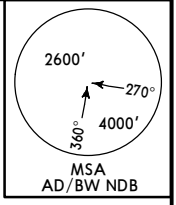
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

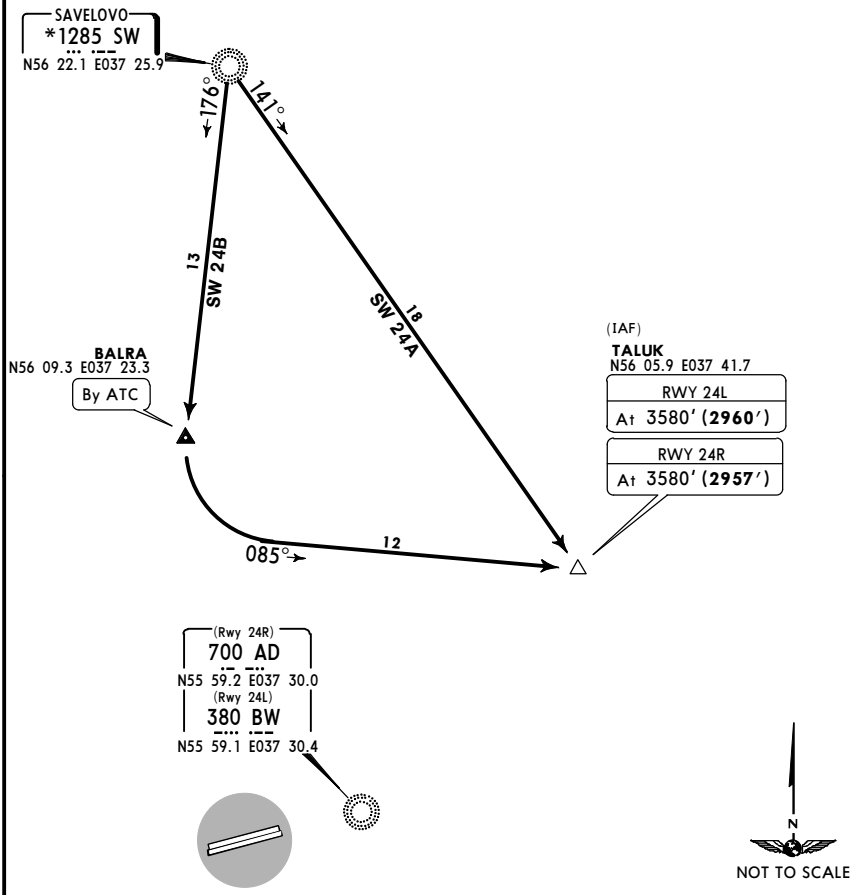
SAVELOVO 24A (SW 24A)
SAVELOVO 24B (SW 24B)
RWYS 24L/R ARRIVALS

BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	QNH	(QFE)
	3920′	**(3290′ - 1000m)**
❶ RWY 24L	❶3580′	**(2960′ - 900m)**
❷ RWY 24R	❷3580′	**(2957′ - 900m)**



STAR	ROUTING
SW 24A	On 141° bearing to TALUK.
SW 24B	On 176° bearing to BALRA, 085° track to TALUK.

CHANGES: STARs renumbered; runway designations.

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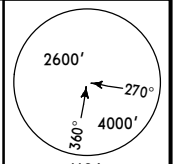
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

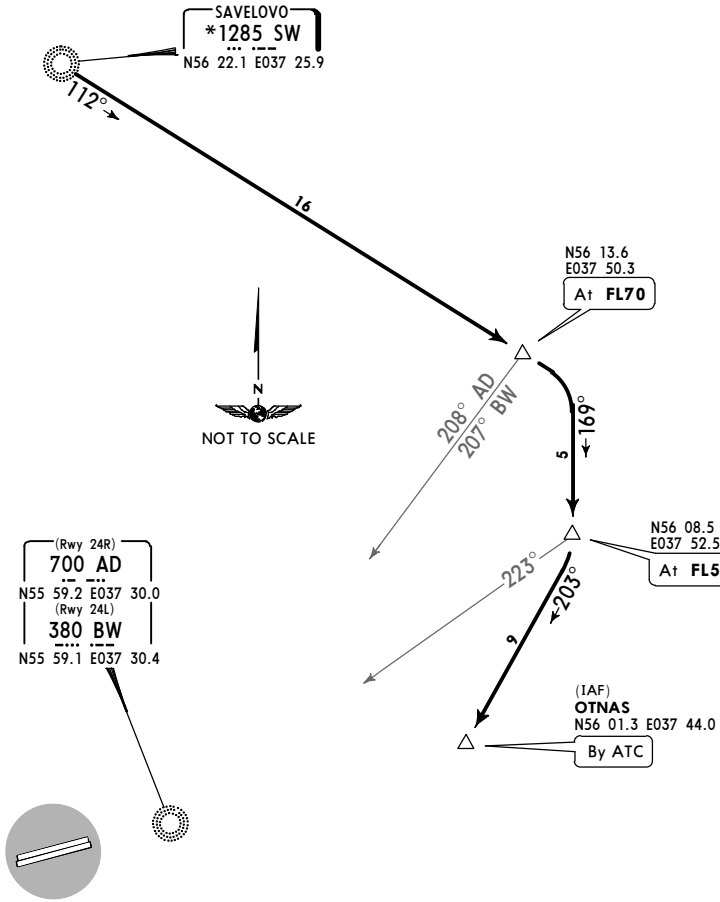
SAVELOVO 24K (SW 24K)
RWYS 24L/R ARRIVAL

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



MSA
AD/BW NDB

ALT/HEIGHT CONVERSION
QNH (QFE)
3920′ **(3290′ - 1000m)**



ROUTING

On 112° bearing to 208° bearing to AD/207° bearing to BW, turn RIGHT, 169° track to 223° bearing to AD/BW, turn RIGHT, 203° track to OTNAS.

CHANGES: STARs renumbered; runway designations.

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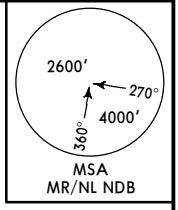
UUEE/SVO
SHEREMETYEVO

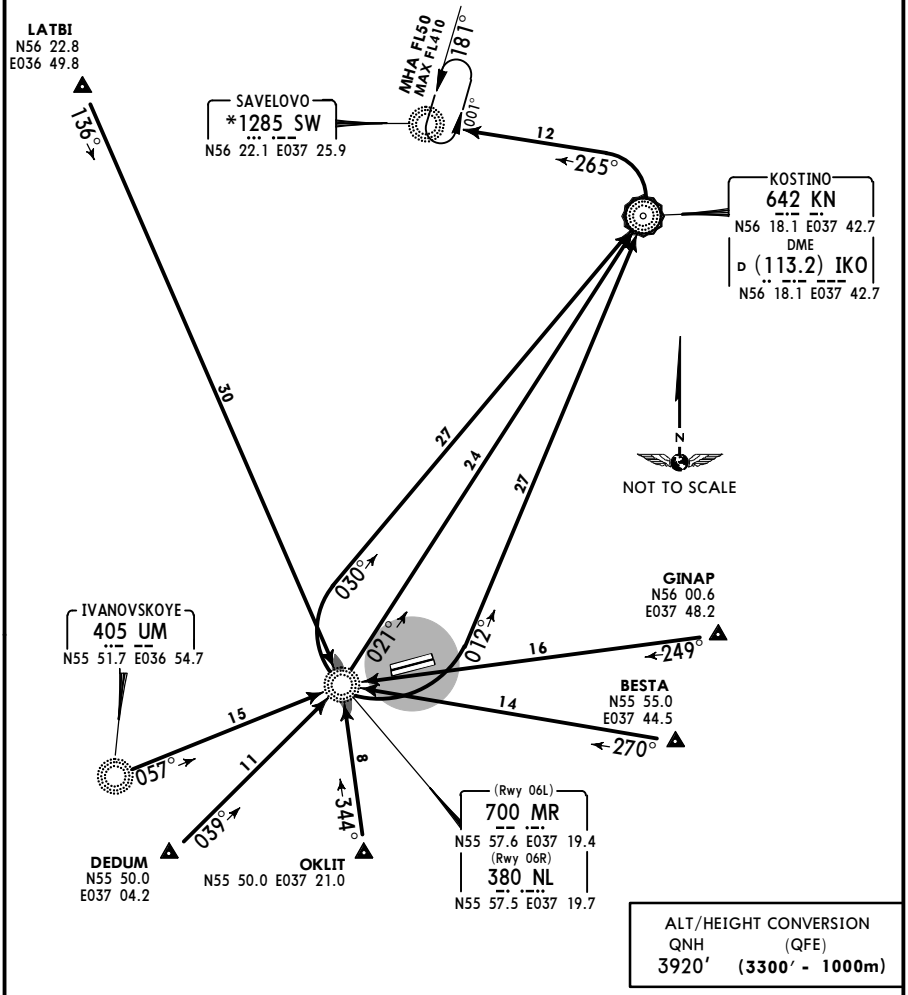
JEPPESEN
25 DEC 15 (20-2X7) Eff 7 Jan

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3300′)

COMMUNICATION FAILURE AFTER ENTERING MOSCOW AREA
RWYS 06L/R





ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(3300′ - 1000m)

SPEED RESTRICTION
280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL250.
270 KT +/- 10 KT below FL250 to FL100.
250 KT +/- 10 KT below FL100 to TL
230 KT below TL.

CHANGES: Runway designations.

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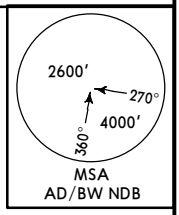
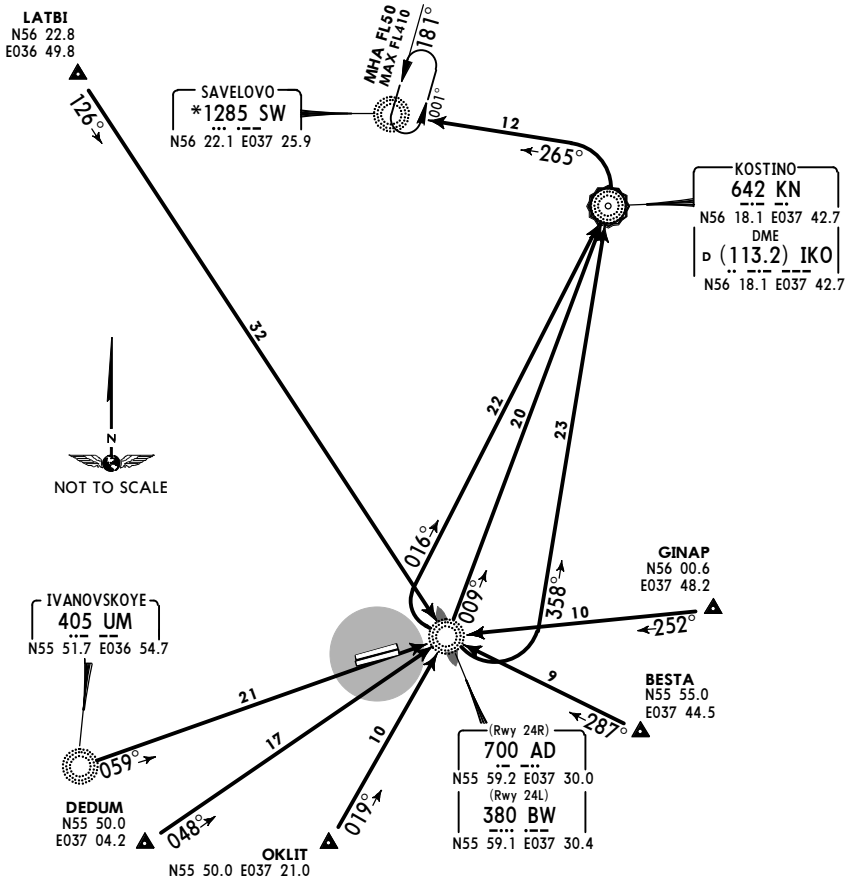
ATIS	Apt Elev	
125.125 (Russian 126.375)	630′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3290′)

COMMUNICATION FAILURE AFTER ENTERING MOSCOW AREA
RWYS 24L/R





SPEED RESTRICTION
280 KT +/- 10 KT or Mach 0.8 whichever is less from cruising FL to FL250.
270 KT +/- 10 KT below FL250 to FL100.
250 KT +/- 10 KT below FL100 to TL
230 KT below TL.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3290′ - 1000m)

CHANGES: Routings revised; runway designations.

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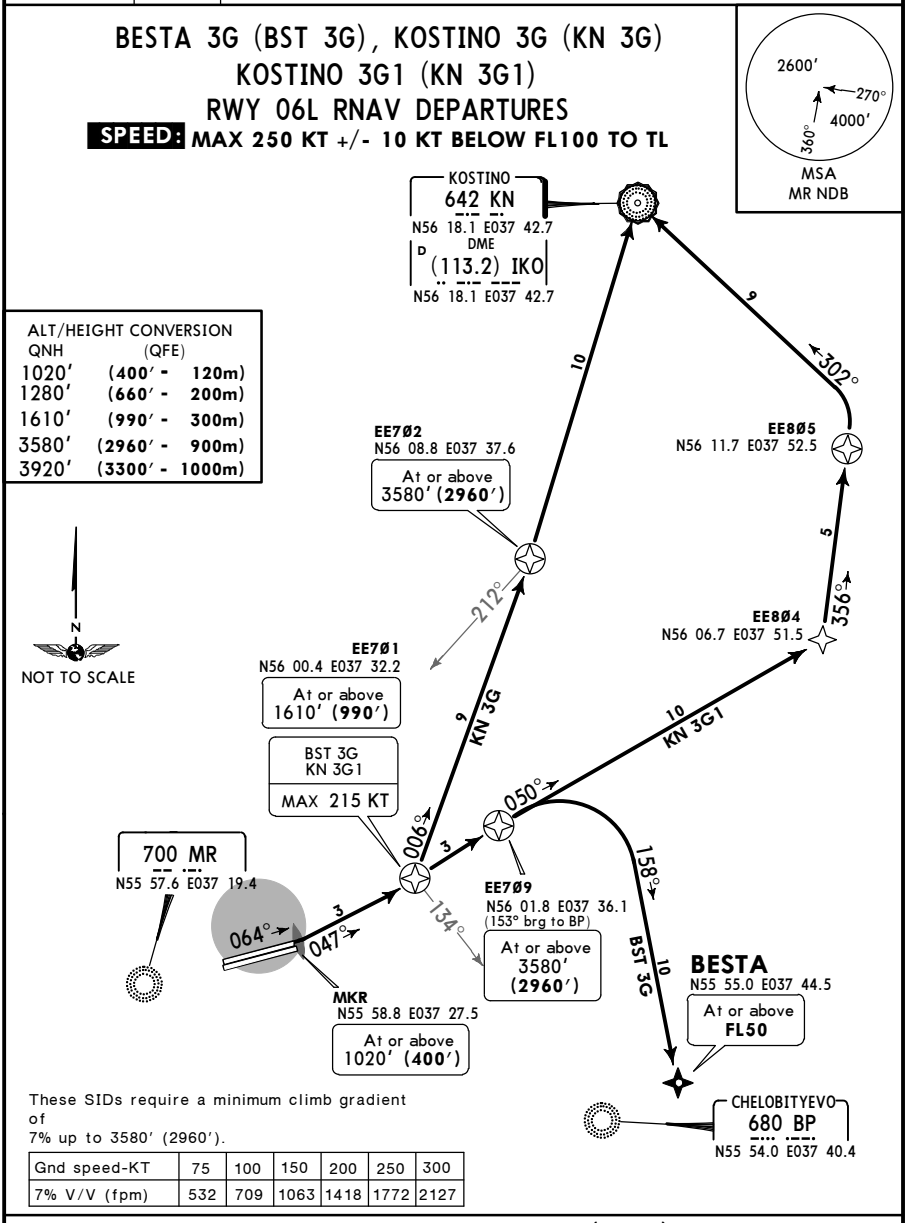
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 3G (BST 3G), KOSTINO 3G (KN 3G)
KOSTINO 3G1 (KN 3G1)
RWY 06L RNAV DEPARTURES

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ **(2960′)**

SID	ROUTING
BST 3G	DER06L - MKR (1020′+) - EE701 (1610′+; K215-) - EE709 (3580′+) - BESTA (FL50+).
KN 3G By ATC	DER06L - MKR (1020′+) - EE701 (1610′+) - EE702 (3580′+) - KN.
KN 3G1	DER06L - MKR (1020′+) - EE701 (1610′+; K215-) - EE702 (3580′+) - EE804 - EE805 - KN.

CHANGES: RNAV SID KN 3G1 established; RNAV SIDs revised; rwy designation.

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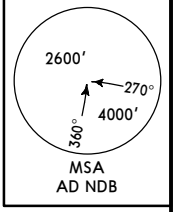
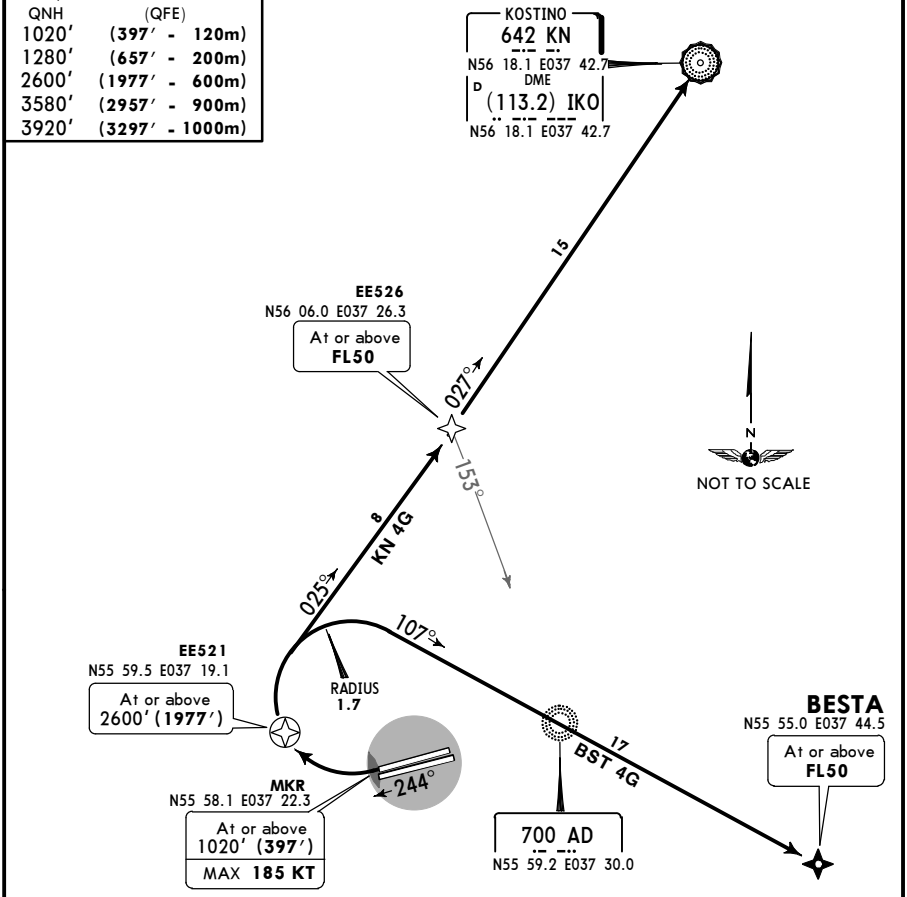
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3297′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (657′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 4G (BST 4G), KOSTINO 4G (KN 4G)
RWY 24R RNAV DEPARTURES
SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

QNH	(QFE)
1020′	(397′ - 120m)
1280′	(657′ - 200m)
2600′	(1977′ - 600m)
3580′	(2957′ - 900m)
3920′	(3297′ - 1000m)



These SIDs require a minimum climb gradient of
7% up to 3580′ (2957′).

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ **(2957′)**

SID	ROUTING
BST 4G	DER24R - MKR (1020′+; K185-) - EE521 (2600′+) - BESTA (FL50+).
KN 4G	DER24R - MKR (1020′+; K185-) - EE521 (2600′+) - EE526 (FL50+) - KN.

CHANGES: RNAV SIDs revised; runway designation.

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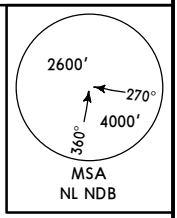
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

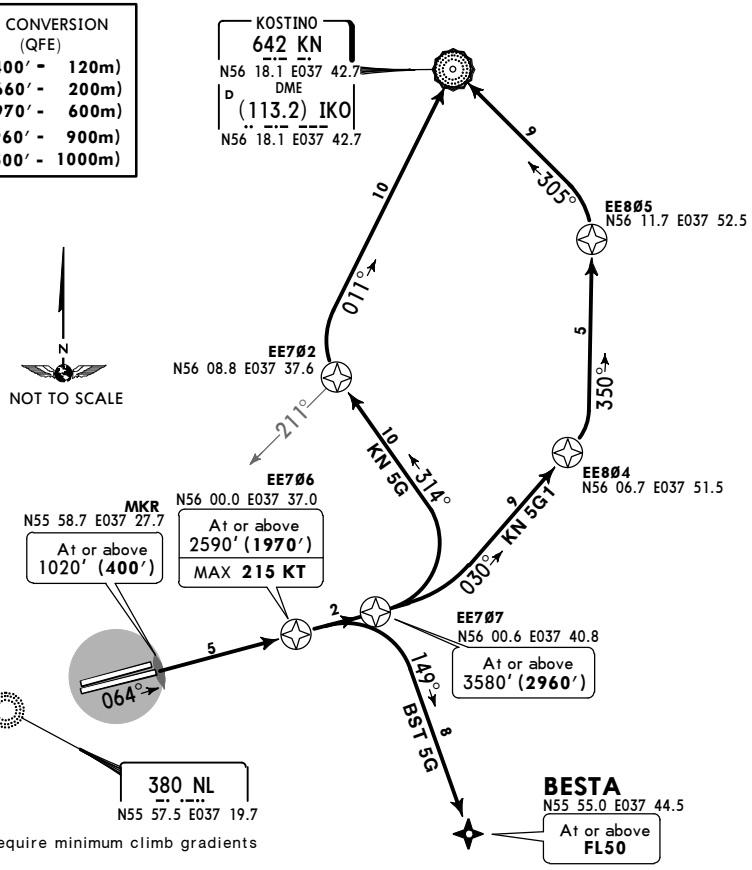
BESTA 5G (BST 5G), KOSTINO 5G (KN 5G)
KOSTINO 5G1 (KN 5G1)
RWY 06R RNAV DEPARTURES

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION

QNH	(QFE)
1020′	**(400′ - 120m)**
1280′	**(660′ - 200m)**
2590′	**(1970′ - 600m)**
3580′	**(2960′ - 900m)**
3920′	**(3300′ - 1000m)**



These SIDs require minimum climb gradients of
7% from 1020′ (400′) up to 3580′ (2960′),
then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ **(2960′)**

SID	ROUTING
BST 5G	DER06R - MKR (1020′+) - EE706 (2590′+; K215-) - BESTA (FL50+).
KN 5G By ATC	DER06R - MKR (1020′+) - EE706 (2590′+; K215-) - EE707 (3580′+) - EE702 - KN.
KN 5G1	DER06R - MKR (1020′+) - EE706 (2590′+; K215-) - EE707 (3580′+) - EE804 - EE805 - KN.

CHANGES: RNAV SIDs revised; runway designation.

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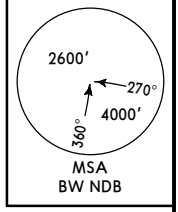
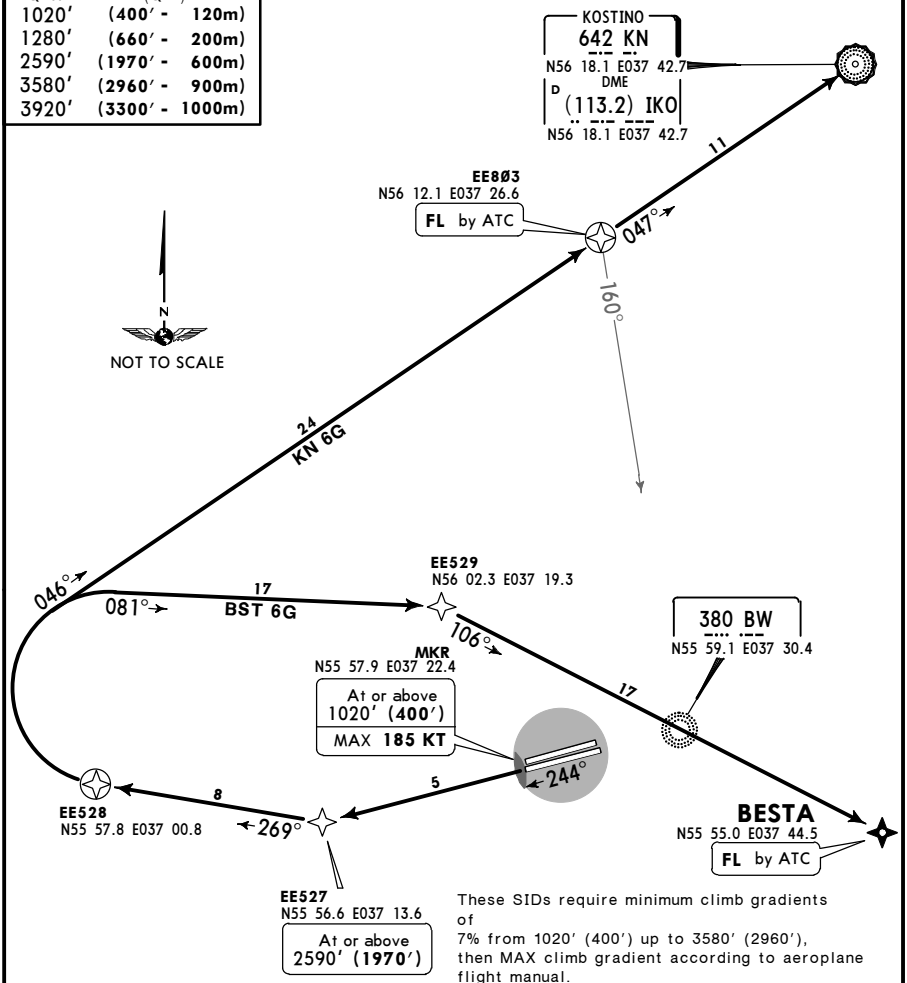
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 6G (BST 6G), KOSTINO 6G (KN 6G)
RWY 24L RNAV DEPARTURES
SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1020′	(400′ - 120m)
1280′	(660′ - 200m)
2590′	(1970′ - 600m)
3580′	(2960′ - 900m)
3920′	(3300′ - 1000m)



These SIDs require minimum climb gradients of
7% from 1020′ (400′) up to 3580′ (2960′),
then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ **(2960′)**

SID	ROUTING
BST 6G	DER24L - MKR (1020′+; K185-) - EE527 (2590′+) - EE528 - EE529 - BESTA (By ATC).
KN 6G	DER24L - MKR (1020′+; K185-) - EE527 (2590′+) - EE528 - EE803 (By ATC) - KN.

CHANGES: RNAV SIDs revised; runway designation.

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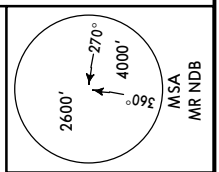
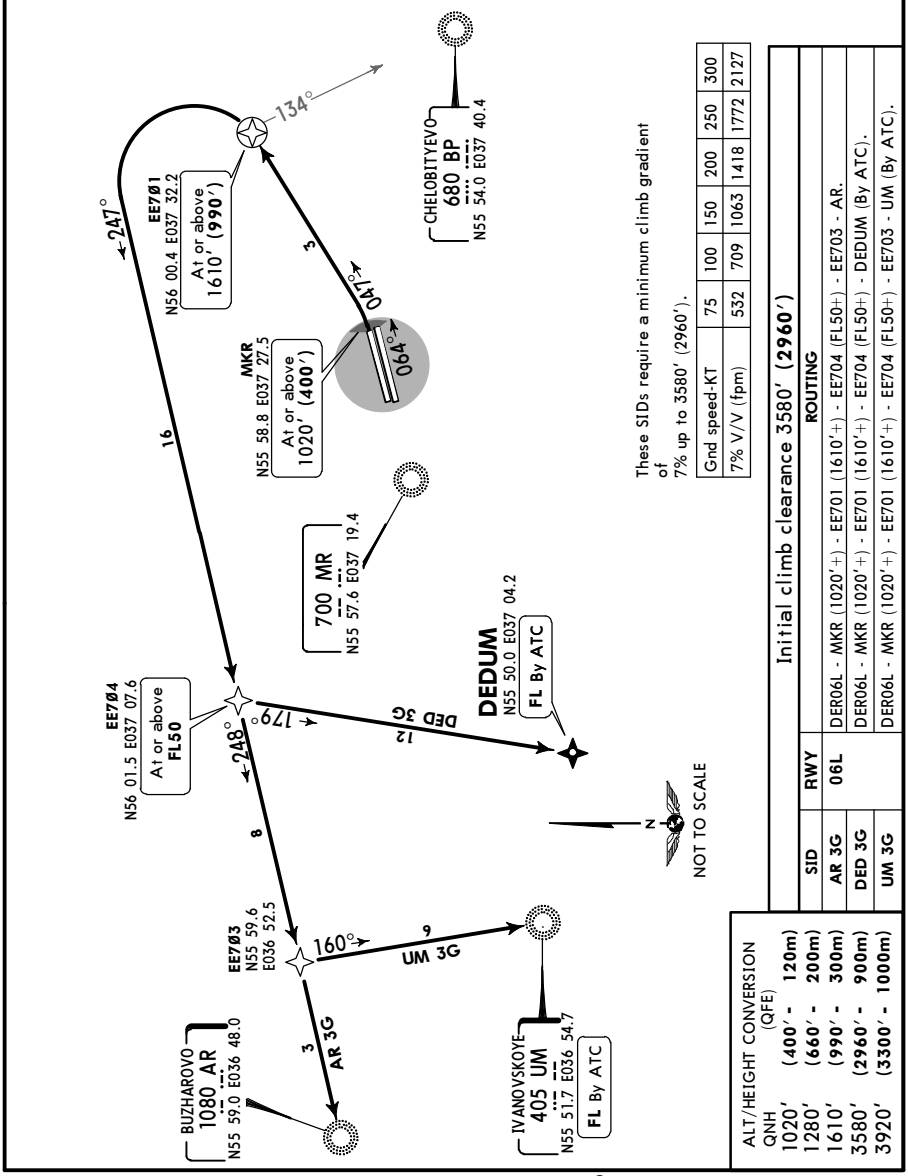
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3300**′) 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 3G (AR 3G)
DEDUM 3G (DED 3G)
IVANOVSKOYE 3G (UM 3G)
RNAV

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**





These SIDs require a minimum climb gradient of 7% up to 3580′ (2960′).

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ (**2960**′)

SID	RWY	ROUTING
AR 3G	06L	DER06L - MKR (1020′+) - EE701 (1610′+) - EE704 (FL50+) - EE703 - AR.
DED 3G		DER06L - MKR (1020′+) - EE701 (1610′+) - EE704 (FL50+) - DEDUM (By ATC).
UM 3G		DER06L - MKR (1020′+) - EE701 (1610′+) - EE704 (FL50+) - EE703 - UM (By ATC).

ALT/HEIGHT CONVERSION (QFE)

QNH	
1020′	(400′ - 120m)
1280′	(660′ - 200m)
1610′	(990′ - 300m)
3580′	(2960′ - 900m)
3920′	(3300′ - 1000m)

CHANGES: Distance between EE703 and AR NDB.

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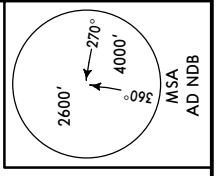
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3297′**) 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (657′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 4G (AR 4G)
DEDUM 4G (DED 4G)
IVANOVSKOYE 4G (UM 4G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



ALT/HEIGHT CONVERSION (QFE)

QNH	
1020′	(397′ - 120m)
1280′	(657′ - 200m)
2600′	(1977′ - 600m)
3580′	(2957′ - 900m)
3920′	(3297′ - 1000m)

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ (**2957′**)

SID	RWY	ROUTING
AR 4G	24R	DER24R - MKR (1020′+; K185-) - EE521 (2600′+) - EE522 - EE704 - AR.
DED 4G		DER24R - MKR (1020′+; K185-) - EE521 (2600′+) - EE522 (2600′+) - EE704 - DEDUM (By ATC).
UM 4G		DER24R - MKR (1020′+; K185-) - EE521 (2600′+) - EE522 - EE523 (3580′+) - EE524 - UM (By ATC).

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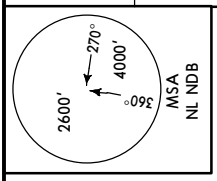
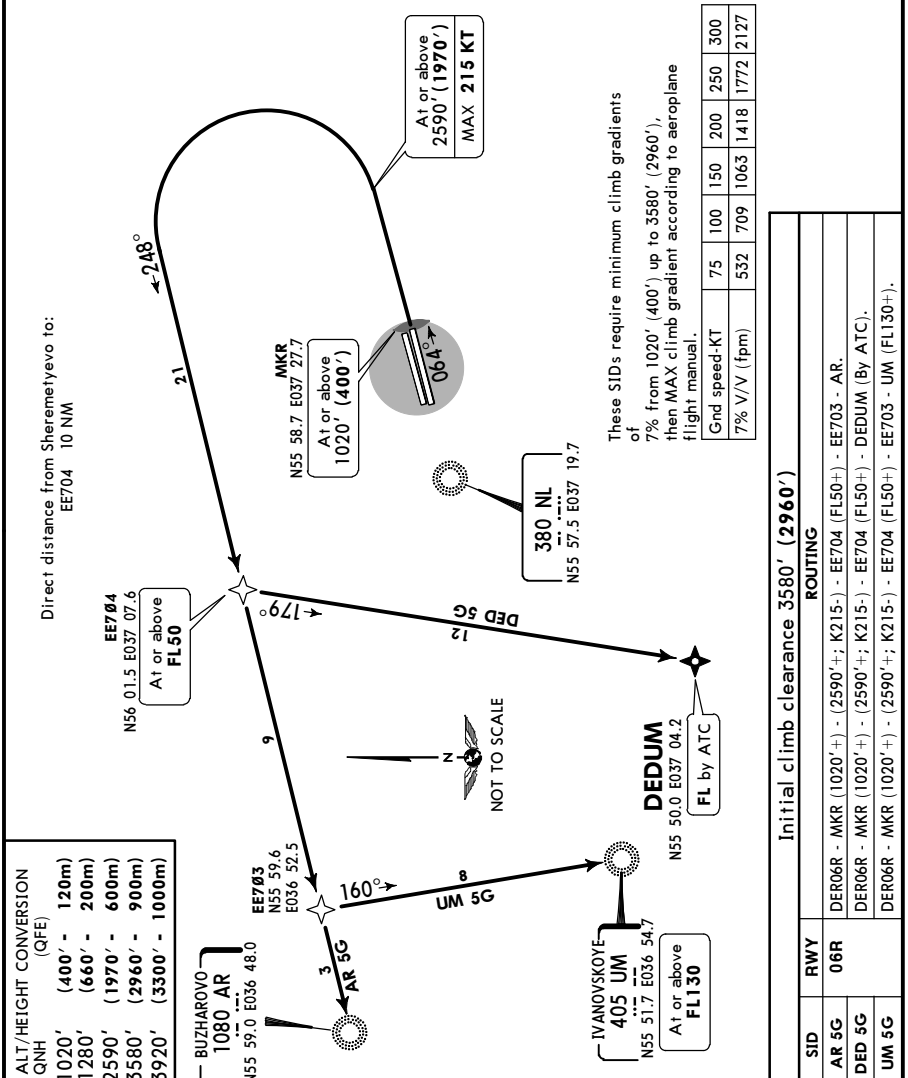
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3300′**) 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.



BUZHAROVO 5G (AR 5G)
DEDUM 5G (DED 5G)
IVANOVSKOYE 5G (UM 5G)
RNAV

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



Initial climb clearance 3580′ (**2960′**)

SID	RWY	ROUTING
AR 5G	06R	DER06R - MKR (1020′+) - (2590′+; K215-) - EE704 (FL50+) - EE703 - AR.
DED 5G		DER06R - MKR (1020′+) - (2590′+; K215-) - EE704 (FL50+) - DEDUM (By ATC).
UM 5G		DER06R - MKR (1020′+) - (2590′+; K215-) - EE704 (FL50+) - EE703 - UM (FL130+).

CHANGES: Distance between EE703 and AR NDB.

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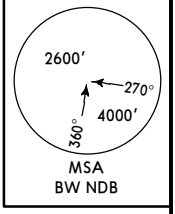
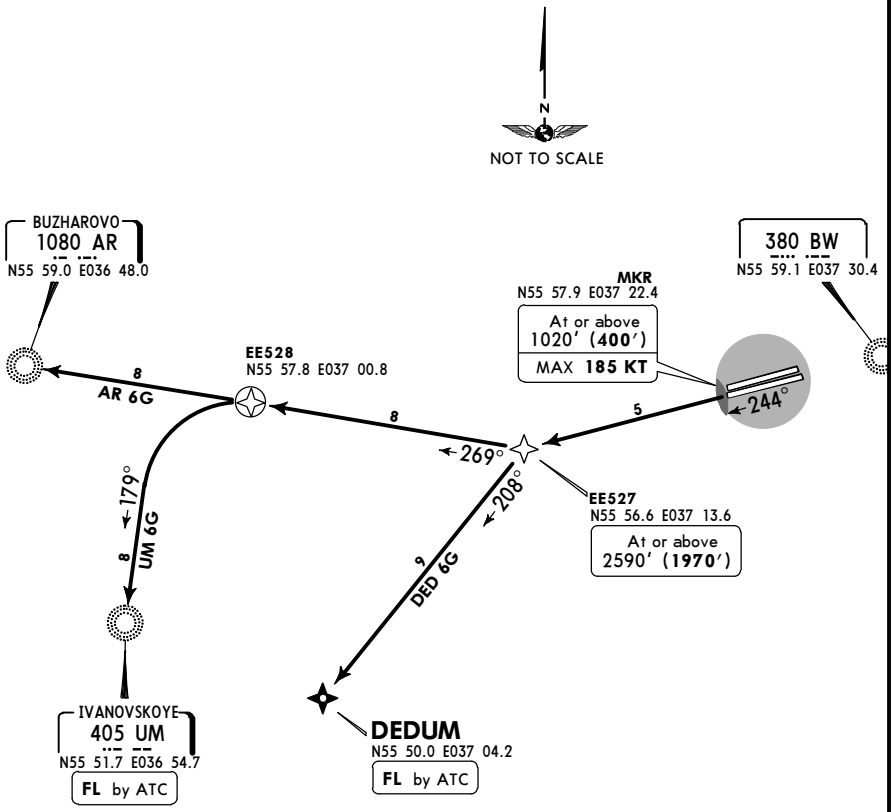
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3300′**) 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 6G (AR 6G)
DEDUM 6G (DED 6G)
IVANOVSKOYE 6G (UM 6G)
RNAV

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL





These SIDs require minimum climb gradients of 7% from 1020′ (400′) up to 3580′ (2960′), then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

ALT/HEIGHT CONVERSION

QNH	(QFE)
1020′	(**400 - 120m**)
1280′	(**660 - 200m**)
2590′	(**1970′ - 600m**)
3580′	(**2960′ - 900m**)
3920′	(**3300′ - 1000m**)

Initial climb clearance 3580′ (**2960′**)

SID	RWY	ROUTING
AR 6G	**24L**	DER24L - MKR (1020′+; K185-) - EE527 (2590′+) - EE528 - AR.
DED 6G		DER24L - MKR (1020′+; K185-) - EE527 (2590′+) - DEDUM (By ATC).
UM 6G		DER24L - MKR (1020′+; K185-) - EE527 (2590′+) - EE528 - UM (By ATC).

CHANGES: None.

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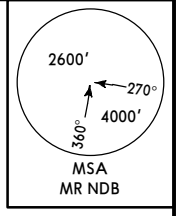
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

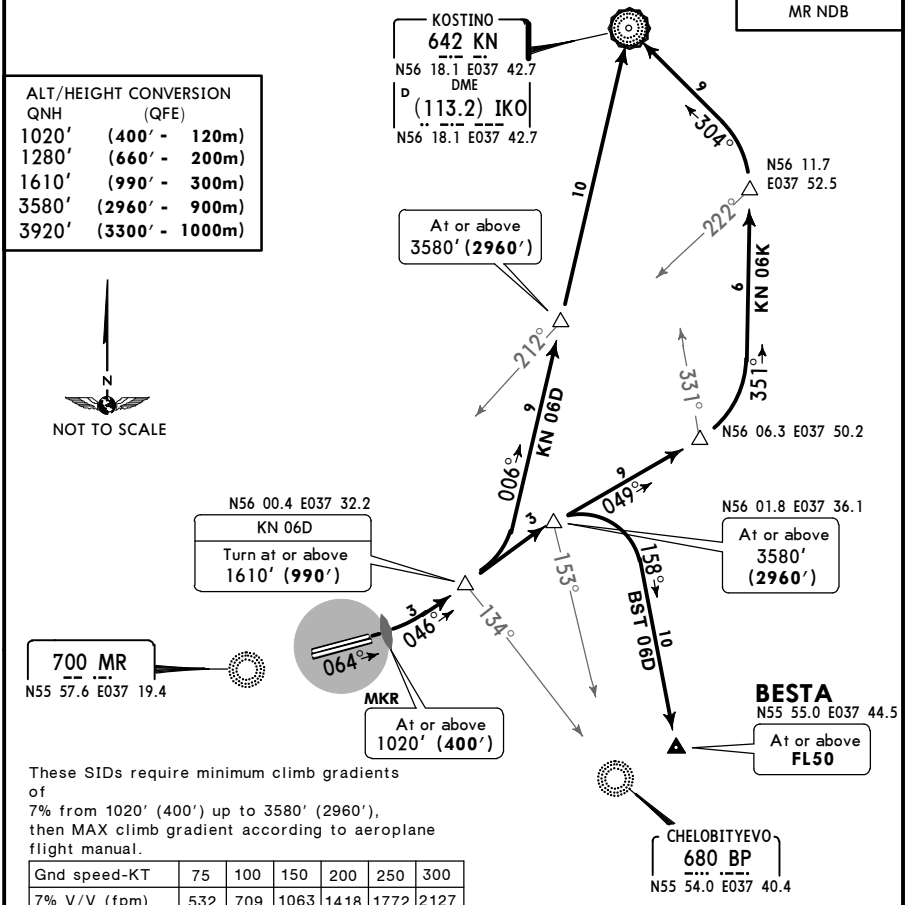
BESTA 06D (BST 06D)
KOSTINO 06D (KN 06D)
KOSTINO 06K (KN 06K)
RWY 06L DEPARTURES

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



ALT/HEIGHT CONVERSION

QNH	(QFE)
1020′	**(400′ - 120m)**
1280′	**(660′ - 200m)**
1610′	**(990′ - 300m)**
3580′	**(2960′ - 900m)**
3920′	**(3300′ - 1000m)**



These SIDs require minimum climb gradients of
7% from 1020′ (400′) up to 3580′ (2960′),
then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ **(2960′)**

INITIAL CLIMB

Climb straight ahead to at or above 1020′ (400′), to back course MKR, turn LEFT, 046° track, proceed with maximum climb gradient according to Flight Manual.

SID	ROUTING
BST 06D	When crossing 153° bearing to BP turn RIGHT, 158° track to BESTA climbing to assigned FL.
KN 06D By ATC	When crossing 134° bearing to BP turn LEFT, intercept 006° bearing to KN climbing to assigned FL.
KN 06K	When crossing 153° bearing to BP, 049° track, when crossing 331° bearing to KN turn LEFT, 351° track, when crossing 222° bearing to MR turn LEFT, intercept 304° bearing to KN.

CHANGES: SIDs renumbered; runway designation.

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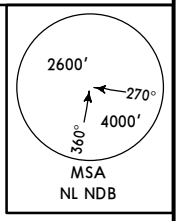
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

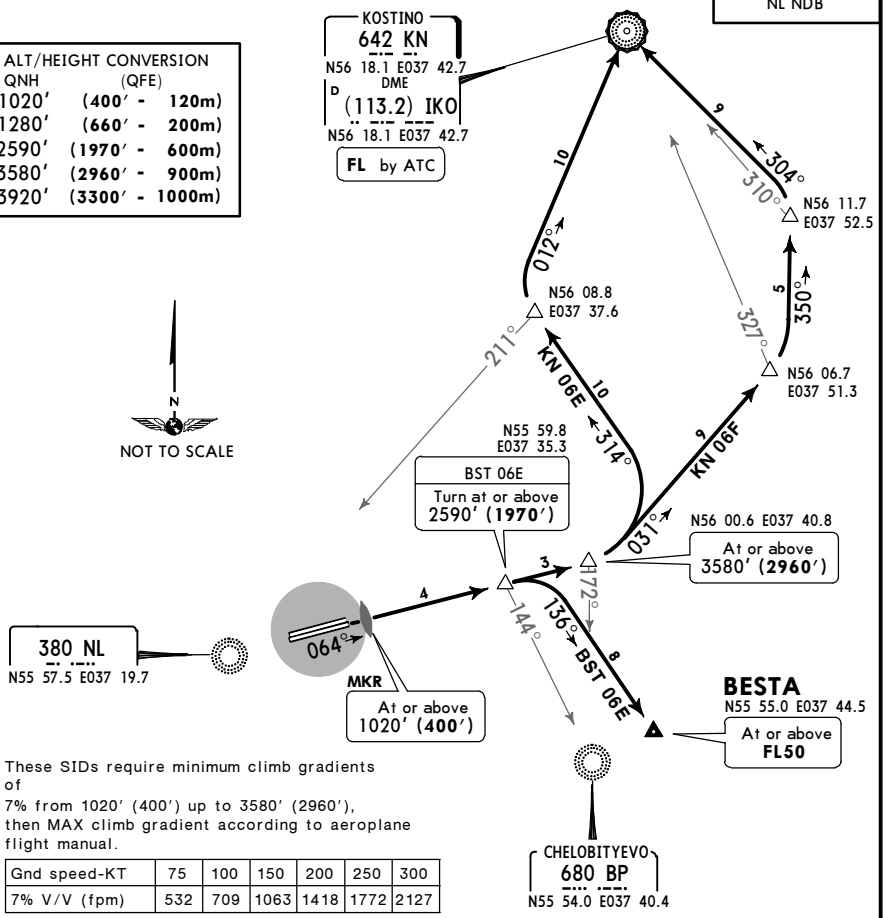
BESTA 06E (BST 06E)
KOSTINO 06E (KN 06E)
KOSTINO 06F (KN 06F)
RWY 06R DEPARTURES

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



ALT/HEIGHT CONVERSION

QNH	(QFE)
1020′	**(400′ - 120m)**
1280′	**(660′ - 200m)**
2590′	**(1970′ - 600m)**
3580′	**(2960′ - 900m)**
3920′	**(3300′ - 1000m)**



These SIDs require minimum climb gradients of
7% from 1020′ (400′) up to 3580′ (2960′),
then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ **(2960′)**

INITIAL CLIMB

Climb straight ahead to at or above 1020′ (400′), to back course MKR with maximum climb gradient according to Flight Manual.

SID	ROUTING
BST 06E	064° track, when crossing 144° bearing to BP turn RIGHT, 136° track to BESTA climbing to assigned FL.
KN 06E By ATC	064° track, when crossing 172° bearing to BP turn LEFT, 314° track, when crossing 211° bearing to NL turn RIGHT, intercept 012° bearing to KN.
KN 06F	064° track, when crossing 172° bearing to BP turn LEFT, 031° track, when crossing 327° bearing to KN turn LEFT, 350° track, when crossing 310° bearing to KN turn LEFT, intercept 304° bearing to KN.

CHANGES: SIDs renumbered; runway designation.

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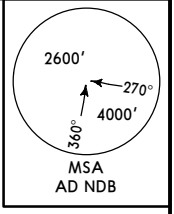
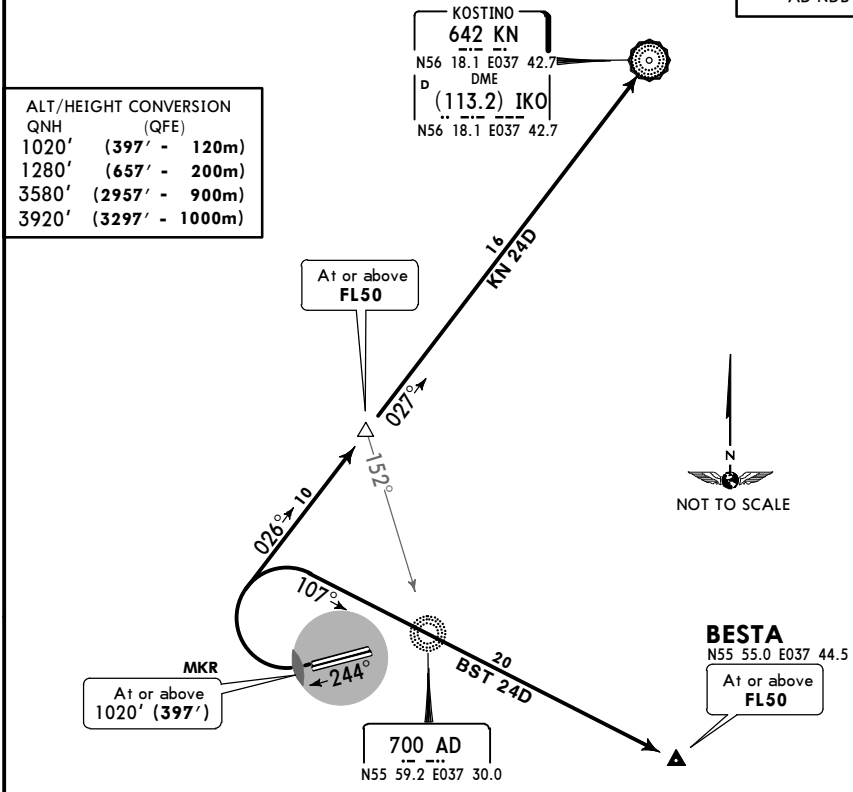
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3297′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (657′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 24D (BST 24D)
KOSTINO 24D (KN 24D)
RWY 24R DEPARTURES

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL





These SIDs require minimum climb gradients of
7% from 1020′ (397′) up to 3580′ (2957′),
then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ **(2957′)**

INITIAL CLIMB

Climb straight ahead to at or above 1020′ (397′), to back course MKR with maximum climb gradient according to Flight Manual.

SID	ROUTING
BST 24D	Turn RIGHT, 107° track to BESTA.
KN 24D	Turn RIGHT, intercept 026° bearing to KN climbing to assigned FL.

CHANGES: SIDs renumbered; runway designation.

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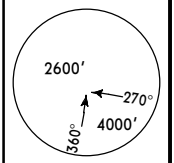
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BESTA 24E (BST 24E)
KOSTINO 24E (KN 24E)
RWY 24L DEPARTURES

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



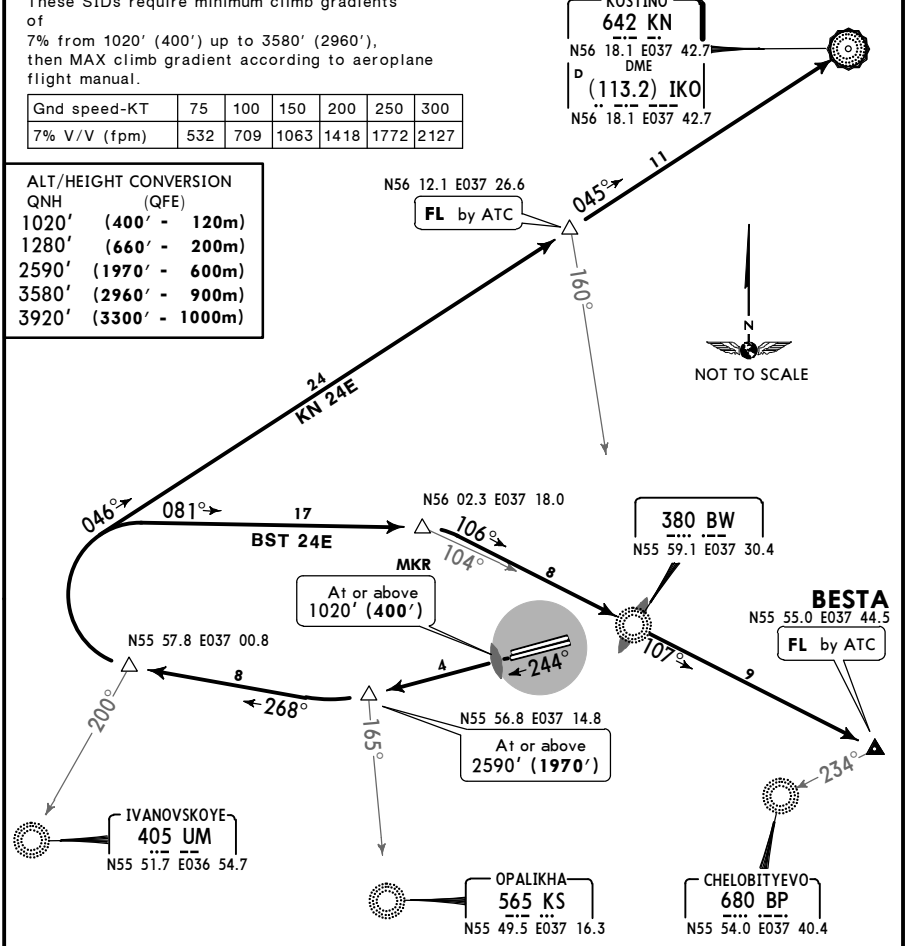
MSA
BW NDB

These SIDs require minimum climb gradients of
7% from 1020′ (400′) up to 3580′ (2960′),
then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

ALT/HEIGHT CONVERSION

QNH	(QFE)
1020′	**(400′ - 120m)**
1280′	**(660′ - 200m)**
2590′	**(1970′ - 600m)**
3580′	**(2960′ - 900m)**
3920′	**(3300′ - 1000m)**



Initial climb clearance 3580′ **(2960′)**

INITIAL CLIMB

Climb straight ahead to at or above 1020′ (400′), to back course MKR with maximum climb gradient according to Flight Manual, 244° track, when crossing 165° bearing to KS turn RIGHT, 268° track climbing to assigned FL, when crossing 200° bearing to UM turn RIGHT.

SID	ROUTING
BST 24E	081° track, when crossing 104° bearing to BW turn RIGHT, 106° track to BESTA.
KN 24E	046° track climbing to assigned FL, to KN.

CHANGES: SIDs renumbered; runway designation.

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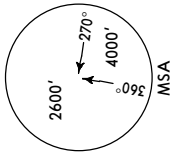
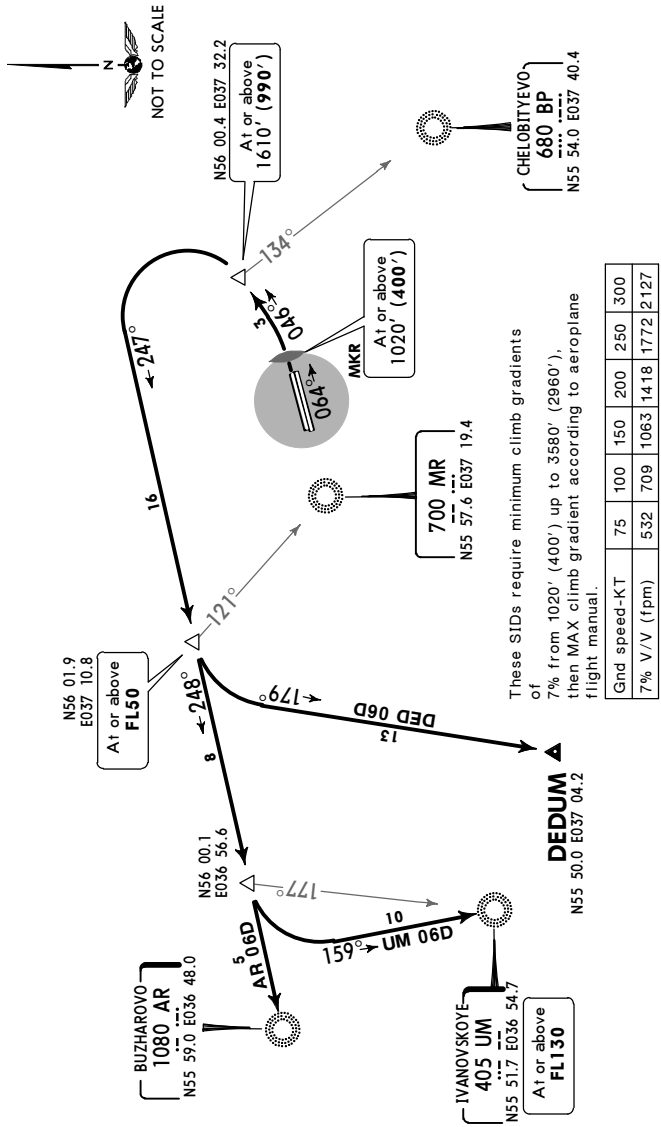
SHEREMETYEVO Radar 118.1	Apt Elev 630′

QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)**
1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′).
2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.



BUZHAROVO 06D (AR 06D)
DEDUM 06D (DED 06D)
IVANOVSKOYE 06D (UM 06D)
RWY 06L DEPARTURES

SPEED: **MAX 250 KT +/- 10 KT BELOW FL100 TO TL**



These SIDs require minimum climb gradients of 7% from 1020′ (400′) up to 3580′ (2960′), then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

ALT/HEIGHT CONVERSION (QFE)

QNH	
1020′	(400′ - 120m)
1280′	(660′ - 200m)
1610′	(990′ - 300m)
3580′	(2960′ - 900m)
3920′	(3300′ - 1000m)

Initial climb clearance 3580′ **(2960′)**

INITIAL CLIMB

Climb straight ahead to at or above 1020′ (400′), to back course MKR, turn LEFT, 046° track, proceed with maximum climb gradient according to Flight Manual, when crossing 134° bearing to BP turn LEFT, 247° track climbing to assigned FL.

SID	ROUTING
AR 06D	Continue on 247° track to AR.
DED 06D	When crossing 121° bearing to MR turn LEFT, 179° track to DEDUM.
UM 06D	When crossing 177° bearing to UM turn LEFT, intercept 159° bearing to UM.

CHANGES: SIDs renumbered; runway designation.

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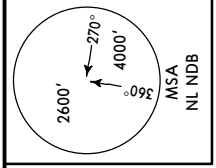
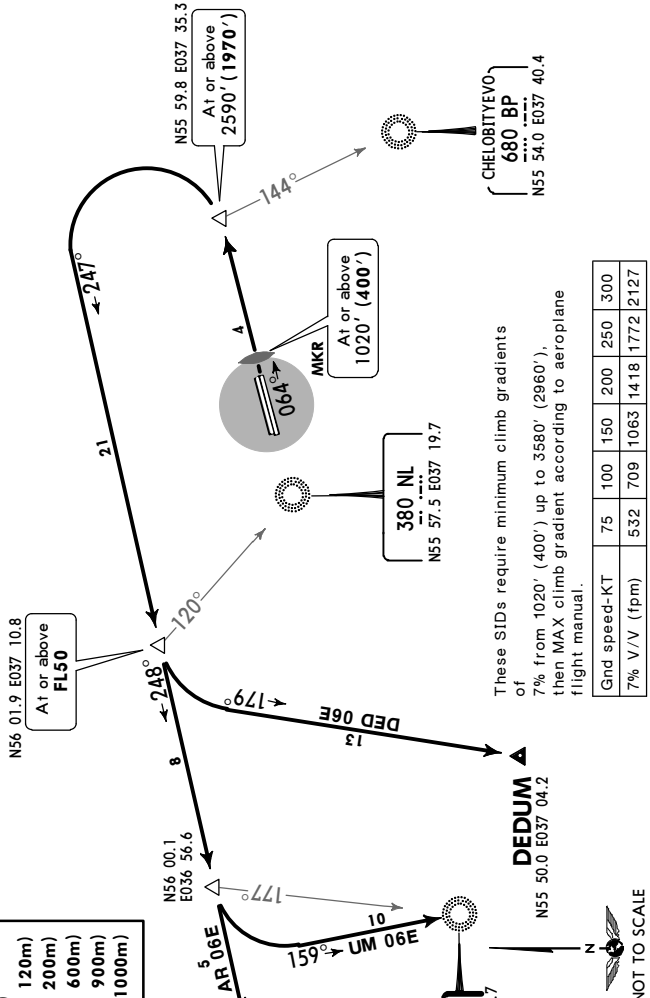
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.



BUZHAROVO 06E (AR 06E)
DEDUM 06E (DED 06E)
IVANOVSKOYE 06E (UM 06E)
RWY 06R DEPARTURES

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL



These SIDs require minimum climb gradients of 7% from 1020′ (400′) up to 3580′ (2960′), then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 3580′ (2960′)

INITIAL CLIMB

Climb straight ahead to at or above 1020′ (400′), to back course MKR, proceed with maximum climb gradient according to Flight Manual, 064° track, when crossing 144° bearing to BP turn LEFT, 247° track, climbing to assigned FL.

SID	ROUTING
AR 06E	Continue on 247° track to AR.
DED 06E	When crossing 120° bearing to NL turn LEFT, 179° track to DEDUM.
UM 06E	When crossing 177° bearing to UM turn LEFT, intercept 159° bearing to UM.

ALT/HEIGHT CONVERSION (QFE)
QNH
1020′ (400′ - 120m)
1280′ (660′ - 200m)
2590′ (1970′ - 600m)
3580′ (2960′ - 900m)
3920′ (3300′ - 1000m)

CHANGES: SIDs renumbered; runway designation.

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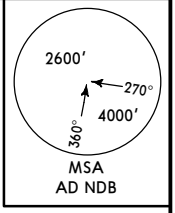
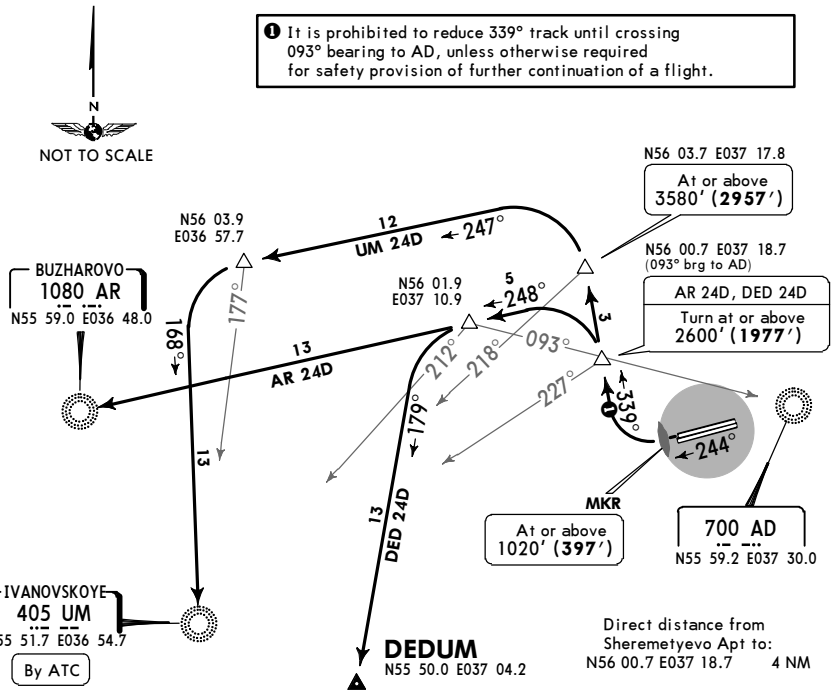
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3297′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (657′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 24D (AR 24D)
DEDUM 24D (DED 24D)
IVANOVSKOYE 24D (UM 24D)

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL





These SIDs require minimum climb gradients of 7% from 1020′ (397′) up to 3580′ (2957′), then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

ALT/HEIGHT CONVERSION

QNH	(QFE)
1020′	**(397′ - 120m)**
1280′	**(657′ - 200m)**
2600′	**(1977′ - 600m)**
3580′	**(2957′ - 900m)**
3920′	**(3297′ - 1000m)**

Initial climb clearance 3580′ **(2957′)**

INITIAL CLIMB

Climb straight ahead to at or above 1020′ (397′), to back course MKR with maximum climb gradient according to Flight Manual, turn RIGHT, 339° track.

SID	RWY	ROUTING
AR 24D	**24R**	When crossing 093° bearing to AD/227° bearing to UM turn LEFT, intercept 248° bearing to AR climbing to assigned FL.
DED 24D		When crossing 093° bearing to AD/227° bearing to UM turn LEFT, 248° track, when crossing 212° bearing to UM/093° bearing to AD turn LEFT, 179° track to DEDUM.
UM 24D		When crossing 218° bearing to UM turn LEFT, 247° track, when crossing 177° bearing to UM turn LEFT, intercept 168° bearing to UM.

CHANGES: None.

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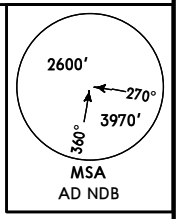
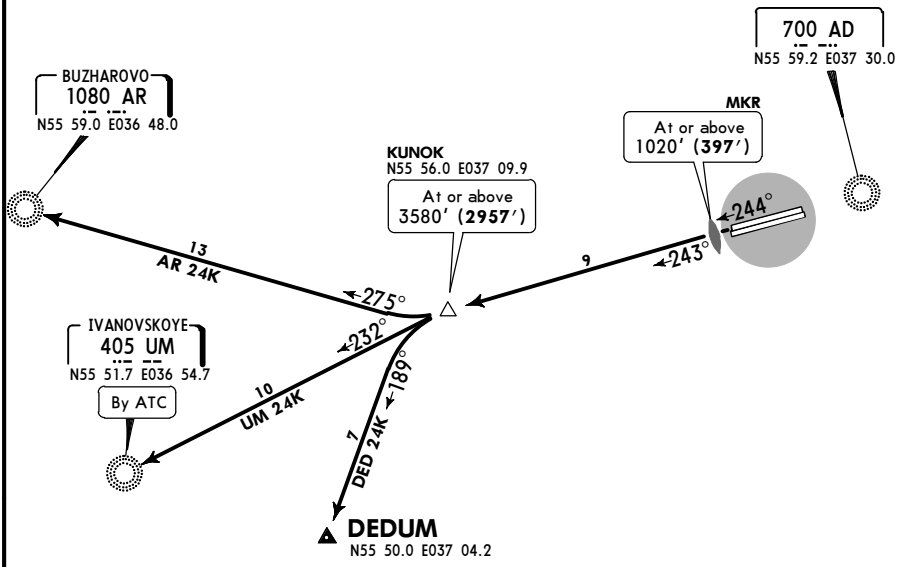
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request (QFE) Trans level: By ATC Trans alt: 3920′ (3297′) 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (657′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 24K (AR 24K)
DEDUM 24K (DED 24K)
IVANOVSKOYE 24K (UM 24K)

BY ATC

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL





These SIDs require minimum climb gradients of
7% from 1020′ (397′) up to 3580′ (2957′),
then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

ALT/HEIGHT CONVERSION

QNH	(QFE)
1020′	(397′ - 120m)
1280′	(657′ - 200m)
3580′	(2957′ - 900m)
3920′	(3297′ - 1000m)

Initial climb clearance 3580′ (2957′)

INITIAL CLIMB

Climb straight ahead to at or above 1020′ (397′), to back course MKR with maximum climb gradient according to Flight Manual, 243° track to KUNOK.

SID	RWY	ROUTING
AR 24K	24R	At KUNOK turn RIGHT, intercept 275° bearing to AR climbing as instructed by ATC.
DED 24K		At KUNOK turn LEFT, 189° track to DEDUM climbing as instructed by ATC.
UM 24K		At KUNOK turn LEFT, intercept 232° bearing to UM climbing as instructed by ATC.

CHANGES: New procedures at this airport.

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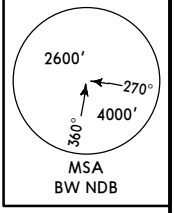
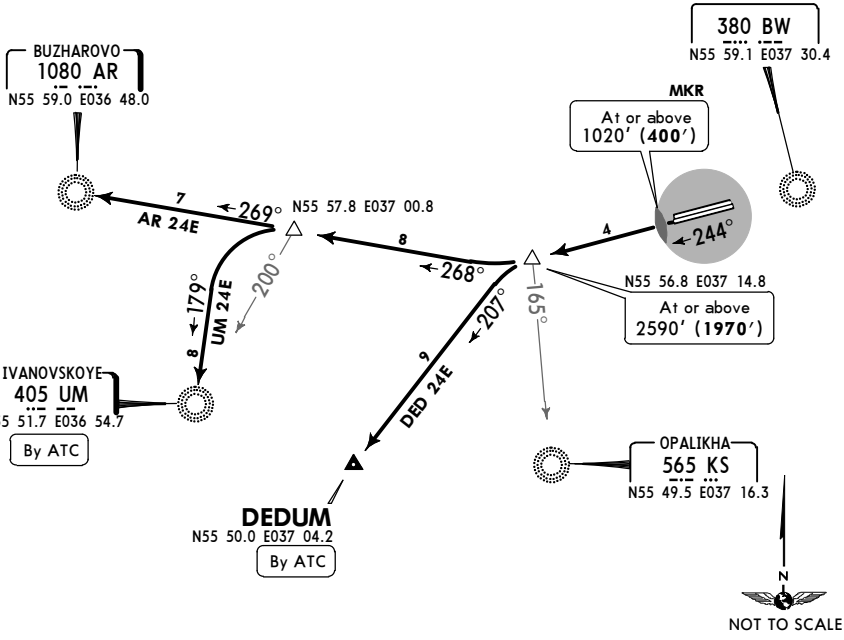
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)** 1. Contact SHEREMETYEVO Radar immediately after climbing to 1280′ (660′). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to 20-1P pages.

BUZHAROVO 24E (AR 24E)
DEDUM 24E (DED 24E)
IVANOVSKOYE 24E (UM 24E)

SPEED: MAX 250 KT +/- 10 KT BELOW FL100 TO TL





These SIDs require minimum climb gradients of
7% from 1020′ (400′) up to 3580′ (2960′),
then MAX climb gradient according to aeroplane flight manual.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

ALT/HEIGHT CONVERSION

QNH	(QFE)
1020′	**(400′ - 120m)**
1280′	**(660′ - 200m)**
2590′	**(1970′ - 600m)**
3580′	**(2960′ - 900m)**
3920′	**(3300′ - 1000m)**

Initial climb clearance 3580′ **(2960′)**

INITIAL CLIMB

Climb straight ahead to at or above 1020′ (400′), to back course MKR with maximum climb gradient according to Flight Manual, 244° track.

SID	RWY	ROUTING
AR 24E	**24L**	When crossing 165° bearing to KS turn RIGHT, intercept 268° bearing to AR climbing to assigned FL.
DED 24E		When crossing 165° bearing to KS turn LEFT, 207° track to DEDUM climbing to assigned FL.
UM 24E		When crossing 165° bearing to KS turn RIGHT, 268° track climbing to assigned FL, when crossing 200° bearing to UM turn LEFT, intercept 179° bearing to UM.

CHANGES: SIDs transferred.

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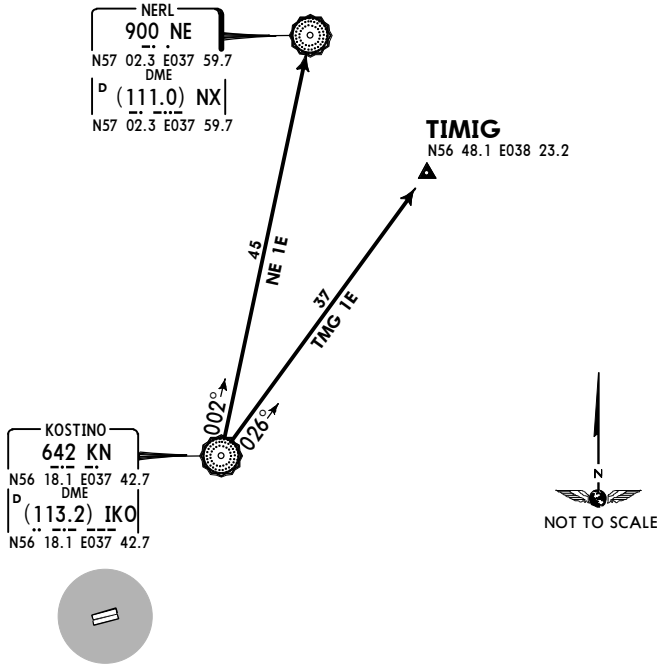
Apt Elev	QNH on request (QFE)
630′	Trans level: By ATC Trans alt: 3920′ (3290′)

NERL 1E (NE 1E)
TIMIG 1E (TMG 1E)
FROM KN
TRANSITIONS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(3290′ - 1000m)

TRANSITION	ROUTING
NE 1E	From KN to NE.
TMG 1E By ATC	From KN to TIMIG.

CHANGES: Chart reindexed (transitions transferred & revised).

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Apt Elev 630′

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3920′ **(3290′)**

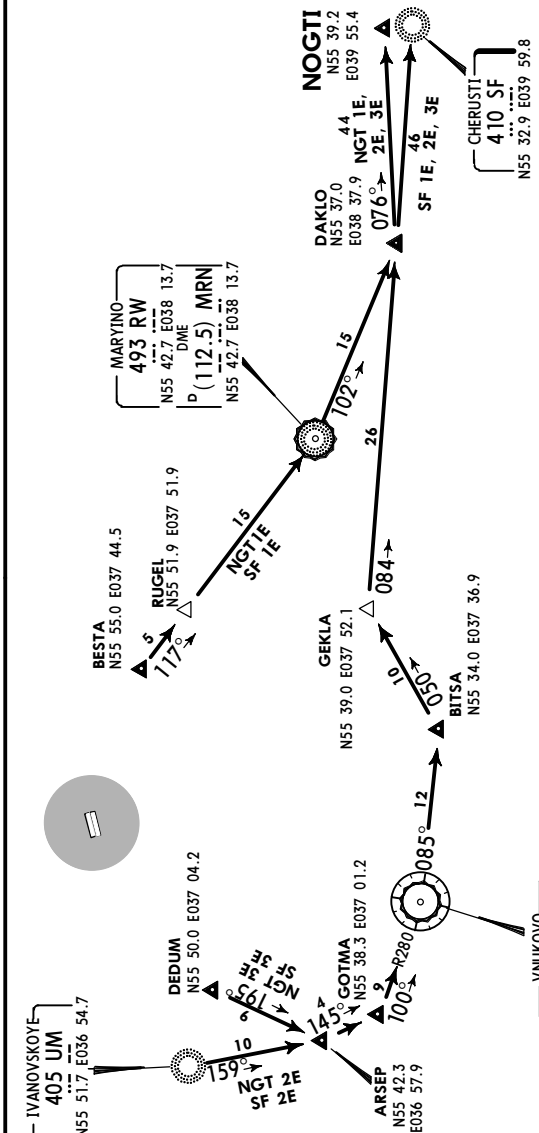
CHERUSTI 1E (SF 1E), NOGTI 1E (NGT 1E)
FROM BESTA

CHERUSTI 2E (SF 2E), NOGTI 2E (NGT 2E)
FROM IVANOVSKOYE NDB

CHERUSTI 3E (SF 3E), NOGTI 3E (NGT 3E)
FROM DEDUM

TRANSITIONS

ALT/HEIGHT CONVERSION (QFE)
QNH 3920′ **(3290′ - 1000m)**



TRANSITION	ROUTING
NGT 1E By ATC	From BESTA to RUGEL, then to RW, then to DAKLO, then to NOGTI.
NGT 2E By ATC	From UM to ARSEP, then to GOTMA, then to WNK, then to BITSA, then to GEKLA, then to DAKLO, then to NOGTI.
NGT 3E By ATC	From DEDUM to ARSEP, then to GOTMA, then to WNK, then to BITSA, then to GEKLA, then to DAKLO, then to NOGTI.
SF 1E	From BESTA to RUGEL, then to RW, then to DAKLO, then to SF.
SF 2E	From UM to ARSEP, then to GOTMA, then to WNK, then to BITSA, then to GEKLA, then to DAKLO, then to SF.
SF 3E	From DEDUM to ARSEP, then to GOTMA, then to WNK, then to BITSA, then to GEKLA, then to DAKLO, then to SF.

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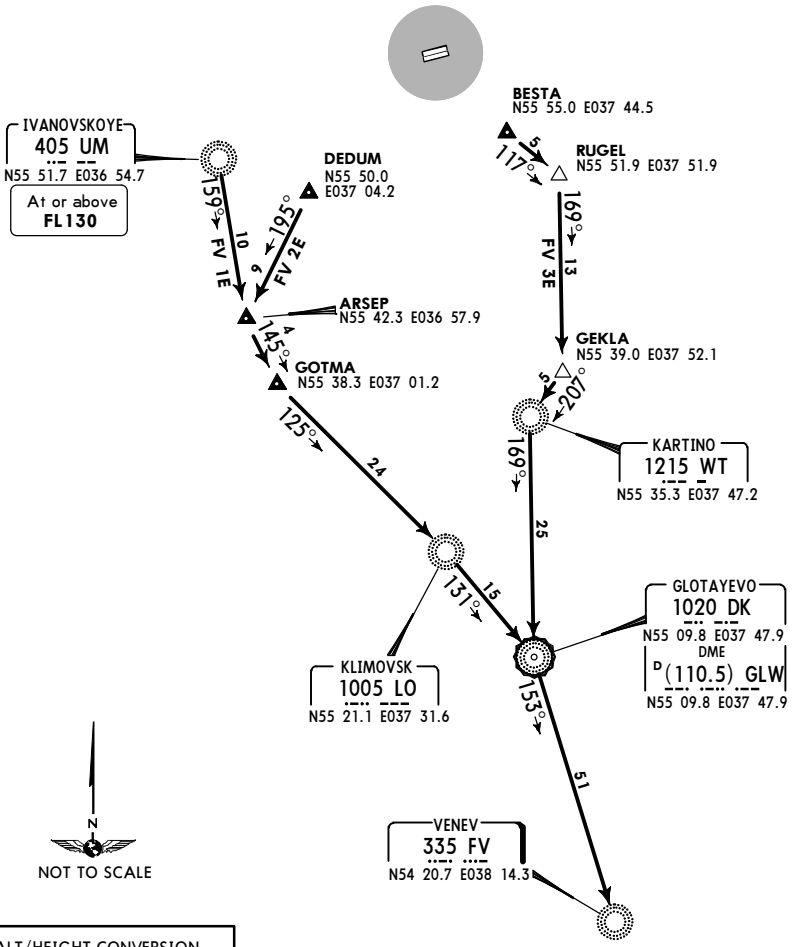
Apt Elev	
630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)**

VENEV 1E (FV 1E)
FROM UM

VENEV 2E (FV 2E)
FROM DEDUM

VENEV 3E (FV 3E)
FROM BESTA

TRANSITIONS



ALT/HEIGHT CONVERSION
QNH (QFE)
3920′ **(3290′ - 1000m)**

TRANSITION	ROUTING
FV 1E	From UM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 2E	From DEDUM to ARSEP, then to GOTMA, then to LO, then to DK, then to FV.
FV 3E By ATC	From BESTA to RUGEL, then to GEKLA, then to WT, then to DK, then to FV.

CHANGES: New Chart (transitions transferred).

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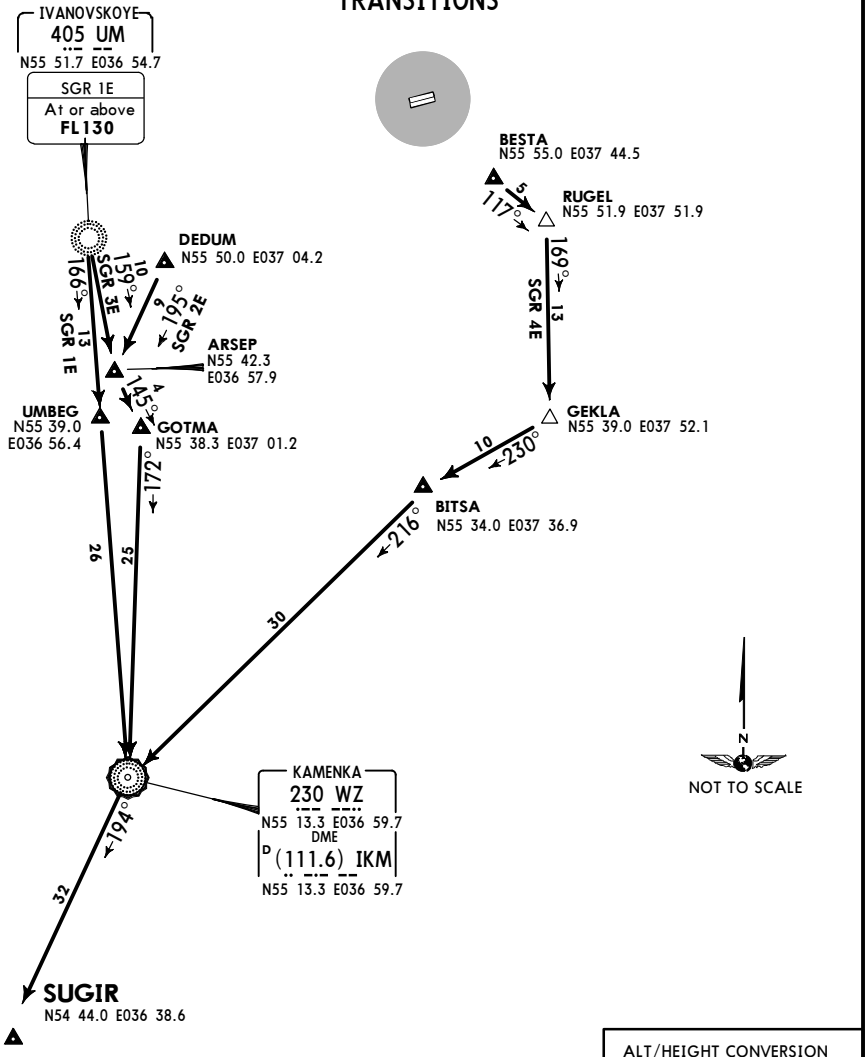
Apt Elev	
630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3290′)**

SUGIR 1E (SGR 1E), SUGIR 3E (SGR 3E)
FROM UM

SUGIR 2E (SGR 2E)
FROM DEDUM

SUGIR 4E (SGR 4E)
FROM BESTA

TRANSITIONS



ALT/HEIGHT CONVERSION
QNH (QFE)
3920′ **(3290′ - 1000m)**

TRANSITION	ROUTING
SGR 1E	From UM to UMBEG, then to WZ, then to SUGIR.
SGR 2E	From DEDUM to ARSEP, then to GOTMA, then to WZ, then to SUGIR.
SGR 3E	From UM to ARSEP, then to GOTMA, then to WZ, then to SUGIR.
SGR 4E	From BESTA to RUGEL, then to GEKLA, then to BITSA, then to WZ, then to SUGIR.

CHANGES: New chart (transitions established, transferred & revised).

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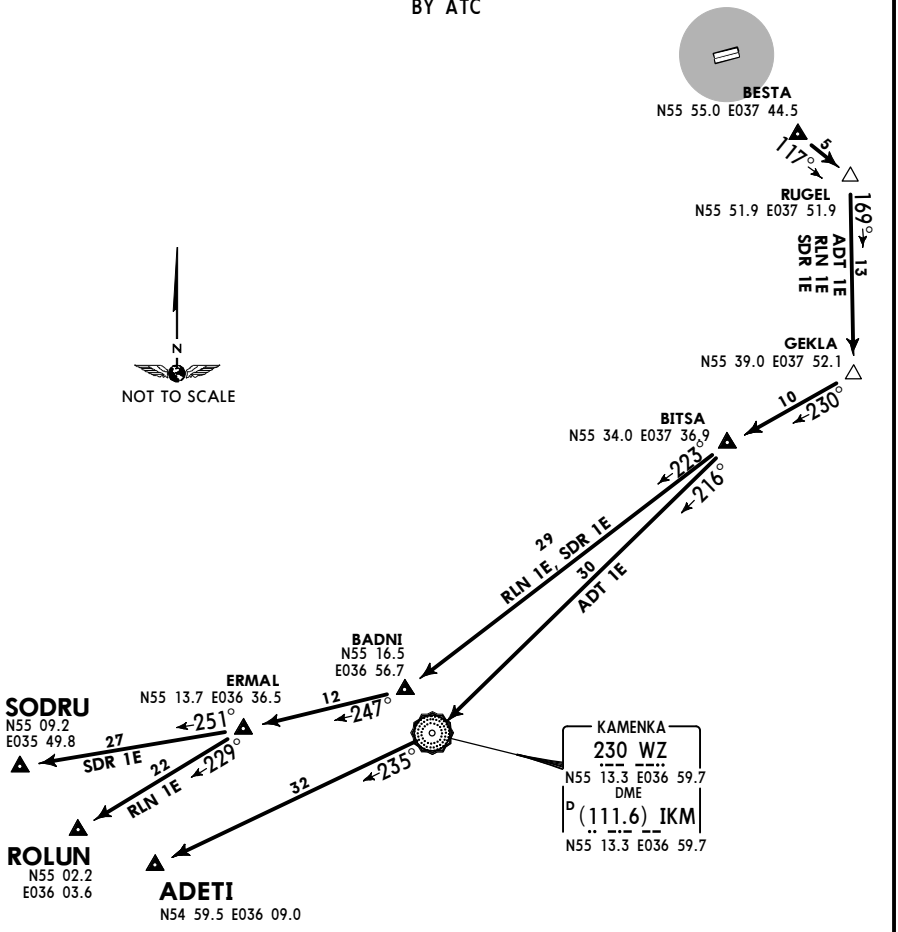
Apt Elev	
630′	QNH on request (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3290′**)

ADETI 1E (ADT 1E)
ROLUN 1E (RLN 1E)
SODRU 1E (SDR 1E)

FROM BESTA

TRANSITIONS

BY ATC



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920′	(**3290′ - 1000m**)

TRANSITION	ROUTING
ADT 1E	From BESTA to RUGEL, then to GEKLA, then to BITSA, then to WZ, then to ADETI.
RLN 1E	From BESTA to RUGEL, then to GEKLA, then to BITSA, then to BADNI, then to ERMAL, then to ROLUN.
SDR 1E	From BESTA to RUGEL, then to GEKLA, then to BITSA, then to BADNI, then to ERMAL, then to SODRU.

CHANGES: New chart.

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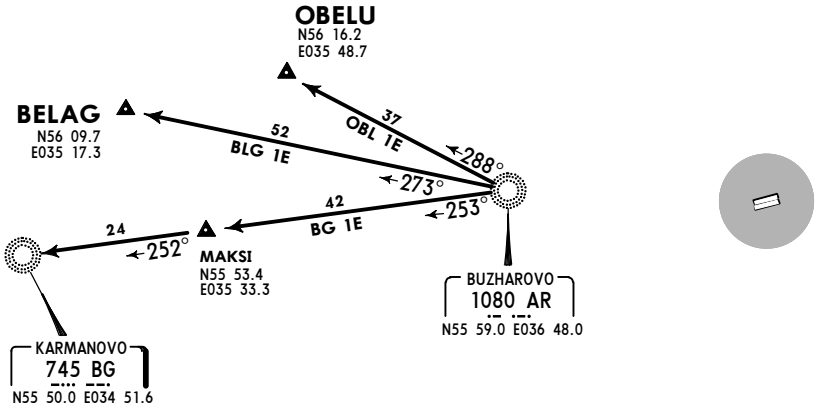
Apt Elev	
630′	QNH on request (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3290′**)

BELAG 1E (BLG 1E)
KARMANOVO 1E (BG 1E)
OBELU 1E (OBL 1E)
TRANSITIONS
FROM AR



ALT/HEIGHT CONVERSION
QNH (QFE)
3920′ (**3290′ - 1000m**)

TRANSITION	ROUTING
BLG 1E	From AR to BELAG.
BG 1E	From AR to MAKSI, then to BG.
OBL 1E	From AR to OBELU.

CHANGES: New chart (transitions transferred & revised).

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UUEE/SVO

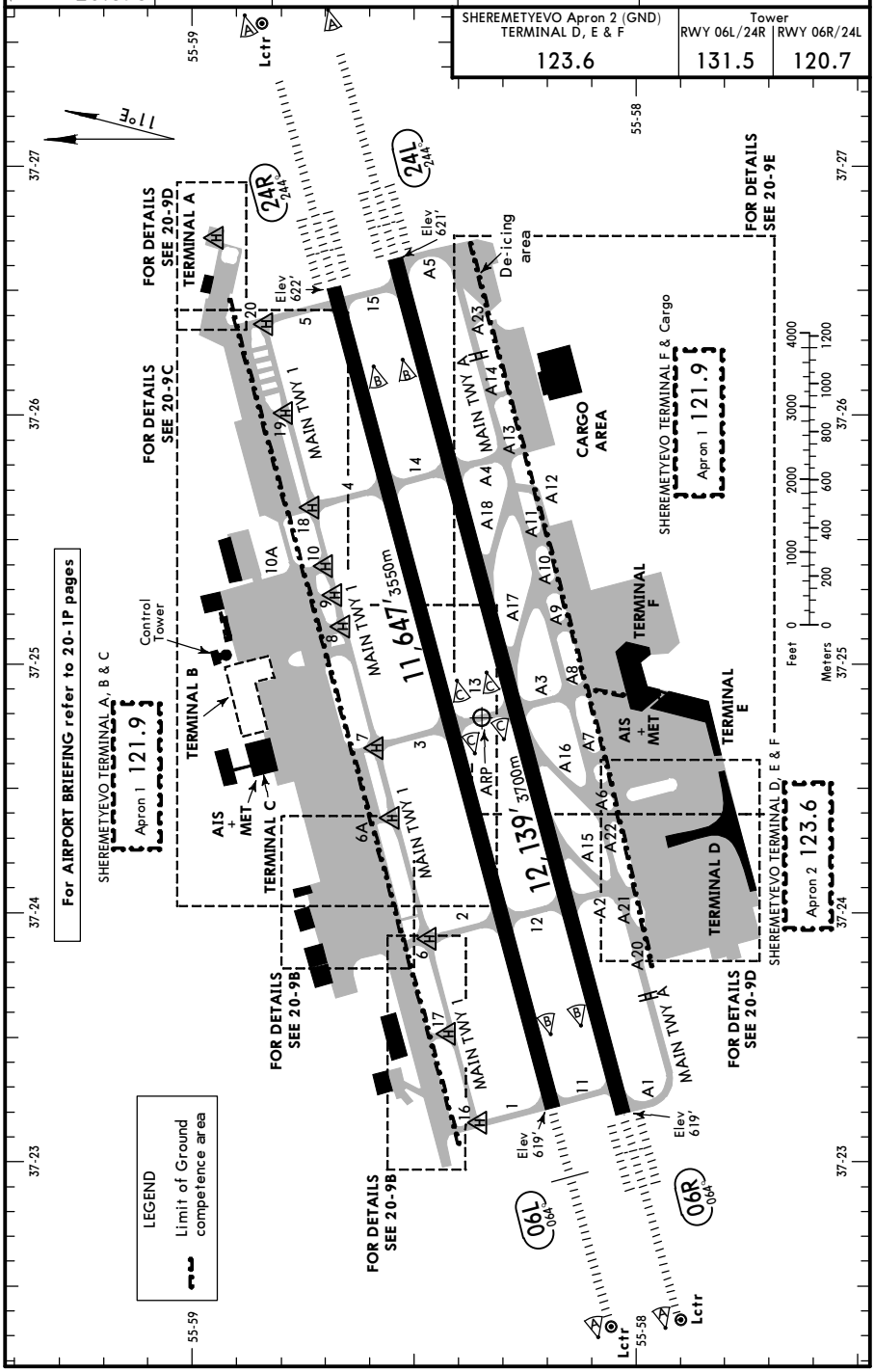
Apt Elev **630′**
N55 58.3 E037 24.8

JEPPESEN
15 APR 16 (20-9) **Eff 28 Apr**

MOSCOW, RUSSIA
SHEREMETYEVO

ATIS	SHEREMETYEVO Delivery	SHEREMETYEVO Ground 1 MAIN TWY 1	SHEREMETYEVO Ground 2 MAIN TWY A	SHEREMETYEVO Apron 1 (GND) TERMINAL A, B, C, F & Cargo
125.125 (Russian 126.375)	120.875	119.0	121.8	121.9

SHEREMETYEVO Apron 2 (GND) TERMINAL D, E & F	Tower RWY 06L/24R	Tower RWY 06R/24L
123.6	131.5	120.7



CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06L	HIRL (60m) CL (15m) HIALS PAPI-L(2.98°) RVR		10,979′ 3346m	❶	197′ 60m
24R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°) RVR		10,857′ 3309m		

❶ TAKE-OFF RUN AVAILABLE

RWY 06L:
From rwy head 11,647′ (3550m)
twy 2/12 int 9016′ (2748m)

RWY 24R:
From rwy head 11,647′ (3550m)
twy 4/14 int 8852′ (2698m)

RWY					
06R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°) RVR		11,349′ 3459m	❷	197′ 60m
24L			10,985′ 3348m		

❷ TAKE-OFF RUN AVAILABLE

RWY 06R:
From rwy head 12,139′ (3700m)
twy 11 int 11,811′ (3600m)
twy 12/A2 int 9180′ (2798m)

RWY 24L:
From rwy head 12,139′ (3700m)
twy 15 int 11,811′ (3600m)
twy 14/A4 int 9180′ (2798m)

TAKE-OFF

	AIR CARRIER (JAA) All Rwys			AIR CARRIER (FAR 121) All Rwys		
	LVP must be in force				CL & RCLM any RVR out, other two req.	Adequate Vis Ref
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL			
A	200m (150m)	250m	400m	2 Eng	TDZ RVR 200m Mid RVR 200m Roll out RVR 150m	RVR 500m VIS 400m
B						
C				3 & 4 Eng		
D	250m (200m)	300m				

CHANGES: Usable lengths.

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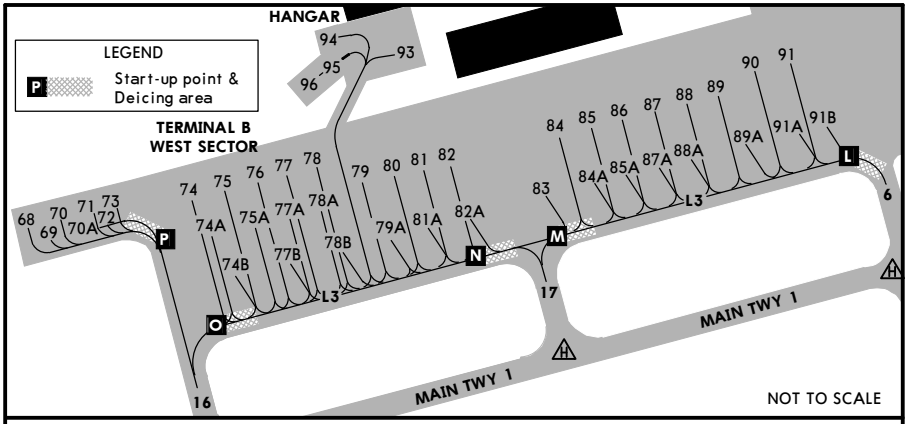
UUEE/SVO

JEPPESEN

25 DEC 15 (20-9B) Eff 7 Jan

MOSCOW, RUSSIA

SHEREMETYEVO

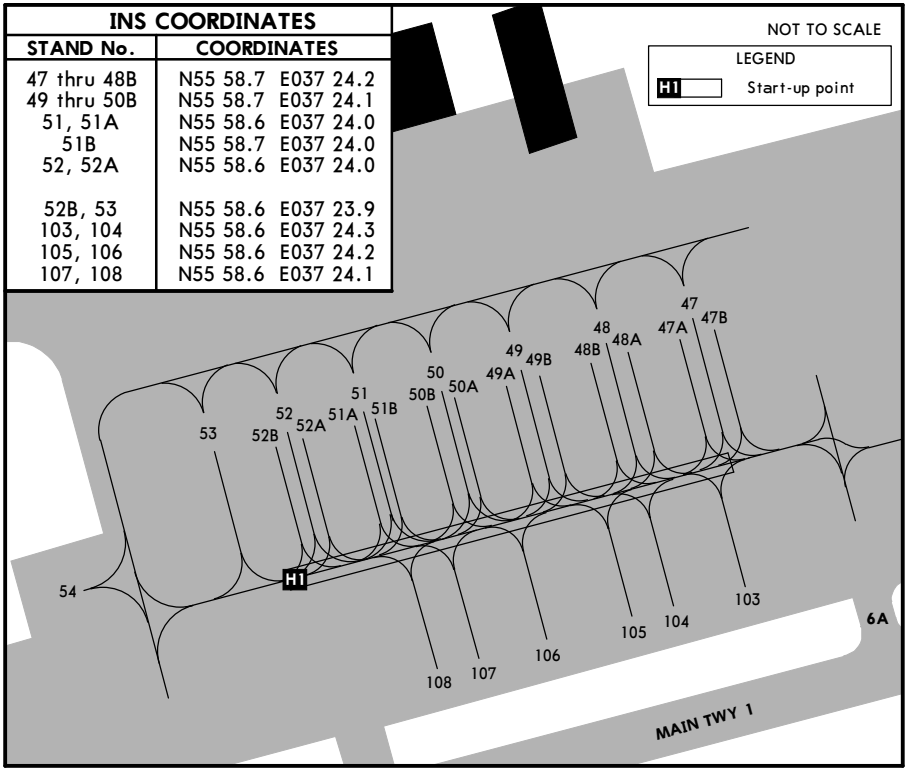


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
68 thru 70A	N55 58.4 E037 23.0	83 thru 84A	N55 58.5 E037 23.5
71 thru 74	N55 58.4 E037 23.1	85 thru 86	N55 58.5 E037 23.6
74A, 74B	N55 58.4 E037 23.2	87	N55 58.5 E037 23.7
75	N55 58.5 E037 23.2	87A	N55 58.5 E037 23.6
75A	N55 58.4 E037 23.2	88 thru 89	N55 58.5 E037 23.7
76, 77	N55 58.5 E037 23.2	89A, 90	N55 58.5 E037 23.8
77A, 77B	N55 58.4 E037 23.2	91	N55 58.5 E037 23.6
78, 78A	N55 58.5 E037 23.2	91A, 91B	N55 58.5 E037 23.8
78B, 79, 79A	N55 58.5 E037 23.3	93 thru 96	N55 58.5 E037 23.3
80 thru 82A	N55 58.5 E037 23.4		

INS COORDINATES

STAND No.	COORDINATES
47 thru 48B	N55 58.7 E037 24.2
49 thru 50B	N55 58.7 E037 24.1
51, 51A	N55 58.6 E037 24.0
51B	N55 58.7 E037 24.0
52, 52A	N55 58.6 E037 24.0
52B, 53	N55 58.6 E037 23.9
103, 104	N55 58.6 E037 24.3
105, 106	N55 58.6 E037 24.2
107, 108	N55 58.6 E037 24.1



CHANGES: None.

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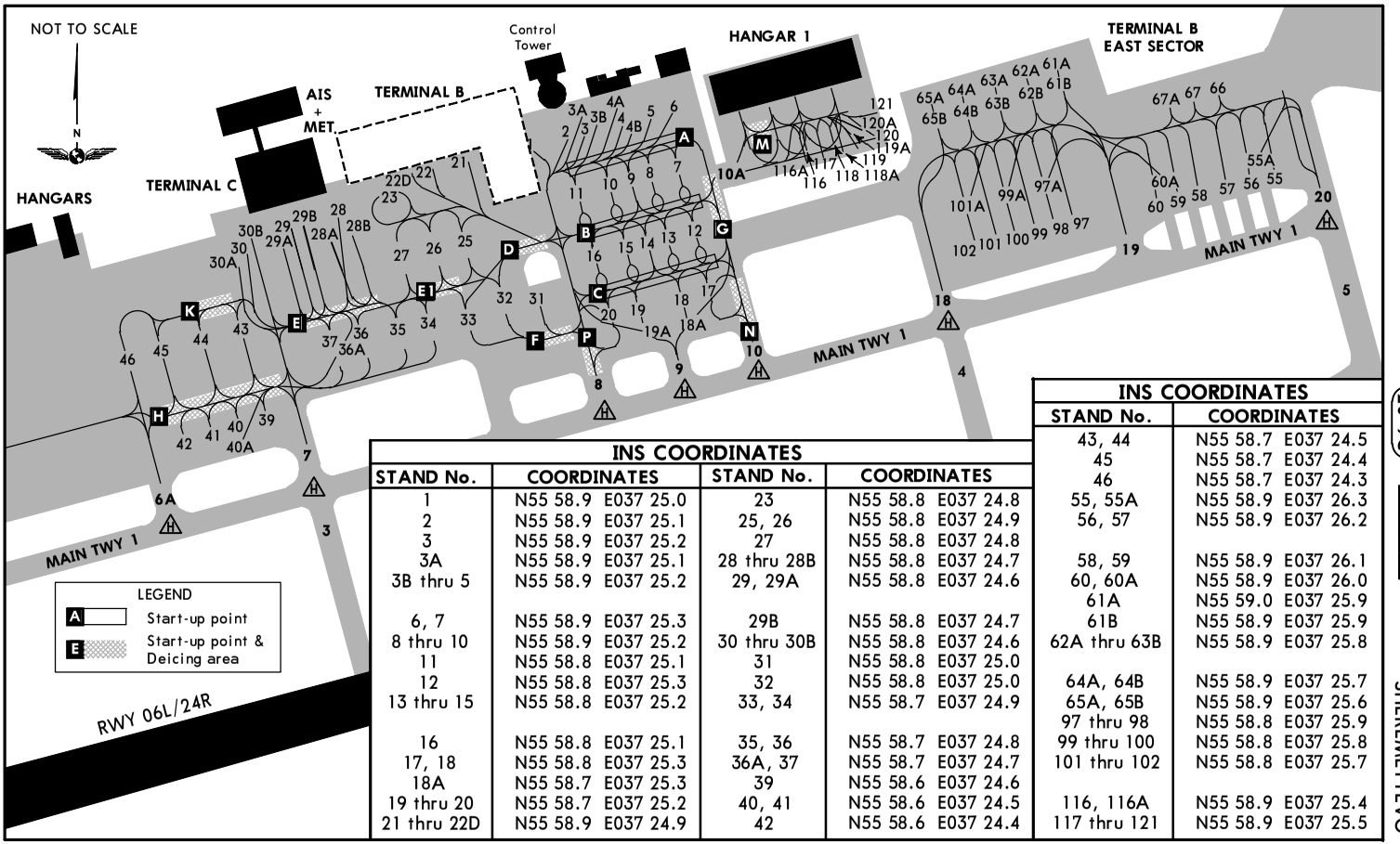

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N55 58.9 E037 25.0	23	N55 58.8 E037 24.8
2	N55 58.9 E037 25.1	25, 26	N55 58.8 E037 24.9
3	N55 58.9 E037 25.2	27	N55 58.8 E037 24.8
3A	N55 58.9 E037 25.1	28 thru 28B	N55 58.8 E037 24.7
3B thru 5	N55 58.9 E037 25.2	29, 29A	N55 58.8 E037 24.6
6, 7	N55 58.9 E037 25.3	29B	N55 58.8 E037 24.7
8 thru 10	N55 58.9 E037 25.2	30 thru 30B	N55 58.8 E037 24.6
11	N55 58.8 E037 25.1	31	N55 58.8 E037 25.0
12	N55 58.8 E037 25.3	32	N55 58.8 E037 25.0
13 thru 15	N55 58.8 E037 25.2	33, 34	N55 58.7 E037 24.9
16	N55 58.8 E037 25.1	35, 36	N55 58.7 E037 24.8
17, 18	N55 58.8 E037 25.3	36A, 37	N55 58.7 E037 24.7
18A	N55 58.7 E037 25.3	39	N55 58.6 E037 24.6
19 thru 20	N55 58.7 E037 25.2	40, 41	N55 58.6 E037 24.5
21 thru 22D	N55 58.9 E037 24.9	42	N55 58.6 E037 24.4

INS COORDINATES	
STAND No.	COORDINATES
43, 44	N55 58.7 E037 24.5
45	N55 58.7 E037 24.4
46	N55 58.7 E037 24.3
55, 55A	N55 58.9 E037 26.3
56, 57	N55 58.9 E037 26.2
58, 59	N55 58.9 E037 26.1
60, 60A	N55 58.9 E037 26.0
61A	N55 59.0 E037 25.9
61B	N55 58.9 E037 25.9
62A thru 63B	N55 58.9 E037 25.8
64A, 64B	N55 58.9 E037 25.7
65A, 65B	N55 58.9 E037 25.6
97 thru 98	N55 58.8 E037 25.9
99 thru 100	N55 58.8 E037 25.8
101 thru 102	N55 58.8 E037 25.7
116, 116A	N55 58.9 E037 25.4
117 thru 121	N55 58.9 E037 25.5

CHANGES: Rwy designations.
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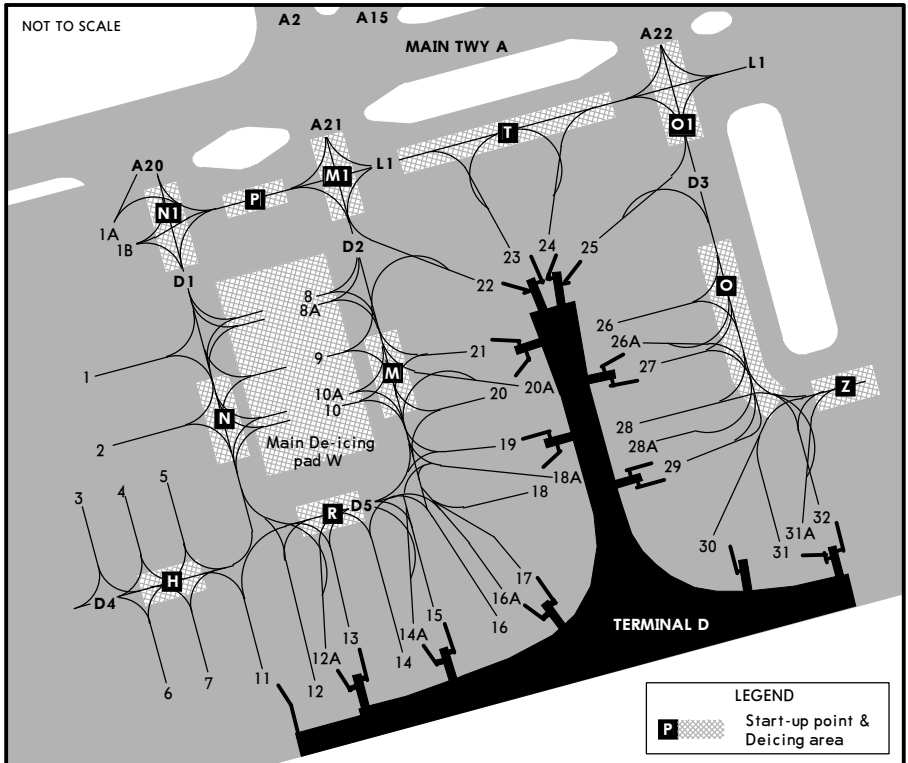
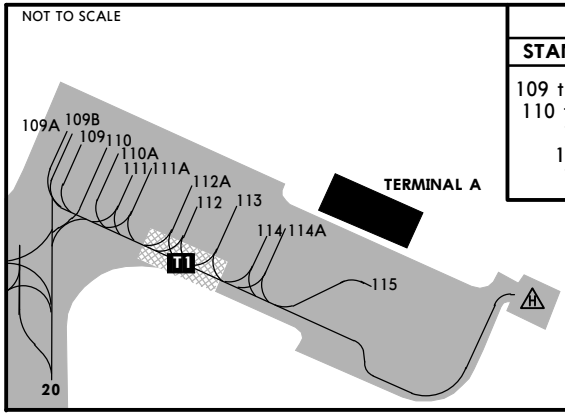


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N55 57.9 E037 23.9	18A	N55 57.9 E037 24.3
1A	N55 58.0 E037 23.9	19 thru 22	N55 57.9 E037 24.2
2	N55 57.9 E037 23.9	23 thru 25	N55 58.0 E037 24.3
3	N55 57.8 E037 23.8	26, 26A	N55 57.9 E037 24.3
4 thru 7	N55 57.8 E037 23.9	27 thru 29	N55 57.9 E037 24.4
8 thru 10A	N55 57.9 E037 24.1	30	N55 57.8 E037 24.4
11	N55 57.8 E037 24.0	31 thru 32	N55 57.8 E037 24.5
12 thru 14A	N55 57.8 E037 24.1		
15 thru 17	N55 57.8 E037 24.2		
18	N55 57.8 E037 24.3		



INS COORDINATES

STAND No.	COORDINATES
109 thru 109B	N55 59.0 E037 26.3
110 thru 113	N55 59.0 E037 26.4
114	N55 58.9 E037 26.4
114A	N55 59.0 E037 26.5
115	N55 58.9 E037 26.5

CHANGES: None.

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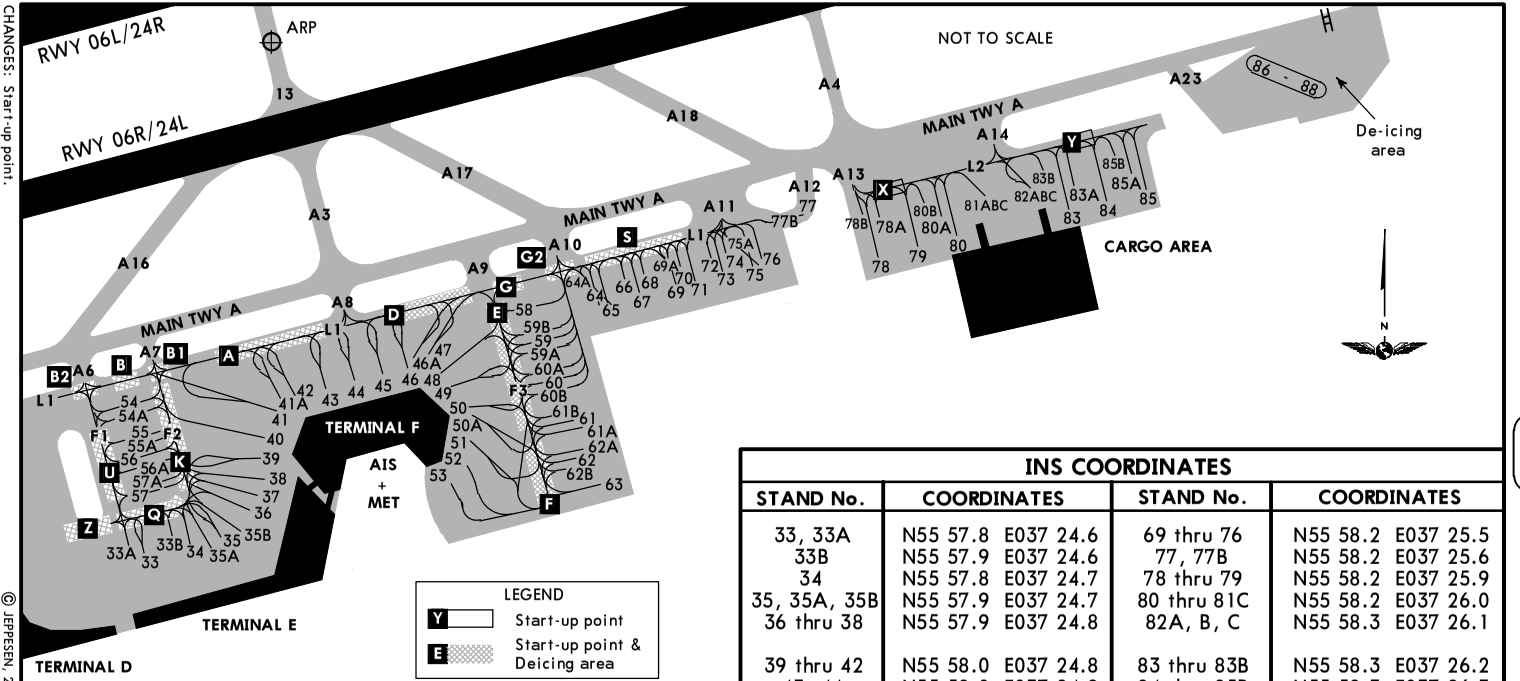

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
33, 33A	N55 57.8 E037 24.6	69 thru 76	N55 58.2 E037 25.5
33B	N55 57.9 E037 24.6	77, 77B	N55 58.2 E037 25.6
34	N55 57.8 E037 24.7	78 thru 79	N55 58.2 E037 25.9
35, 35A, 35B	N55 57.9 E037 24.7	80 thru 81C	N55 58.2 E037 26.0
36 thru 38	N55 57.9 E037 24.8	82A, B, C	N55 58.3 E037 26.1
39 thru 42	N55 58.0 E037 24.8	83 thru 83B	N55 58.3 E037 26.2
43, 44	N55 58.0 E037 24.9	84 thru 85B	N55 58.3 E037 26.3
45 thru 47	N55 58.1 E037 25.0	86	N55 58.4 E037 26.5
48	N55 58.1 E037 25.1	86A thru 87A	N55 58.4 E037 26.6
49 thru 53	N55 58.0 E037 25.1	88	N55 58.4 E037 26.7
54 thru 57A	N55 58.0 E037 24.6		
58 thru 59B	N55 58.1 E037 25.2		
60, 60A, 60B	N55 58.1 E037 25.3		
61 thru 63	N55 58.0 E037 25.3		
64 thru 68	N55 58.2 E037 25.4		

CHANGES: Start-up point.

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DOCKING GUIDANCE SYSTEM (SAFEDOCK)

1. PILOT INSTRUCTIONS

Attention! A pilot can bring the acft into stopping position only after the vertical running arrows appear on the display of the stopping control system. The pilot is prohibited to bring up an acft to the aerobridge until the running arrows change to the approach distance indicator.
Attention! A pilot is allowed to bring the acft into stopping position only in the case, when the acft type indicated on the display corresponds to the actual type of the approaching acft. Pilot must also check the correctness of other information.
If the pilot is not sure that he exactly understands the meaning of the information shown on the display of the stopping/parking control system, he must immediately stop the acft and request additional information about the method of parking as well as the permission to continue the movement.

2. SEARCH OF THE APPROACHING AIRCRAFT

The running arrows on the display show that the system is activated and is in the mode of search for the approaching acft. The pilot has no right to bring up an acft to the aerobridge until the running arrows change to the approach distance indicator.

3. GUIDANCE OF THE APPROACHING AIRCRAFT

The running arrow is being replaced by the yellow indicator of the centerline.
The flashing red arrow shows the direction of turn.
The vertical yellow arrow shows the position of acft relative to the centerline.

4. APPROACH DISTANCE

The information about the approach distance is given to the pilot by gradual switching off the segments of the indicator of the centerline: one segment corresponds to a distance of 2'/0.5m.
The red arrow shows the direction of taxiing.

5. SLOW DOWN

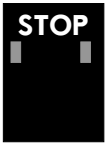
When the acft approaches the stopping position at a speed, which exceeds the allowed value, the system issues the message SLOW DOWN as a warning to the pilot.

6. AZIMUTH GUIDANCE

The acft is at 20'/6m to the stopping position. The yellow arrow indicates that the acft is to the RIGHT of the centerline, while the flashing red arrow is indicating the direction of turn. No yellow arrows indicating the direction means that the acft is moving along the centerline.

7. AIRCRAFT IS BROUGHT TO THE STOPPING POSITION

When the correct stopping position is reached by the acft, the display shows STOP and the red indicators.



8. DOCKING ON

When the acft is correctly parked, the display shows OK.

CHANGES: Chart reindexed.

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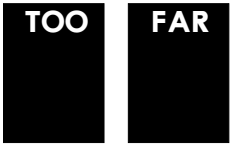
DOCKING GUIDANCE SYSTEM (SAFEDOCK)

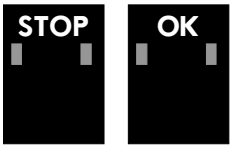
9. OVERSHOOTING

When the acft has overshot the stopping position, the display will show TOO FAR.



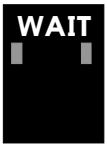
10. STOP SHORT

When the acft is detected as already stopped, but not reached the assigned stopping position, the display will show STOP OK in a while.



11. WAITING MODE

When the system looses the identified approaching acft, the display shows WAIT.
The pilot must not bring up the acft to the aerobridge until the message WAIT changes to the split showing the approach speed.

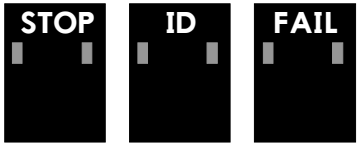


12. SLOW DOWN

Such message can be shown on the display by two reasons:
under unfavorable weather conditions or loss of acft during parking. The running arrows will be switched off on the display and the text SLOW and the acft type will be shown on the display alternately.
As soon as the system fixes the approaching acft, the indication of the approaching speed will appear. The pilot must not bring up the acft to the aerobridge until the split showing the approach speed appears.

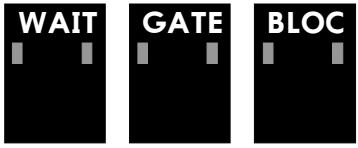
13. IDENTIFICATION FAILURE

If for any reason the identification is not achieved at 39'/12m from the stopping position, the display will show WAIT and a repeated check will be carried out. If it fails, the display will show STOP and ID FAIL.



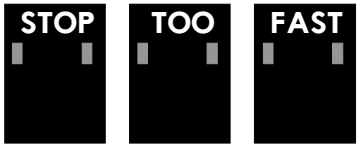
14. THE GATES AND THE VIEW ARE BLOCKED

If an object is found which is blocking the coverage of Docking Guidance System, the docking process will be delayed and the display will show WAIT and GATE BLOC, or WAIT VIEW BLOC.



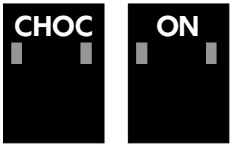
15. TOO FAST

If the acft approaches at a speed exceeding the docking speed, the display will show STOP (with two red splits) and TOO FAST.
The system of docking must be reset or the docking procedure must be carried out manually.



16. CHOCK ON

The message CHOCK ON shall be displayd by pressing the button "Chocks on" on the operators panel after inserting the chocks under the nose landing gear by ground personnel.



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STRAIGHT-IN RWY		A	B	C	D
06L	ILS	**820**′(200′)	**820**′(200′)	**820**′(200′)	**820**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**820**′(200′)	**820**′(200′)	**820**′(200′)	**820**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV ❶	**980**′(360′)	**980**′(360′)	**980**′(360′)	**980**′(360′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶❷	**980**′(360′)	**980**′(360′)	**980**′(360′)	**980**′(360′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶❸	**1390**′(770′)	**1390**′(770′)	**1390**′(770′)	**1390**′(770′)
		C2900m	**C2900m**	**C2900m**	**C2900m**
	ALS out	C3600m	C3600m	C3600m	C3600m
	NDB ❶❷	**1100**′(480′)	**1100**′(480′)	**1150**′(530′)	**1150**′(530′)
		R1500m	**R1500m**	**R1700m**	**R1700m**
	ALS out	C2200m	C2200m	C2400m	C2400m
	NDB ❶❸	**1100**′(480′)	**1100**′(480′)	**1290**′(670′)	**1290**′(670′)
		R1500m	**R1500m**	**C2400m**	**C2400m**
	ALS out	C2200m	C2200m	C3100m	C3100m
06R	CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	CAT 2 ILS	**720**′(100′)	**720**′(100′)	**720**′(100′)	**722**′(102′)
		RA106′R300m	**RA106′R300m**	**RA106′R300m**	**RA108′R300m**
	ILS	**820**′(200′)	**820**′(200′)	**820**′(200′)	**820**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**820**′(200′)	**820**′(200′)	**820**′(200′)	**820**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV ❶	**1050**′(430′)	**1050**′(430′)	**1050**′(430′)	**1050**′(430′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ❶❷	**980**′(360′)	**980**′(360′)	**980**′(360′)	**980**′(360′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❸	**1390**′(770′)	**1390**′(770′)	**1390**′(770′)	**1390**′(770′)
		C3100m	**C3100m**	**C3300m**	**C3300m**
	ALS out	C3800m	C3800m	C4000m	C4000m
	NDB ❶❷	**1150**′(530′)	**1150**′(530′)	**1150**′(530′)	**1150**′(530′)
		R1500m	**R1500m**	**R1700m**	**R1700m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❶❸	**1150**′(530′)	**1260**′(640′)	**1260**′(640′)	**1260**′(640′)
		R1700m	**C2200m**	**C2200m**	**C2200m**
	ALS out	C2400m	C2900m	C2900m	C2900m

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.

CHANGES: Minimums.

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MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
24L	CAT 2 ILS	**720**′(100′)	**720**′(100′)	**720**′(100′)	**720**′(100′)
		RA97′R300m	**RA97′R300m**	**RA97′R300m**	**RA97′R300m**
	ILS	**820**′(200′)	**820**′(200′)	**820**′(200′)	**820**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**820**′(200′)	**820**′(200′)	**820**′(200′)	**820**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV ❶	**1000**′(380′)	**1000**′(380′)	**1000**′(380′)	**1000**′(380′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ❶❷	**1000**′(380′)	**1000**′(380′)	**1000**′(380′)	**1000**′(380′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ❶❸	**1060**′(440′)	**1060**′(440′)	**1060**′(440′)	**1060**′(440′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R2000m	R2000m	R2000m	R2000m
	NDB ❶❷	**1000**′(380′)	**1000**′(380′)	**1100**′(480′)	**1100**′(480′)
		R1000m	**R1000m**	**R1500m**	**R1500m**
	ALS out	R1500m	R1500m	C2200m	C2200m
	NDB ❶❸	**1000**′(380′)	**1000**′(380′)	**1140**′(520′)	**1140**′(520′)
		R1000m	**R1000m**	**R1600m**	**R1600m**
	ALS out	R1700m	R1700m	C2400m	C2400m
24R	CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	CAT 2 ILS	**723**′(100′)	**723**′(100′)	**723**′(100′)	**723**′(100′)
		RA103′R300m	**RA103′R300m**	**RA103′R300m**	**RA103′R300m**
	ILS	**823**′(200′)	**823**′(200′)	**823**′(200′)	**823**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	**823**′(200′)	**823**′(200′)	**823**′(200′)	**823**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV ❶	**1000**′(377′)	**1000**′(377′)	**1000**′(377′)	**1000**′(377′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.

CHANGES: Minimums.

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STRAIGHT-IN RWY		A	B	C	D
24R (contd)	2 NDB ❶❷	**1000**′(377′)	**1000**′(377′)	**1000**′(377′)	**1000**′(377′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ❶❸	**1000**′(377′)	**1000**′(377′)	**1000**′(377′)	**1000**′(377′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1700m	R1700m	R1700m	R1700m
	NDB ❶❷	**1000**′(377′)	**1000**′(377′)	**1130**′(507′)	**1130**′(507′)
		R1000m	**R1000m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❶❸	**1000**′(377′)	**1000**′(377′)	**1180**′(557′)	**1180**′(557′)
		R1000m	**R1000m**	**R1900m**	**R1900m**
	ALS out	R1700m	R1700m	C2600m	C2600m

❶ Continuous Descent Final Approach.
❷ with FAF.
❸ w/o FAF.

TAKE-OFF RWY 06L/R, 24L/R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force: RL, CL & mult. RVR req	LVP must be in Force: RL & CL	LVP must be in Force: RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

CHANGES: Minimums.

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UUEE/SVO SHEREMETYEVO

JEPPESEN

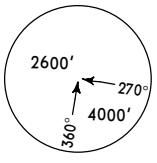
25 DEC 15 (21-1) Eff 7 Jan

MOSCOW, RUSSIA ILS Rwy 06L

BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	131.5	119.0 121.8

LOC IMR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 630′
108.1	**064°**	1391′(**771′**)	820′(**200′**)	Rwy 620′

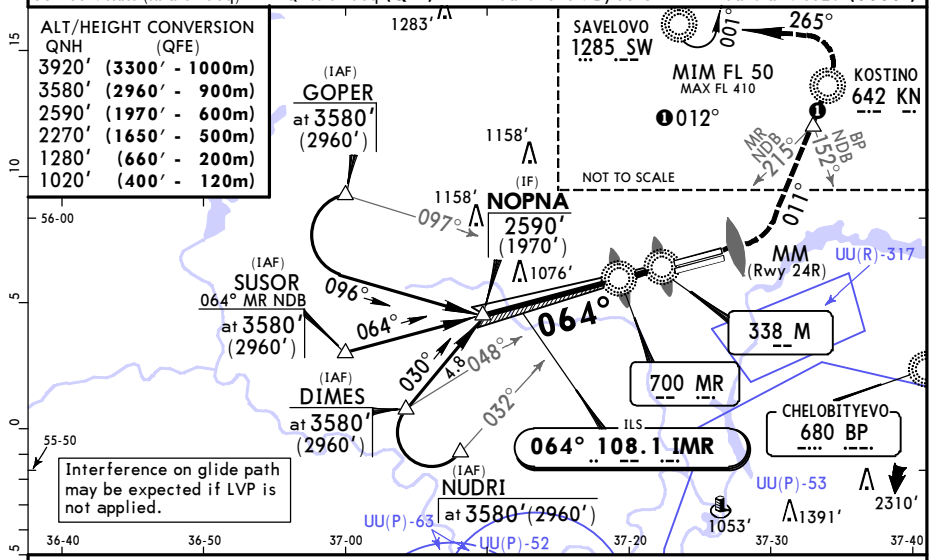


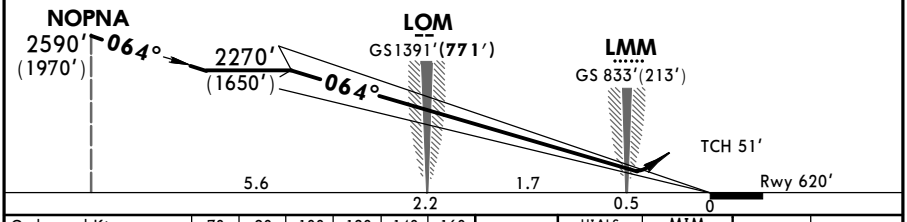
MISSED APCH: Climb on 064° to MM Rwy 24R, pass MM Rwy 24R at 1020′(400′) or above, turn LEFT onto 011° to cross 215° MR NDB/152° BP NDB at 2590′(1970′). Proceed to KN NDB climbing to 3580′(2960′), then proceed to SW NDB, or as directed.
At 1280′(660′) immediately contact Radar.

Alt Set: MM (hPa on req)	QNH on req (**QFE**)	Trans level: By ATC	Trans alt: 3920′(**3300′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(**3300′ - 1000m**)
3580′	(**2960′ - 900m**)
2590′	(**1970′ - 600m**)
2270′	(**1650′ - 500m**)
1280′	(**660′ - 200m**)
1020′	(**400′ - 120m**)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.98°	369	474	527	633	738	843

HIALS PAPI

MIM 1020′ (400′) on 064°

MM RWY 24R

PANS OPS

STRAIGHT-IN LANDING RWY **06L**

	ILS DA(H) 820′(200′) FULL	ILS DA(H) 820′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

CHANGES: Rwy designations. Bearings.

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UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 APR 16 (21-2) Eff 28 Apr

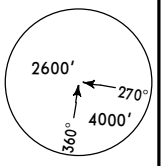
MOSCOW, RUSSIA
ILS Rwy 06R

BRIEFING STRIP

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

LOC INL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 630′
109.1	**064°**	1325′(**705′**)	820′(**200′**)	Rwy 620′

MISSED APCH: Climb on 064° to MM Rwy 24L, pass MM Rwy 24L at 1020′(400′) or above, turn RIGHT onto 078° to cross 173° BP NDB at 2590′(1970′), turn LEFT onto 318°, proceed to 211° NL NDB at 2590′(1970′), turn RIGHT onto 011° to KN NDB climbing to 3580′(2960′), then proceed to SW NDB, or as directed.
At 1280′(660′) immediately contact Radar.

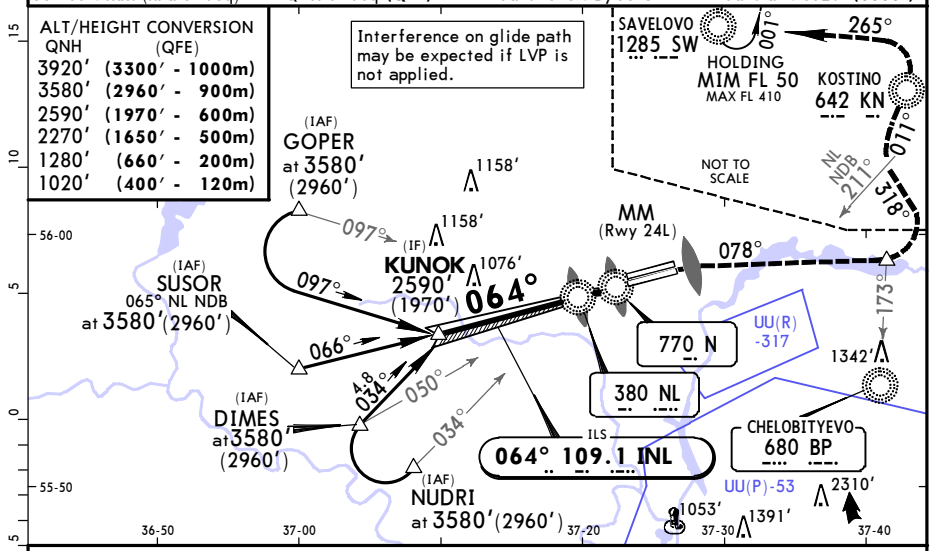


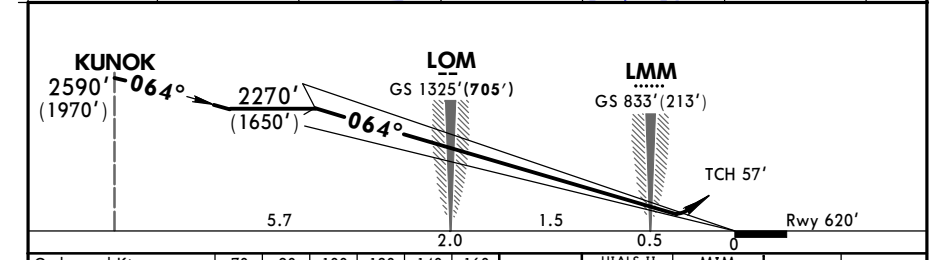
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: By ATC | Trans alt: 3920′ (**3300′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(**3300′ - 1000m**)
3580′	(**2960′ - 900m**)
2590′	(**1970′ - 600m**)
2270′	(**1650′ - 500m**)
1280′	(**660′ - 200m**)
1020′	(**400′ - 120m**)

Interference on glide path may be expected if LVP is not applied.





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.98°	369	474	527	633	738	843

HIALS-II
PAPI
MIM 1020′ (400′) on 064°
MM RWY 24L

PANS OPS

STRAIGHT-IN LANDING RWY **06R**

ILS
DA(H) 820′(**200′**)

LOC (GS out)

	FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

CHANGES: Missed appch.

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UUEE/SVO SHEREMETYEVO

JEPPESEN

15 APR 16 (21-2A) Eff 28 Apr

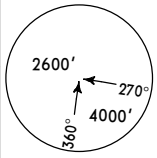
MOSCOW, RUSSIA CAT II ILS Rwy 06R

BRIEFING STRIP

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

LOC INL	Final Apch Crs	GS LOM	CAT II ILS Refer to Minimums	Apt Elev 630′ Rwy 620′
109.1	064°	1325′(705′)		

MISSED APCH: Climb on 064° to MM Rwy 24L, pass MM Rwy 24L at 1020′(400′) or above, turn RIGHT onto 078° to cross 173° BP NDB at 2590′ (1970′), turn LEFT onto 318°, proceed to 211° NL NDB at 2590′(1970′), turn RIGHT onto 011° to KN NDB climbing to 3580′(2960′), then proceed to SW NDB, or as directed.
At 1280′(660′) immediately contact Radar.

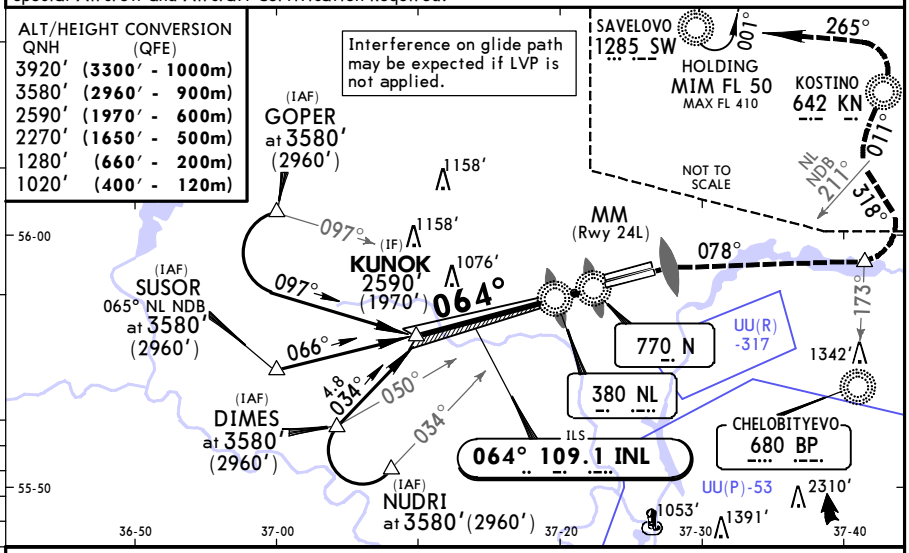


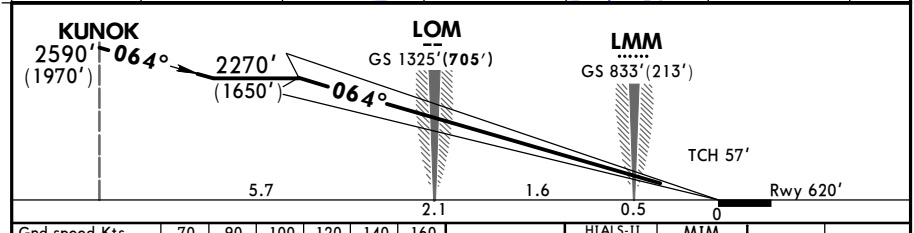
MSA
NL NDB

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3300′**)
Special Aircrew and Aircraft Certification Required.

ALT/HEIGHT CONVERSION QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)
1280′	(660′ - 200m)
1020′	(400′ - 120m)

Interference on glide path may be expected if LVP is not applied.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.98°	369	474	527	633	738	843

HIALS-II PAPI | MIM 1020′ (400′) on 064° | MM RWY 24L

PANS OPS

STRAIGHT-IN LANDING RWY **06R**
CAT II ILS

ABC	D
RA 106′	**RA 108′**
DA(H) 720′(100′)	DA(H) 722′(102′)

RVR 300m

CHANGES: Missed appch. Minimums.

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UUEE/SVO SHEREMETYEVO

JEPPESEN

4 MAR 16 (21-3)

MOSCOW, RUSSIA ILS Rwy 24L

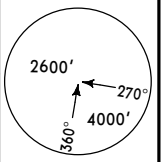
BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

LOC IBW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 630′
110.5	**244°**	1375′(**755′**)	820′(**200′**)	Rwy 620′

MISSED APCH: Climb on 244° to MM Rwy 06R at 1020′(400′) or above. Cross 159° KS NDB at 2590′(1970′), then turn LEFT onto 235° to UM NDB to pass it at altitude as directed.

At 1280′(660′) immediately contact Radar.



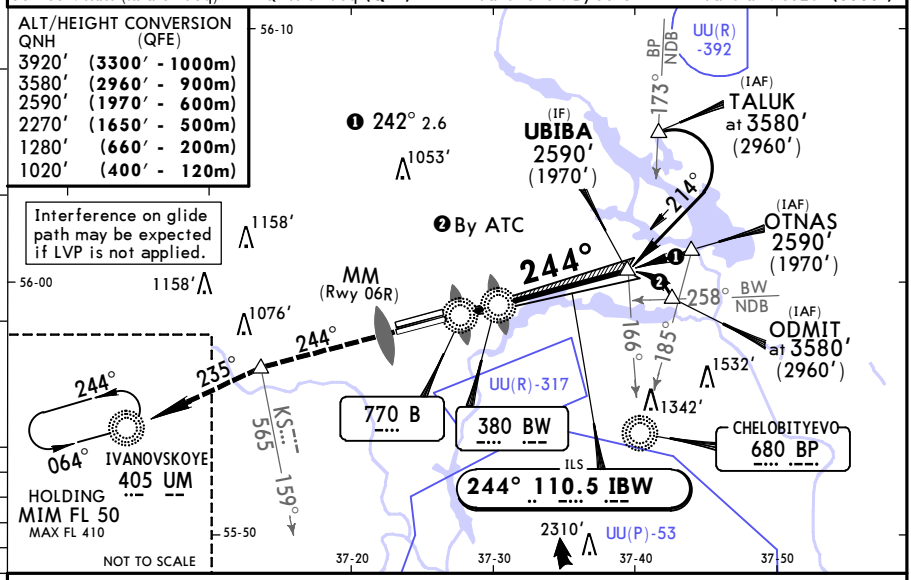
MSA
BW NDB

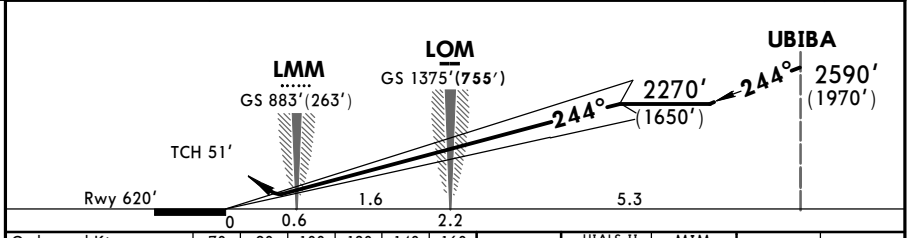
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: By ATC | Trans alt: 3920′ (**3300′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)
1280′	(660′ - 200m)
1020′	(400′ - 120m)

Interference on glide path may be expected if LVP is not applied.





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.98°	369	474	527	633	738	843

HIALS-II
PAPI

MIM 1020′ (400′) on 244°

MM RWY 06R

PANS OPS

STRAIGHT-IN LANDING RWY **24L**

	ILS DA(H) 820′(200′) FULL	ILS DA(H) 820′(200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

CHANGES: None.

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UUEE/SVO
SHEREMETYEVO

JEPPESEN
4 MAR 16 (21-3A)

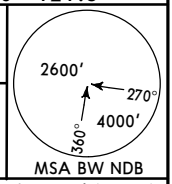
MOSCOW, RUSSIA
CAT II ILS Rwy 24L

BRIEFING STRIP

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

LOC IBW	Final Apch Crs	GS LOM	CAT II ILS RA 97′ DA(H)	Apt Elev 630′ Rwy 620′
110.5	244°	1375′(755′)	720′(100′)	

MISSED APCH: Climb on 244° to MM Rwy 06R at 1020′(400′) or above.
Cross 159° KS NDB at 2590′(1970′), then turn LEFT onto 235° to UM NDB
to pass it at altitude as directed
At 1280′(660′) immediately contact Radar.

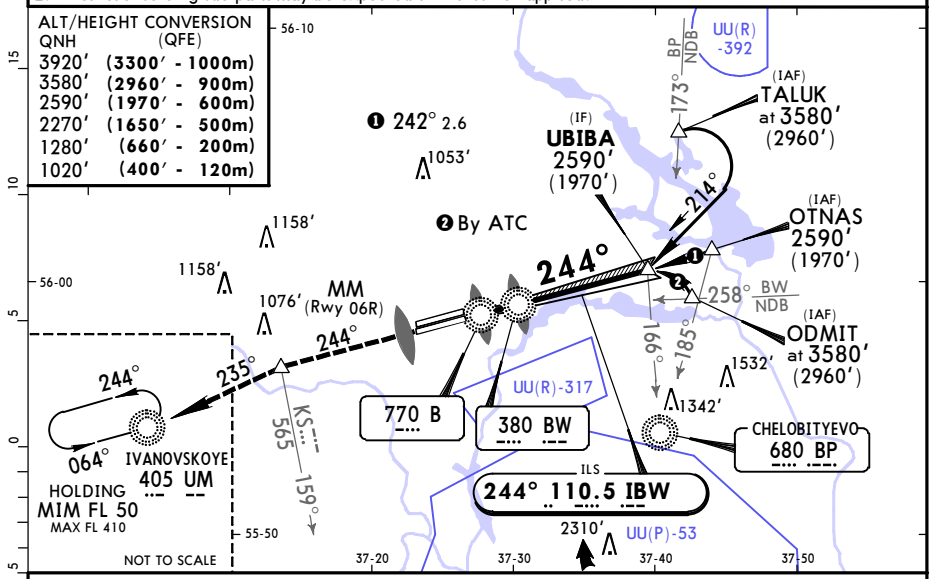


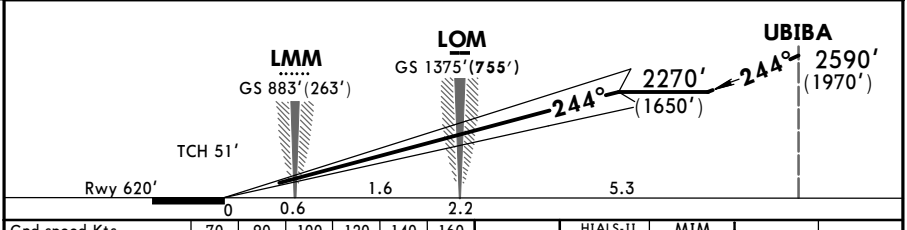
MSA BW NDB

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920′ (**3300′**)
1. Special Aircrew and Aircraft Certification Required.
2. Interference on glide path may be expected if LVP is not applied.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)
1280′	(660′ - 200m)
1020′	(400′ - 120m)





Gnd speed-Kts		70	90	100	120	140	160
GS	2.98°	369	474	527	633	738	843

HIALS-II
PAPI
MIM 1020′ (400′) on 244°
MM RWY 06R

STRAIGHT-IN LANDING RWY **24L**
CAT II ILS

RA 97′
DA(H) 720′(**100′**)

RVR 300m

PANS OPS

CHANGES: Minimums.

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UUEE/SVO
SHEREMETYEVO

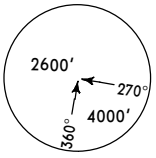
JEPPESEN
4 MAR 16 (21-4)

MOSCOW, RUSSIA
ILS Rwy 24R

BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	131.5	119.0 121.8

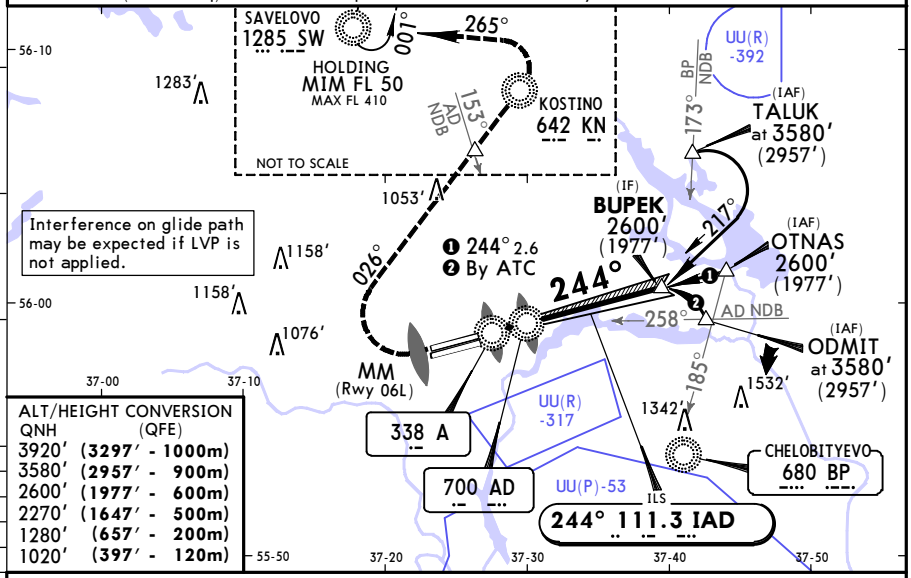
LOC IAD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 630′
111.3	244°	1329′(706′)	823′(200′)	Rwy 623′



MSA
AD NDB

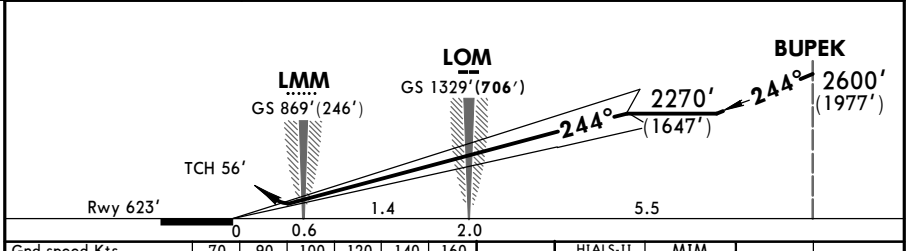
MISSED APCH: Climb on 244° to MM Rwy 06L, pass MM Rwy 06L at 1020′(397′) or above, then turn RIGHT onto 026°, proceed to 153° AD NDB climbing to 2600′(1977′), then proceed to KN NDB climbing to 3580′(2957′), then proceed to SW NDB or as directed.
At 1280′(657′) immediately contact Radar.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3920′ (3297′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3297′ - 1000m)
3580′	(2957′ - 900m)
2600′	(1977′ - 600m)
2270′	(1647′ - 500m)
1280′	(657′ - 200m)
1020′	(397′ - 120m)



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.98°	369	474	527	633	738	843

HIALS-II
PAPI
MIM 1020′ (397′) on 244°
MM RWY 06L

STRAIGHT-IN LANDING RWY 24R

	ILS DA(H) 823′(200′) FULL	ILS DA(H) 823′(200′) TDZ or CL out	ILS DA(H) 823′(200′) ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

PANS OPS

CHANGES: None.

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UUEE/SVO
SHEREMETYEVO

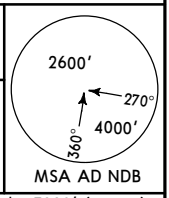
JEPPESEN
4 MAR 16 (21-4A)

MOSCOW, RUSSIA
CAT II ILS Rwy 24R

BRIEFING STRIP TM

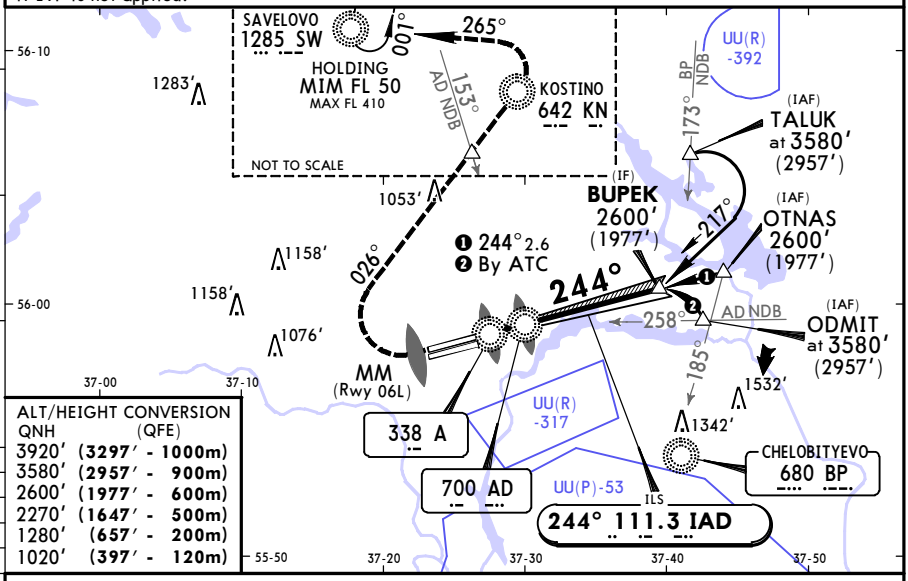
ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	131.5	119.0 121.8

LOC IAD	Final Apch Crs	GS LOM	CAT II ILS RA 103′ DA(H)	Apt Elev 630′ Rwy 623′
111.3	244°	1329′(706′)	723′(100′)	

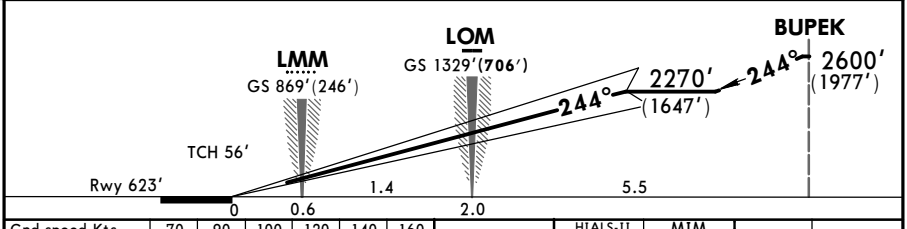


MISSED APCH: Climb on 244° to MM Rwy 06L, pass MM Rwy 06L at 1020′(397′) or above, then turn RIGHT onto 026°, proceed to 153° AD NDB climbing to 2600′(1977′), then proceed to KN NDB climbing to 3580′(2957′), then proceed to SW NDB or as directed.
At 1280′(657′) immediately contact Radar.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920′ (3297′)
1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected if LVP is not applied.



ALT/HEIGHT CONVERSION QNH (QFE)
3920′ (3297′ - 1000m)
3580′ (2957′ - 900m)
2600′ (1977′ - 600m)
2270′ (1647′ - 500m)
1280′ (657′ - 200m)
1020′ (397′ - 120m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.98°	369	474	527	633	738	843

HIALS-II
PAPI
MIM 1020′ (397′) on 244°
MM RWY 06L

STRAIGHT-IN LANDING RWY 24R
CAT II ILS

RA 103′
DA(H) 723′(100′)

RVR 300m

PANS OPS

CHANGES: Minimums.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
15 APR 16
Eff 28 Apr
22-1

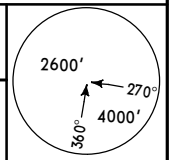
MOSCOW, RUSSIA RNAV (GNSS) Rwy 06L

BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	131.5	119.0 121.8

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 630′
	064°	EEØ72 2270′(1650′)	980′(360′)	Rwy 620′

MISSED APCH: Climb on 064° to MM Rwy 24R, pass MM Rwy 24R at 1020′(400′) or above, turn LEFT climbing to cross EE8Ø2 at 2590′(1970′). Proceed to KN NDB climbing to 3580′(2960′), then proceed to SW NDB or as directed. At 1280′(660′) immediately contact Radar.

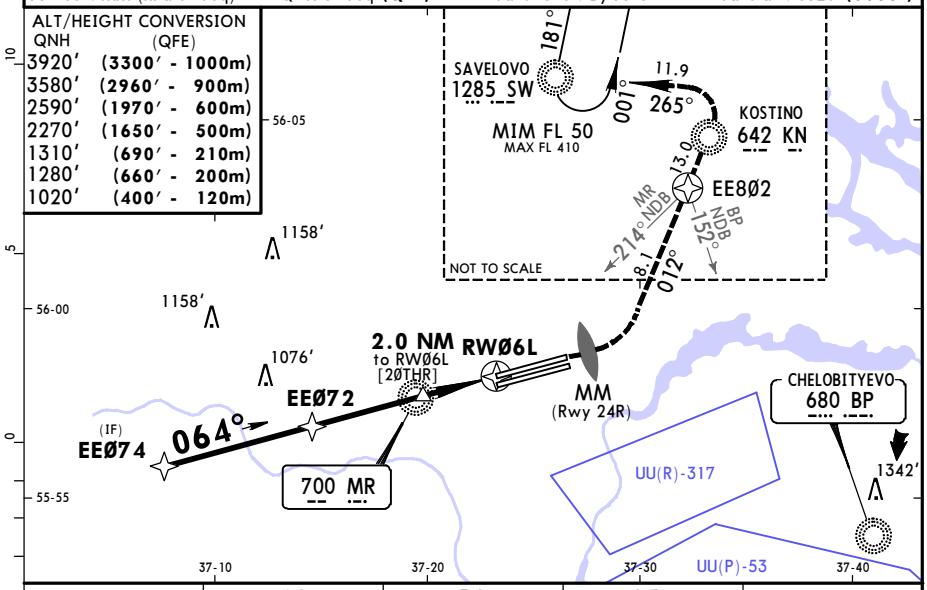


MSA MR NDB

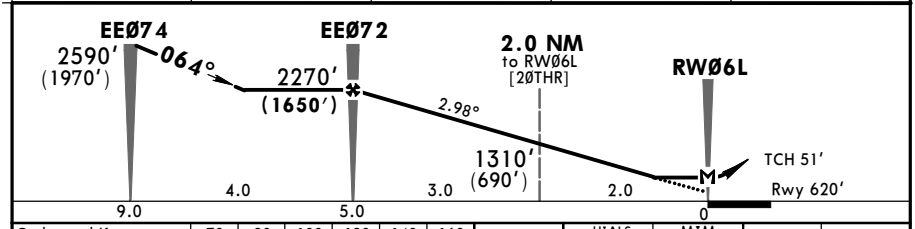
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920′(3300′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)
1310′	(690′ - 210m)
1280′	(660′ - 200m)
1020′	(400′ - 120m)



DIST to RWØ6L	4.9	3.8	2.7	1.1
ALTITUDE (HAT)	2220′(1600′)	1870′(1250′)	1530′(910′)	1020′(400′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.98°	369	474	527	633	738	843
MAP at RWØ6L						

HIALS
PAPI

MIM 1020′ (400′) on 064°

MM RWY 24R

STRAIGHT-IN LANDING RWY 06L

MDA(H) 980′(360′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Descent angle. Minimums.

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UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 APR 16
Eff 28 Apr
22-2

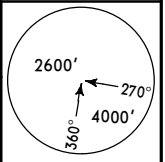
MOSCOW, RUSSIA
RNAV (GNSS) Rwy 06R

BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 630′
	064°	**EEØ71** 2270′(**1650′**)	1050′(**430′**)	Rwy 620′

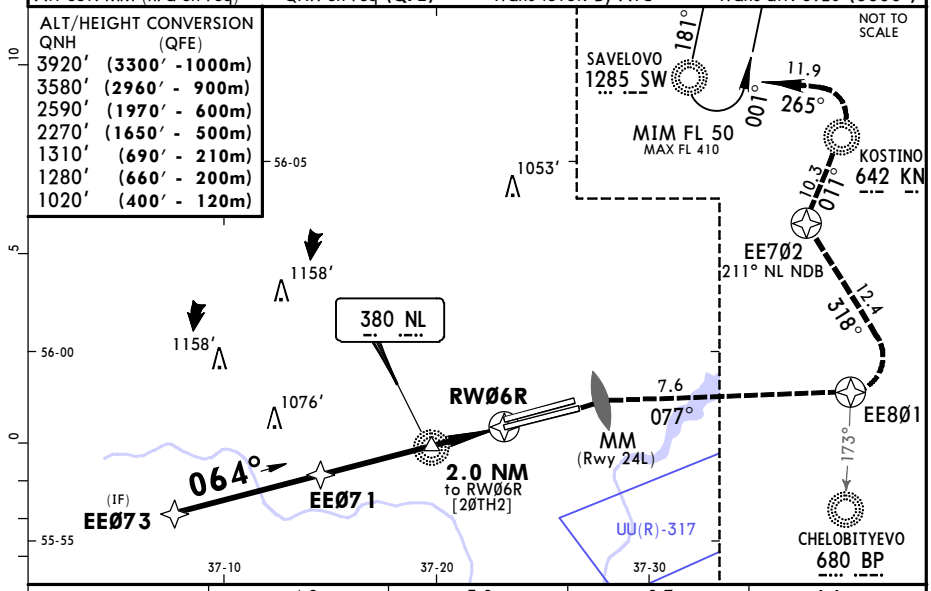
MISSED APCH: Climb on 064° to MM Rwy 24L, pass MM Rwy 24L at 1020′(400′) or above, turn RIGHT climbing to EE8Ø1 to 2590′(1970′). Turn LEFT to EE7Ø2 at 2590′(1970′), then turn RIGHT to KN NDB climbing to 3580′(2960′), then proceed to SW NDB, or as directed.
At 1280′(660′) immediately contact Radar.



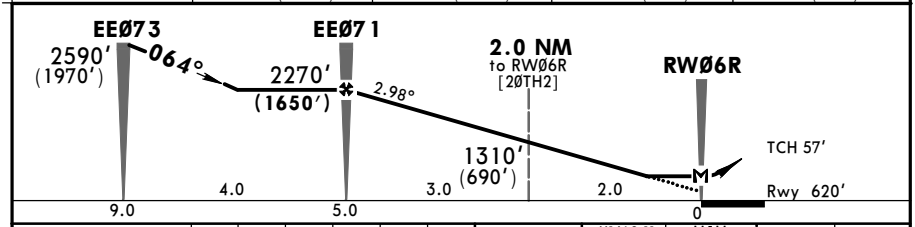
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920′(**3300′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(**3300′ -1000m**)
3580′	(**2960′ - 900m**)
2590′	(**1970′ - 600m**)
2270′	(**1650′ - 500m**)
1310′	(**690′ - 210m**)
1280′	(**660′ - 200m**)
1020′	(**400′ - 120m**)



DIST to RWØ6R	4.9	3.8	2.7	1.1
ALTITUDE (HAT)	2220′(1600′)	1870′(1250′)	1530′(910′)	1020′(400′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.98°	369	474	527	633	738	843
MAP at RWØ6R						

HIALS-II
PAPI

MIM
1020′
(400′) on 064°

MM
RWY
24L

STRAIGHT-IN LANDING RWY **06R**

MDA(H) 1050′(**430′**)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CHANGES: Missed appch. Descent angle. Minimums.

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UUEE/SVO SHEREMETYEVO

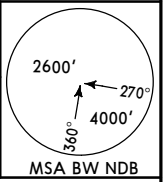
JEPPESEN
15 APR 16
Eff 28 Apr
22-3

MOSCOW, RUSSIA RNAV (GNSS) Rwy 24L

BRIEFING STRIP

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 630′
	244°	**EE251** 2270′(**1650′**)	1000′(**380′**)	Rwy 620′

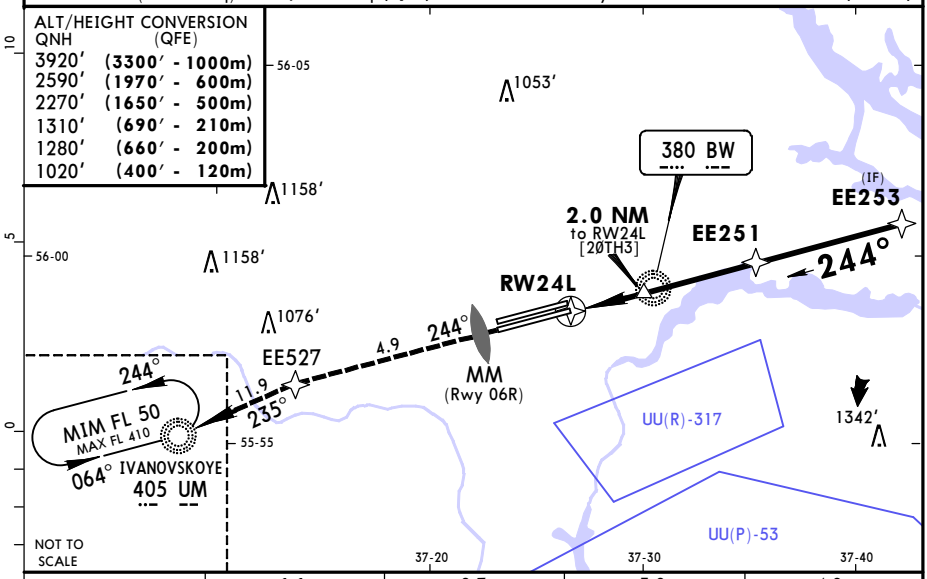


MISSED APCH: Climb on 244° to MM Rwy 06R at 1020′(400′) or above.
Cross EE527 at 2590′(1970′), then to UM NDB climbing as directed.
At 1280′(660′) immediately contact Radar.

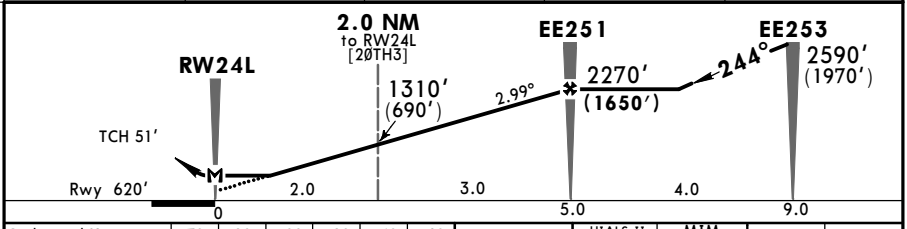
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3920′(**3300′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(**3300′ - 1000m**)
2590′	(**1970′ - 600m**)
2270′	(**1650′ - 500m**)
1310′	(**690′ - 210m**)
1280′	(**660′ - 200m**)
1020′	(**400′ - 120m**)



DIST to RW24L	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	1020′(400′)	1530′(910′)	1870′(1250′)	2220′(1600′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.99°	370	476	529	635	741	846
MAP at RW24L						

HIALS-II
PAPI
MIM 1020′ (400′) on 244°
MM RWY 06R

PANS OPS

STRAIGHT-IN LANDING RWY **24L**

MDA(H) 1000′(**380′**)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Descent angle. Minimums.

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UUEE/SVO SHEREMETYEVO

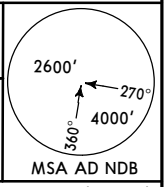
JEPPESEN
15 APR 16
Eff 28 Apr
22-4

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 24R

BRIEFING STRIP TM

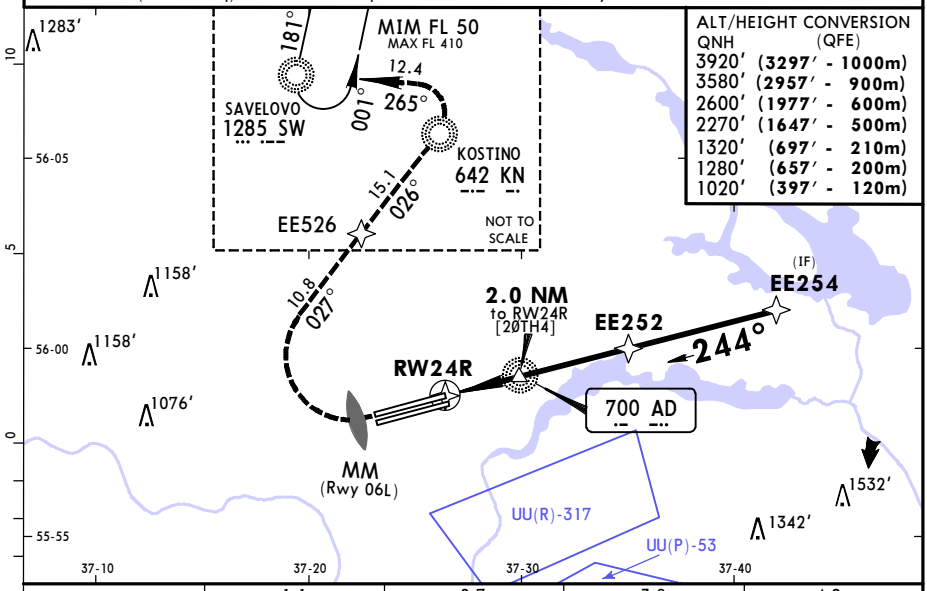
ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	131.5	119.0 121.8

RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 630′
	244°	**EE252** 2270′(1647′)	1000′(377′)	Rwy 623′



MISSED APCH: Climb on 244° to MM Rwy 06L, pass MM Rwy 06L at 1020′(397′) or above. Turn RIGHT to EE526 climbing to 2600′(1977′), then proceed to KN NDB climbing to 3580′(2957′), then proceed to SW NDB, or as directed. At 1280′(657′) immediately contact Radar.

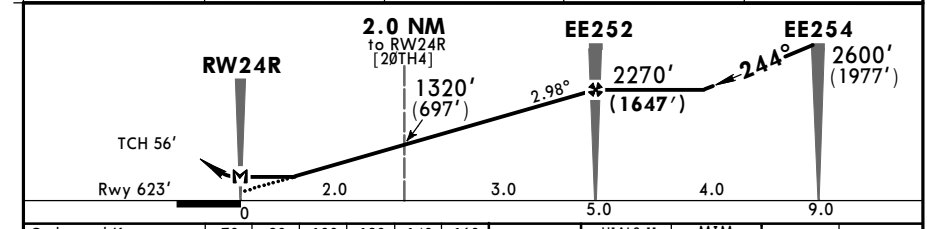
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920′(**3297′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(**3297′ - 1000m**)
3580′	(**2957′ - 900m**)
2600′	(**1977′ - 600m**)
2270′	(**1647′ - 500m**)
1320′	(**697′ - 210m**)
1280′	(**657′ - 200m**)
1020′	(**397′ - 120m**)

DIST to RW24R	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	1020′(397′)	1530′(907′)	1870′(1247′)	2220′(1597′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843
MAP at RW24R							

HIALS-II
PAPI

MIM 1020′ (397′) on 244°

MM RWY 06L

STRAIGHT-IN LANDING RWY **24R**

MDA(H) 1000′(377′)

PANS OPS

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Descent angle. Minimums.

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UUEE/SVO SHEREMETYEVO

JEPPESEN

25 DEC 15 (22-40) Eff 7 Jan

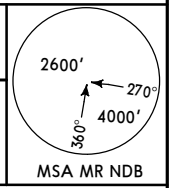
MOSCOW, RUSSIA GLS Rwy 06L

BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	131.5	119.0 121.8

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 630′
Ch 20953 G07A	**064°**	**EEØ72** 2270′(**1650′**)	820′(**200′**)	Rwy 620′

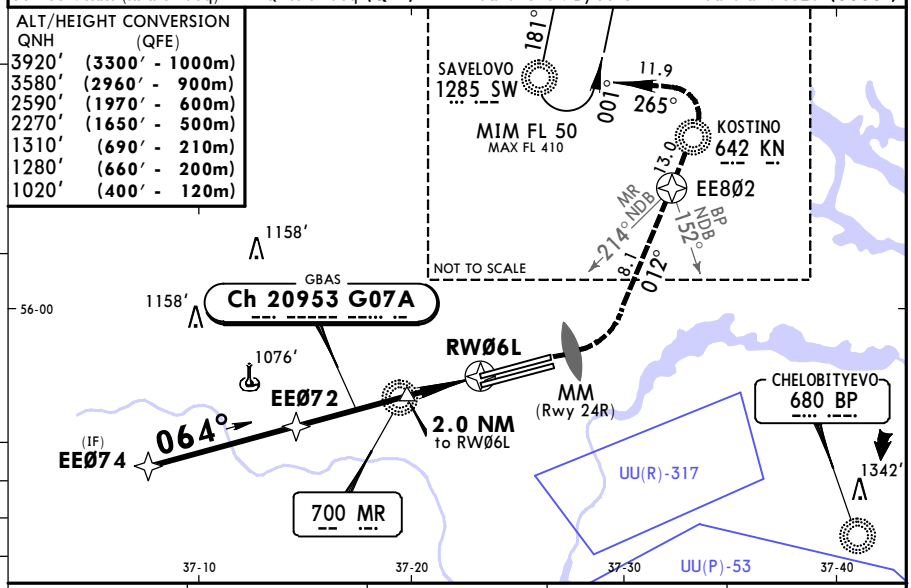
MISSED APCH: Climb on 064° to MM Rwy 24R, pass MM Rwy 24R at 1020′(400′) or above, turn LEFT climbing to cross EE8Ø2 at 2590′(1970′). Proceed to KN NDB climbing to 3580′(2960′), then proceed to SW NDB, or as directed. At 1280′(660′) immediately contact Radar.



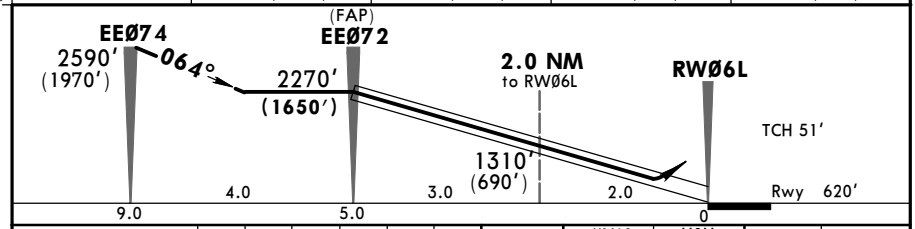
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920′(**3300′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(**3300′ - 1000m**)
3580′	(**2960′ - 900m**)
2590′	(**1970′ - 600m**)
2270′	(**1650′ - 500m**)
1310′	(**690′ - 210m**)
1280′	(**660′ - 200m**)
1020′	(**400′ - 120m**)



DIST to RWØ6L	4.9	3.8	2.7	1.1
ALTITUDE (HAT)	2220′(1600′)	1870′(1250′)	1530′(910′)	1020′(400′)



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.98°	369	474	527	633	738	843
MAP at DA						

HIALS PAPI

MIM 1020′ (400′) on 064°

MM RWY 24R

STRAIGHT-IN LANDING RWY **06L**

DA(H) 820′(**200′**)

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

PANS OPS

CHANGES: Rwy designations. Bearings.

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UUEE/SVO SHEREMETYEVO

JEPPESEN

25 DEC 15 (22-41) Eff 7 Jan

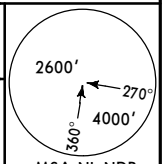
MOSCOW, RUSSIA GLS Rwy 06R

BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 630′
Ch 21415 G07B	**064°**	**EEØ71** 2270′(**1650′**)	820′(**200′**)	Rwy 620′

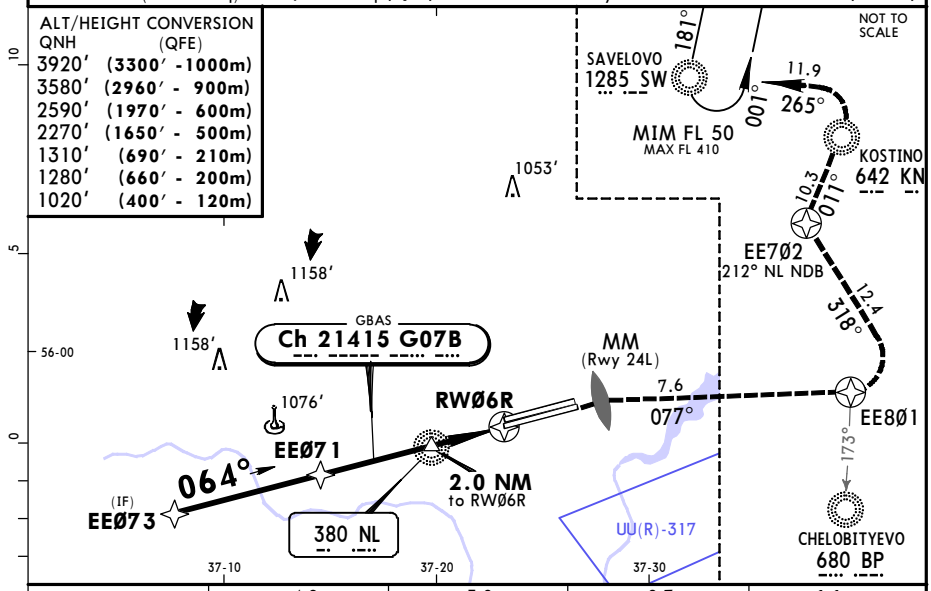
MISSED APCH: Climb on 064° to MM Rwy 24L, pass MM Rwy 24L at 1020′(400′) or above. Then turn RIGHT to EE8Ø1 climbing to 2590′(1970′), turn LEFT to EE7Ø2 at 2590′(1970′), turn RIGHT to KN NDB climbing to 3580′(2960′), then proceed to SW NDB, or as directed. At 1280′(660′) immediately contact Radar.



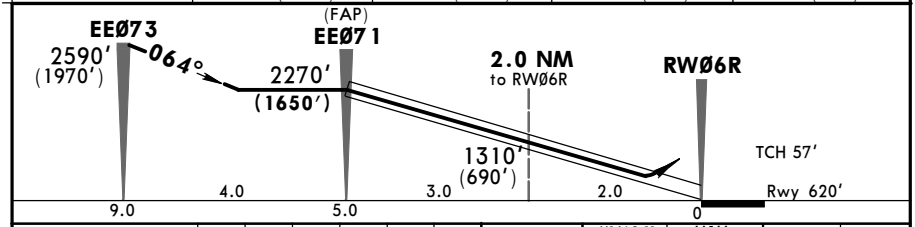
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920′(**3300′**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(**3300′ -1000m**)
3580′	(**2960′ - 900m**)
2590′	(**1970′ - 600m**)
2270′	(**1650′ - 500m**)
1310′	(**690′ - 210m**)
1280′	(**660′ - 200m**)
1020′	(**400′ - 120m**)



DIST to RWØ6R	4.9	3.8	2.7	1.1
ALTITUDE (HAT)	2220′(1600′)	1870′(1250′)	1530′(910′)	1020′(400′)



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	2.98°	369	474	527	633	738	843
MAP at DA							

HIALS-II PAPI

MIM 1020′ (400′) on 064°

MM RWY 24L

STRAIGHT-IN LANDING RWY **06R**

DA(H) 820′(**200′**)

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

PANS OPS

CHANGES: Rwy designations. Bearings.

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UUEE/SVO SHEREMETYEVO

JEPPESEN

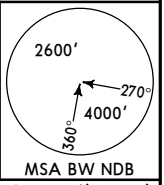
25 DEC 15 (22-42) Eff 7 Jan

MOSCOW, RUSSIA GLS Rwy 24L

BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 630'
Ch 21286 G25B	**244°**	**EE251** 2270'(**1650'**)	820'(**200'**)	Rwy 620'



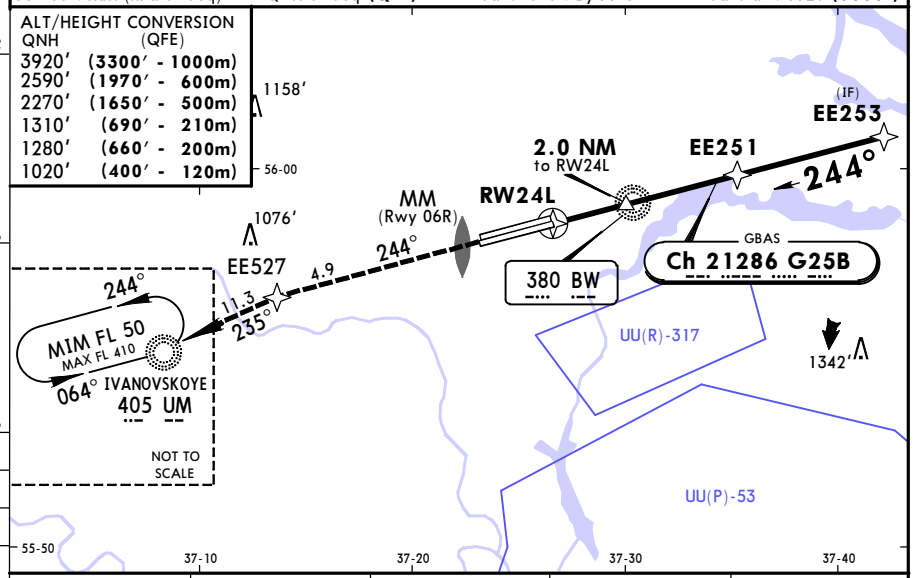
MSA BW NDB

MISSED APCH: Climb on 244° to MM Rwy 06R at 1020'(400') or above.
Cross EE527 at 2590'(1970'), then to UM NDB climbing as directed.
At 1280'(660') immediately contact Radar.

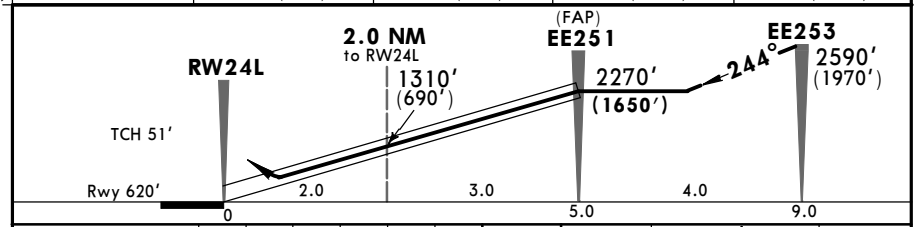
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: By ATC | Trans alt: 3920'(**3300'**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920'	(**3300'** - **1000m**)
2590'	(**1970'** - **600m**)
2270'	(**1650'** - **500m**)
1310'	(**690'** - **210m**)
1280'	(**660'** - **200m**)
1020'	(**400'** - **120m**)



DIST to RW24L	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	1020'(400')	1530'(910')	1870'(1250')	2220'(1600')



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.98°	369	474	527	633	738	843
MAP at DA						

HIALS-II
PAPI

MIM 1020' (400') on 244°

MM RWY 06R

STRAIGHT-IN LANDING RWY **24L**

DA(H) 820'(**200'**)

PANS OPS

	FULL	ALS out
A	RVR 720m VIS 800m	1200m
B		
C		
D		

CHANGES: Rwy designations. Bearings.

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UUEE/SVO SHEREMETYEVO

JEPPESEN

25 DEC 15 (22-43) Eff 7 Jan

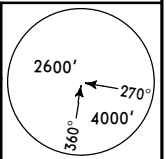
MOSCOW, RUSSIA GLS Rwy 24R

BRIEFING STRIP TM

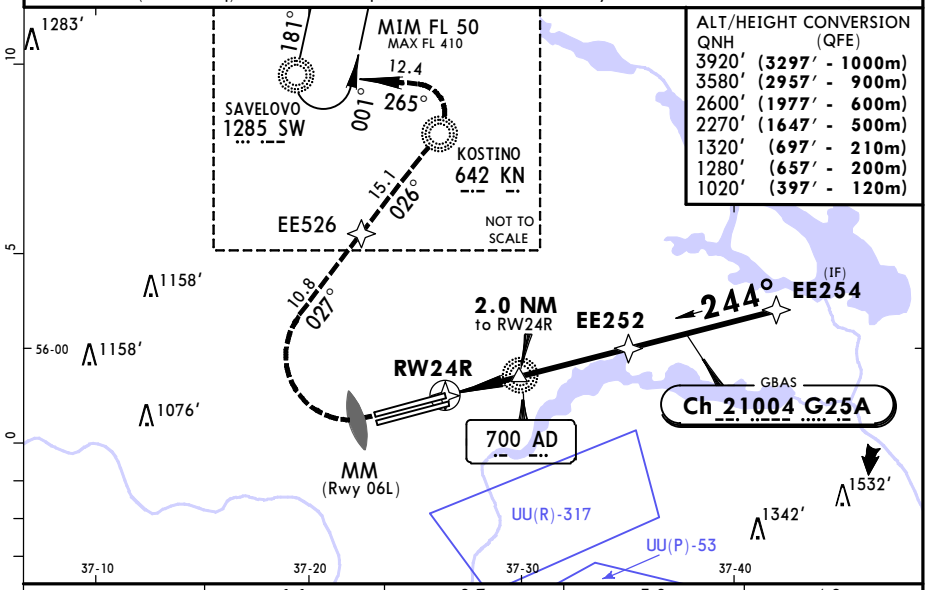
ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	131.5	119.0 121.8

GBAS	Final Apch Crs	Minimum Alt	GLS DA(H)	Apt Elev 630′
Ch 21004 G25A	**244°**	**EE252** 2270′(**1647′**)	823′(**200′**)	Rwy 623′

MISSED APCH: Climb on 244° to MM Rwy 06L, pass MM Rwy 06L at 1020′(397′) or above, then turn RIGHT to EE526 climbing to 2600′(1977′), then proceed to KN NDB climbing to 3580′(2957′), then proceed to SW NDB, or as directed. At 1280′(657′) immediately contact Radar.



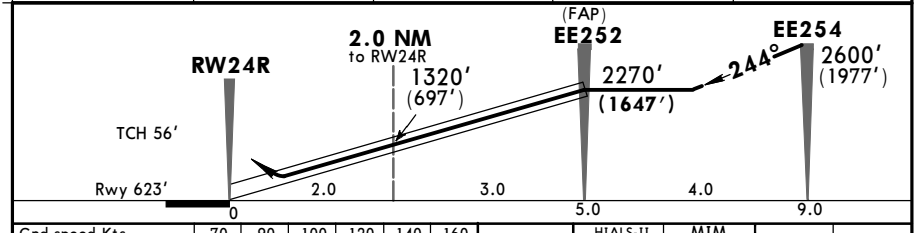
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3920′(**3297′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(**3297′ - 1000m**)
3580′	(**2957′ - 900m**)
2600′	(**1977′ - 600m**)
2270′	(**1647′ - 500m**)
1320′	(**697′ - 210m**)
1280′	(**657′ - 200m**)
1020′	(**397′ - 120m**)

DIST to RW24R	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	1020′(397′)	1530′(907′)	1870′(1247′)	2220′(1597′)



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.98°	369	474	527	633	738	843
MAP at DA						

HIALS-II PAPI

MIM 1020′ (397′) on 244°

MM RWY 06L

STRAIGHT-IN LANDING RWY **24R**

DA(H) 823′(**200′**)

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

PANS OPS

CHANGES: Rwy designations. Bearings.

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UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 APR 16
Eff 28 Apr
26-1

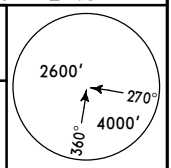
MOSCOW, RUSSIA
2 NDB or NDB Rwy 06L

BRIEFING STRIP

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	131.5	119.0 121.8

NDB MR	Final Apch Crs	Minimum Alt RADAR FIX	MDA(H) Refer to Minimums	Apt Elev 630′ Rwy 620′
700	**064°**	2270′(1650′)		

MISSED APCH: Climb on 064° to MM Rwy 24R, pass MM Rwy 24R at 1020′(400′) or above, turn LEFT onto 011° to cross 214° MR NDB/152° BP NDB at 2590′(1970′). Proceed to KN NDB climbing to 3580′(2960′), then proceed to SW NDB, or as directed.
At 1280′(660′) immediately contact Radar.

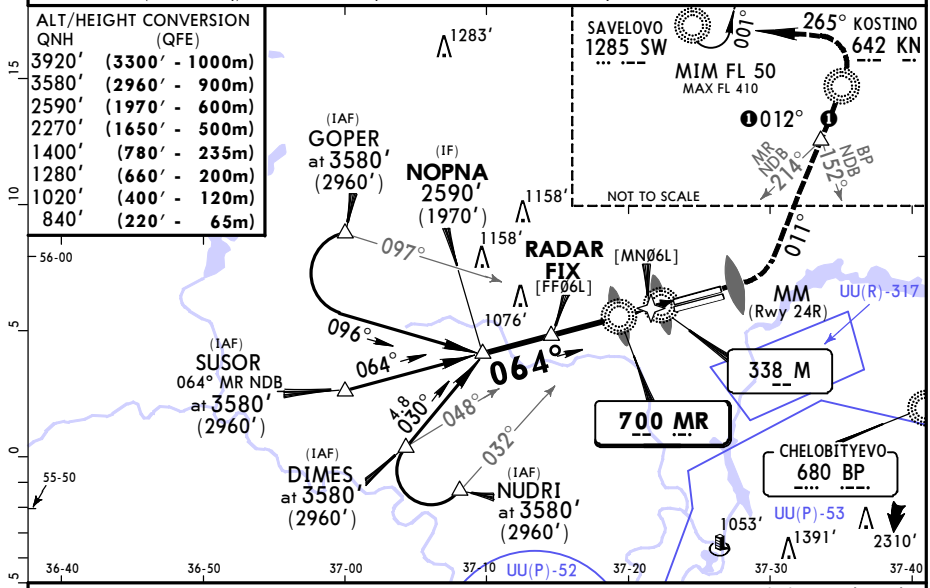


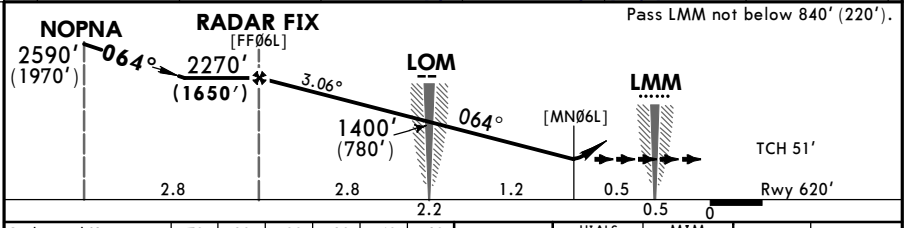
MSA
MR NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920′(3300′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)
1400′	(780′ - 235m)
1280′	(660′ - 200m)
1020′	(400′ - 120m)
840′	(220′ - 65m)





Pass LMM not below 840′ (220′).

Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.06°	379	487	541	650	758	866

HIALS
PAPI
MIM 1020′ (400′) on 064°
MM RWY 24R

STRAIGHT-IN LANDING RWY 06L

	2 NDB with FAF MDA(H) 980′(360′)		2 NDB w/o FAF MDA(H) 1390′(770′)		NDB with FAF MDA(H) AB:1100′(480′) CD:1150′(530′)		NDB w/o FAF MDA(H) AB:1100′(480′) CD:1290′(670′)	
		ALS out		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	3200m		RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m
B								
C			3200m	3600m	1900m	2700m	3200m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	4000m	2400m	2800m		

PANS OPS

CHANGES: Missed appch. Descent angle. Minimums.

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UUEE/SVO SHEREMETYEVO

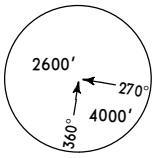
JEPPESEN
15 APR 16
Eff 28 Apr
26-2

MOSCOW, RUSSIA
2 NDB or NDB Rwy 06R

BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

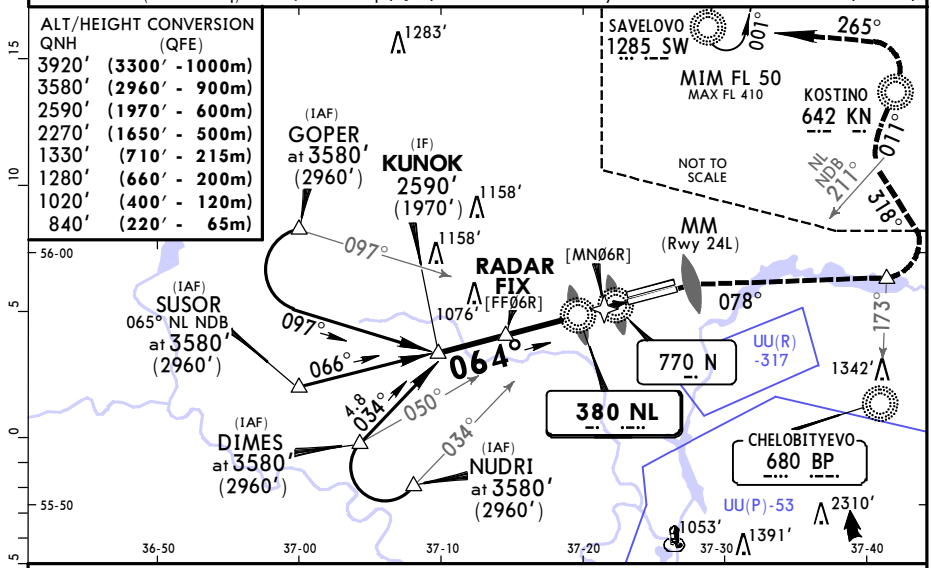
NDB NL	Final Apch Crs	Minimum Alt RADAR FIX	MDA(H) Refer to Minimums	Apt Elev 630′ Rwy 620′
380	064°	2270′(1650′)		

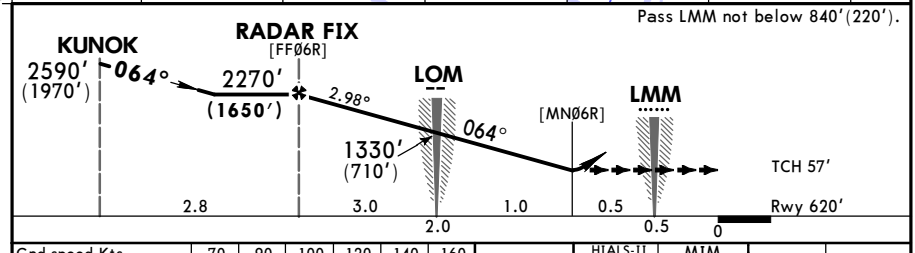


MISSED APCH: Climb on 064° to MM Rwy 24L, pass MM Rwy 24L at 1020′(400′) or above, turn RIGHT onto 078° to cross 173° BP NDB at 2590′(1970′), turn LEFT onto 318°, proceed to 211° NL NDB, turn RIGHT onto 011° to KN NDB climbing to 3580′(2960′), then proceed to SW NDB, or as directed.
At 1280′(660′) immediately contact Radar.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3920′(3300′)

ALT/HEIGHT CONVERSION QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)
1330′	(710′ - 215m)
1280′	(660′ - 200m)
1020′	(400′ - 120m)
840′	(220′ - 65m)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.98°	369	474	527	633	738	843

HIALS-II
PAPI
MIM 1020′ (400′) on 064°
MM RWY 24L

STRAIGHT-IN LANDING RWY 06R

	2 NDB with FAF MDA(H) 980′(360′)		2 NDB w/o FAF MDA(H) 1390′(770′)		NDB with FAF MDA(H) 1150′(530′)		NDB w/o FAF MDA(H) A:1150′(530′) BCD:1260′(640′)	
		ALS out		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	3200m		RVR 1800m VIS 2000m	2800m	RVR 1800m VIS 2000m	2800m
B							3200m	
C			3200m	3600m				
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	4000m	2400m			

PANS OPS

CHANGES: Missed appch. Descent angle. Minimums.

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UUEE/SVO SHEREMETYEVO

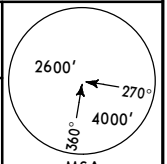
JEPPESEN
15 APR 16
Eff 28 Apr
26-3

MOSCOW, RUSSIA
2 NDB or NDB Rwy 24L

BRIEFING STRIP TM

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	120.7	119.0 121.8

NDB BW	Final Apch Crs	Minimum Alt RADAR FIX	MDA(H) Refer to Minimums	Apt Elev 630′ Rwy 620′
380	**244°**	2270′(1650′)		

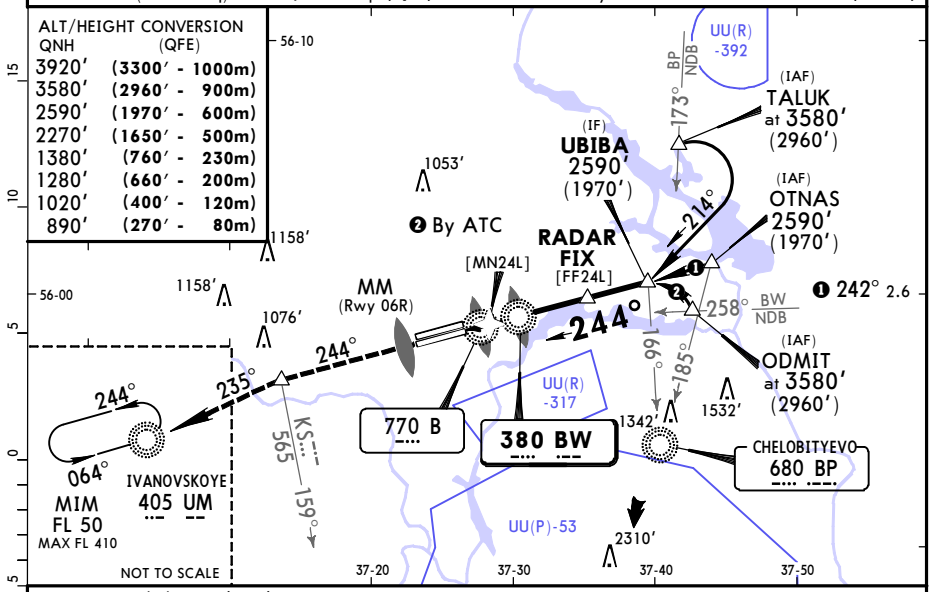


MISSED APCH: Climb on 244° to MM Rwy 06R at 1020′(400′) or above. Cross 159° KS NDB at 2590′(1970′), then turn LEFT onto 235° to UM NDB to pass it at altitude as directed.
At 1280′(660′) immediately contact Radar.

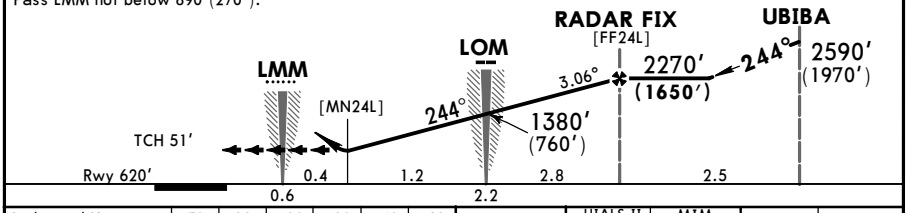
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2270′	(1650′ - 500m)
1380′	(760′ - 230m)
1280′	(660′ - 200m)
1020′	(400′ - 120m)
890′	(270′ - 80m)



Pass LMM not below 890′(270′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.06°	379	487	541	650	758	866

HIALS-II PAPI | MIM 1020′ (400′) on 244° | **MM** RWY 06R

STRAIGHT-IN LANDING RWY **24L**

	2 NDB with FAF MDA(H) 1000′(380′)		**2 NDB** w/o FAF MDA(H) 1060′(440′)		**NDB** with FAF MDA(H) AB:1000′(380′) CD:1100′(480′)		**NDB** w/o FAF MDA(H) AB:1000′(380′) CD:1140′(520′)	
		ALS out		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1400m	2200m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B								
C					1700m	2500m	1900m	2700m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m	2100m		2400m	2800m

PANS OPS

CHANGES: Descent angle. Minimums.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
15 APR 16
Eff 28 Apr
26-4

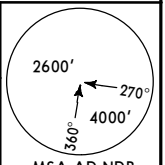
MOSCOW, RUSSIA
2 NDB or NDB Rwy 24R

BRIEFING STRIP

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.125 (Russian 126.375)	119.3	123.7
SHEREMETYEVO Radar	**SHEREMETYEVO Tower**	**Ground**
118.1	131.5	119.0 121.8

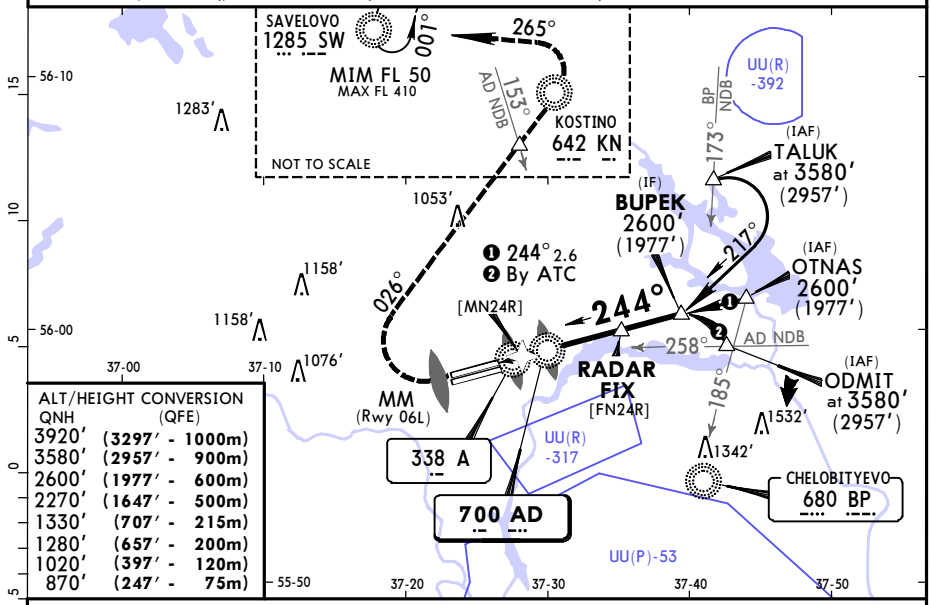
NDB AD	Final Apch Crs	Minimum Alt RADAR FIX	MDA(H) Refer to Minimums	Apt Elev 630' Rwy 623'
700	244°	2270'(1647')		

MISSED APCH: Climb on 244° to MM Rwy 06L, pass MM Rwy 06L at 1020'(397') or above, turn RIGHT onto 026° to cross 153° AD NDB at 2600'(1977'), then proceed to KN NDB climbing to 3580'(2957'), then proceed to SW NDB, or as directed. At 1280'(657') immediately contact Radar.



MSA AD NDB

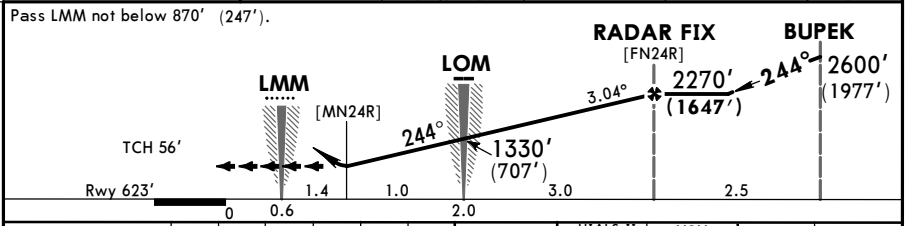
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3297')



ALT/HEIGHT CONVERSION

QNH	(QFE)
3920'	(3297' - 1000m)
3580'	(2957' - 900m)
2600'	(1977' - 600m)
2270'	(1647' - 500m)
1330'	(707' - 215m)
1280'	(657' - 200m)
1020'	(397' - 120m)
870'	(247' - 75m)

Pass LMM not below 870' (247').



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861

HIALS-II
PAPI

MIM 1020' (397') on 244°

MM RWY 06L

PANS OPS

STRAIGHT-IN LANDING RWY 24R

	2 NDB MDA(H) 1000'(377')		NDB with FAF MDA(H) AB:1000'(377') CD:1130'(507')		NDB w/o FAF MDA(H) AB:1000'(377') CD:1180'(557')	
		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B						
C			1800m	2600m	2100m	2900m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2200m		2500m	

CHANGES: Descent angle. Minimums.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MOSCOW, (SHEREMETYEVO - UUEE)				
REV	AIRPORT BRIEFING (GEN)	20-1P	10 Jun 2016	23 Jun 2016
REV	AIRPORT BRIEFING (GEN CON...	20-1P1	10 Jun 2016	23 Jun 2016
REV	TRANS & RNAV STAR DESIGNA...	20-2	10 Jun 2016	23 Jun 2016
REV	RNAV STAR & STAR DESIGNAT...	20-2A	10 Jun 2016	23 Jun 2016
DEL	BOGDANOVO 1E, LARIONOVO 1...	20-2B	10 Jun 2016	23 Jun 2016
ADD	LARIONOVO 2E & 3E TRANS	20-2B	10 Jun 2016	23 Jun 2016
DEL	GAGARIN & OKTYABRSKIY 1E,...	20-2C	10 Jun 2016	23 Jun 2016
ADD	LARIONOVO 1E, 4E & 5E TRA...	20-2C	10 Jun 2016	23 Jun 2016
ADD	OKTYABRSKIY 1E, 2E & 3E T...	20-2C1	10 Jun 2016	23 Jun 2016
ADD	OKTYABRSKIY 4E & 5E TRANS	20-2C2	10 Jun 2016	23 Jun 2016
DEL	ATRUN & NAMIN 1E & 2E TRA...	20-2D	10 Jun 2016	23 Jun 2016
ADD	SUKHOTINO 1E, 2E & 3E TRA...	20-2D	10 Jun 2016	23 Jun 2016
ADD	SUKHOTINO 4E & 5E TRANS	20-2E	10 Jun 2016	23 Jun 2016
ADD	ATRUN 1E, 2E & GAGARIN 1E...	20-2E1	10 Jun 2016	23 Jun 2016
ADD	BOGDANOVO 1E & NAMIN 1E &...	20-2E2	10 Jun 2016	23 Jun 2016
REV	NERL & TIMIG 1E TRANS	20-3U	10 Jun 2016	23 Jun 2016
REV	CHERUSTI & NOGTI 1E, 2E &...	20-3V	10 Jun 2016	23 Jun 2016
REV	VENEV 1E, 2E & 3E TRANS	20-3W	10 Jun 2016	23 Jun 2016
REV	SUGIR 1E, 2E, 3E & 4E TRA...	20-3X	10 Jun 2016	23 Jun 2016

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUEE