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Airport Information For UUEE

Terminal Charts For UUEE

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: MOSCOW RUS
ICAO/IATA: UUEE / SVO
Lat/Long: N55° 58.3', E037° 24.8'
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: 0128 Z
Sunset: 1725 Z

Runway Information

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

Runway: 24C
Length x Width: 11647 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 622 ft
Lighting: Edge, ALS, Centerline, TDZ

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

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

Communication Information

ATIS: 120.375 Non-English
ATIS: 122.075
ATIS: 125.125
ATIS: 126.375 Non-English
Sheremetyevo Tower: 131.500
Sheremetyevo Tower: 120.700
Sheremetyevo Tower: 118.700
Sheremetyevo Ground: 119.000
Sheremetyevo Ground: 121.800
Sheremetyevo Ground: 122.900 Secondary
Sheremetyevo Ramp/Taxi: 134.550 Secondary
Sheremetyevo Ramp/Taxi: 130.350
Sheremetyevo Ramp/Taxi: 123.600
Sheremetyevo Ramp/Taxi: 121.900
Sheremetyevo Clearance Delivery: 120.875
Sheremetyevo Clearance Delivery: 128.600
Moscow Approach: 129.000 Secondary
Moscow Approach: 124.400 Secondary
Sheremetyevo Approach: 123.700 At or below 33558432 ft
Moscow Approach: 119.450 Secondary
Sheremetyevo Approach: 119.300 At or below 1480 ft
Sheremetyevo Radar: 118.100
Sheremetyevo Transit Operations: 130.350 Secondary Non-English
Sheremetyevo Transit Operations: 130.650 Non-English
Sheremetyevo Cargo 2 Operations: 134.550 Non-English
Sheremetyevo Radar: 126.600

UUEE/SVO
SHEREMETYEVO

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20-1P

Eff 3 Jan

MOSCOW, RUSSIA
AIRPORT BRIEFING**1. GENERAL****1.1. ATIS**

ATIS (RWY 06C/24C and 06R/24L)	125.125
	126.375 (Russian)
ATIS-3 (RWY 06L/24R)	122.075
	120.375 (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**

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

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

When RVR is less than 550m:

- RWY guard lights are illuminated on TWY 12, 13, 14, A2, A3, A4, A5, A6, A7 and A8.
- Taxiing along TWYs 16, 17 and 20 shall be executed only after Follow-me car.
- TWY 6 for towing only.

When RVR is less than 300m:

- After landing, ACFT shall be met by Follow-me car on TWY 1 or 11 (RWY 24C) or on TWY 15 or A9 (RWY 06R).
- ACFT movement only after Follow-me car.
- There shall not be more than one taxiing ACFT simultaneously on the maneuvering area.
- Taxiing along TWYs 2, 3, 4, 12, 13, 14, A2, A3, A4, A5, A6, A7 and A8 is prohibited.

1.3.2. ARRIVAL

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

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

- **For Terminals A, B, C apron:**
RWY 06R, TWY 15, TWY 5, MAIN TWY 1, TWY (7, 10, 16, 17, 18, 19, 20), stand.
RWY 24C, TWY 1, MAIN TWY 1, TWY (7, 10, 16, 17, 18, 19, 20), stand.
- **For Terminal D apron:**
RWY 06R, TWY A9, MAIN TWY A, TWY (S1, S2, S3), stand.
RWY 24C, TWY 11, TWY A1, MAIN TWY A, TWY (S1, S2, S3), stand.
- **For Terminals E, F apron:**
RWY 06R, TWY A9, MAIN TWY A, TWY (S4, S5, S6, S7, S8, S9, S11, S12), stand.
RWY 24C, TWY 11, TWY A1, MAIN TWY A, TWY (S4, S5, S6, S7, S8, S9, S11, S12), stand.

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MOSCOW, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.3.3. START-UP AND 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 car only.

The following standard taxi routes are established for departing ACFT:

- **For Terminal A, B, C apron:**

Stand, TWY (7, 10, 16, 17, 18, 19, 20), MAIN TWY 1, TWY 1, RWY 06C.

Stand, TWY (7, 10, 16, 17, 18, 19, 20), MAIN TWY 1, TWY 1, TWY 11, RWY 06R.

Stand, TWY (7, 10, 16, 17, 18, 19, 20), MAIN TWY 1, TWY 5, TWY 15, RWY 24L.

Stand, TWY (7, 10, 16, 17, 18, 19, 20), MAIN TWY 1, TWY 5, RWY 24C.

- **For Terminal D apron:**

Stand, TWY (S1, S2, S3), MAIN TWY A, TWY A1, TWY 11, RWY 06C.

Stand, TWY (S1, S2, S3), MAIN TWY A, TWY A1, RWY 06R.

Stand, TWY (S1, S2, S3, S13), MAIN TWY A, TWY A9, RWY 24L.

Stand, TWY (S1, S2, S3, S13), MAIN TWY A, TWY A9, TWY 15, RWY 24C.

- **For Terminal E, F apron:**

Stand, TWY (S4, S5, S6, S7, S8, S9, S11, S12), MAIN TWY A, TWY A1, TWY 11, RWY 06C.

Stand, TWY (S4, S5, S6, S7, S8, S9, S11, S12), MAIN TWY A, TWY A1, RWY 06R.

Stand, TWY (S4, S5, S6, S7, S8, S9, S10, S11, S12, S13), MAIN TWY A, TWY A9, RWY 24L.

Stand, TWY (S4, S5, S6, S7, S8, S9, S10, S11, S12, S13), MAIN TWY A, TWY A9, TWY 15, RWY 24C.

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 A9 without TWR clearance.

1.4. TAXI PROCEDURES

Transfer of control limits between SHEREMETYEVO Apron 3 and SHEREMETYEVO Ground 1 are located at the junctions of Terminal B and MAIN TWY 1 and are designated as R8 (on the western part) and R10 (on the eastern part).

It is prohibited to occupy the MAIN TWY without permission of GND controller.

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

Taxiing along the apron taxi guideline in front of stands 191 thru 203 MAX wing-span 126'/38.55m.

MAX wingspan 213'/64.8m between stands 66 and 68.

Taxi routes B3 thru B5 are established for taxiing onto/from stands 124 thru 131, these taxi routes are marked.

Taxi routes B3 and B5 are available for ACFT with MAX wingspan 118'/36m.

Taxi route between Terminal D stand 33 and Terminal E stand 34A MAX wingspan 213'/65m.

7'/2m distance between taxiing ACFT and marking of routes for special motor transport is not maintained on Terminal B, 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.

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MOSCOW, RUSSIA
AIRPORT BRIEFING

1. GENERAL

Taxiing of B747-8 ACFT is permitted:

- Without weight limitation along MAIN TWY 1, MAIN TWY A, TWYs 1 thru 5, 7, 11 thru 15, 18 thru 20, A1, A2, A5, A8, A9, S5 thru S7 and RWY (from TWYs 2, 12, A2, 3, 13, A5, 4, 14, A8 with turn at RWY threshold for take-off. Time of RWY occupation shall not be more than 5 minutes).

Taxiing of B747-8 and A380 ACFT allowed on MAIN TWY 1, MAIN TWY A (from TWY A9 to TWY S13) and TWY S13 strictly along centerline at reduced speed with flight crews increased caution.

1.5. PARKING INFORMATION

When parking on stands 12-41 and 46-60 needs to be carried out by towing. Taxiing to the intersection of taxi route and stand safety area shall be executed under own engine-power. ACFT shall stop after receiving instruction from the specialist coordinating ACFT ground movement upon arrival. If the specialist is not present, pilot must stop and report to SHEREMETYEVO Apron 1 or Apron 2. After that parking shall be executed by towing.

Apron of Terminal A:

- Taxiing to the apron shall be executed via TWY 20, then under own engine-power after Follow-me car onto stands 85A and 85C thru 85Z.
- Taxiing of ACFT from stands 85A and 85C thru 85Z and out of HANGAR 2 to de-icing and start-up positions shall be executed by towing.

Terminal D stands 12 thru 33, Terminal E stands 34 thru 41 and Terminal F stands 46 thru 60 equipped with visual docking guidance system SAFEDOCK.

When docking guidance system is inoperative, pilot must stop and inform SHEREMETYEVO Apron 1 or Apron 2 or Apron 3 about it. In case of system failure, taxiing shall be carried out by the signals of marshaller escorting the ACFT.

Terminal F stands 68 thru 72 stands by towing.

Enter stands 73B, 86 thru 88, 88B, 89, 89B, 90, 156 thru 158, 183 and 191 thru 204F by towing.

Stands 89C and 89D available for helicopters.

Exit stands 86 thru 90A, 105 thru 131, 158A, 162 thru 190 by towing.

Exit stands 93 thru 97 and 159 thru 162A by push-back.

Terminal E stands 42 thru 45 and Terminal F stands 61 thru 73B available for de-icing.

Enter stand 59 after Follow-me car.

Taxiing of B747-8/8F ACFT to the aprons shall be carried out via TWY S5, S6, S7, then via L1, F3 routes to the relevant ACFT stands. Exit from the aprons shall be carried out in reverse order.

Taxiing of A-380 ACFT to stand 48A shall be carried out after the Follow-me car via TWY S5 to the stop at junction of the apron taxi guideline and the taxi guideline into the mentioned stand.

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Eff 28 Feb

MOSCOW, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.6. OTHER INFORMATION

Birds in vicinity of APT.

1.6.1. PECULIARITIES OF TWO-RWY-SYSTEM

1. One RWY shall be used for departures, the other one for approaches or for departures.
2. Both RWYs shall be used both for departures and approaches.
3. Simultaneous dependent parallel approaches, phrase "Simultaneous dependent instrument approaches in progress" and information about approaches executed to both RWYs are broadcasted via ATIS.
4. Simultaneous independent parallel approaches, phrase "Simultaneous independent instrument approaches in progress" and information about approaches executed to both RWYs including information about ILS LOC frequencies of the relevant RWY are broadcasted via ATIS.
5. Independent departures phrase "Simultaneous independent departures in progress" is broadcasted via ATIS, in which case RWY can be used only for departures or RWY 06L/24R can be used only for departures and RWY 06C/24C can be used both for approaches as well as for departures and vice versa (semi-mixed operations), or RWY 06C/24C (RWY 06R/24L) and RWY 06L/24R can be used both for approaches as well as for departures (mixed operations).

When executing segregated parallel operations, ILS, GLS precision approaches as well as visual approach can be executed.

Re-alignment of the ACFT carrying out the instrument approach for landing on the parallel RWY shall be executed before ACFT GS interception. Visual maneuver is allowed up to a distance of 3.8NM/7km from the THR and shall be carried out under VFR.

The flight crew is permitted (also by ATC controller recommendation) to take a decision to execute a visual approach being on final. In this case re-alignment shall be executed up to a distance of 3.8NM/7km from the THR.

In case of a missed approach, a pilot shall climb straight ahead to 1970'/600m without reporting to TWR controller. Then change to IFR flight, report the missed approach to TWR controller, then follow the controller's instructions.

1.6.2. PECULARITIES OF INTRODUCTION OF THE PROCEDURE OF REDUCTION OF DECLARED DISTANCES ON RWY

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

- RWY 24L, RWY 24C: via TWY A1 - TWY 11 - TWY 1;
- RWY 06C, RWY 06R: via TWY A9 - TWY 15 - TWY 5.

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

Conditions:

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

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1. GENERAL

The procedures are not applied:

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

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

For take-off:

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

For landing:

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

2. ARRIVAL

2.1. 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.

2.2. CAT II/III OPERATIONS

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

2.3. REDUCED RADIO COMMUNICATION

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

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AIRPORT BRIEFING

2. ARRIVAL

2.4. RWY OPERATIONS**2.4.1. MINIMUM RWY OCCUPANCY TIME**

The flight crew shall plan the vacate 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 TWR controller before passing FAP/FAF.

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

2.4.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

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

- VIS 5km or above, ceil 1000' AAL or above;
- Tailwind component shall not exceed 3m/sec;
- Measured friction coefficient is 0.36 or above.

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

Landing clearance can be issued to the flight crew of the succeeding ACFT when there is a reasonable confidence that at the moment of crossing the RWY THR:

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

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

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

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

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

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MOSCOW, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. DE-ICING

Terminal B de-icing pads E1 and E3 available for ACFT with MAX wingspan 118'/36m, de-icing pad E2 for MAX wingspan 213'/65m.

Terminal E and F start-up point A, B, D and G available for de-icing of ACFT with MAX wingspan 131'/40m.

Terminal E and F start-up points B1, B2, G2, Q and Q1 available for de-icing of ACFT with MAX wingspan 213'/64.8m.

Terminal E and F de-icing pads E and F MAX wingspan 224'/68.4m.

De-icing pad associated with stands 73 and 73B between TWY S9 and S11 MAX wingspan 213'/64.8m and MAX length 242'/73.9m.

Terminal E and F de-icing pad K MAX wingspan 262'/79.8m.

T-shaped ACFT stop sign marked on B2 and Q1 for de-icing of ACFT with running engines.

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

3.2.1. START-UP

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

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

The request must include call sign, destination APT, ACFT stand number and the code letter of the latest ATIS information.

The received clearance must be acknowledged by the following information:

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

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

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

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

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

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

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

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

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

In case of take-off of medium and light ACFT categories from TWY 2, 12, 4, 14, A2 and A8 after heavy ACFT, 2 minutes separation minimum is applied due to wake turbulence. In case of take-off from TWY 3, 13 and A5, the separation minimum is 3 minutes.

If the flight crew considers it is necessary to increase the separation interval, then this shall be reported to TWR controller.

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Eff 6 Dec

MOSCOW, RUSSIA
AIRPORT BRIEFING

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.

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

For example:

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

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

Assigned by ATC follow TWYs S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11 and S12 via MAIN TWY A:

Route A1 - to holding position on TWY A1;

Route A2 - to holding position on TWY A2;

Route A5 - to holding position on TWY A5;

Route A8 - to holding position on TWY A8;

Route S13 - to holding position on TWY S13;

Route A9 - to holding position on TWY A9;

Route CAT II - to holding position on MAIN TWY A indicated by "24 CAT II" sign;

Route CAT IIIA - to holding position on MAIN TWY A indicated by "06 CAT III" sign.

3.3. NOISE ABATEMENT PROCEDURES

TAKE-OFF AND CLIMBING PHASE

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

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

Restrictions

Changing of flight direction after take-off is permitted only after reaching 1030'(400') and passing back course MKR, then the flight crew must strictly maintain the published procedures.

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 is applied (ICAO Doc 8168 Volume I, Part I, Section 7, Chapter 3).

Initiate not below 1420'(790').

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MOSCOW, RUSSIA
AIRPORT BRIEFING**3. DEPARTURE****3.4. RWY 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 TWR controller.

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

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

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

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

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

If the flight crew is ready for take-off not from the RWY beginning (from intersection of TWY 2, 12, A2, 3, 13, A5, 4, 14, A8 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 ACFT occupation of the RWY, the flight crew shall provide commencement of ACFT movement for take-off within 10 seconds after obtaining clearance.

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

3.4.2. MINIMUM REDUCED SEPARATION ON THE SAME RWY

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

- VIS 5km or above, Ceil 1000' AAL or above;
- Tailwind component shall not exceed 3m/sec;
- Measured friction coefficient is 0.36 or above.

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

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

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

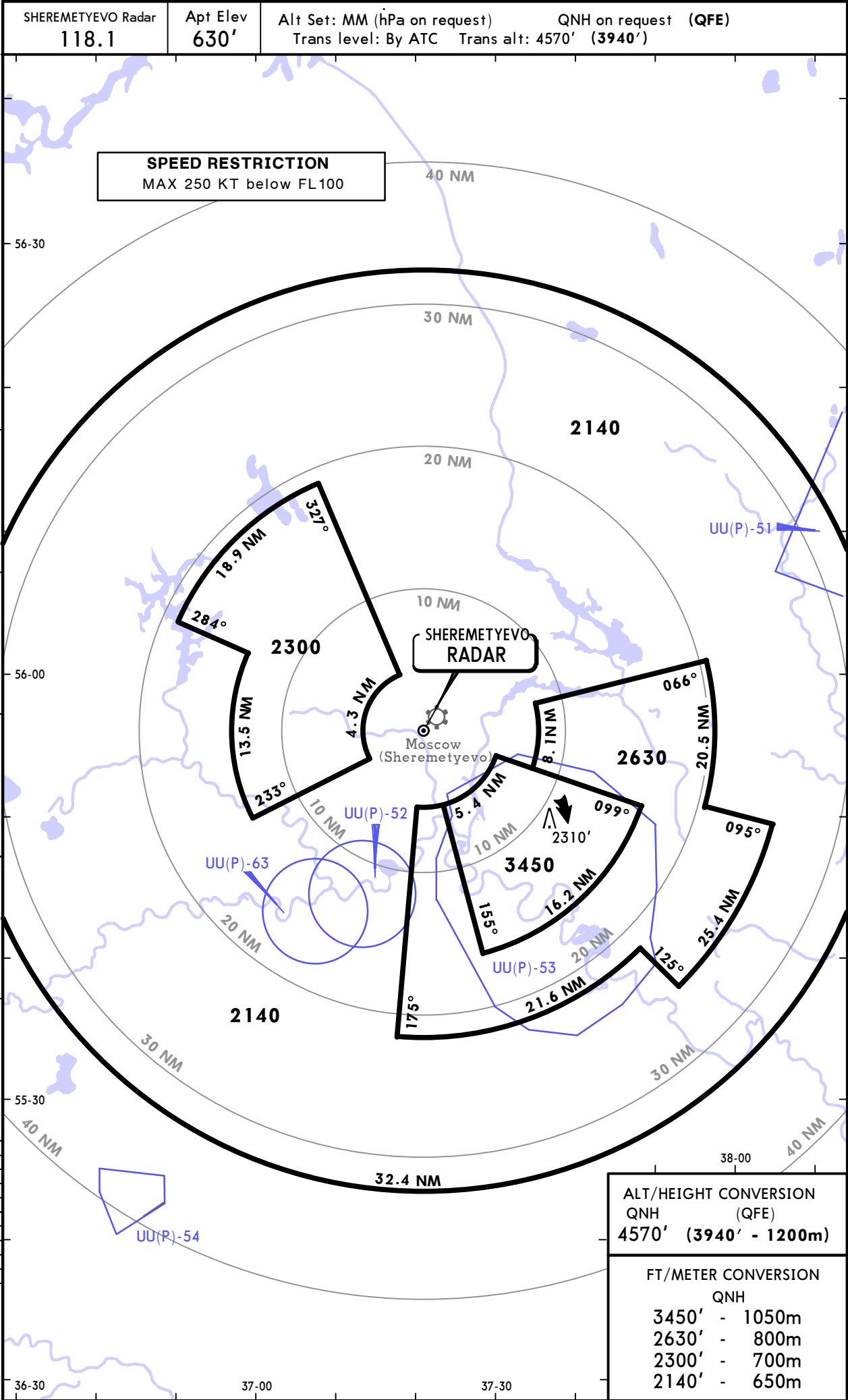
"AFL 1702, initially climb to height 2953'/900m, be informed preceding traffic (ACFT type), RWY 24L, cleared for take-off".

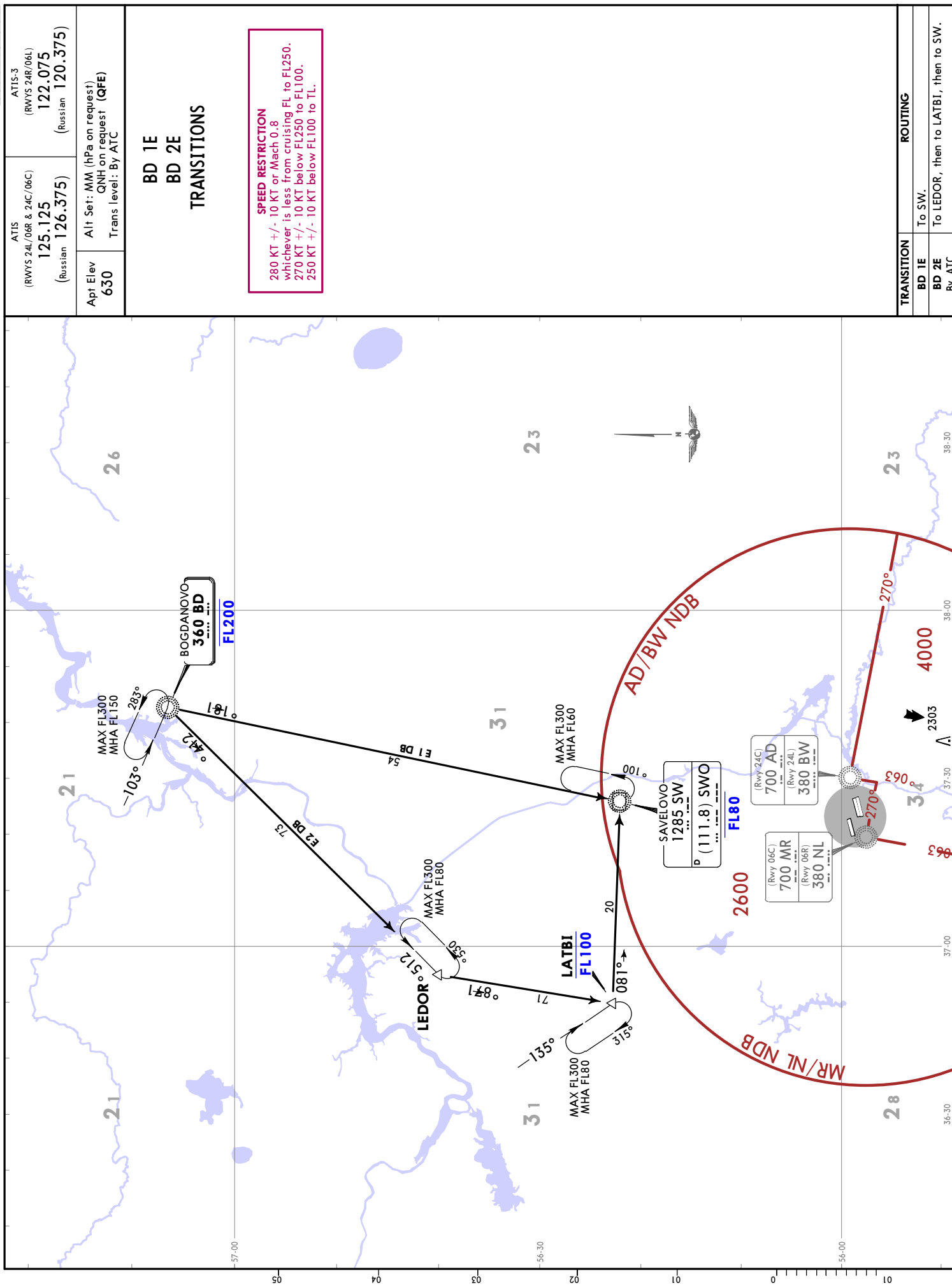
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
14 JUL 17 (20-1R)

MOSCOW, RUSSIA

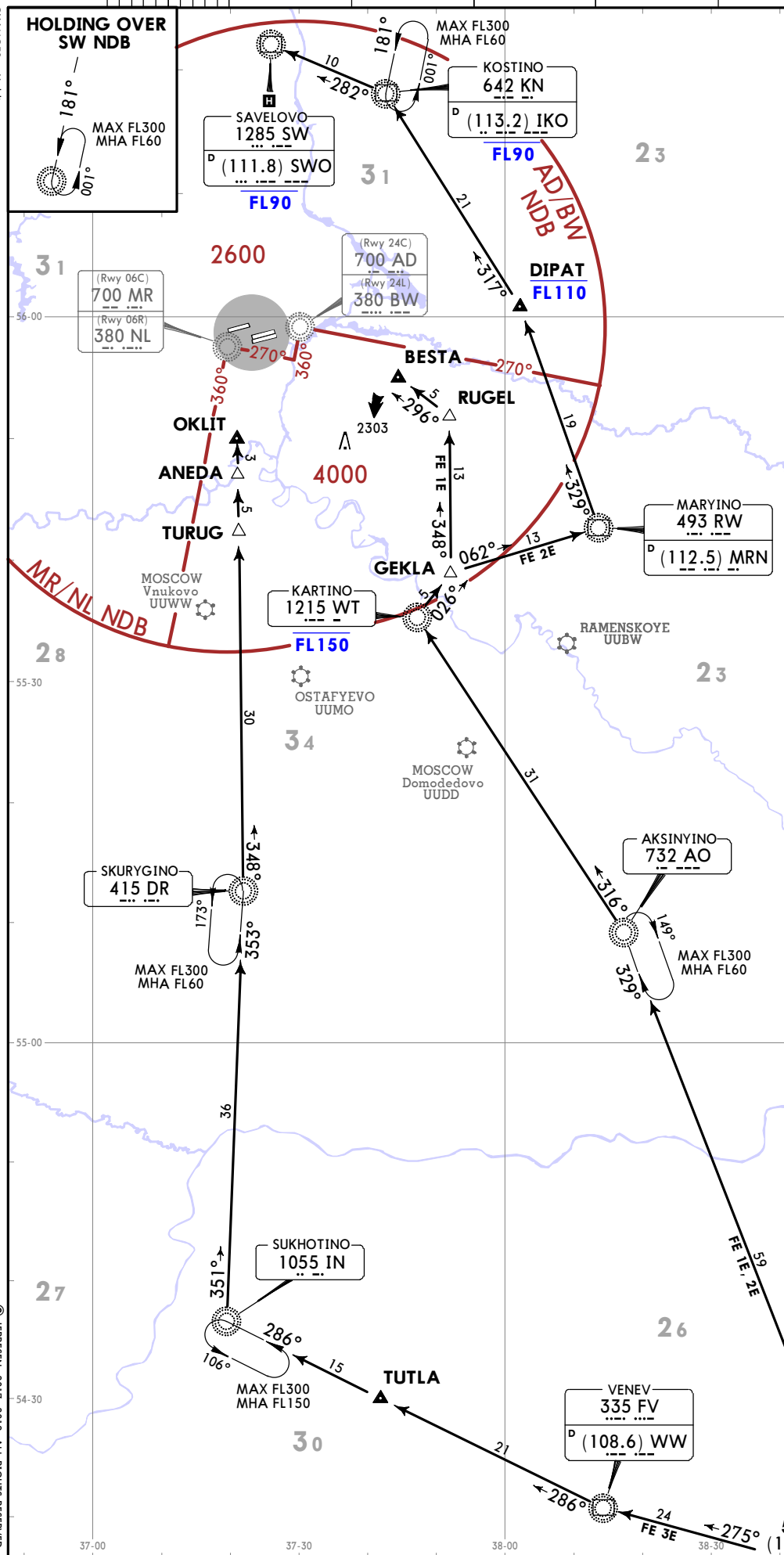
Eff 20 Jul RADAR MINIMUM ALTITUDES





CHANGES: Holdings.

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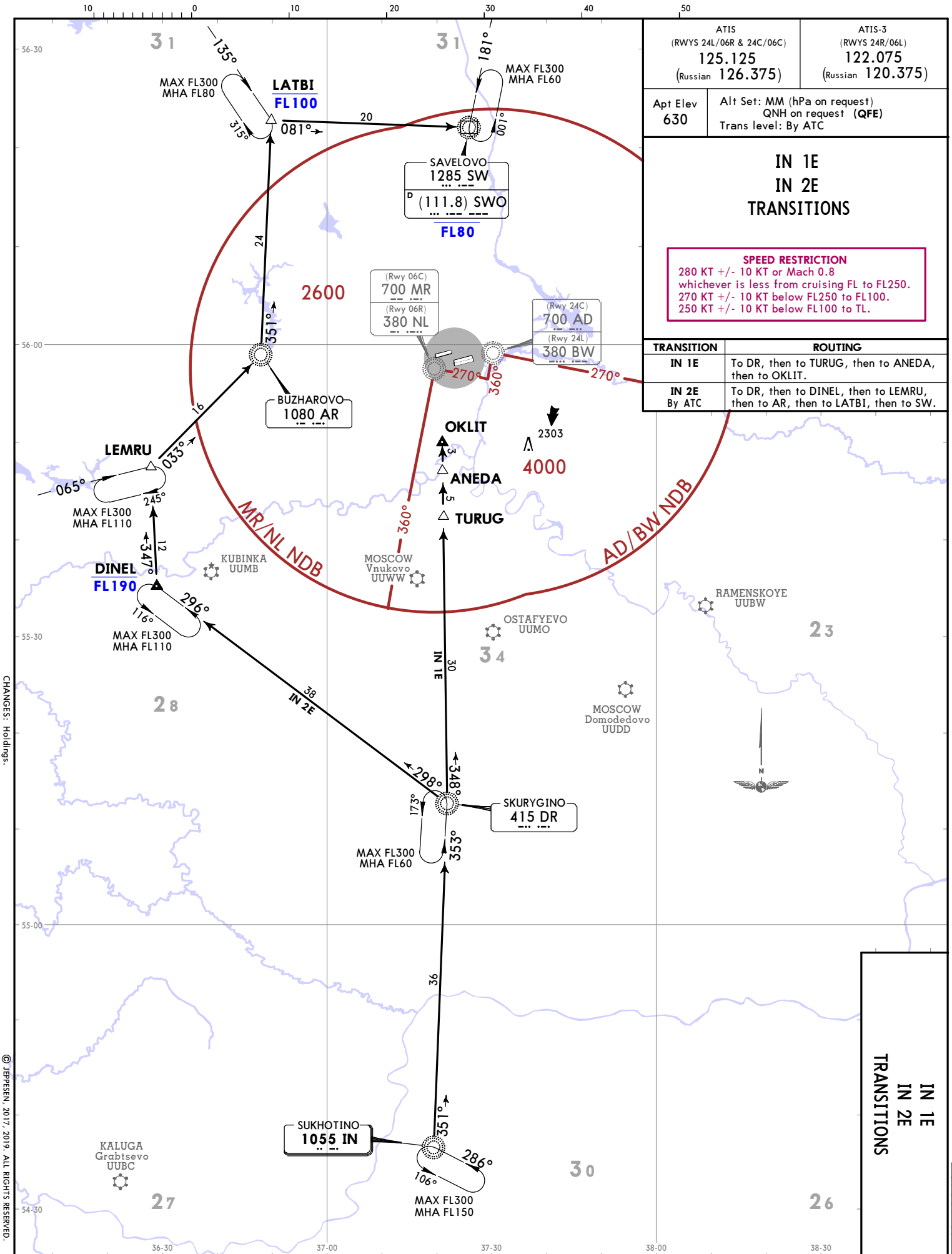


JEPPESEN MOSCOW, RUSSIA
22 MAR 19 **20-2B** **Eff 28 Mar** **TRANSITION**



CHANGES: Holdings.

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CHANGES: Holdings.

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JEPPESNMOSCOW, RUSSIA
22 MAR 19 (20-2D) Eff 28 Mar

ATIS
(RWYS 24L/06R & 24C/06C)
125.125
(Russian 126.375)

ATIS-3
(RWYS 24R/06L)
122.075
(Russian 120.375)

Alt Set: MM (hPa on request)
QNH on request (QFE)
Trans level: By ATC

Apt Elev
630

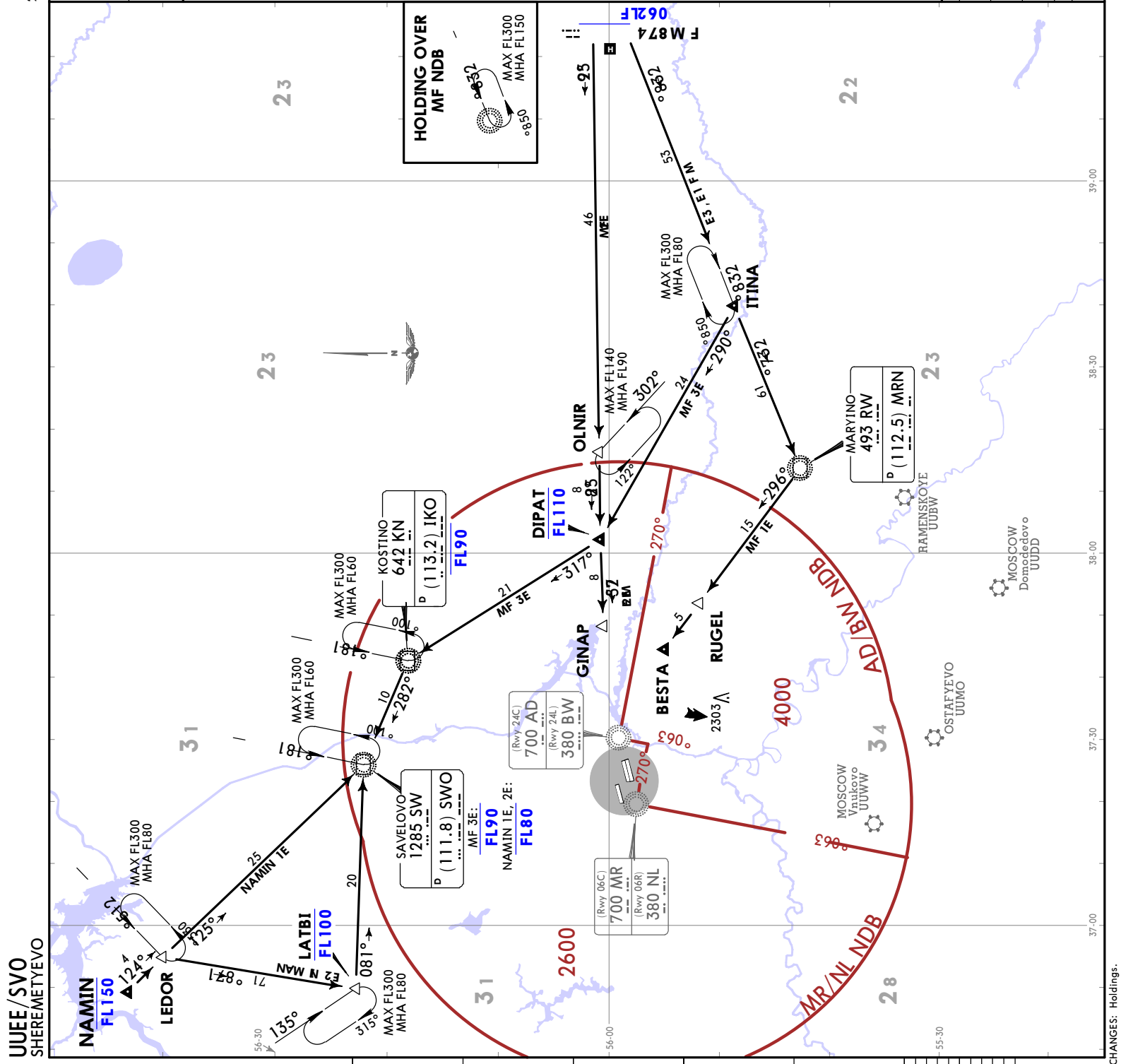
MF 1E
MF 2E
MF 3E

NAMIN 1E [NAM1E]
NAMIN 2E [NAM2E]

TRANSITIONS

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
MF 1E	To ITINA, then to RW, then to RUGEL, then to BESTA.
MF 2E By ATC	To OLNIR, then to DIPAT, then to GINAP.
MF 3E By ATC	To ITINA, then to DIPAT, then to KN, then to SW.
NAMIN 1E By ATC	To LEDOR, then to SW.
NAMIN 2E By ATC	To LEDOR, then to LATBI, then to SW.



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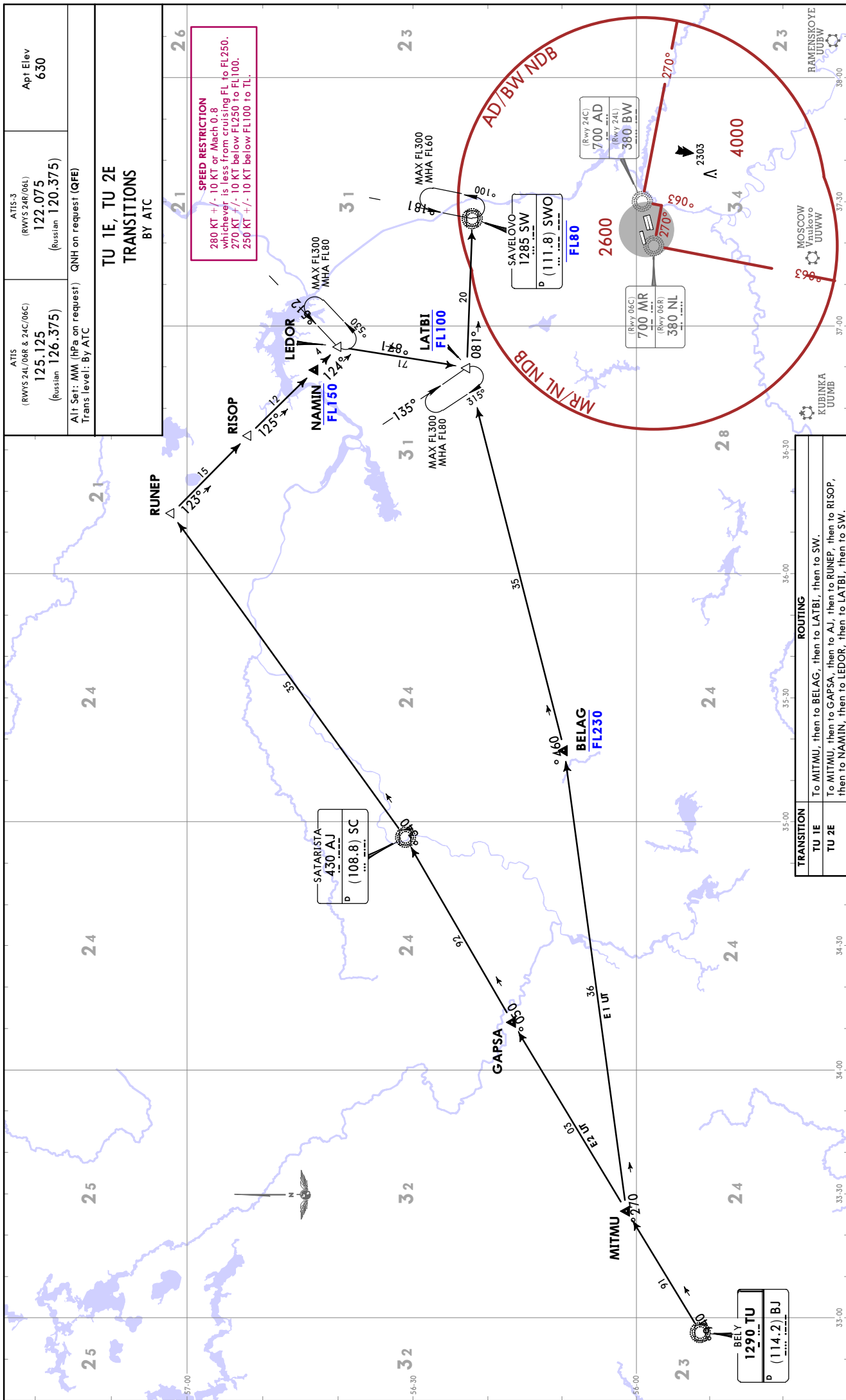
UUUU/SVO
SHEREMETYEVO

JEPPESEN MOSCOW, RUSSIA
22 MAR 19 (20-2E) Eff 28 Mar

TRANSITION

ATIS (RWYS 24L/06R & 24C/06C) 125.125 (Russian 126.375)	ATIS-3 (RWYS 24R/06L) 122.075 (Russian 120.375)	Apt Elev 630
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC		
TU 1E, TU 2E TRANSITIONS BY ATC		

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
TU 1E	To MITMU, then to BELAG, then to LATBI, then to SW.
TU 2E	To MITMU, then to GAPSA, then to AJ, then to RUNEP, then to RISOP, then to NAMIN, then to LEDOR, then to LATBI, then to SW.

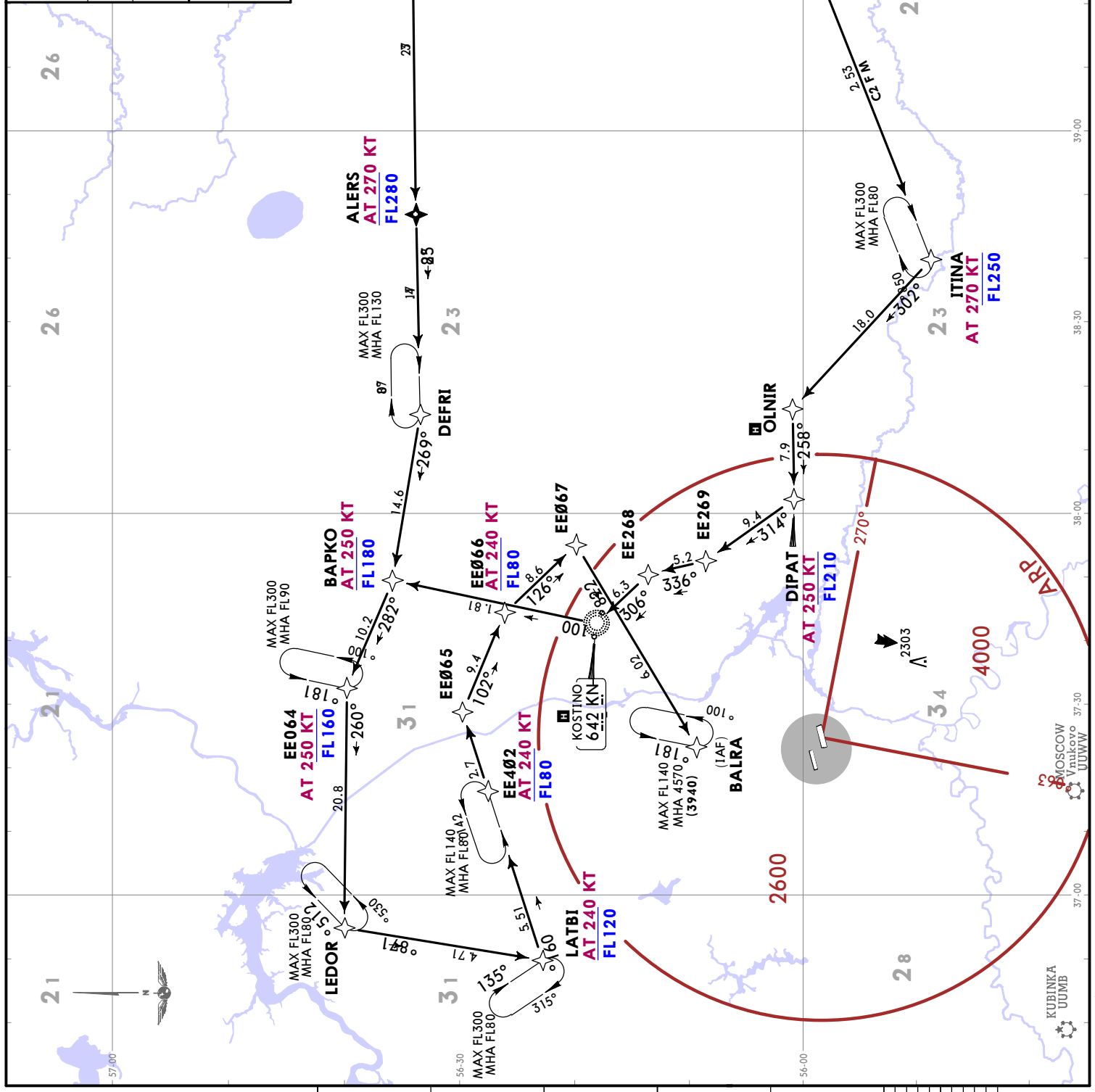


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22 MAR 19 (20-2G) Eff: 28 Mar RNAV STAR

JEPPESEN MOSCOW, RUSSIA

ATIS (RWYS 24L/06R & 24C/06C) 125.125 (Russian 126.375)	ATIS-3 (RWYS 24R/06L) 122.075 (Russian 120.375)
Apt Elev 630	
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC RNAV 1	
MF 2C VA 2C BY ATC	
ALL RWYS RNAV ARRIVALS	



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JEPPESSEN MOSCOW, RUSSIA
22 MAR 19 (20-2G2) Eff 28 Mar RNAV STAR

MOSC 28 Mar

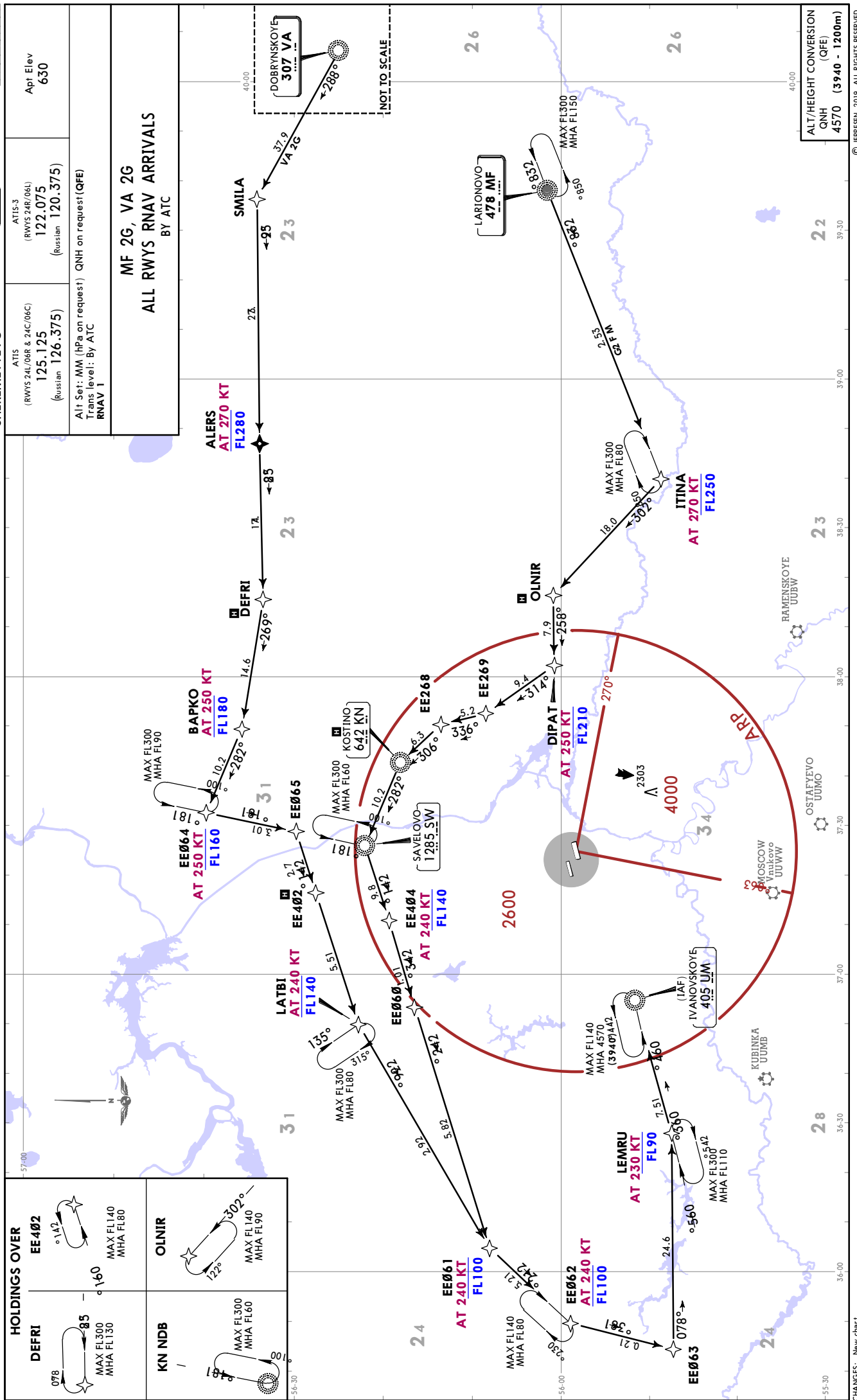
ATIS	ATIS-3	Apt Elev
(RWYS 24L/06R & 24C/06C)	(RWYS 24R/06L)	
125.125	122.075	630
(Russian 126.375)	(Russian 120.375)	

ATIS-3 (RWYS 24R// 122.07 (Russian 120

ATIS
(RWYS 24L/06R & 24C/06C)
125.125
(Russian 126.375)

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
RNAV 1

**MF 2G, VA 2G
ALL RWYS RNAV ARRIVALS
BY ATC**



CHANGES: New chart.

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JEPPESNMOSCOW, RUSSIA
5 APR 19 (20-2G3) **RNAV STAR**

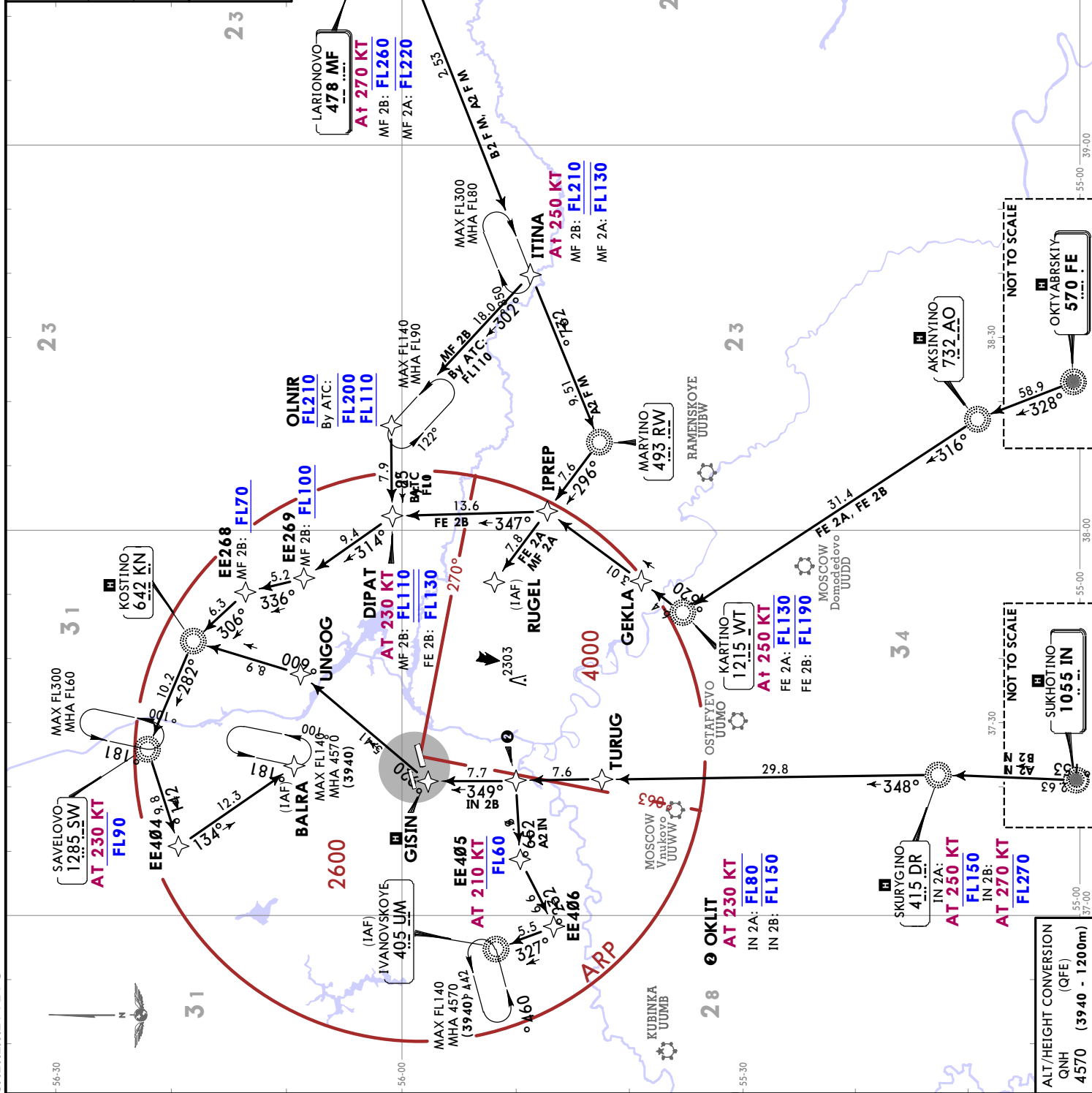
ATIS
(RWYS 24L/06R & 24C/06C)
125.125
(Russian 126.375)

ATIS-3
(RWYS 24R/06L)
122.075
(Russian 120.375)

Apt Elev
630

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC
RNAV 1

FE 2A, FE 2B, IN 2A, IN 2B
MF 2A, MF 2B
ALL RWYS RNAV ARRIVALS
BY ATC



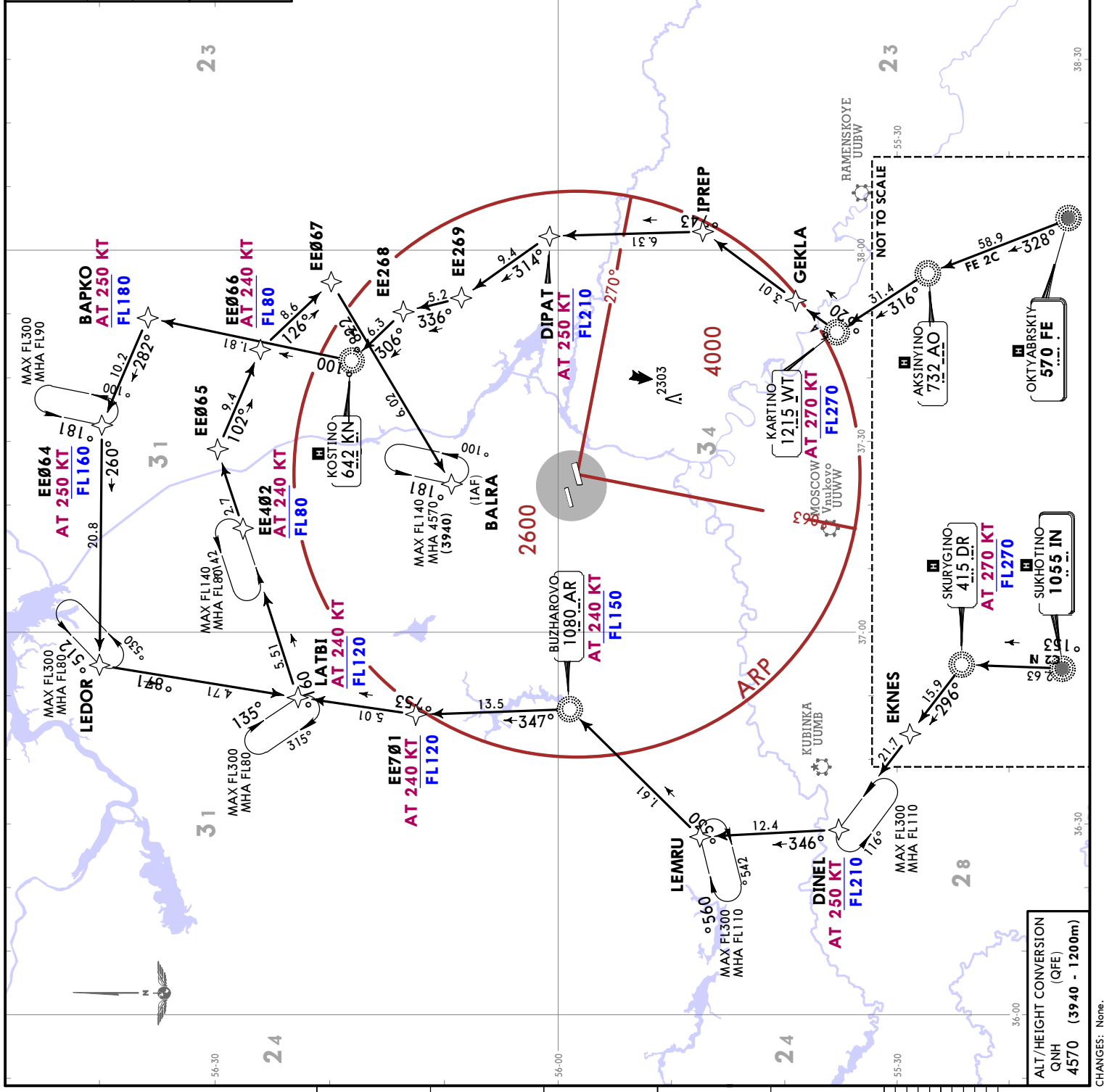
ALT/HEIGHT CONVERSION
QNH
4570 (3940 - 1200m)
QFE

CHANGES: RNAV STAR MF 2B revised.

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JEPPESEN MOSCOW, RUSSIA
5 APR 19 (20-2G4)
UUEE/SVO
SHEREMETIEVO

ATIS (RWYS 24L/06R & 24C/06C) 125.125 (Russian 120.375)	ATIS-3 (RWYS 24R/06L) 122.075 (Russian 120.375)
Apt Elev 630	
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC RNAV 1	
FE 2C IN 2C ALL RWYS RNAV ARRIVALS BY ATC	



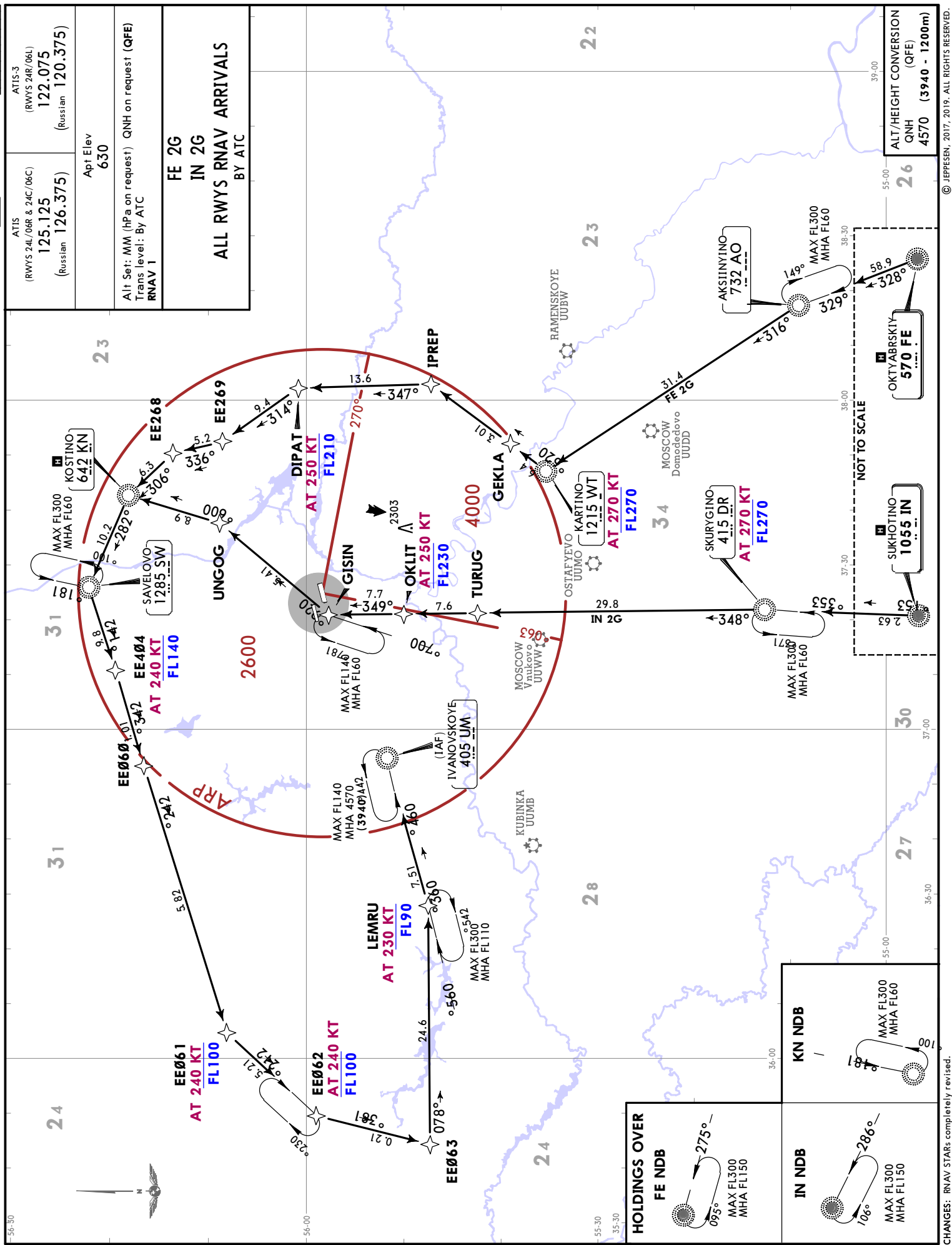
ALT/HEIGHT CONVERSION
QNH (QFE)
4570 (3940 - 1200m)

CHANGES: None.

JEPPESSEN MOSCOW, RUSSIA
22 MAR 19 (20-2H) Eff 28 Mar RNAV STAR

ATIS (RWYS 24L/06R & 24C/06C) 125.125 (Russian 126.375)	ATIS-3 (RWYS 24R/06L) 122.075 (Russian 120.375)
Apt Elev 630	
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC RNAV 1	
FE 2G IN 2G ALL RWYS RNAV ARRIVALS BY ATC	

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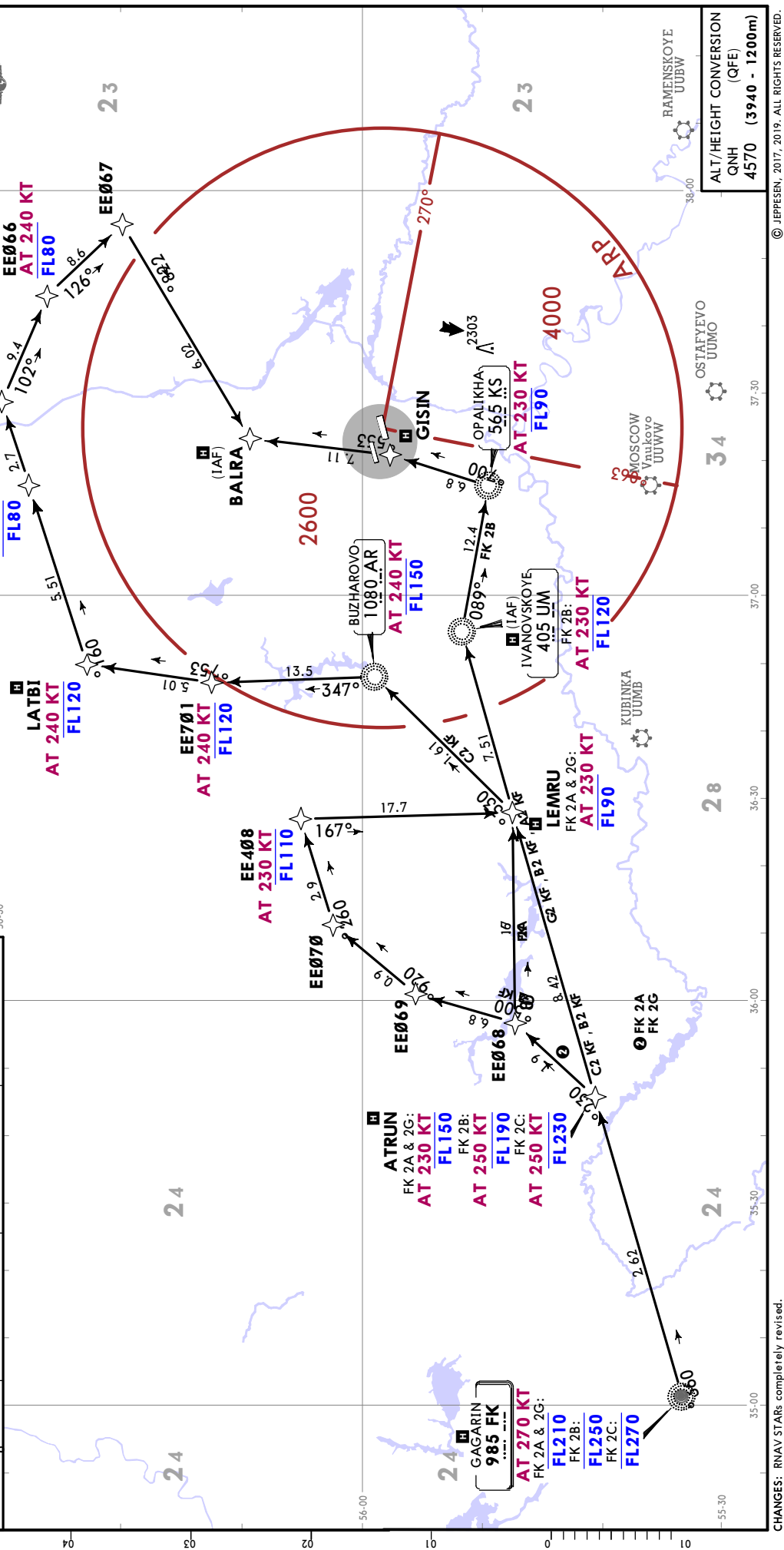
HOLDINGS OVER
FE NDB
MAX FL300
MHA FL150
275°
095°

IN NDB
MAX FL300
MHA FL150
286°
106°

KN NDB
MAX FL300
MHA FL160
000°
181°

ATIS (RWYS 24L/06R & 24C/06C) 125.125 (Russian 126.375)	ATIS-3 (RWYS 24R/06L) 122.075 (Russian 120.375)	Apt Elev 630
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC RNAV 1		
FK 2A 0, FK 2B, FK 2C 0, FK 2G 0 ALL RWYS RNAV ARRIVALS 0 BY ATC		

HOLDINGS OVER			
ATRUN MAX FL300 MHA FL110 0460	BALRA MAX FL140 MHA 4570 (3940) 000	EE402 MAX FL140 MHA FL80 0160	FK NDB MAX FL300 MHA FL150 342°
GISIN MAX FL140 MHA FL60 0700	LATBI MAX FL300 MHA FL80 0560 135°	LEMURU MAX FL300 MHA FL110 0542	UM NDB MAX FL140 MHA 4570 (3940) 0460

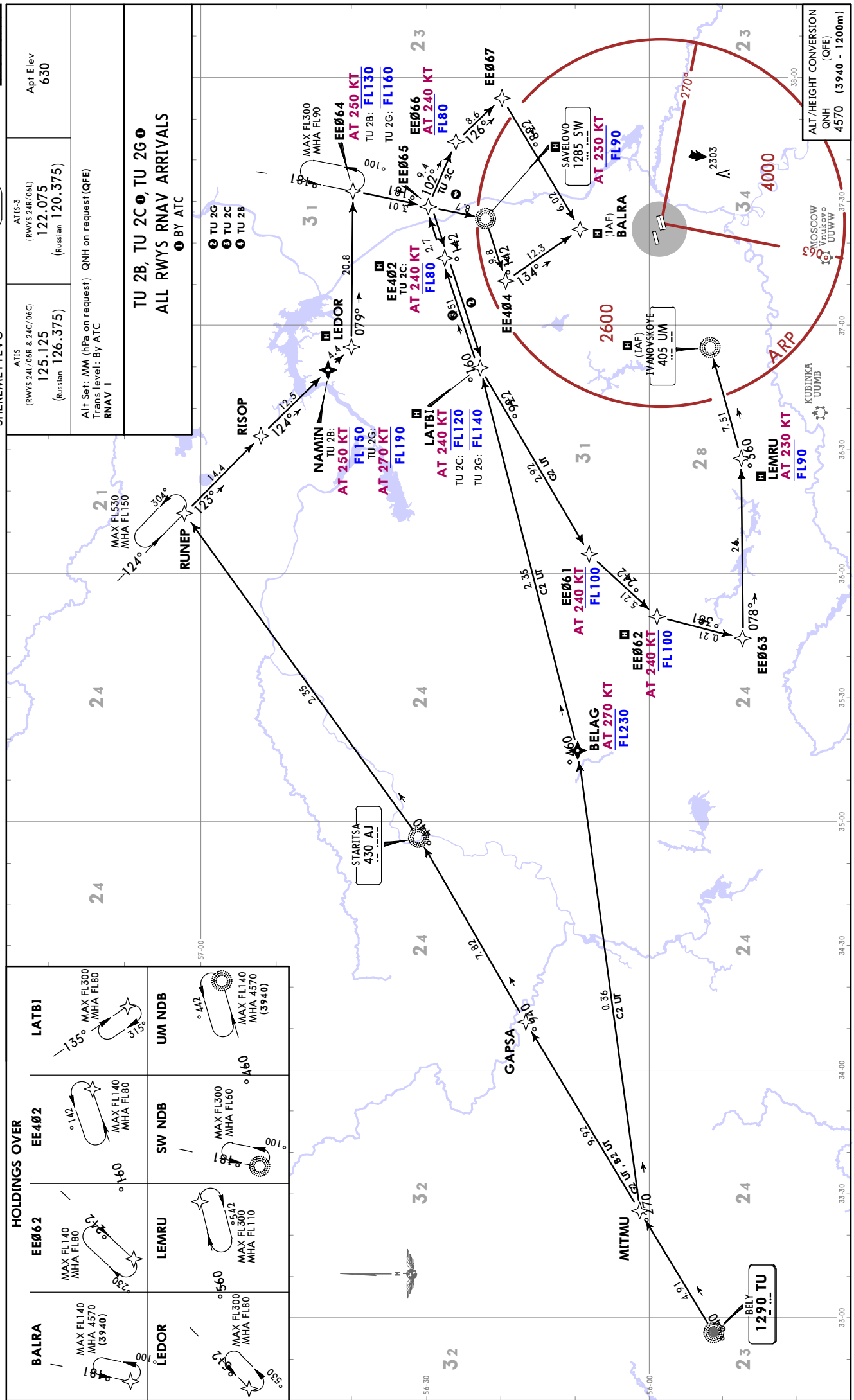


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JEPPESEN MOSCOW, RUSSIA
22 MAR 19 (20-2K) Eff 28 Mar

RNAV STAR

ATIS (RWYS 24L/06R & 24C/06C) 125.125 (Russian 126.375)	ATIS-3 (RWYS 24R/06L) 122.075 (Russian 120.375)	Apt Elev 630
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC RNAV 1		
TU 2B, TU 2C, TU 2G ALL RWYS RNAV ARRIVALS BY ATC		

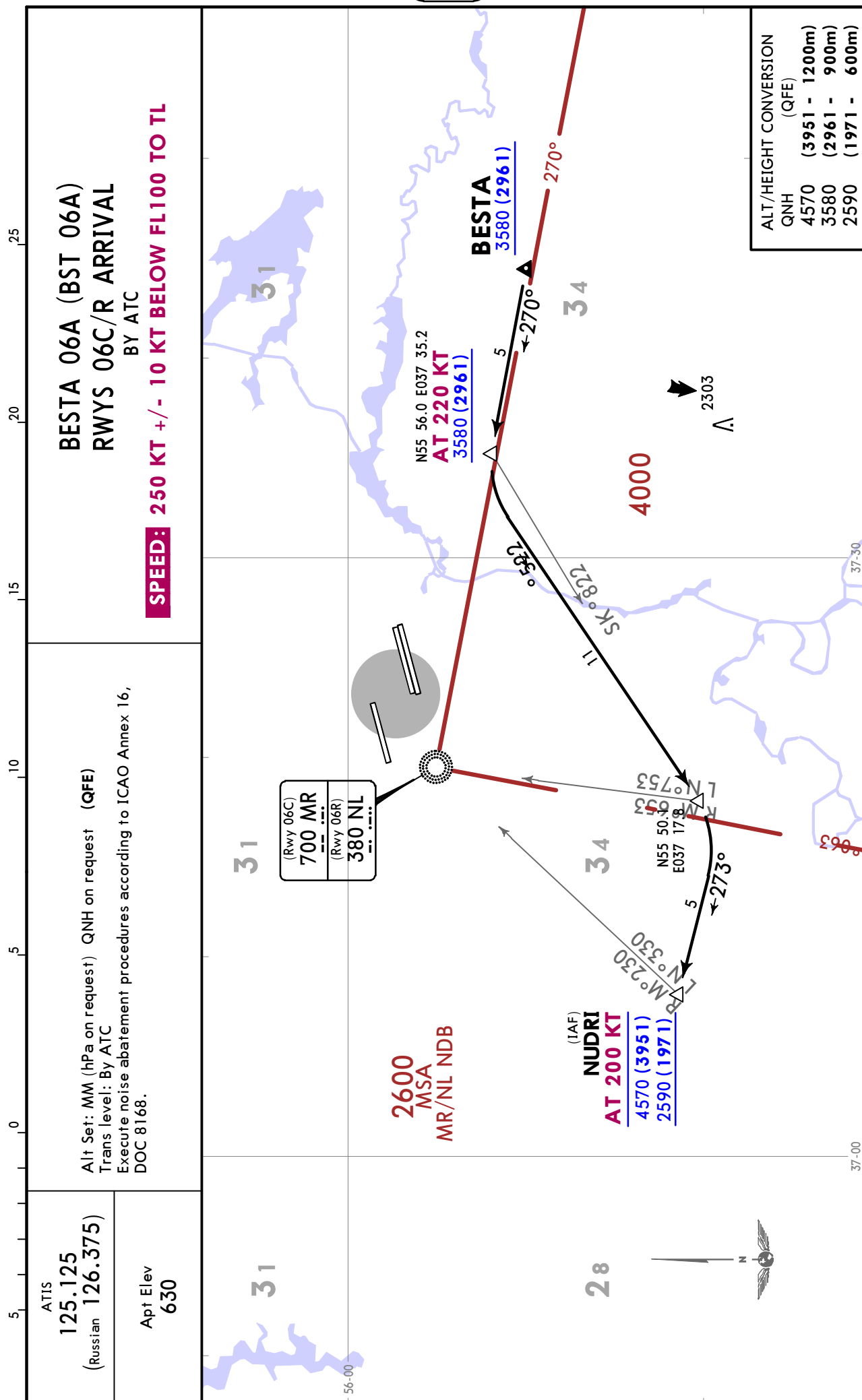




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JEPPESEN
20 APR 18 (20-2M) Eff 26 Apr

MOSCOW, RUSSIA

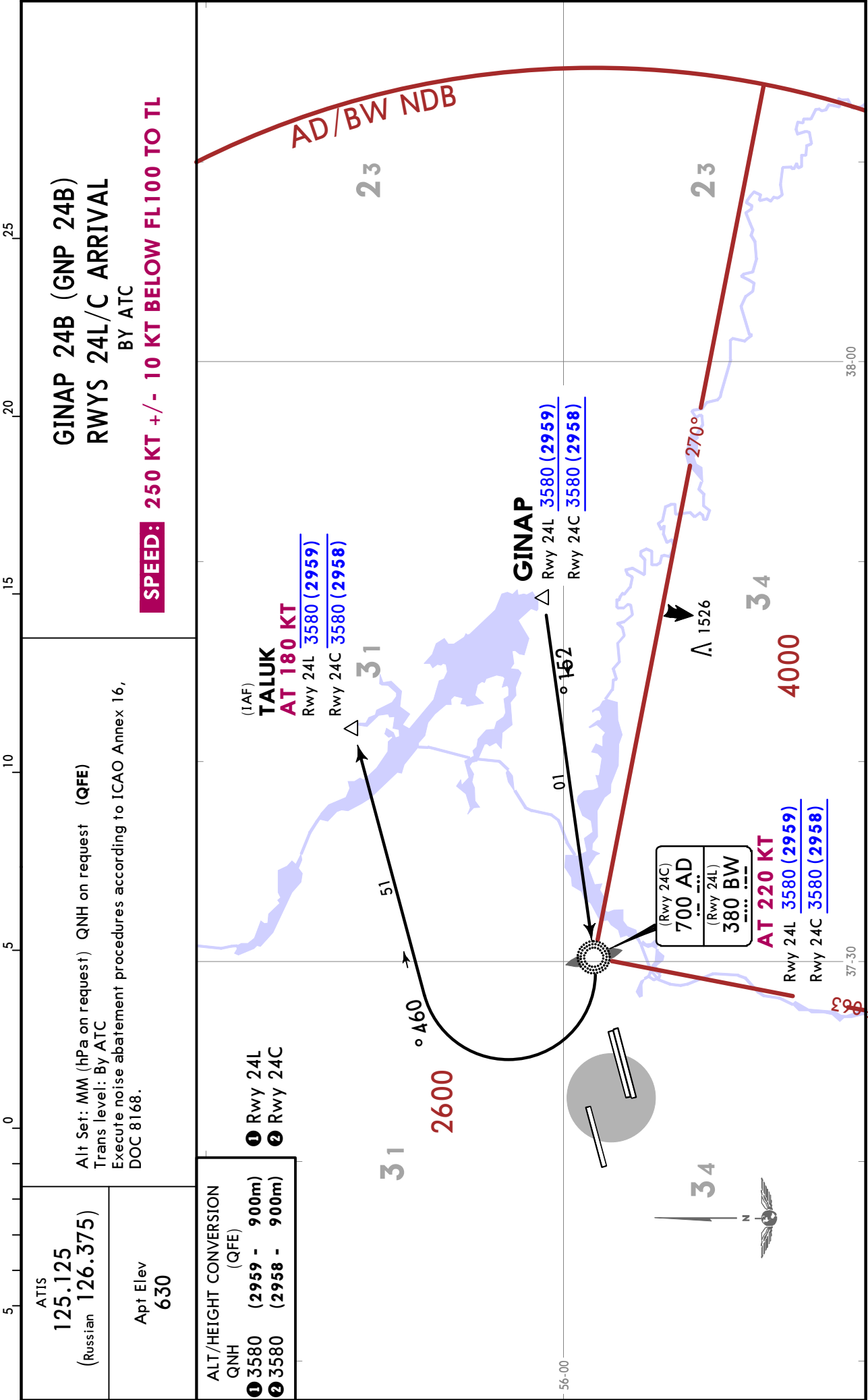
STAR

1526'

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SHEREMETYEVO

JEPPESSEN
25 JAN 19 20-2Q Eff 31 Jan

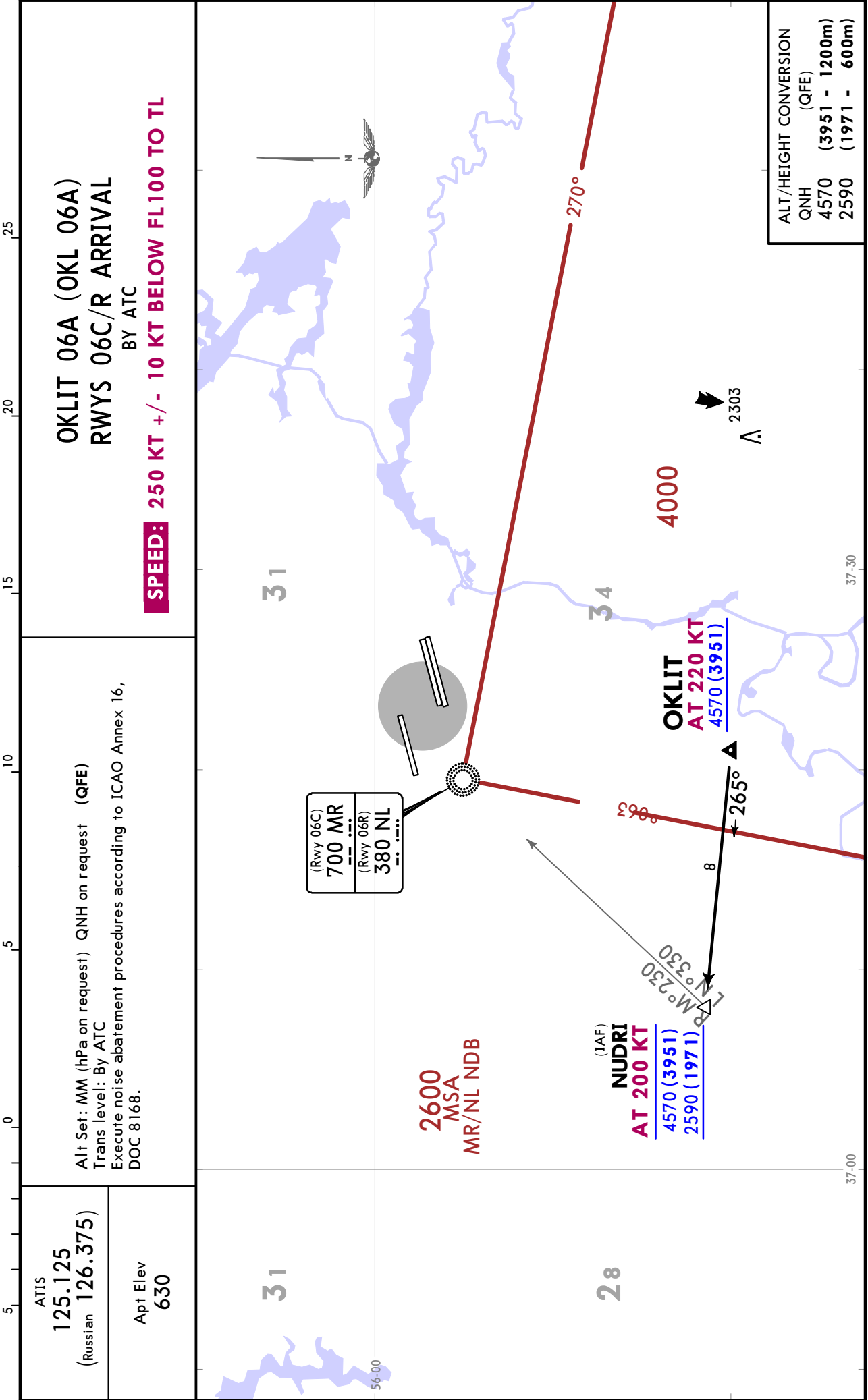
MOSCOW, RUSSIA
STAR



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SHEREMETYEVO

JEPPESSEN
6 JUL 18 20-2Q1 Eff 19 Jul

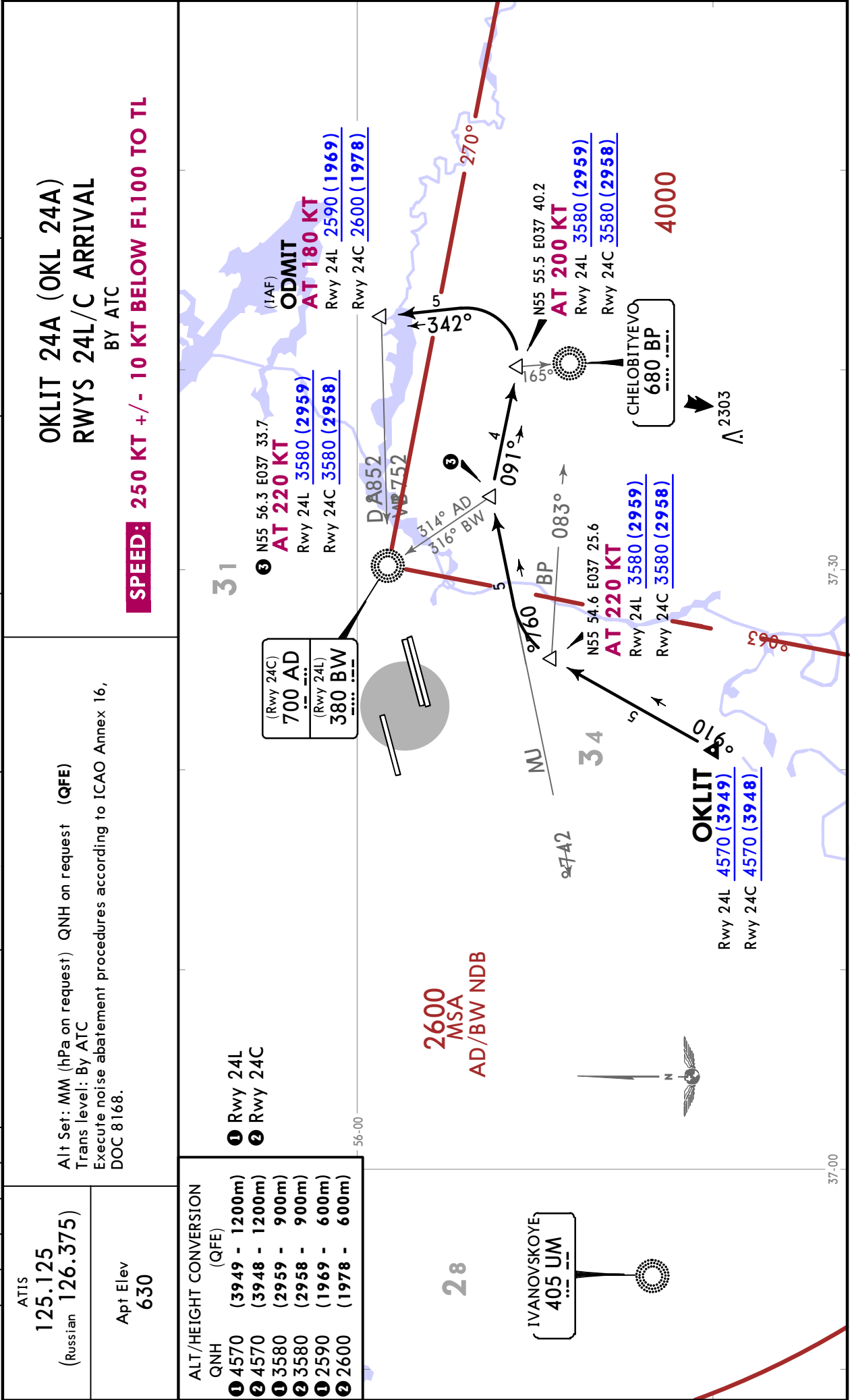
MOSCOW, RUSSIA
STAR



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JEPPESSEN
6 JUL 18 20-2Q2 Eff 19 Jul

MOSCOW, RUSSIA
STAR



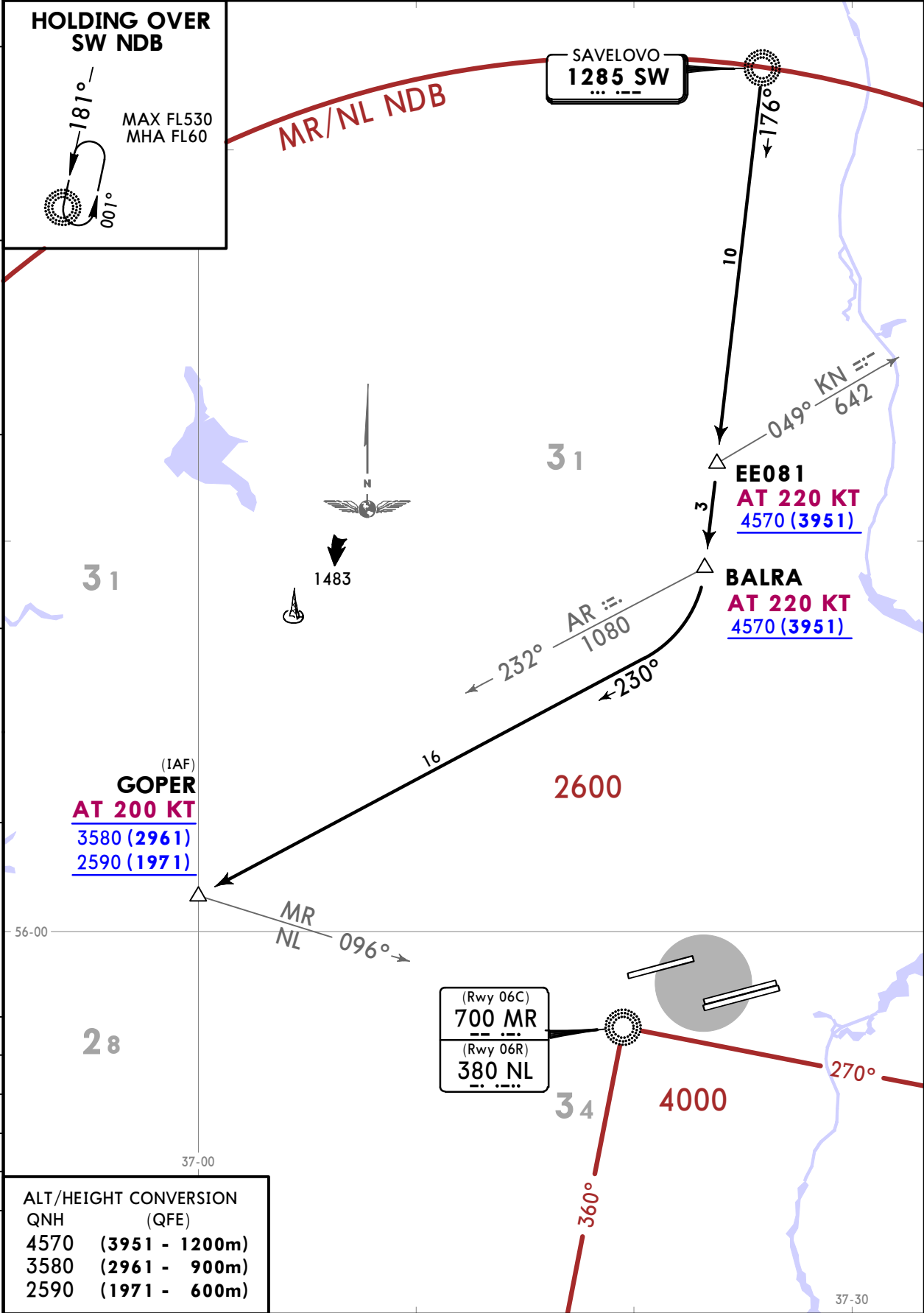
UUEE/SVO
SHEREMETYEVO

JEPPESEN
25 JAN 19 20-2S Eff 31 Jan

MOSCOW, RUSSIA
STAR

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

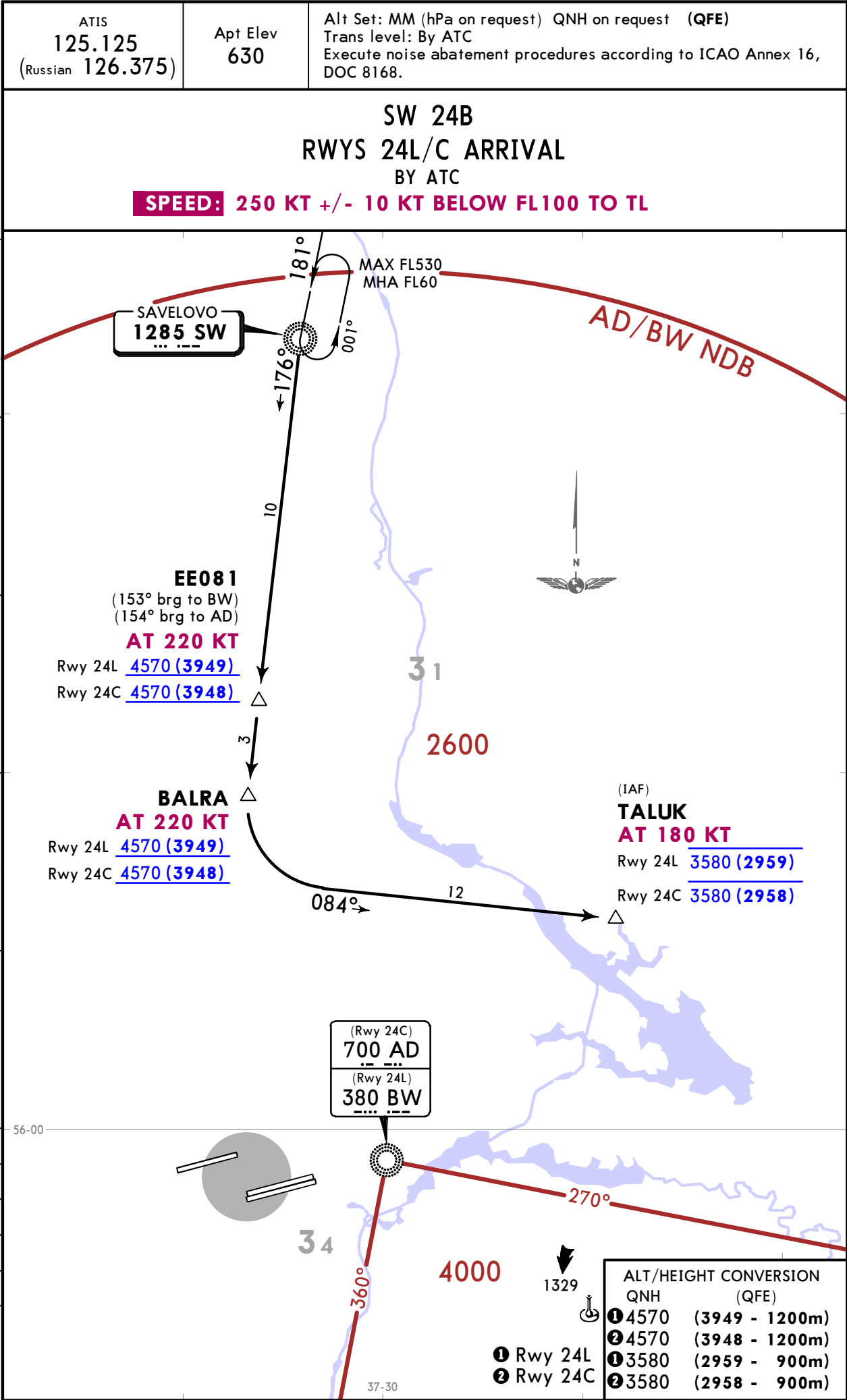
SW 06A
RWYS 06C/R ARRIVAL
SPEED: 250 KT +/- 10 KT BELOW FL100 TO TL



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JEPPESSEN
25 JAN 19 20-2T Eff 31 Jan

MOSCOW, RUSSIA
STAR



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SHEREMETYEVO

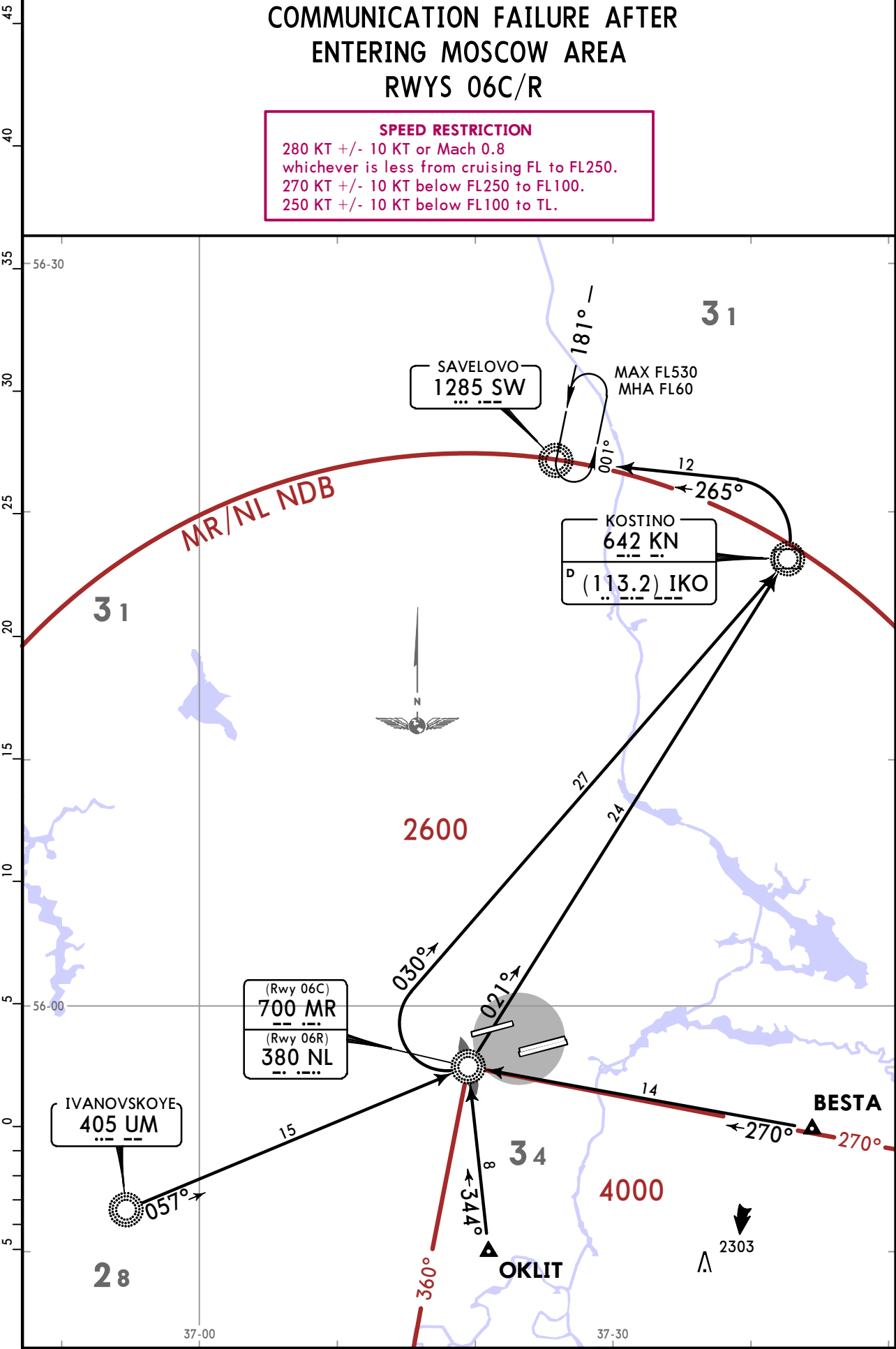
JEPPESSEN
20 APR 18 (20-2V1) Eff 26 Apr

MOSCOW, RUSSIA
STAR

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

COMMUNICATION FAILURE AFTER
ENTERING MOSCOW AREA
RWYS 06C/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.



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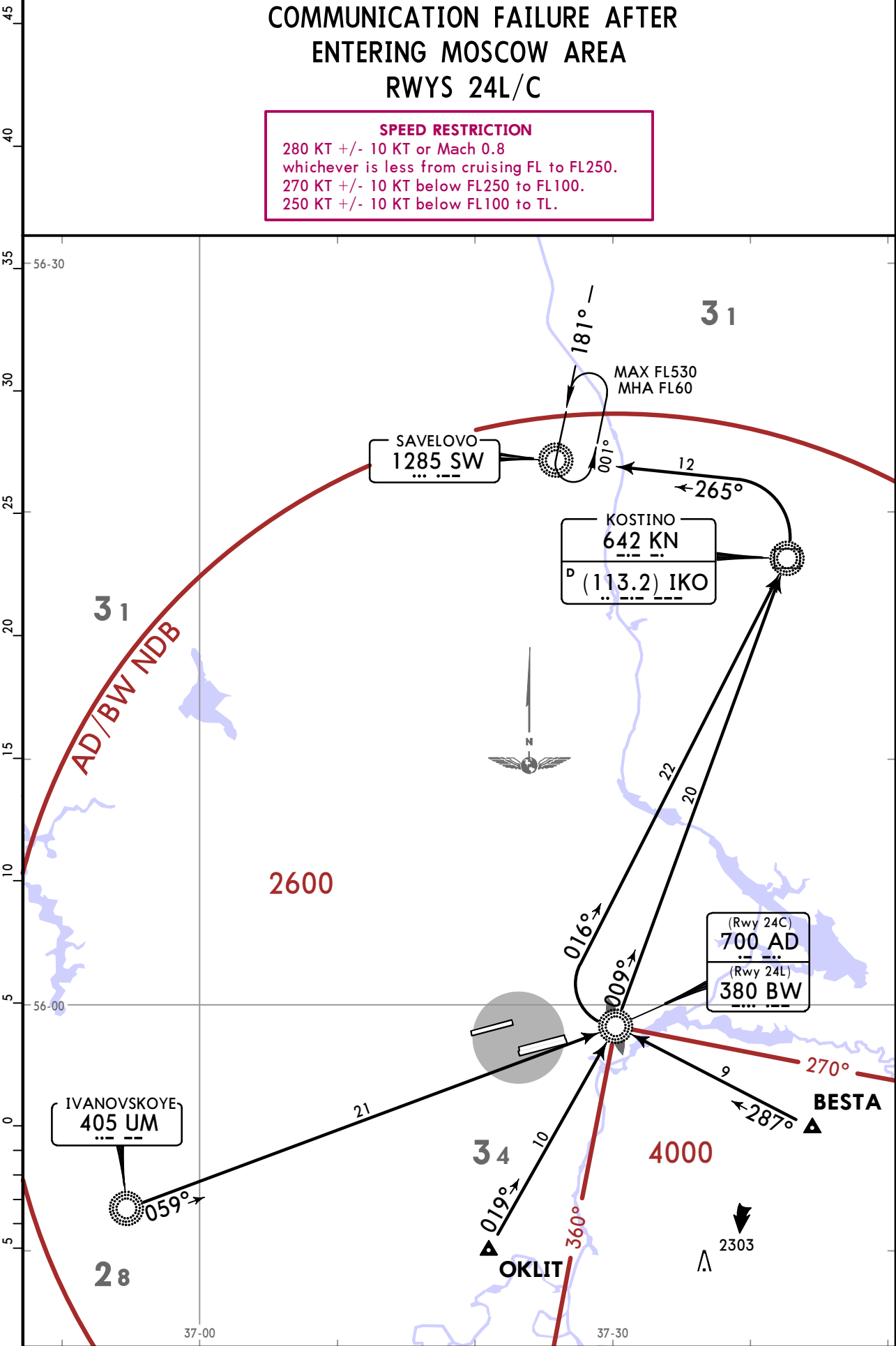
JEPPESSEN
20 APR 18 20-2V2 Eff 26 Apr

MOSCOW, RUSSIA
STAR

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

COMMUNICATION FAILURE AFTER
ENTERING MOSCOW AREA
RWYS 24L/C

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.



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JEPPESEN

22 MAR 19

20-3

Eff 28 Mar

MOSCOW, RUSSIA
RNAV SID

RNAV SID DESIGNATION	REFER TO CHART
ALERS 1C	20-3B
ALERS 1F	20-3C
ALERS 1G	20-3D
ALERS 1H	20-3E
BELAG 1A	20-3F
BELAG 1B	20-3G
BELAG 1F	20-3G1
BELAG 1G	20-3G2
BELAG 1H	20-3G3
BELAG 1J	20-3G4
BG 1A	20-3G5
BG 1B	20-3G6
BG 1F	20-3H
BG 1J	20-3J
FV 1B	20-3J1
FV 1C	20-3J2
FV 1D	20-3J3
FV 1F	20-3J4
FV 1G	20-3J5
FV 1H	20-3J6
FV 1J	20-3J7
NE 1C	20-3J8
NE 1F	20-3K
NE 1G	20-3L
NE 1H	20-3L1
NOGTI 1C	20-3L2
NOGTI 1D	20-3L3
NOGTI 1F	20-3L4
NOGTI 1G	20-3L5
NOGTI 1H	20-3L6
NOGTI 1J	20-3L7
RILPO 1C	20-3L8
RILPO 1F	20-3M
RILPO 1G	20-3N
RILPO 1H	20-3N1
FOR FURTHER RNAV SID DESIGNATION REFER TO PAGE 20-3A	

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JEPPESEN
 22 MAR 19 (20-3A) Eff 28 Mar

MOSCOW, RUSSIA

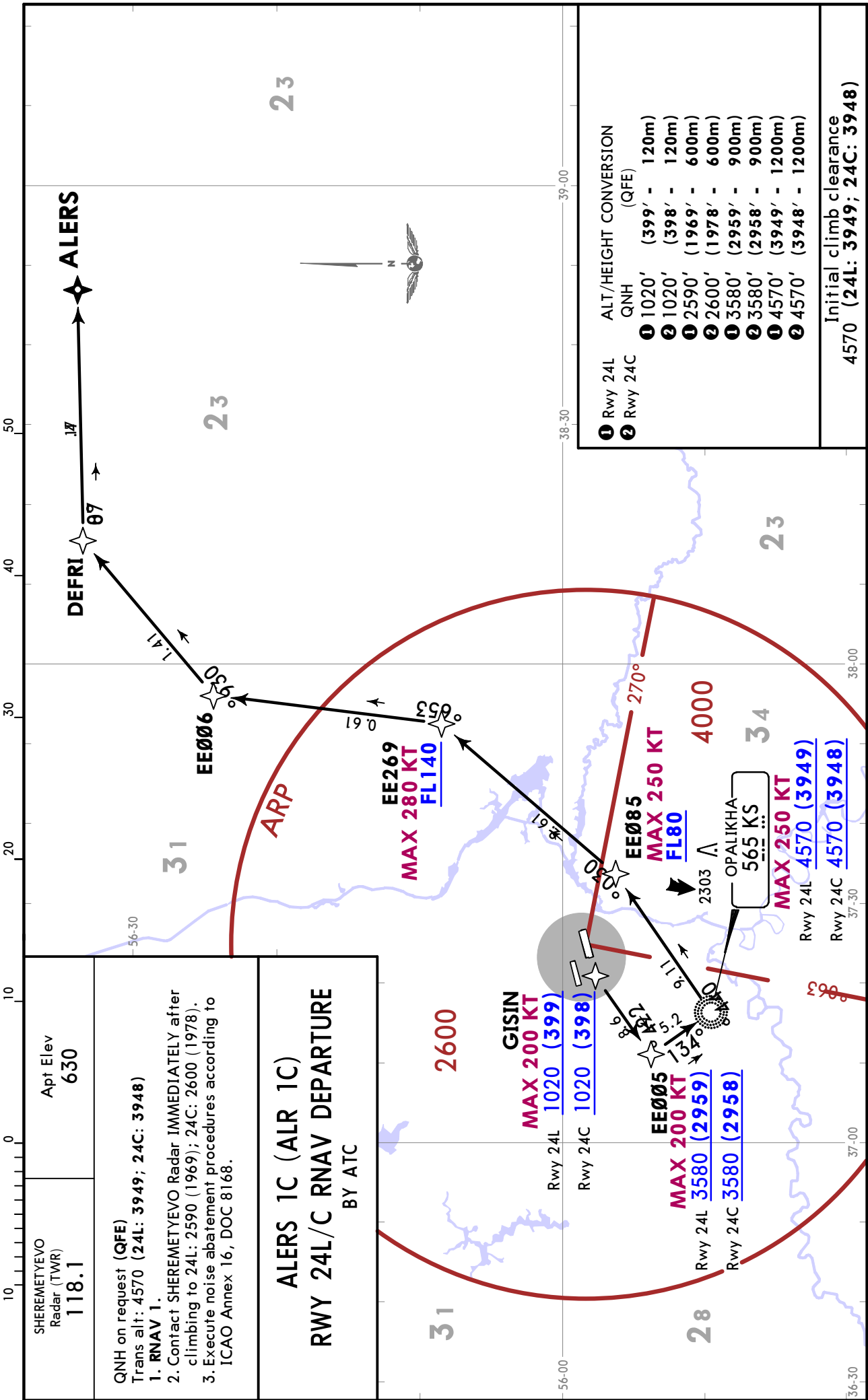
SID

RNAV SID DESIGNATION	REFER TO CHART
SF 1B	20-3N2
SF 1C	20-3N3
SF 1D	20-3N4
SF 1F	20-3N5
SF 1G	20-3N6
SF 1H	20-3N7
SF 1J	20-3N8
SUGIR 1B	20-3P
SUGIR 1C	20-3Q
SUGIR 1F	20-3Q1
SUGIR 1G	20-3Q2
SUGIR 1H	20-3Q3
SUGIR 1J	20-3Q4
TU 1A	20-3Q5
TU 1F	20-3Q6
TU 1J	20-3Q7
SID DESIGNATION	REFER TO CHART
AR 06E	20-3S
AR 24E	20-3T
BESTA 06E	20-3T1
BESTA 24E	20-3T2
KN 06E, 06F	20-3U
KN 24E	20-3V
UM 06E	20-3V1
UM 24E	20-3V2
TRANSITION DESIGNATION	REFER TO CHART
ALERS 1E	20-3W
BELAG 1E	20-3X
BG 1E	20-3X1
FV 1E, 3E	20-3X2
NE 1E	20-3X3
RILPO 1E	20-3X4
NGT 1E, 2E, SF 1E, 2E	20-3X5
SUGIR 3E, 4E	20-3X6

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JEPPESSEN
22 MAR 19 20-3B Eff 28 Mar

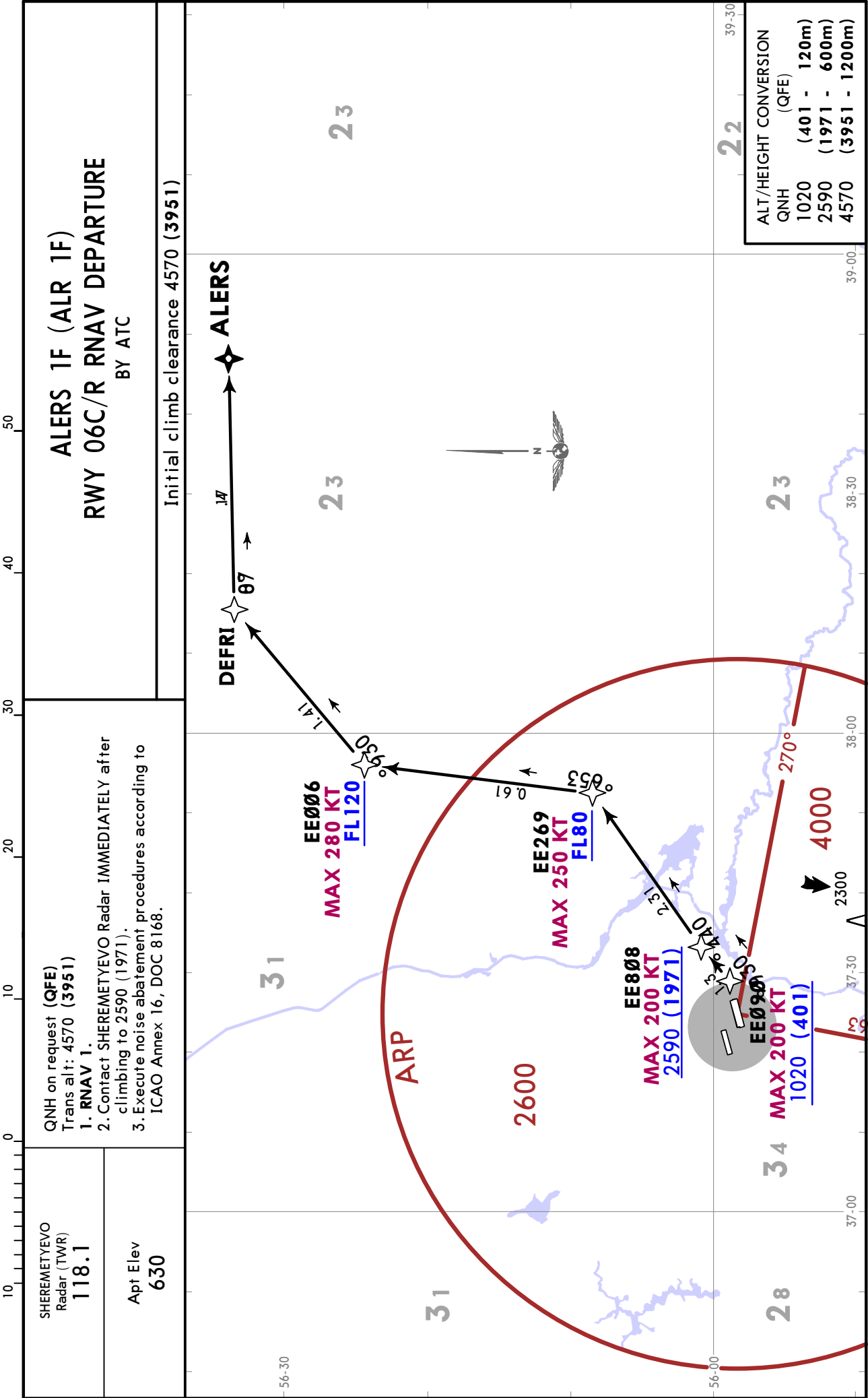
MOSCOW, RUSSIA
RNAV SID



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JEPPESSEN
22 MAR 19 20-3C Eff 28 Mar

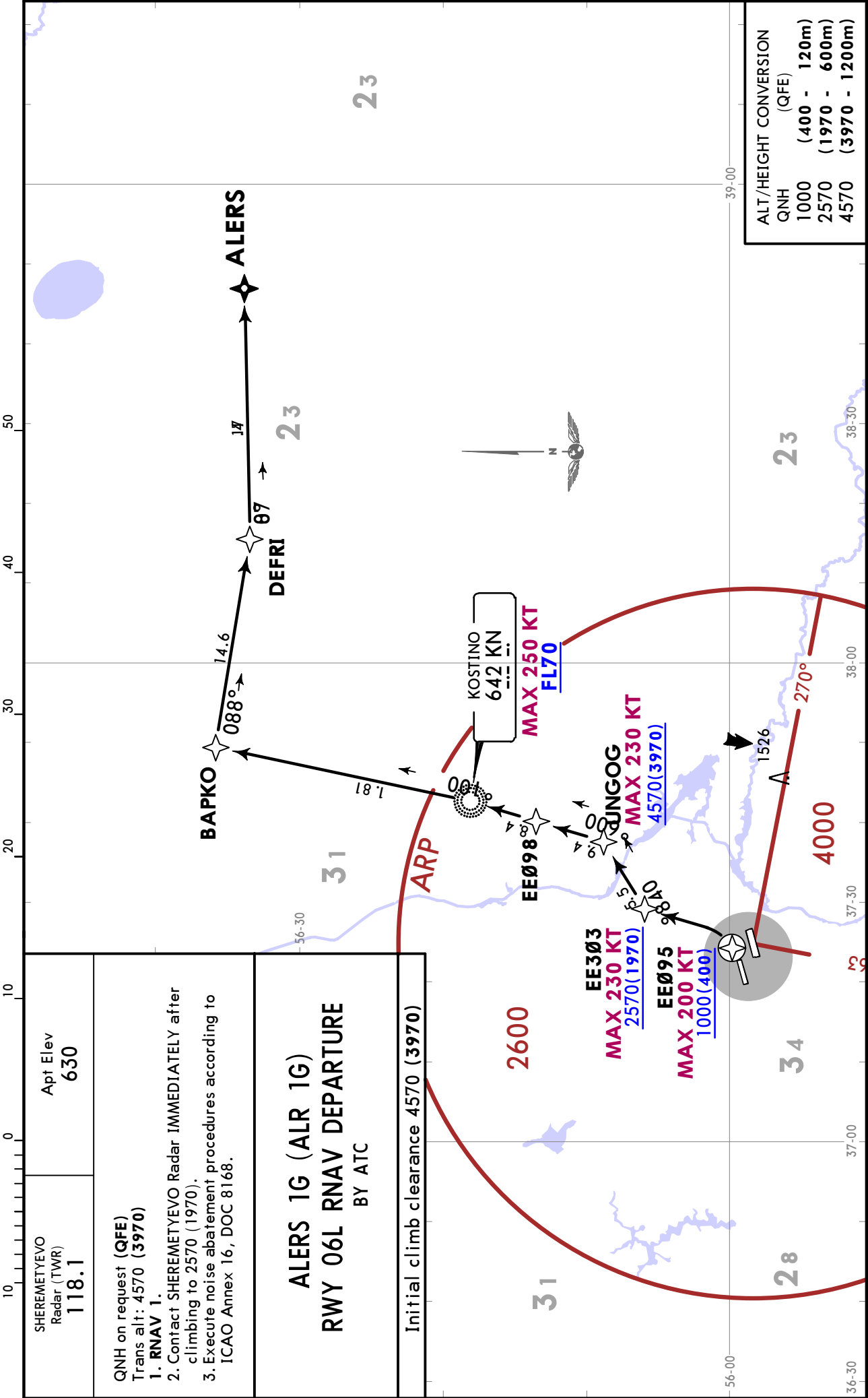
MOSCOW, RUSSIA
RNAV SID



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22 MAR 19 20-3D Eff 28 Mar

MOSCOW, RUSSIA
RNAV SID

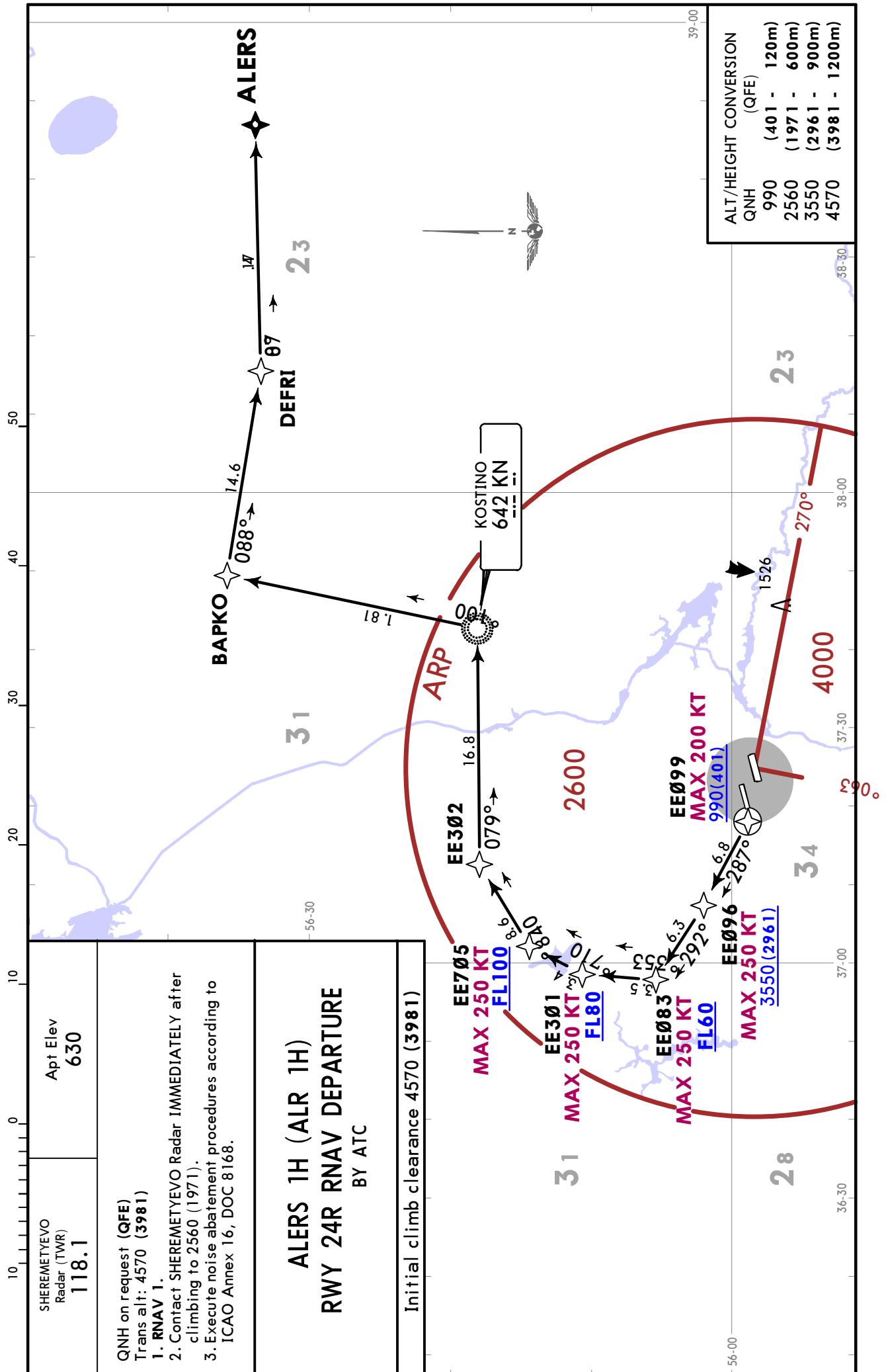


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JEPPESSEN
22 MAR 19 20-3E Eff 28 Mar

MOSCOW, RUSSIA

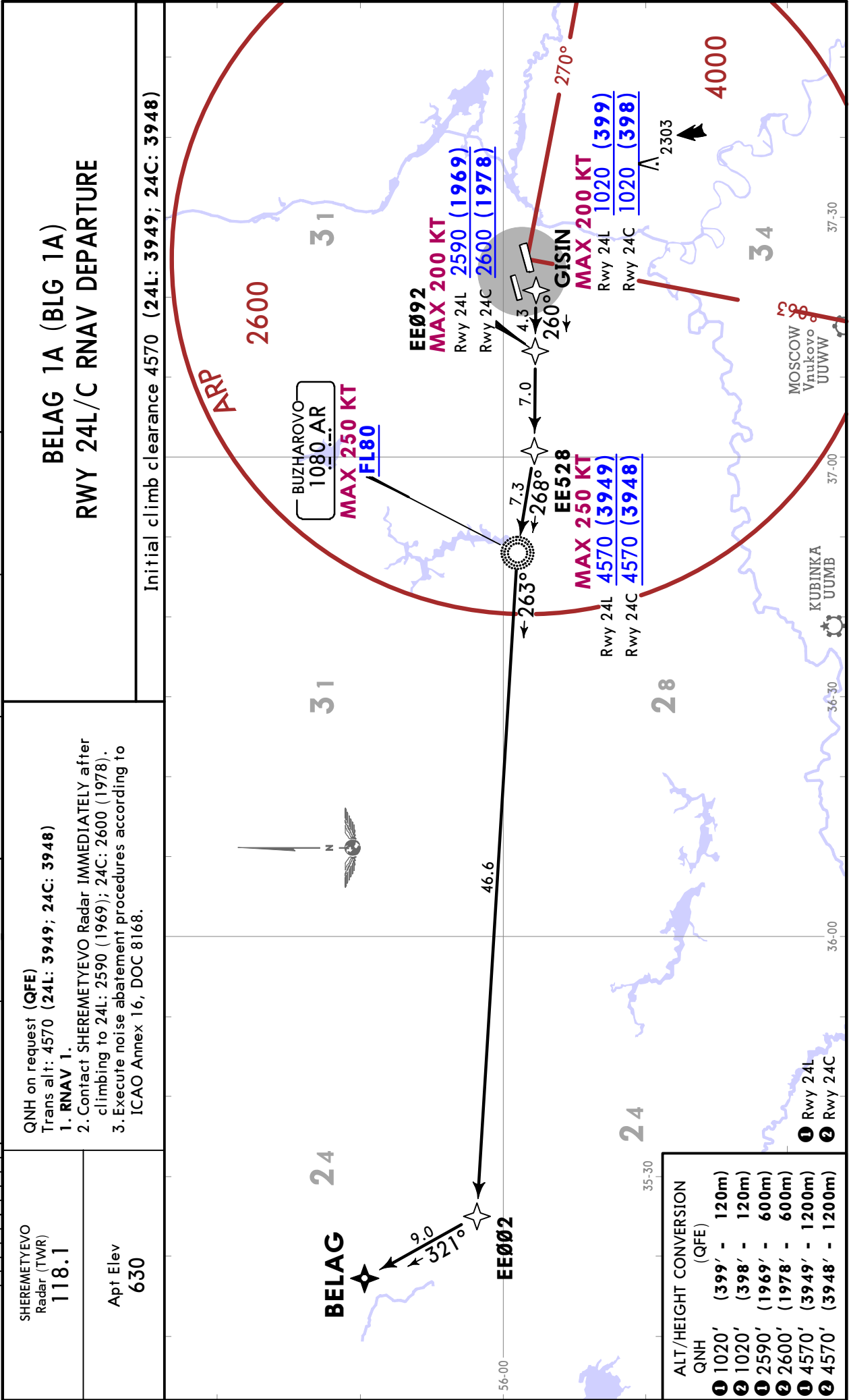
RNAV SID



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JEPPESSEN
22 MAR 19 20-3F Eff 28 Mar

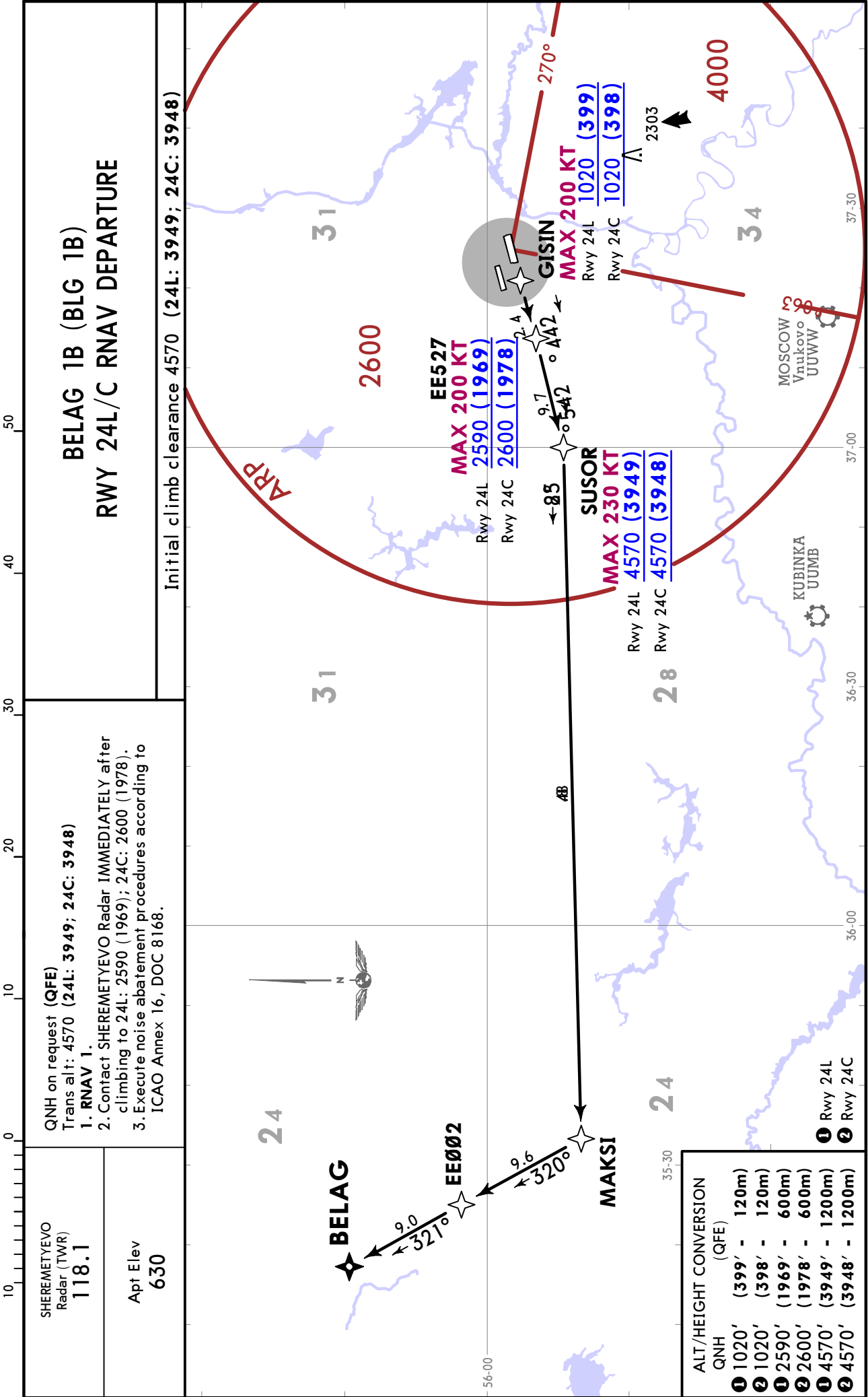
MOSCOW, RUSSIA
RNAV SID



UUEE/SVO
SHEREMETYEVO

JEPPESSEN
22 MAR 19 20-3G Eff 28 Mar

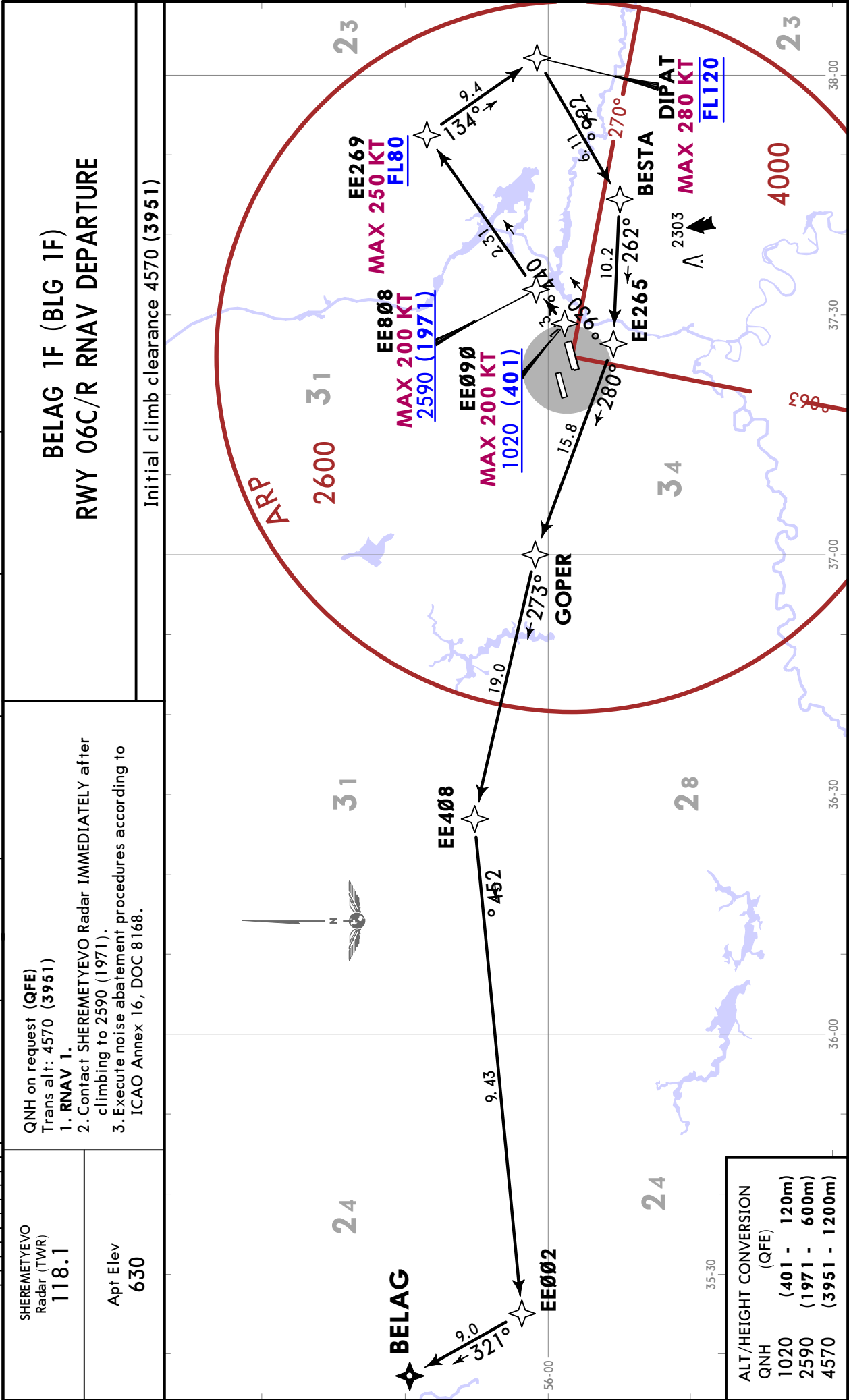
MOSCOW, RUSSIA
RNAV SID



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SHEREMETYEVO

JEPPESSEN
22 MAR 19 20-3G1 Eff 28 Mar

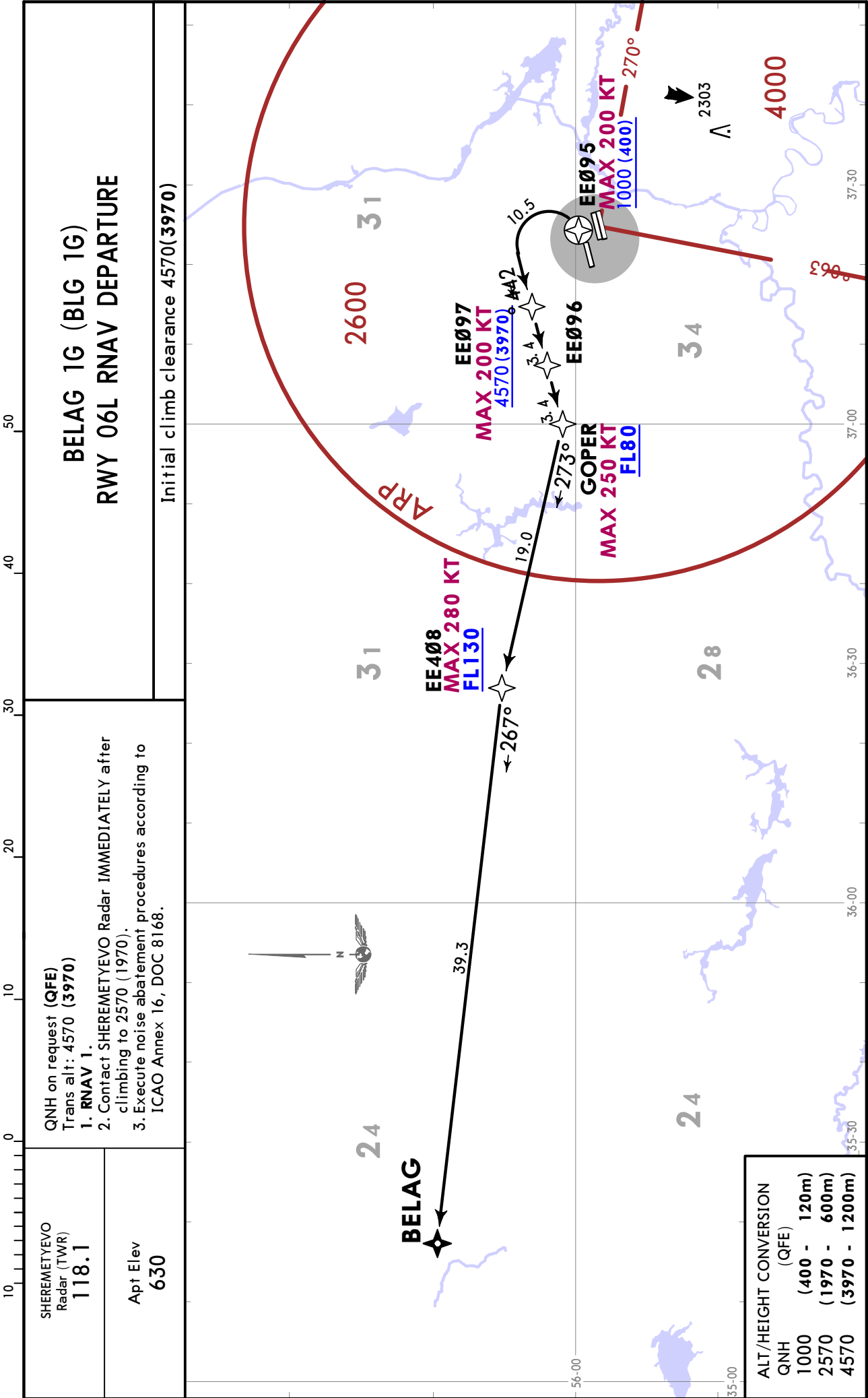
MOSCOW, RUSSIA
RNAV SID



UUEE/SVO
SHEREMETYEVO

JEPPESSEN
22 MAR 19 20-3G2 Eff 28 Mar

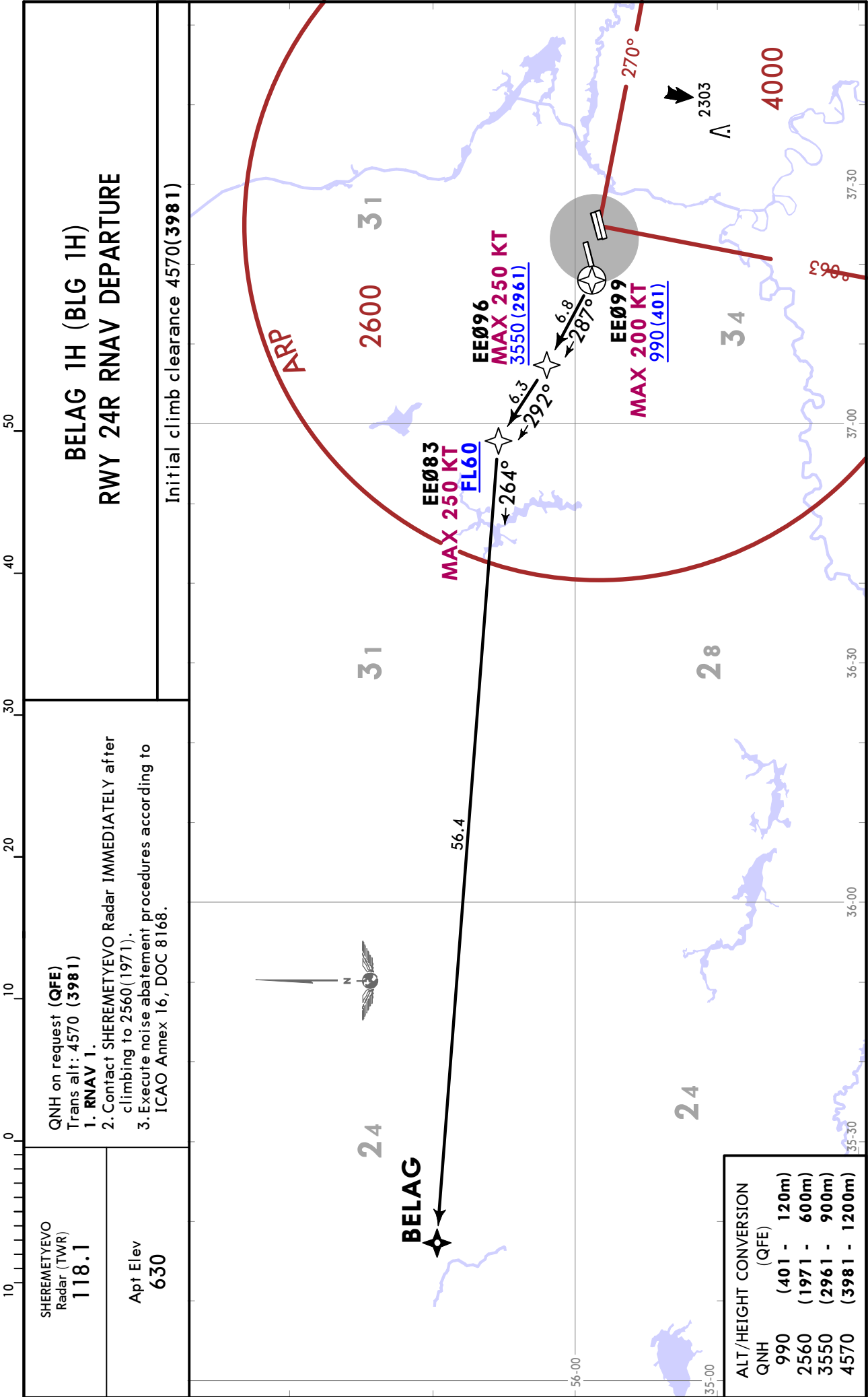
MOSCOW, RUSSIA
RNAV SID



UUEE/SVO
SHEREMETYEVO

JEPPESSEN
22 MAR 19 20-3G3 Eff 28 Mar

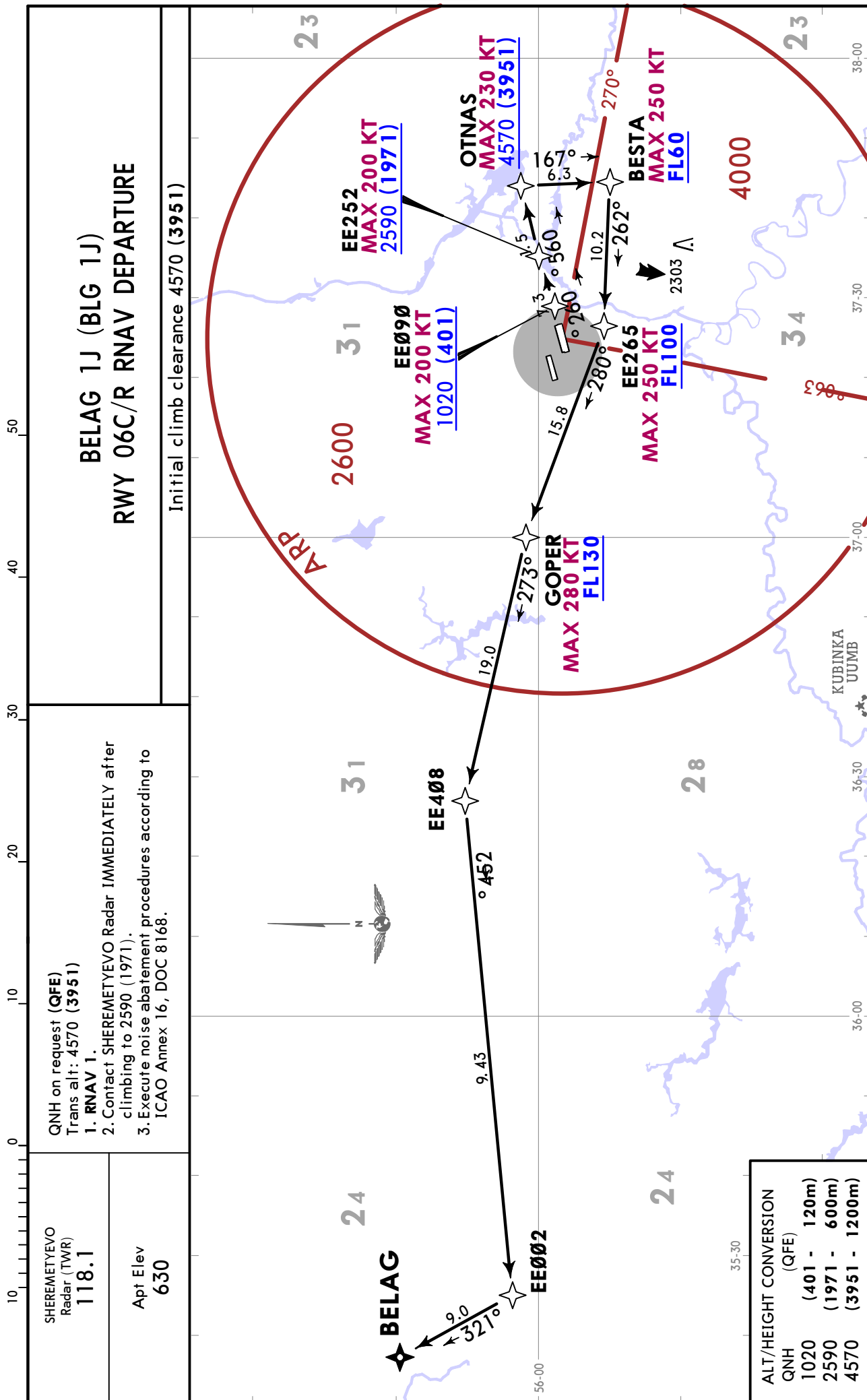
MOSCOW, RUSSIA
RNAV SID



UUEE/SVO
SHEREMETYEVO

JEPPESSEN
22 MAR 19 20-3G4 Eff 28 Mar

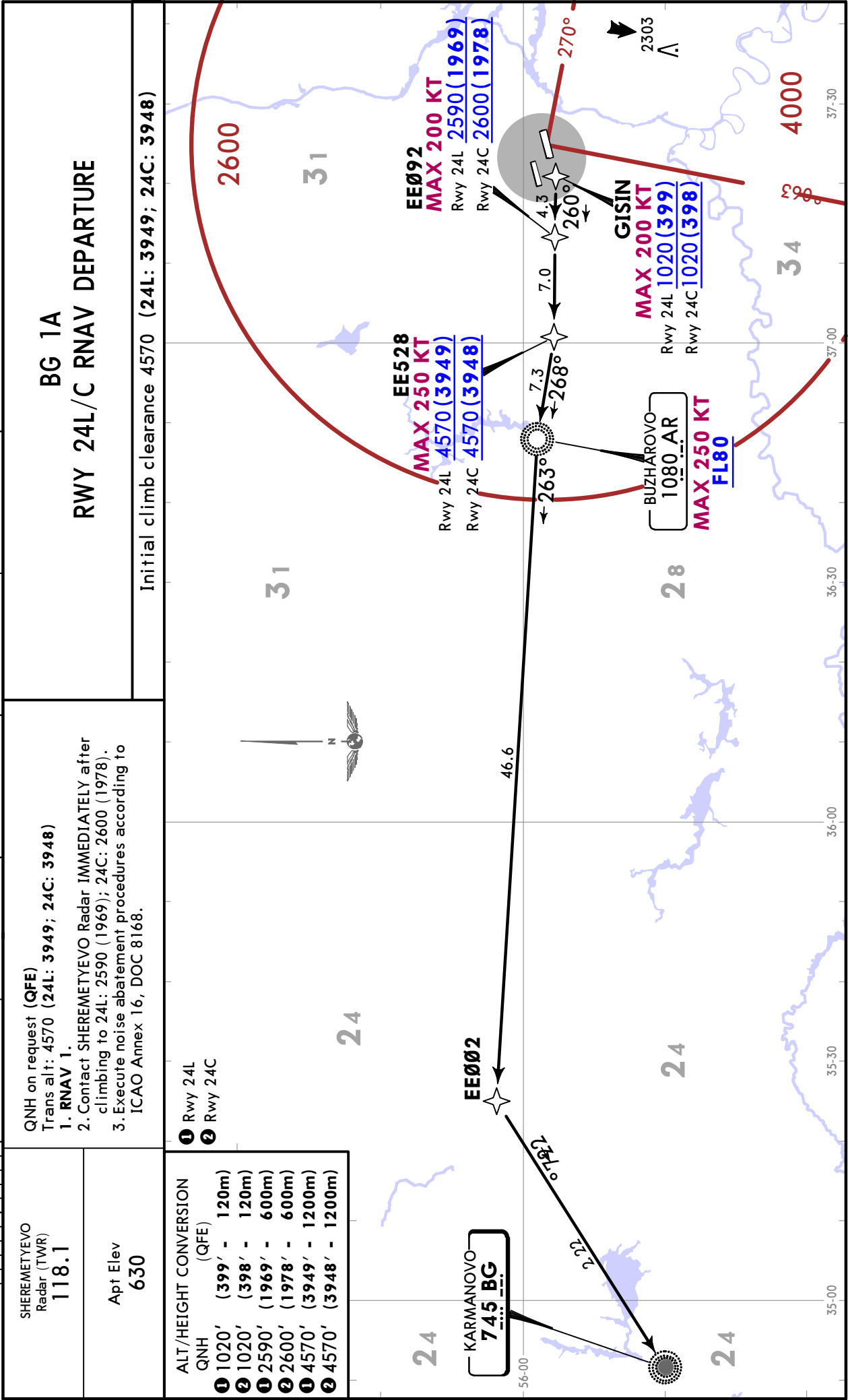
MOSCOW, RUSSIA
RNAV SID



UUEE/SVO
SHEREMETYEVO

JEPPESSEN
22 MAR 19 20-3G5 Eff 28 Mar

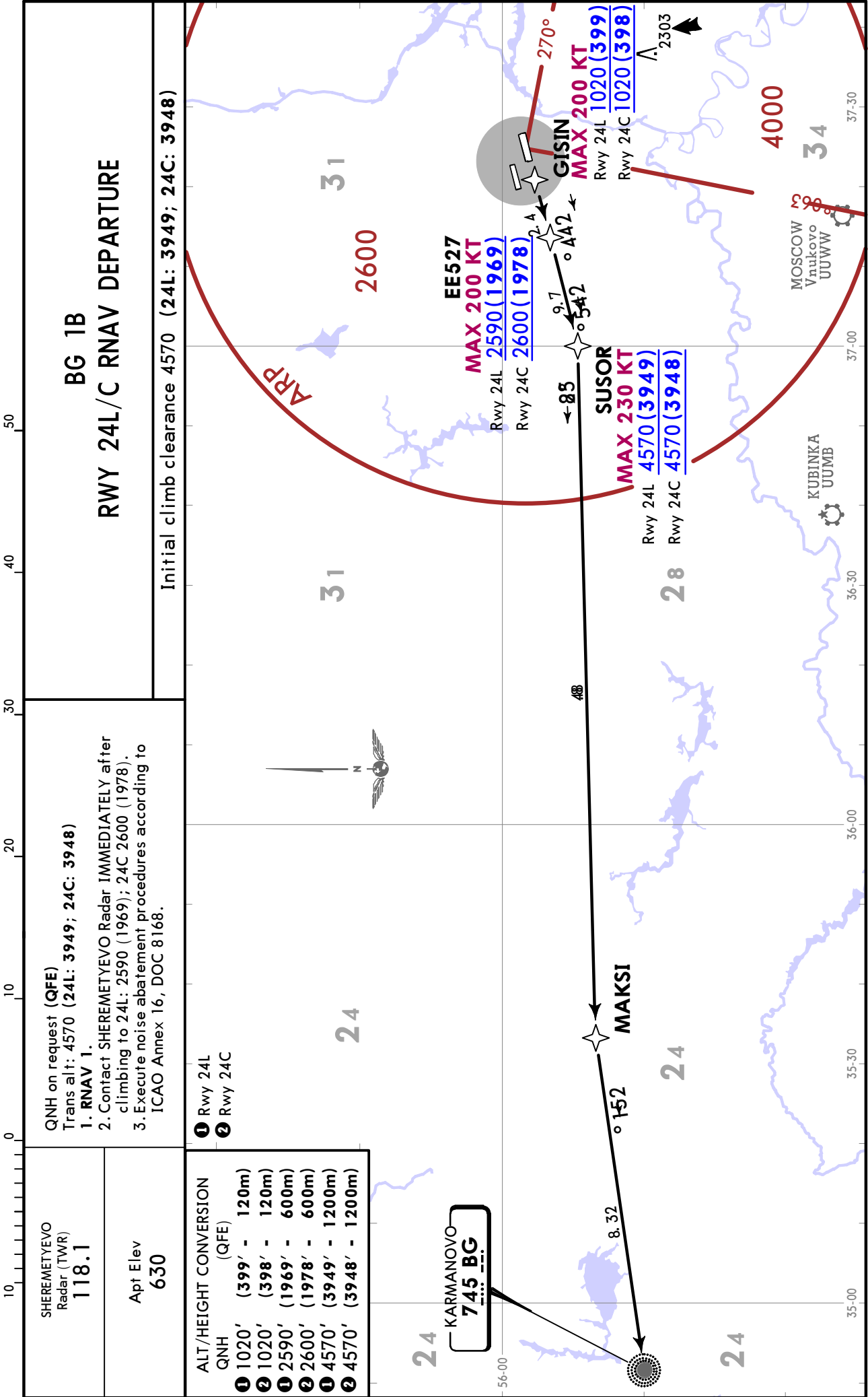
MOSCOW, RUSSIA
RNAV SID

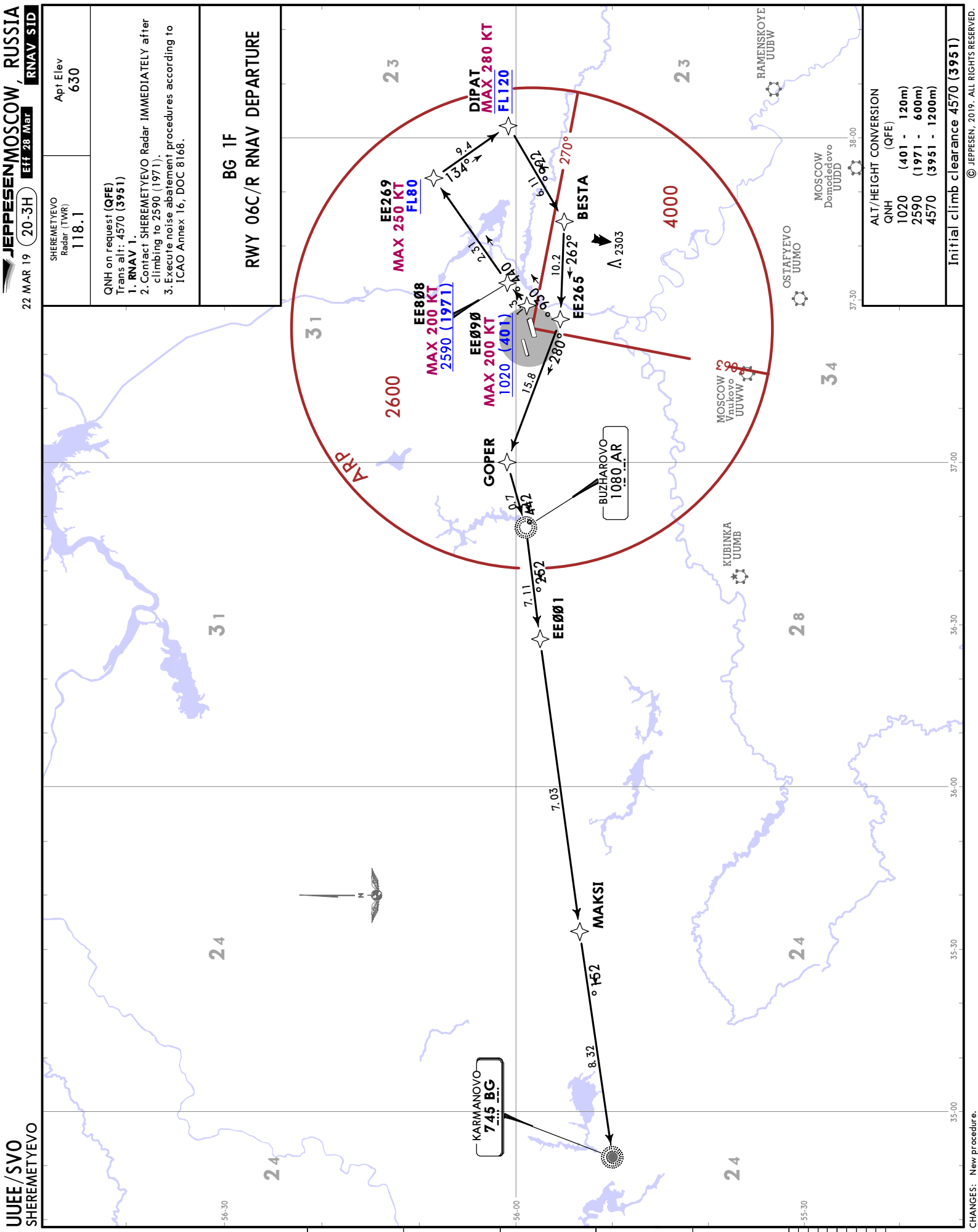


UUEE/SVO
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JEPPESSEN
22 MAR 19 20-3G6 Eff 28 Mar

MOSCOW, RUSSIA
RNAV SID







CHANGES: New chart; new procedure at this airport.

UUEE/SVO
SHEREMETYEVO

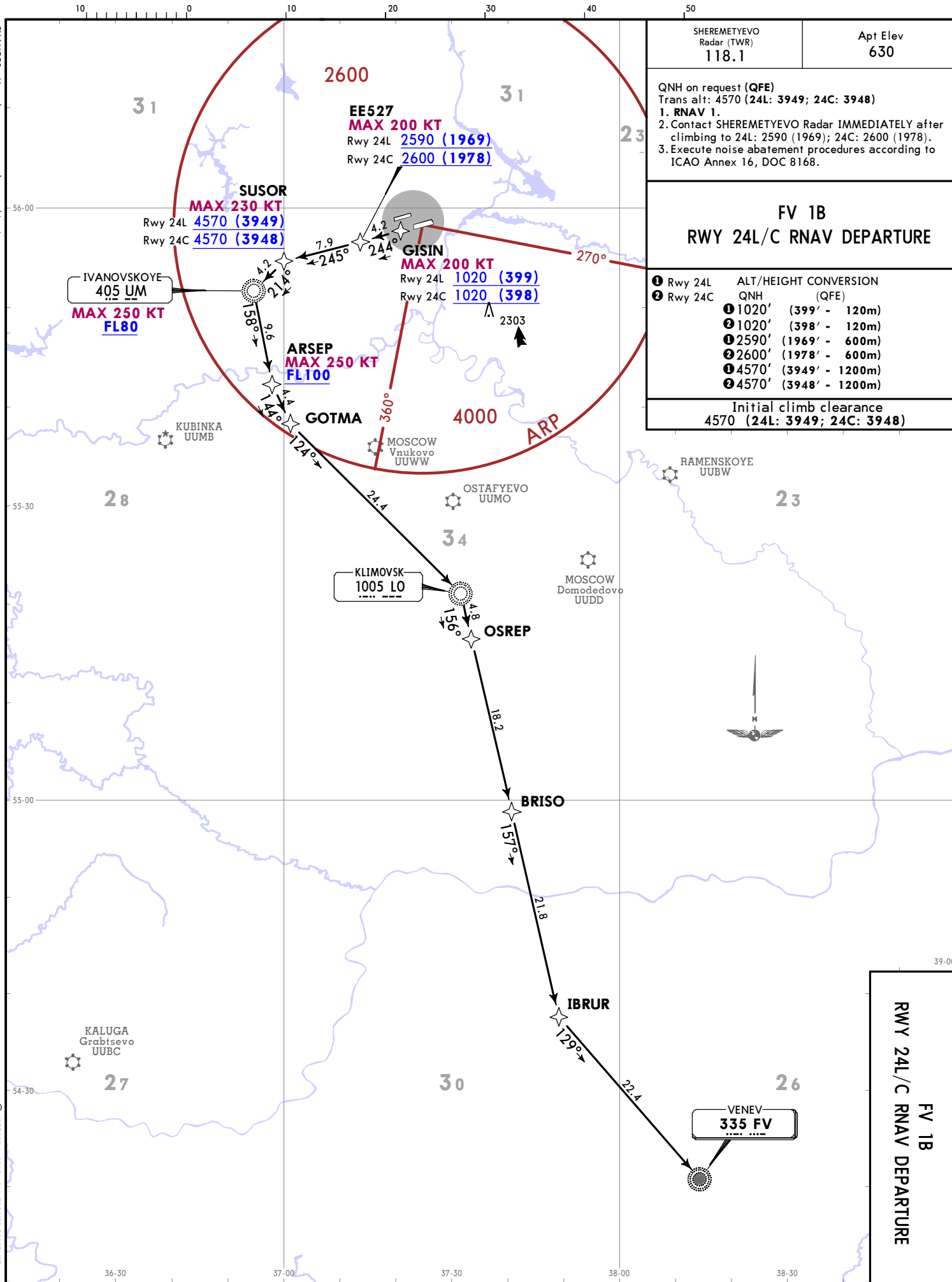
SHEREMETYEVO
Radar (TWR)
118.1

Apt Elev
630

QNH on request (QFE)
Trans alt: 4570 (24L: 3949; 24C: 3948)
1. RNAV 1.
2. Contact SHEREMETYEVO Radar IMMEDIATELY after
climbing to 24L: 2590 (1969); 24C: 2600 (1978).
3. Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

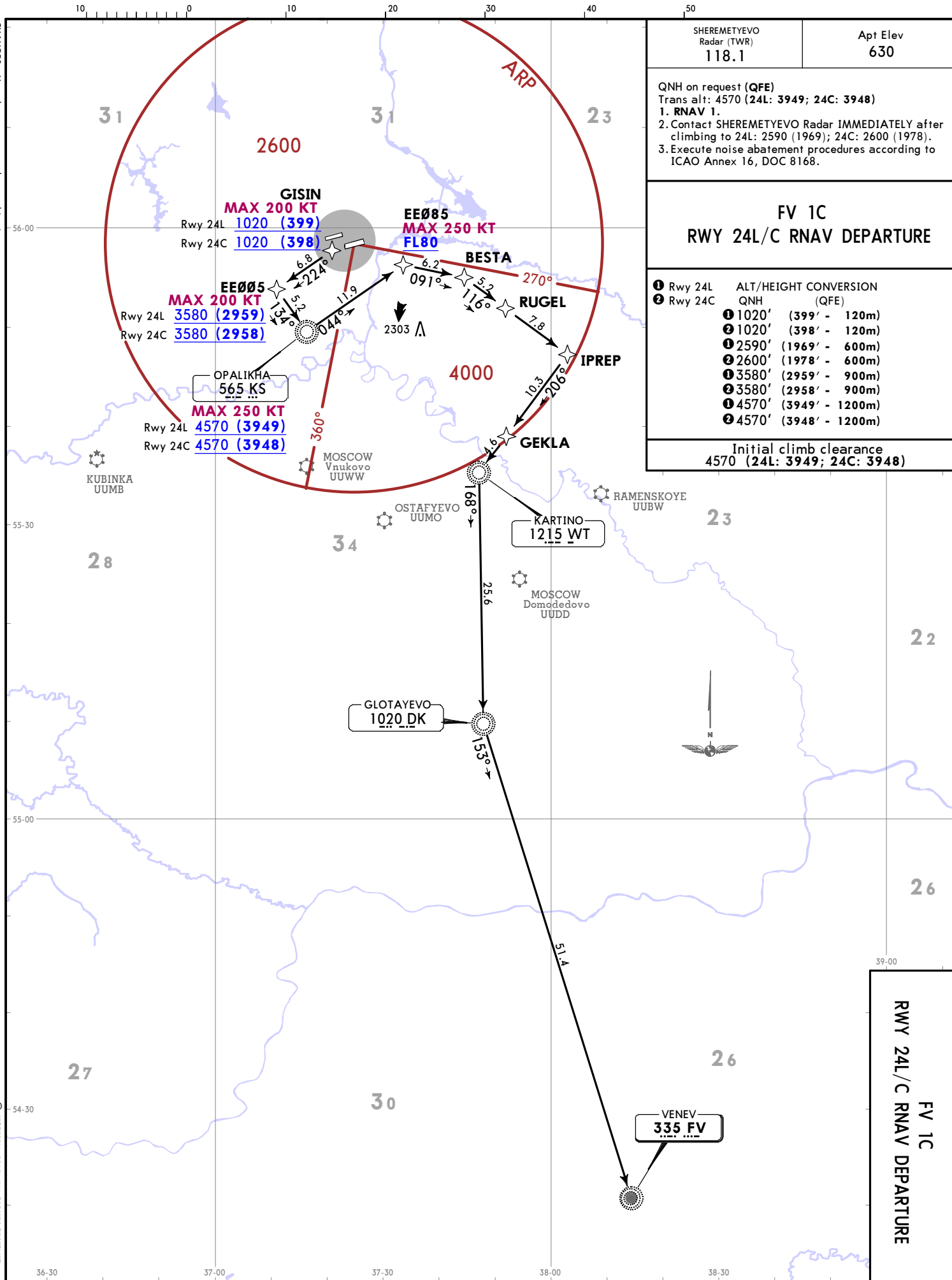
FV 1B
RWY 24L/C RNAV DEPARTURE

	Rwy	ALT/HEIGHT CONVERSION		
			QNH	(QFE)
1	Rwy 24L			
2	Rwy 24C			
		1020'	(399' - 120m)	
		1020'	(398' - 120m)	
		2590'	(1969' - 600m)	
		2600'	(1978' - 600m)	
		4570'	(3949' - 1200m)	
		4570'	(3948' - 1200m)	
Initial climb clearance			4570 (24L: 3949; 24C: 3948)	



CHANGES: New chart; new procedure at this airport.

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UUEE/SVO
SHERMETYEVO

22 MAR 19
JEPPESSEN
20-312

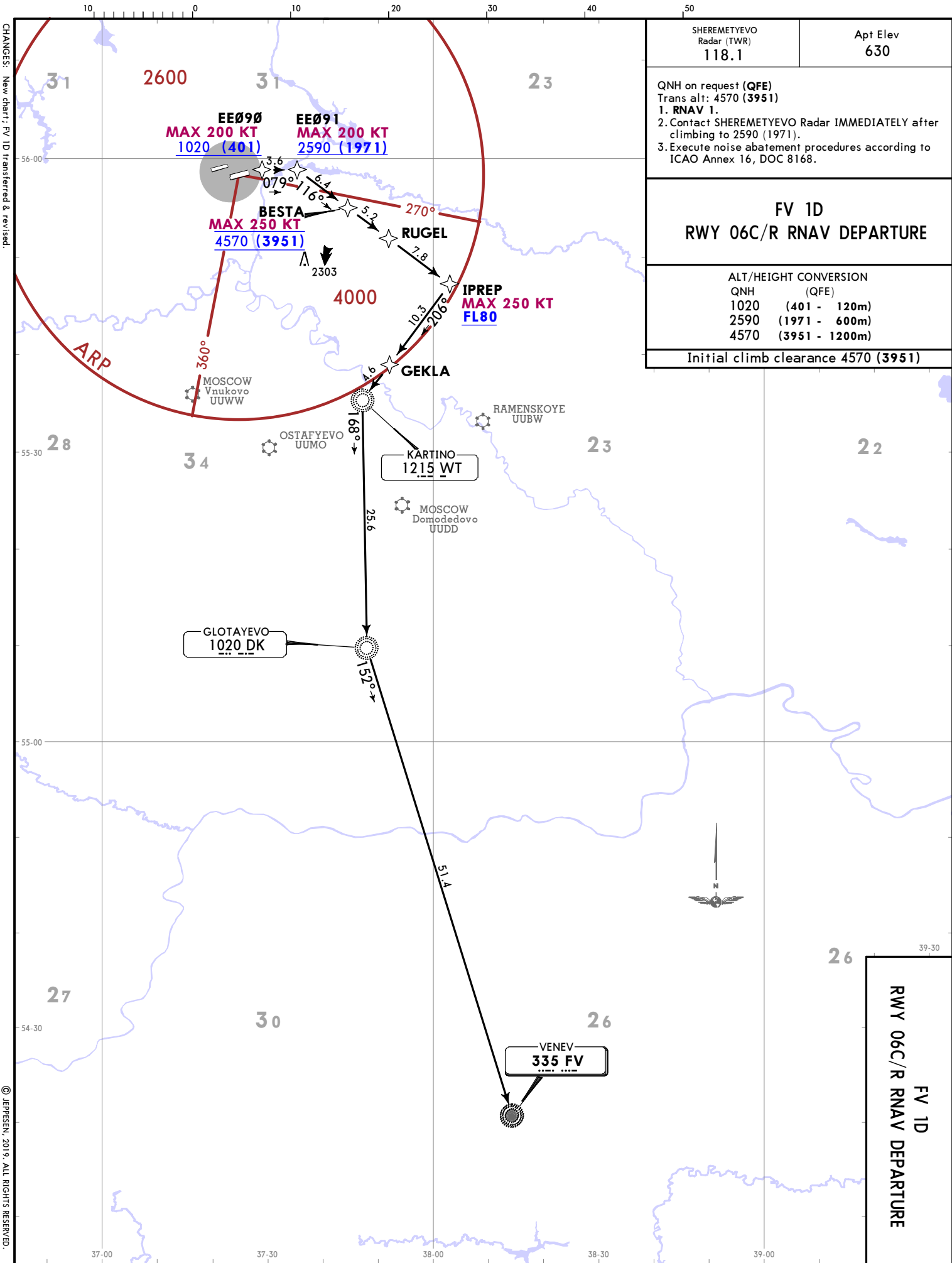
EFF 28 Mar

MOSCOW, RUSSIA
RNAV SID

FV 1C
RWY 24L/C RNAV DEPARTURE

CHANGES: New chart; FV ID transferred & revised.

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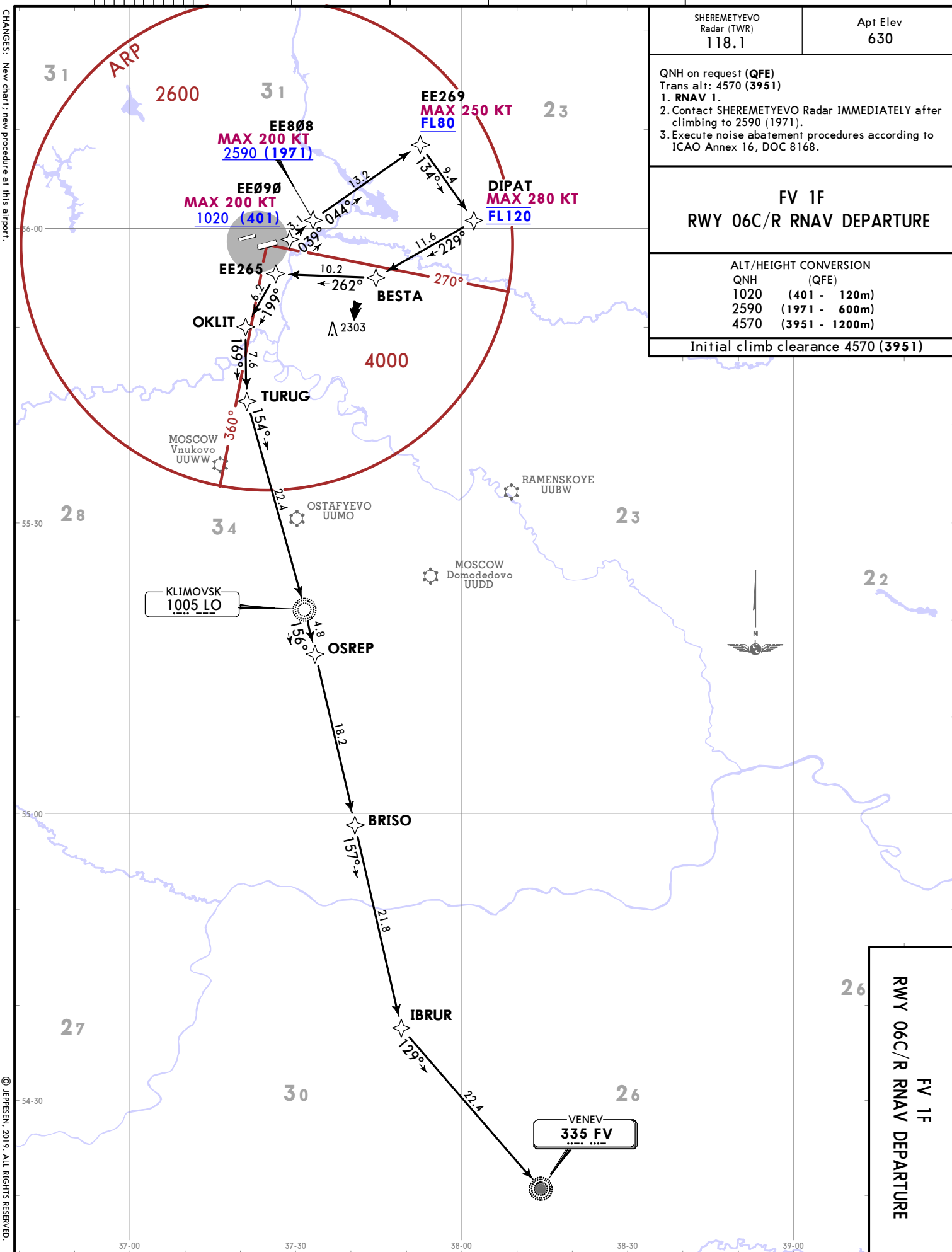
UUEE/SVO
SHEREMETYEVO

SHEREMETYEVO Radar (TWR) 118.1	Apt Elev 630
QNH on request (QFE) Trans alt: 4570 (3951) 1. RNAV 1. 2. Contact SHEREMETYEVO Radar IMMEDIATELY after climbing to 2590 (1971). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.	
FV 1D RWY 06C/R RNAV DEPARTURE	
ALT/HEIGHT CONVERSION QNH (QFE) 1020 (401 - 120m) 2590 (1971 - 600m) 4570 (3951 - 1200m)	
Initial climb clearance 4570 (3951)	

22 MAR 19 (20-313)
JEPPESEN
EFF 28 MAR
MOSCOW, RUSSIA
RNAV SID

CHANGES: New chart; new procedure at this airport.

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CHANGES: New chart; new procedure at this airport.

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UUEE/SVO
SHEREMETYEVO

JEPPESSEN
22 MAR 19 (20-315)
EFF 28 Mar
MOSCOW, RUSSIA
RNAV SID

SHEREMETYEVO
Radar (TWR)
118.1

Apt Elev
630

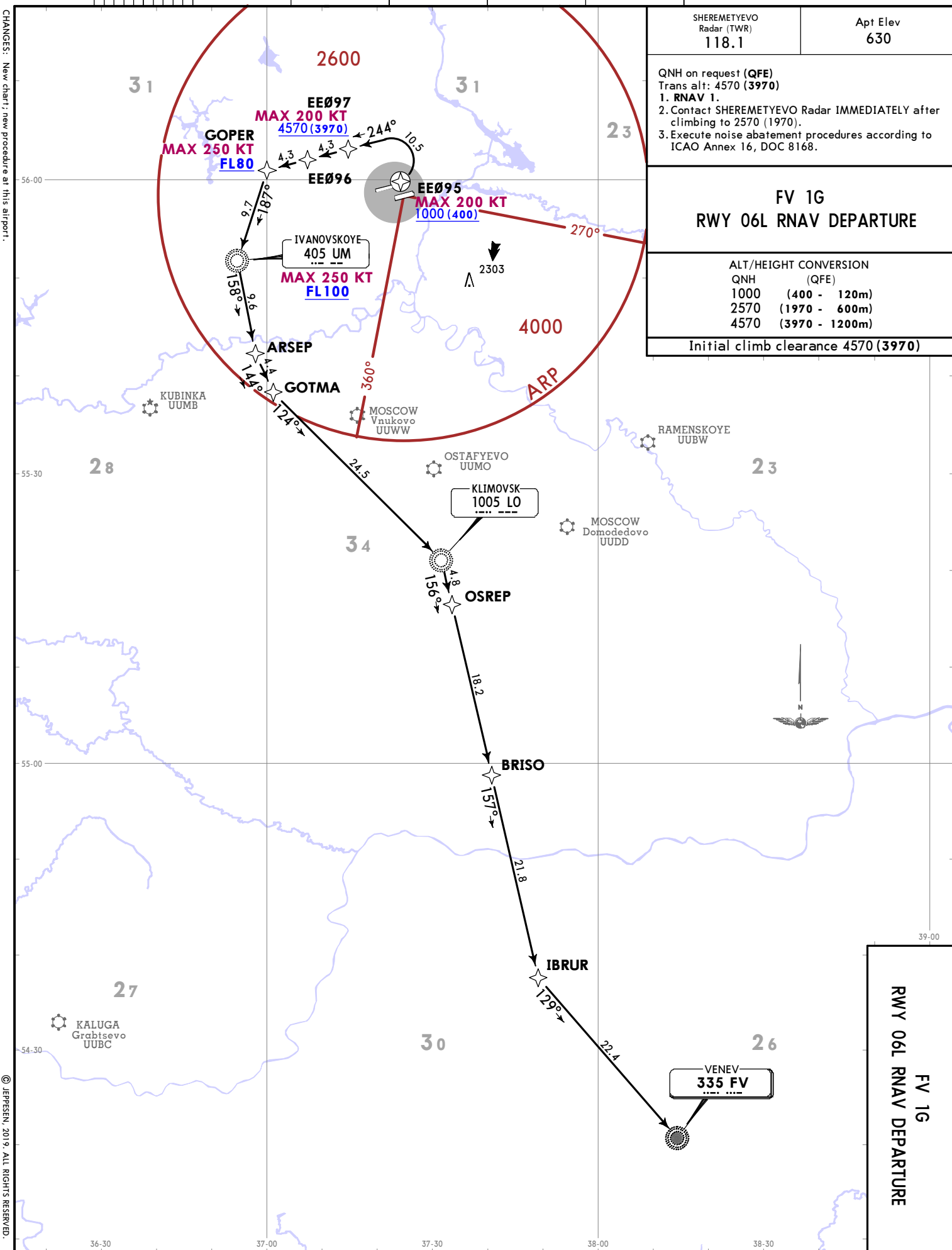
QNH on request (QFE)
Trans alt: 4570 (3970)

1. RNAV 1.
2. Contact SHEREMETYEVO Radar IMMEDIATELY after climbing to 2570 (1970).
3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

FV 1G
RWY 06L RNAV DEPARTURE

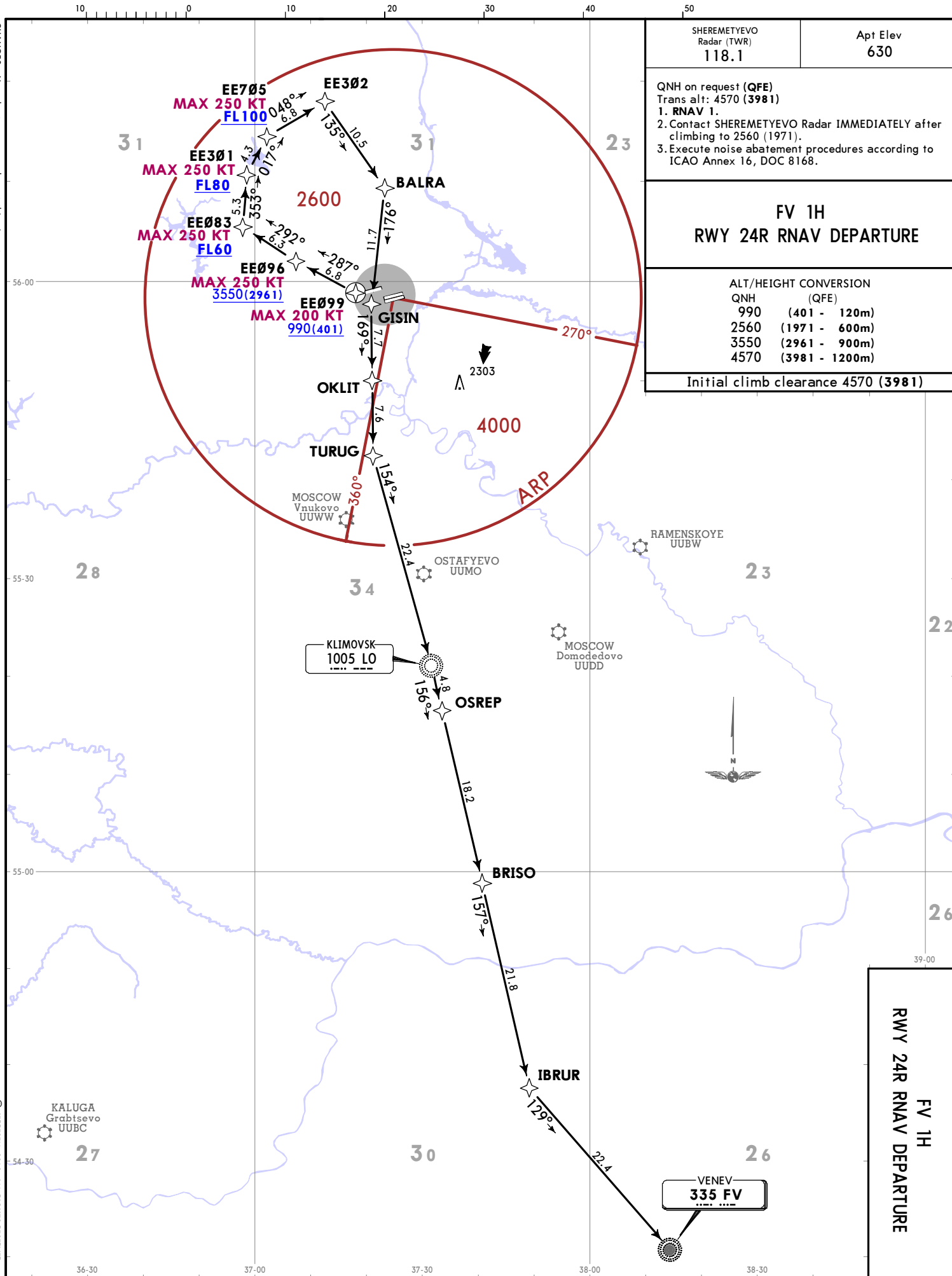
ALT/HEIGHT CONVERSION	
QNH	(QFE)
1000	(400 - 120m)
2570	(1970 - 600m)
4570	(3970 - 1200m)

Initial climb clearance 4570 (3970)



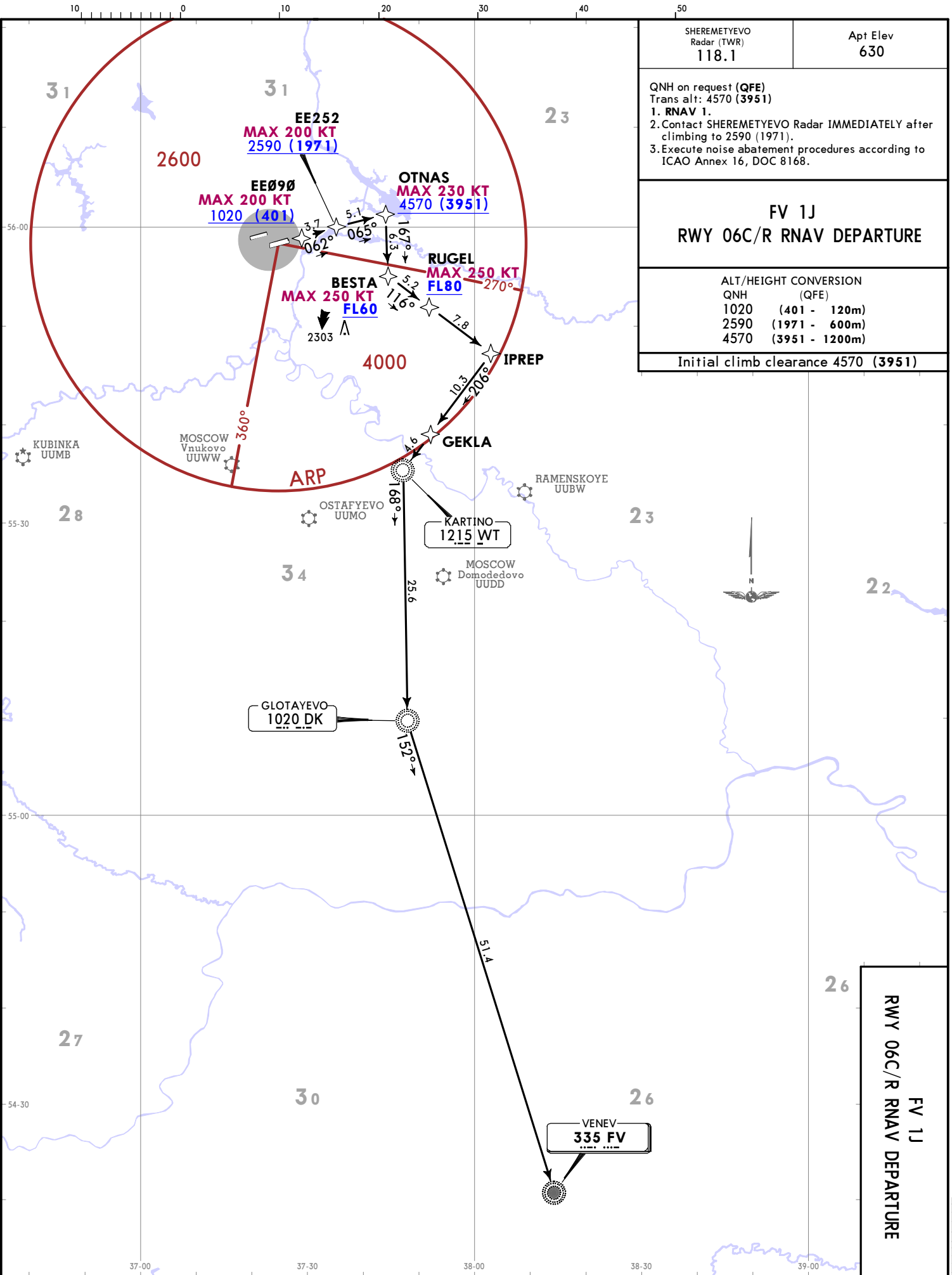
CHANGES: New chart; new procedure at this airport.

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CHANGES: New chart; new procedure at this airport.

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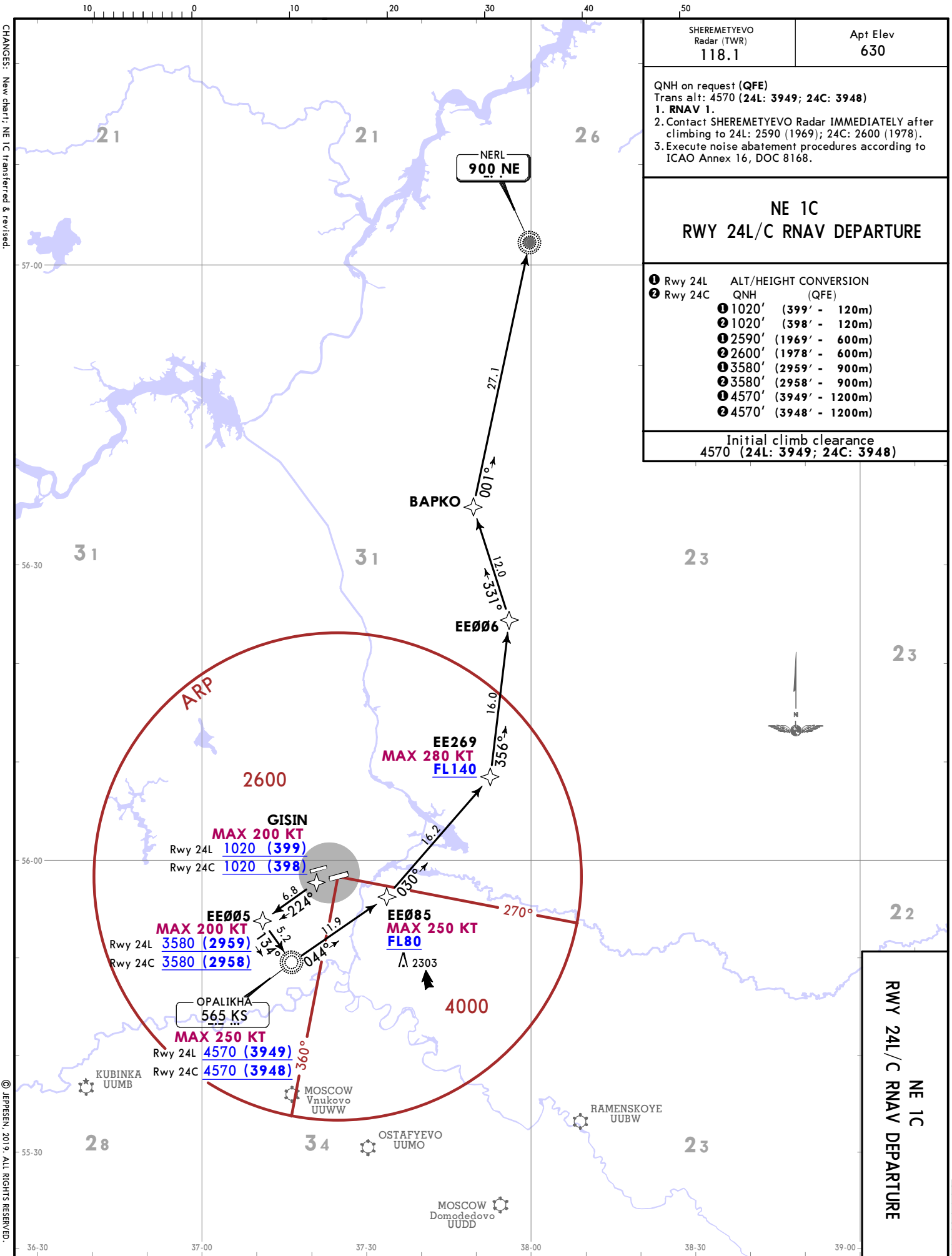


SHEREMETYEVO Radar (TWR) 118.1	Apt Elev 630
QNH on request (QFE) Trans alt: 4570 (3951) 1. RNAV 1. 2. Contact SHEREMETYEVO Radar IMMEDIATELY after climbing to 2590 (1971). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.	
FV 1J RWY 06C/R RNAV DEPARTURE	
ALT/HEIGHT CONVERSION QNH (QFE) 1020 (401 - 120m) 2590 (1971 - 600m) 4570 (3951 - 1200m)	
Initial climb clearance 4570 (3951)	

FV 1J
RWY 06C/R RNAV DEPARTURE

CHANGES: New chart; NE 1C transferred & revised.

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UUEE/SVO
SHEREMETYEVO

22 MAR 19 20-318 Eff 28 Mar

JEPPESEN MOSCOW, RUSSIA
RNAV SID

NE 1C
RWY 24L/C RNAV DEPARTURE

2. Contact SHERMETYEVO Radar IMMEDIATELY after climbing to 2590 (1971).
3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

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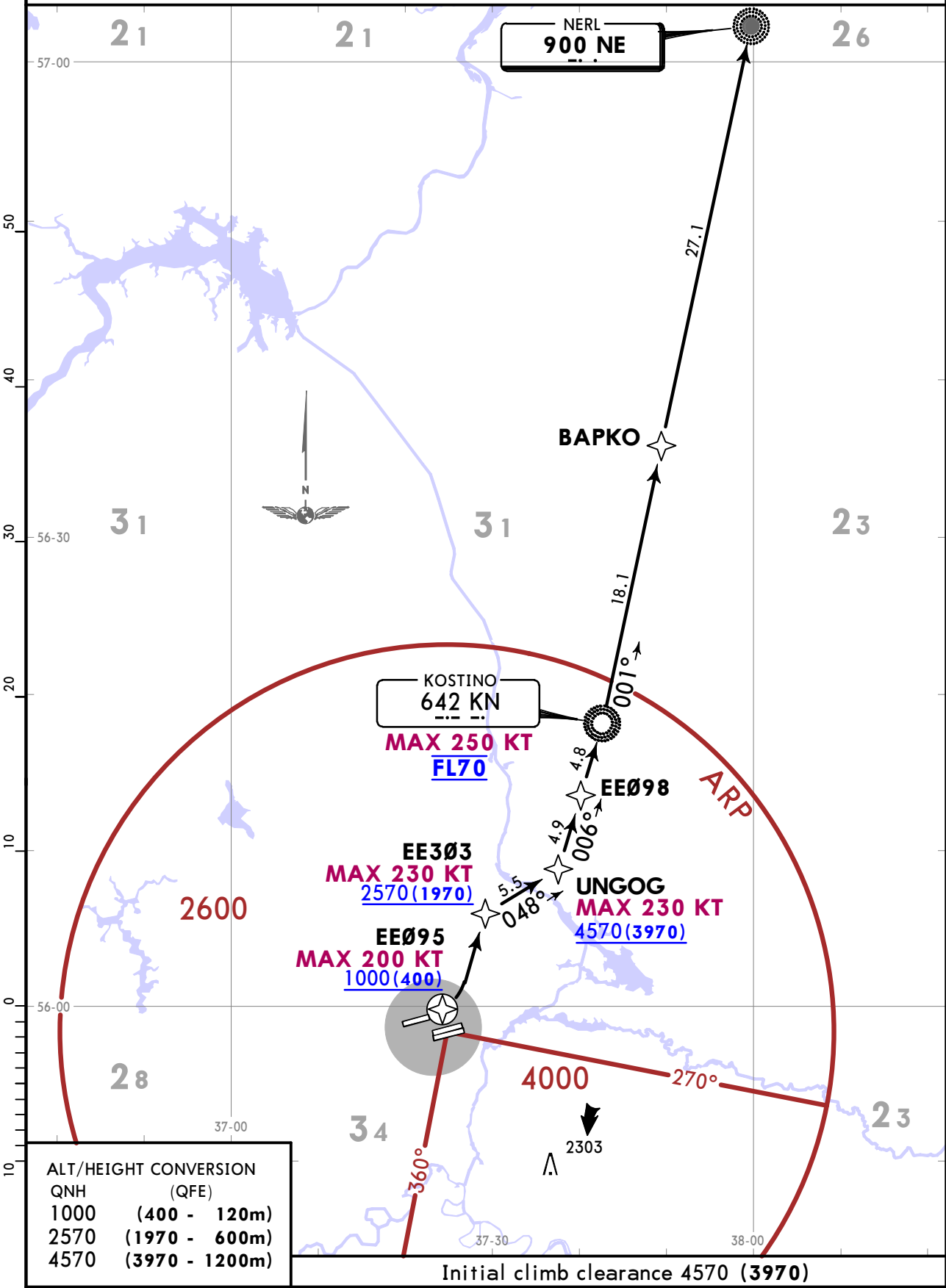
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
22 MAR 19 20-3L Eff 28 Mar

MOSCOW, RUSSIA
RNAV SID

SHEREMETYEVO Radar (TWR) 118.1	QNH on request (QFE) Trans alt: 4570 (3970) 1. RNAV 1.
Apt Elev 630	2. Contact SHEREMETYEVO Radar IMMEDIATELY after climbing to 2570 (1970). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

NE 1G
RWY 06L RNAV DEPARTURE



CHANGES: New chart; new procedure at this airport.

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UUEE/SVO
SHEREMETYEVO

JEPPESEN
22 MAR 19 (20-31)
EFF 28 Mar
MOSCOW, RUSSIA
RNAV SID

SHEREMETYEVO
Radar (TWR)
118.1

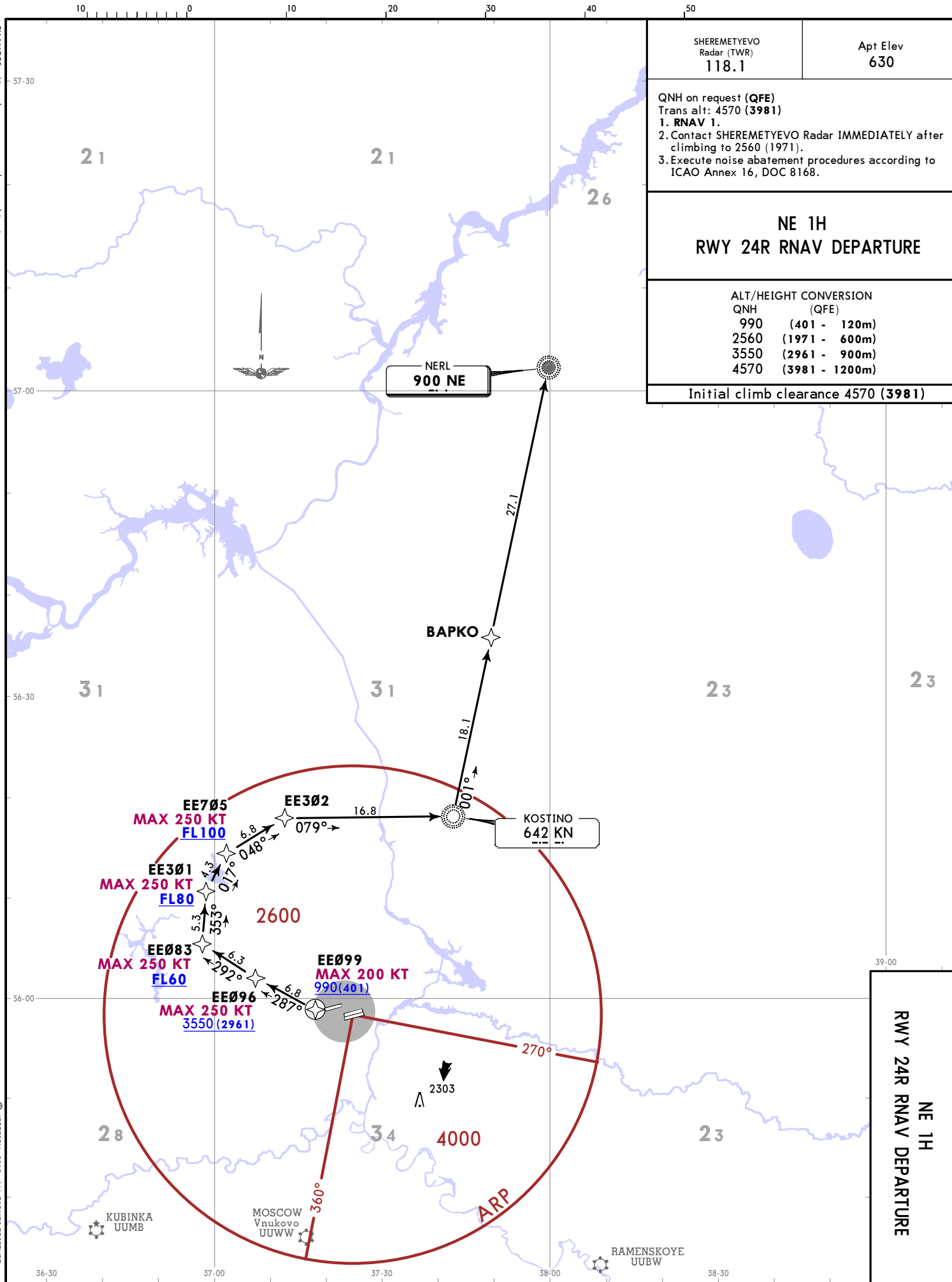
Apt Elev
630

QNH on request (QFE)
Trans alt: 4570 (3981)
1. RNAV 1.
2. Contact SHEREMETYEVO Radar IMMEDIATELY after
climbing to 2560 (1971).
3. Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

NE 1H
RWY 24R RNAV DEPARTURE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
990	(401 - 120m)
2560	(1971 - 600m)
3550	(2961 - 900m)
4570	(3981 - 1200m)

Initial climb clearance 4570 (3981)



JEPPESNMOSCOW, RUSSIA
22 MAR 19 (20-3L2) Eff 28 Mar

UUEE/SVO
SHEREMETYEVO

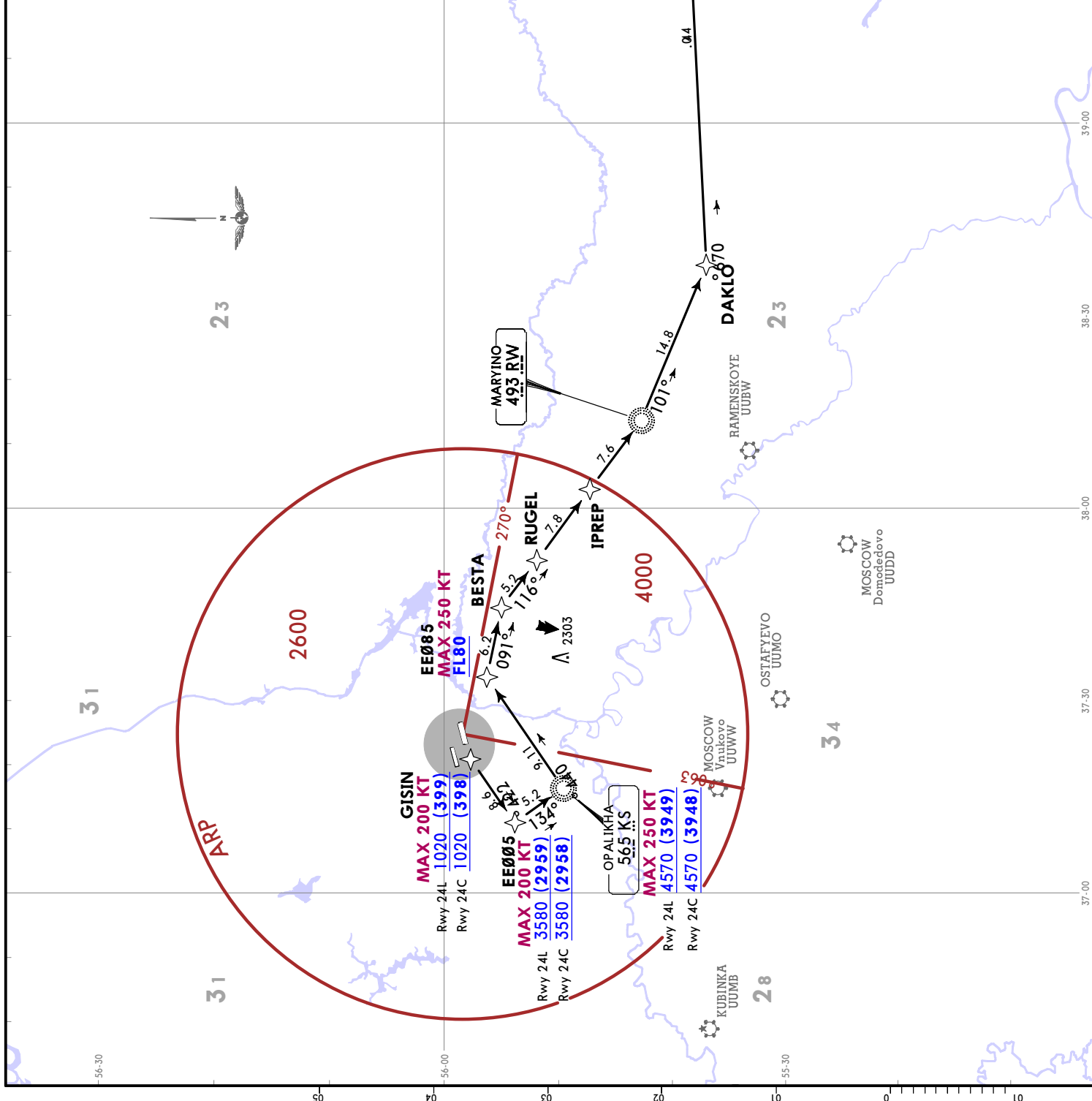
RNAV SID

SHEREMETYEVO
Radar (TWR)
118.1

Apt Elev
630

QNH on request (QFE)
Trans alt: 4570 (24L: 3949; 24C: 3948)
1. RNAV 1.
2. Contact SHERMETYEVO Radar IMMEDIATELY after
climbing to 24L: 2590 (1969); 24C: 2600 (1978).
3. Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

NOGTI 1C (NGT 1C)
RWY 24L/C RNAV DEPARTURE



1	Rwy 24L	ALT/HEIGHT CONVERSION	QNH	(QFE)
1	1020'	(399' - 120m)	1020'	(398' - 120m)
2	1020'	(398' - 120m)	1020'	(398' - 120m)
1	2590'	(1969' - 600m)	2590'	(1978' - 600m)
2	2600'	(1978' - 600m)	2600'	(1978' - 600m)
1	3580'	(2959' - 900m)	3580'	(2958' - 900m)
2	3580'	(2958' - 900m)	3580'	(2958' - 900m)
1	4570'	(3949' - 1200m)	4570'	(3948' - 1200m)
2	4570'	(3948' - 1200m)	4570'	(3948' - 1200m)

Initial climb clearance
4570 (24L: 3949; 24C: 3948)

UUEE/SVO
SHEREMETYEVO



JEPPESNMOSCOW, RUSSIA
22 MAR 19 (20-314) Eff 28 Mar

UUEE/SVO
SHEREMETYEVO

RNAV SID

SHERMETYEVO
Radar (TWR)
118.1

Apt Elev
630

QNH on request (QFE)
Trans alt: 4570 (3951)

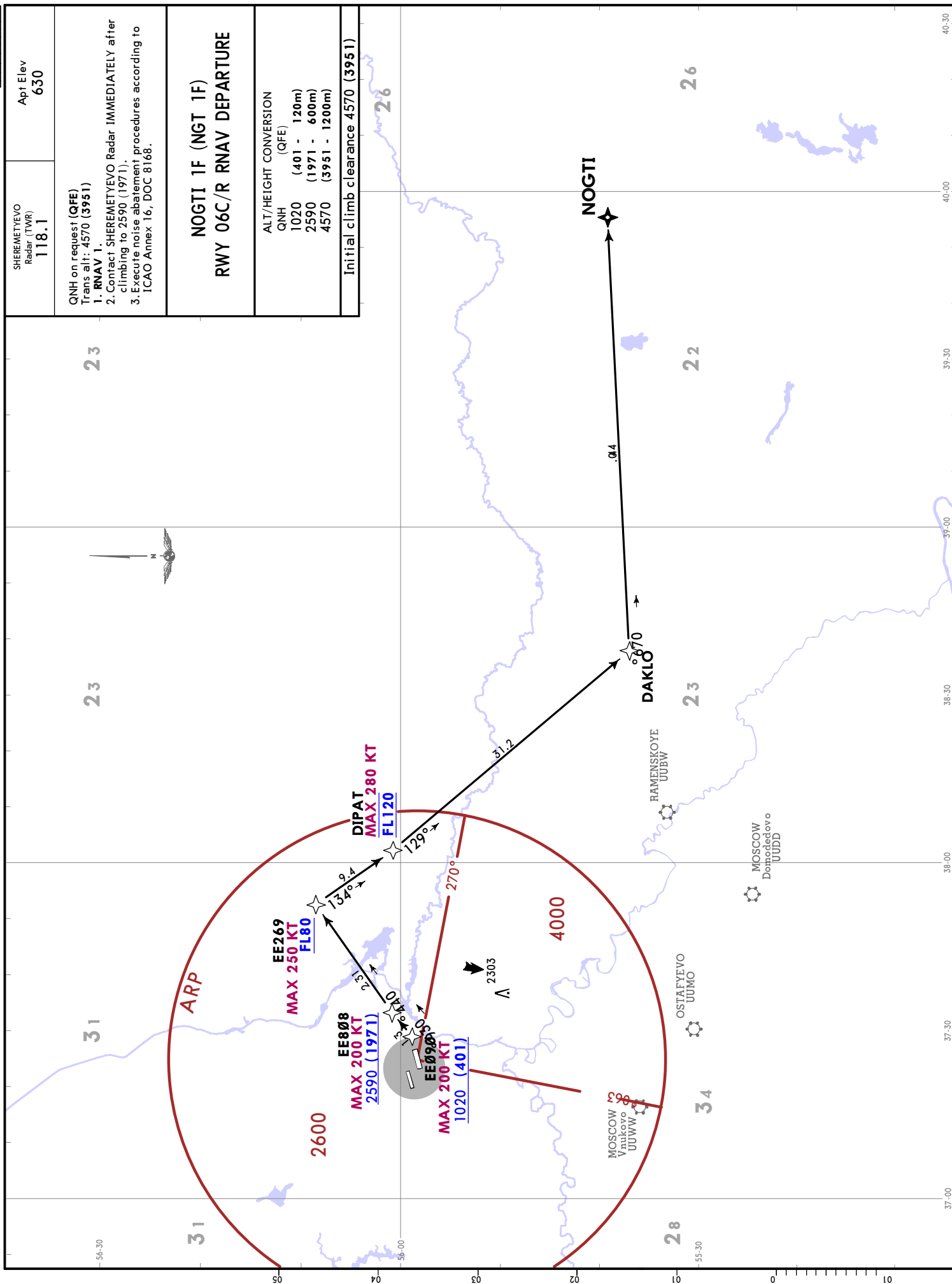
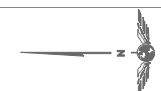
1. RNAV 1.
2. Contact SHERMETYEVO Radar IMMEDIATELY after climbing to 2590 (1971).
3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

NOGTI 1F (NGT 1F)

RWY 06C/R RNAV DEPARTURE

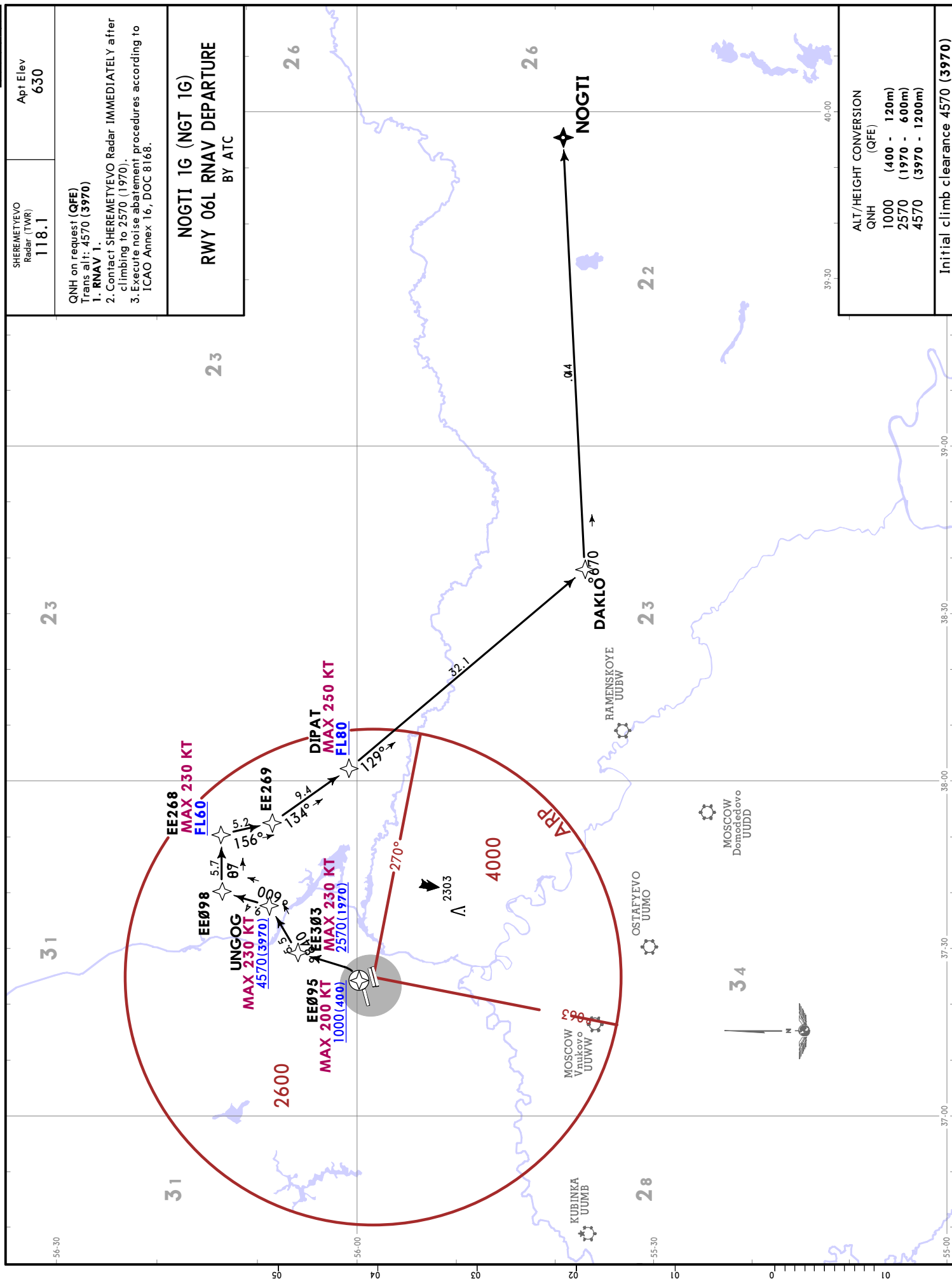
ALT/HEIGHT CONVERSION
QNH (QFE)
1020 (401 - 120m)
2590 (1971 - 600m)
4570 (3951 - 1200m)

Initial climb clearance 4570 (3951)



UUUEE/SVO
SHEREMETYEVO

JEPPESEN MOSCOW, RUSSIA
22 MAR 19 (20-3L5) Eff 28 Mar RNAV SID

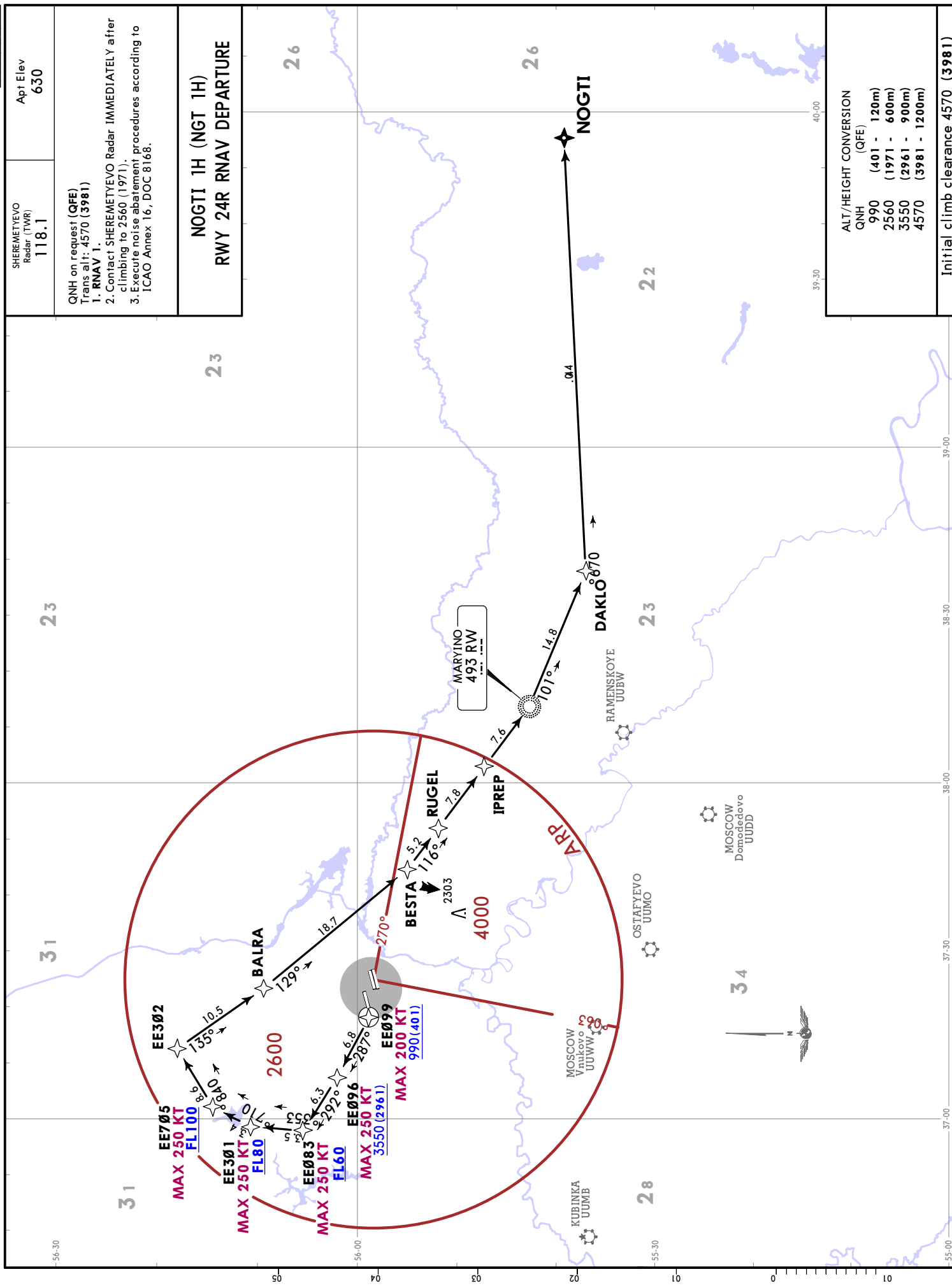


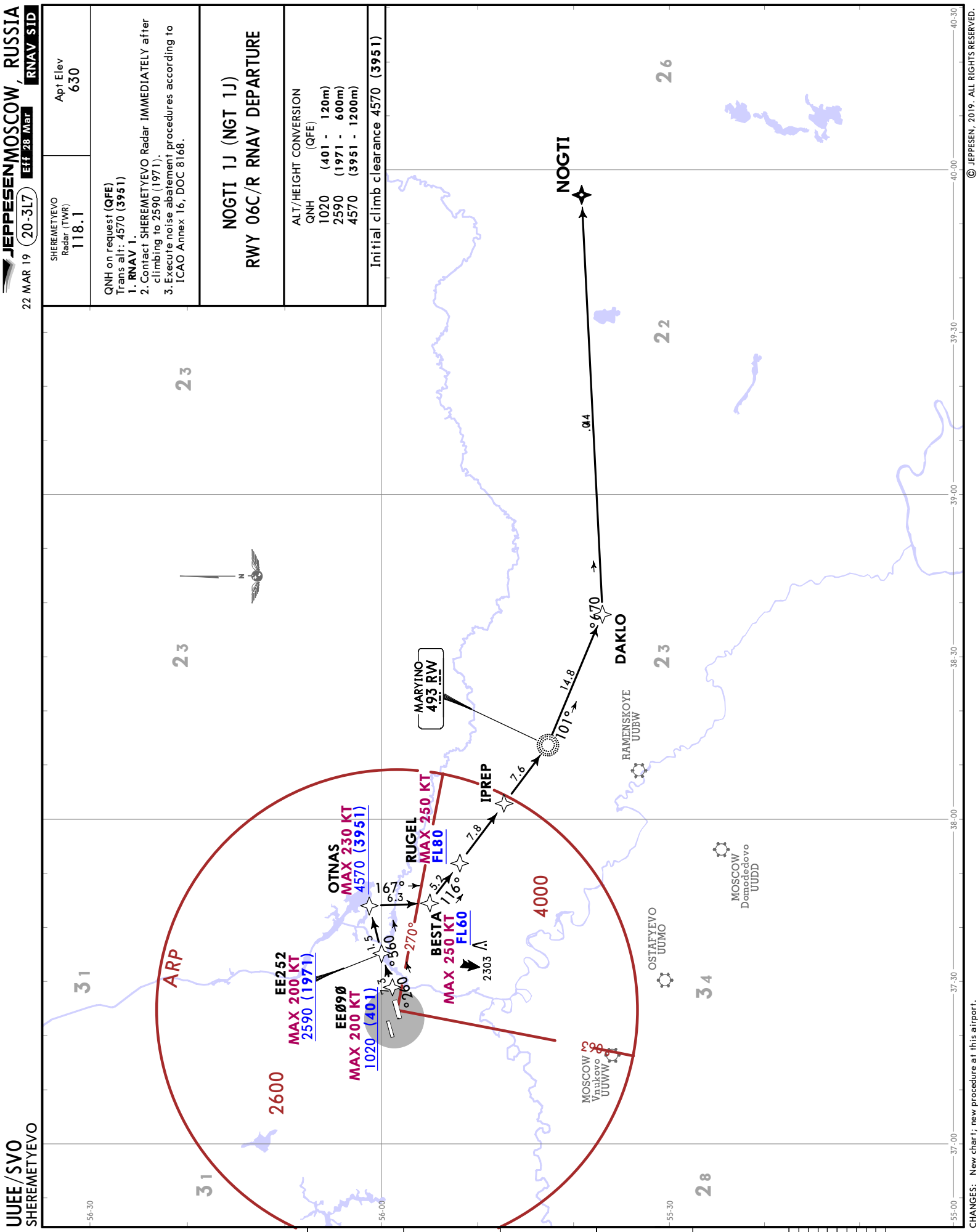
CHANGES: New chart: new procedure at this airport.

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JEYPESEN MOSCOW, RUSSIA
22 MAR 19 (20-3L6) Eff 28 Mar
RNAV SID

UUEE/SVO
SHEREMETYEVO



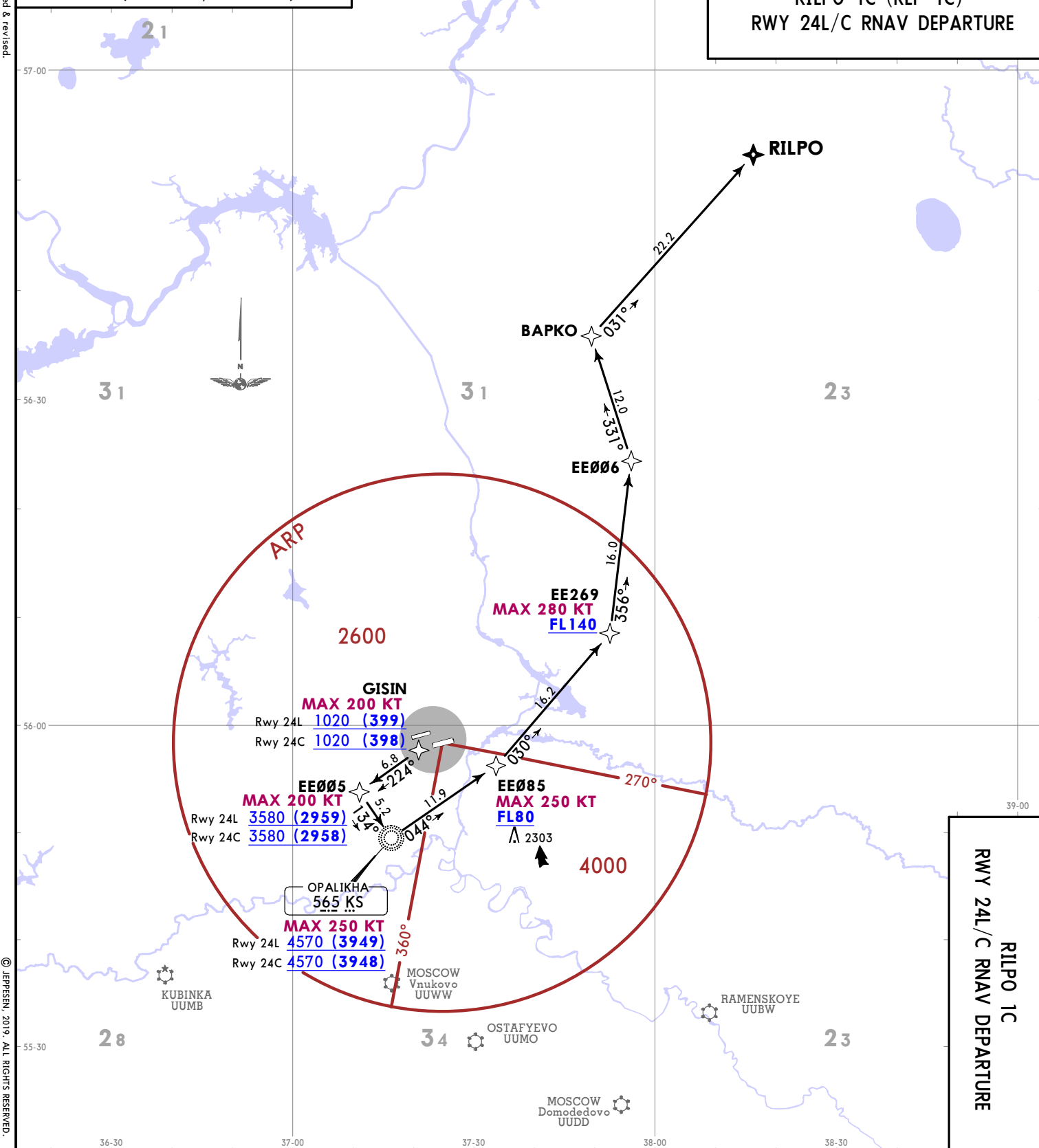


Initial climb clearance
4570 (24L: 3949; 24C: 3948)

Apt Elev
630

2. Contact SHEREMETYEVO Radar IMMEDIATELY after climbing to 24L: 2590 (1969); 24C: 2600 (1978).
3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

RILPO 1C (RLP 1C)
RWY 24L/C RNAV DEPARTURE



UUEE/SVO
SHEREMET'YEV

22 MAR 19 (20-318)

Eff

MOSCOW, RUSSIA

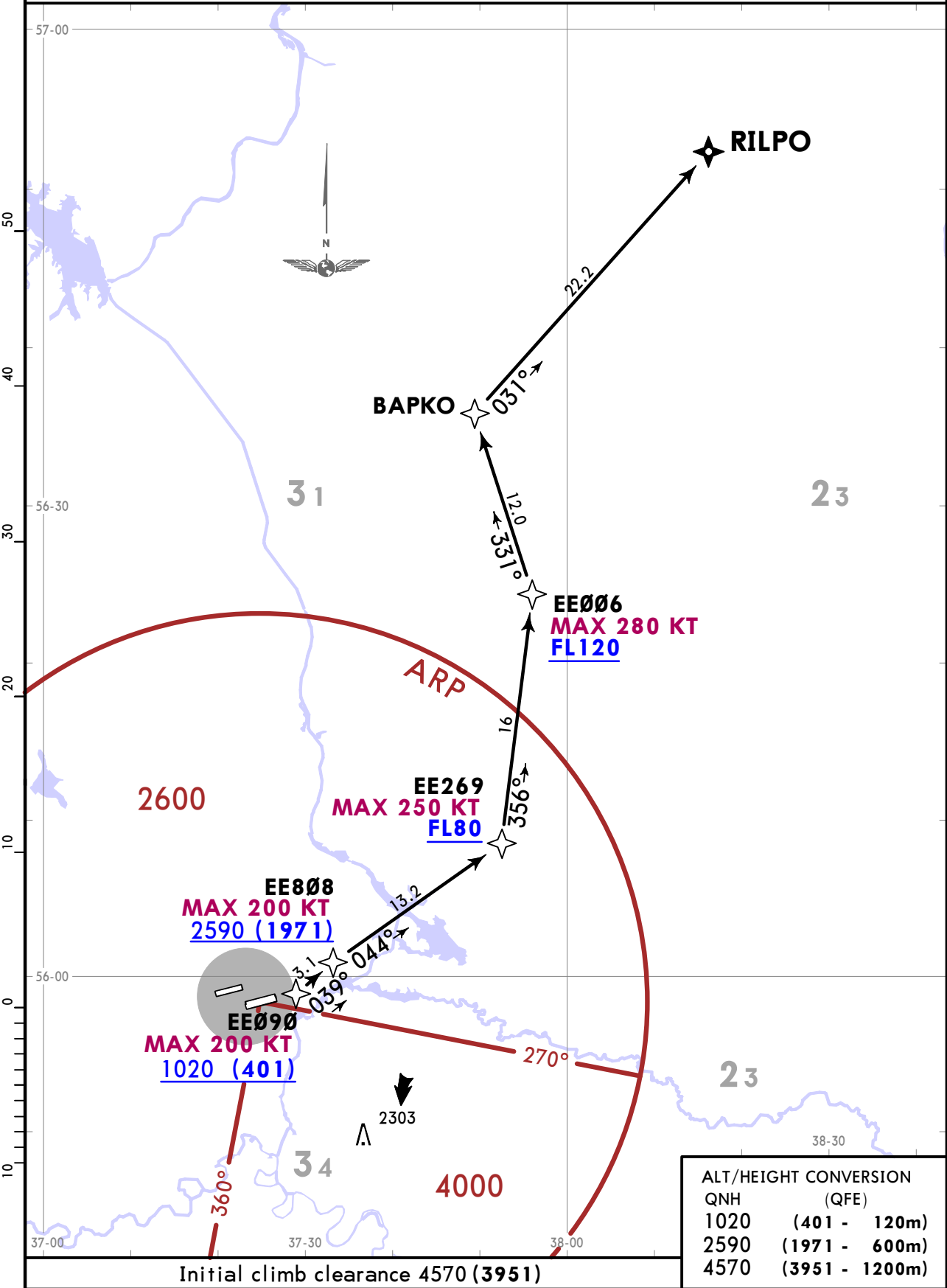
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
22 MAR 19 20-3M Eff 28 Mar

MOSCOW, RUSSIA
RNAV SID

SHEREMETYEVO Radar (TWR) 118.1	QNH on request (QFE) Trans alt: 4570 (3951) 1. RNAV 1.
Apt Elev 630	2. Contact SHEREMETYEVO Radar IMMEDIATELY after climbing to 2590 (1971). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

RILPO 1F (RLP 1F)
RWY 06C/R RNAV DEPARTURE



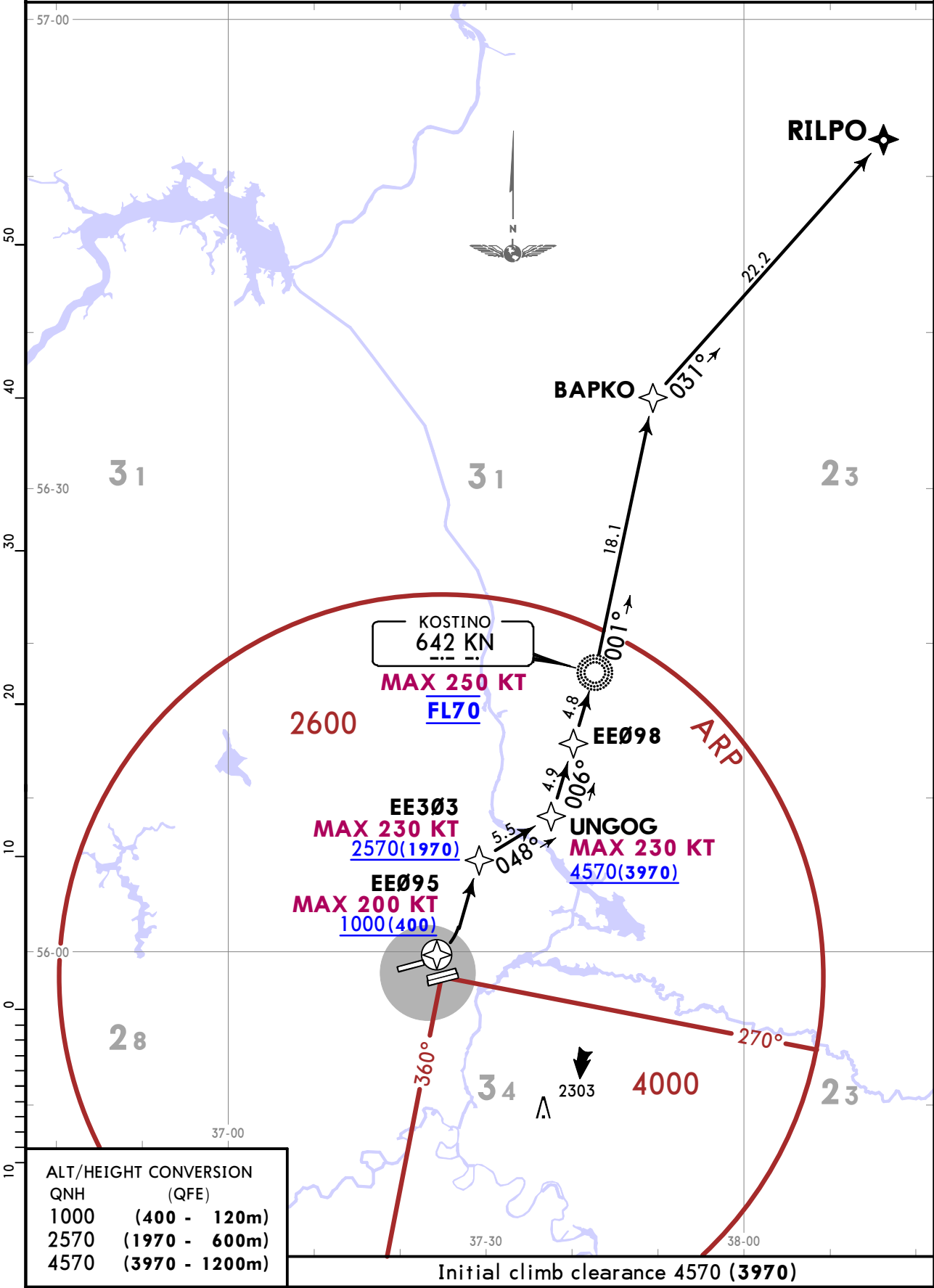
UUEE/SVO
SHEREMETYEVO

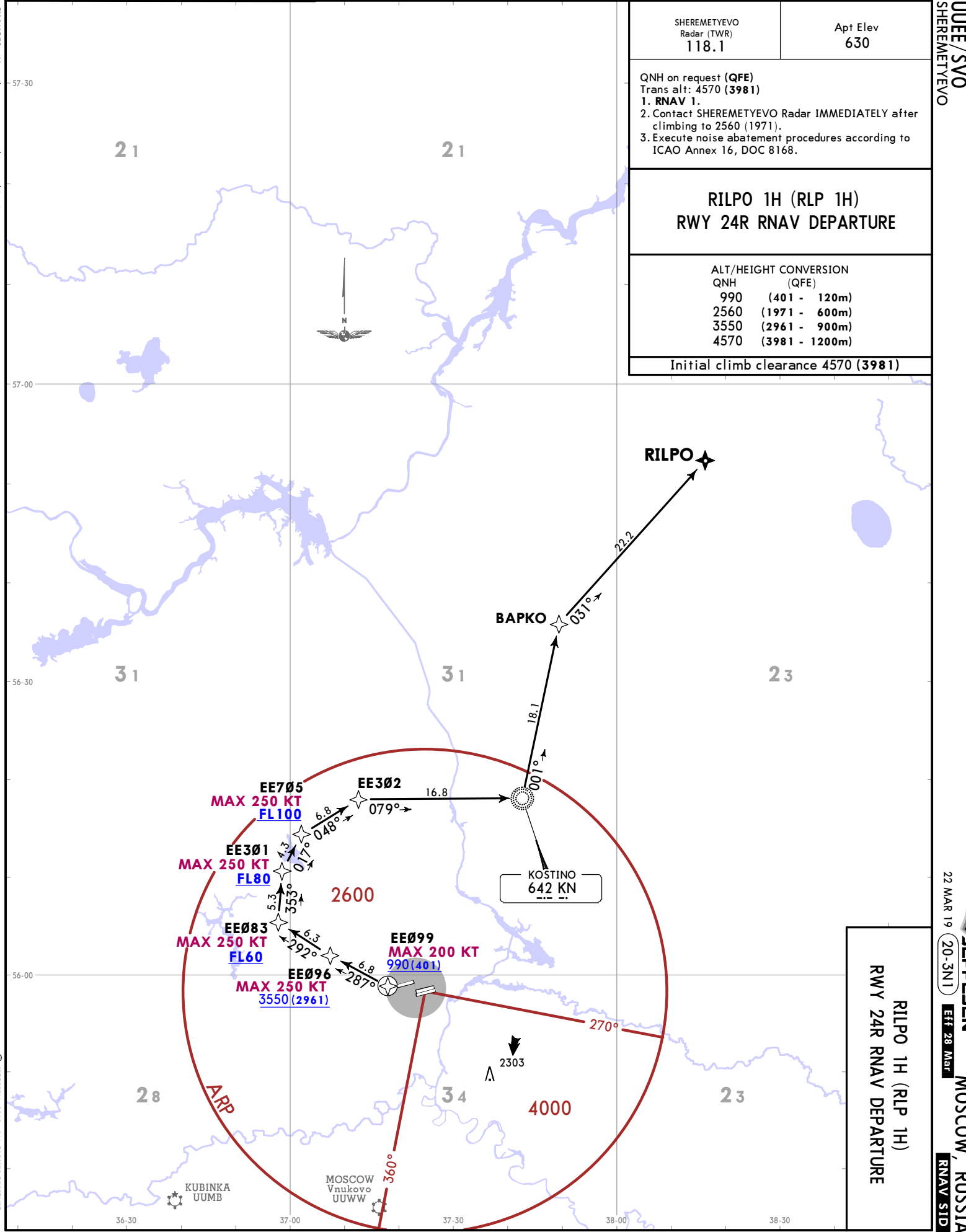
22 MAR 19 **20-3N** **Eff 28 Mar**

MOSCOW, RUSSIA
RNAV SID

SHEREMETYEVO Radar (TWR) 118.1	QNH on request (QFE) Trans alt: 4570 (3970) 1. RNAV 1.
Apt Elev 630	2. Contact SHEREMETYEVO Radar IMMEDIATELY after climbing to 2570 (1970). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

RILPO 1G (RLP 1G)
RWY 06L RNAV DEPARTURE

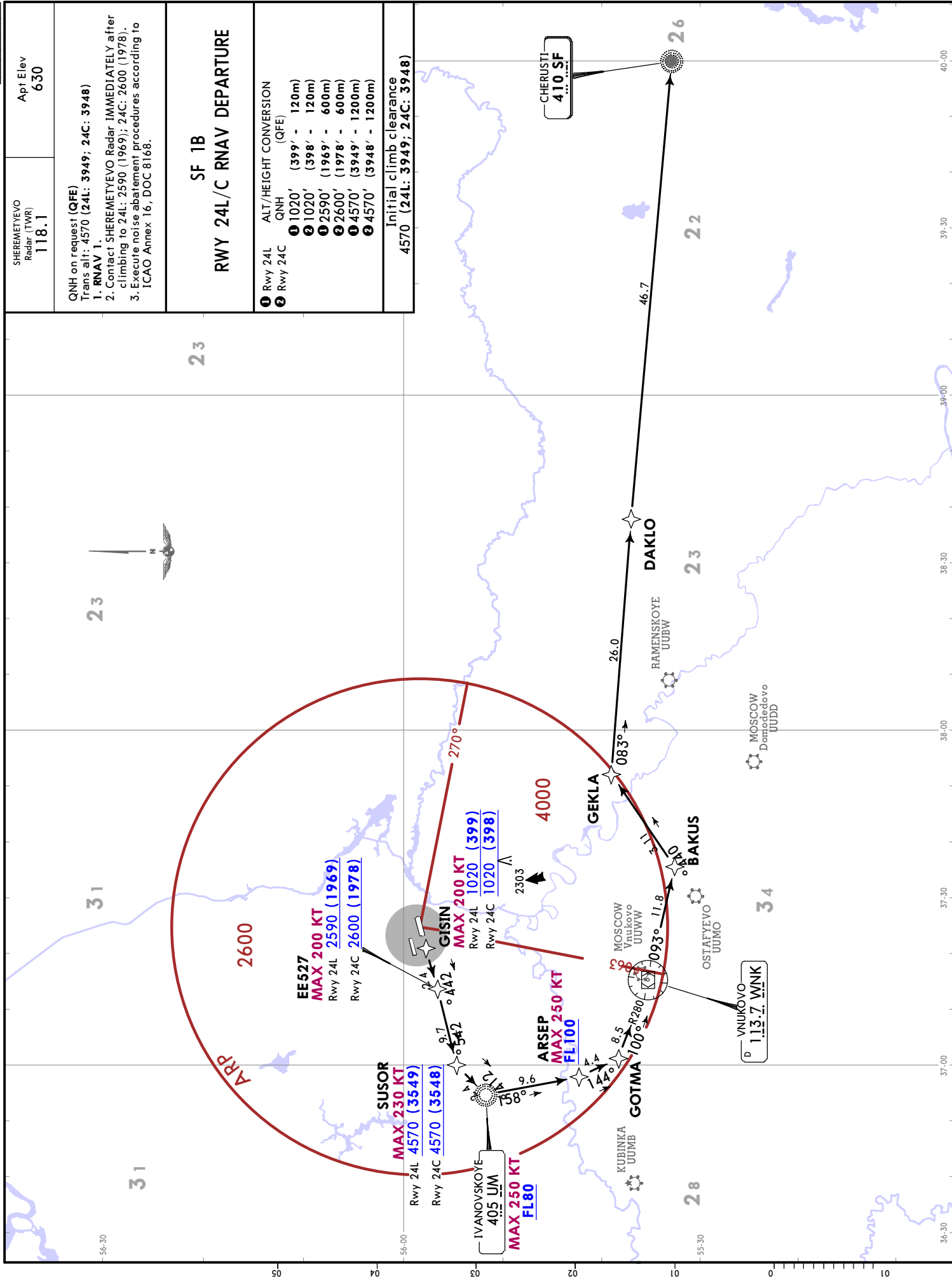




JEPPESNMOSCOW, RUSSIA
22 MAR 19 (20-3N2) Eff 28 Mar RNAV SID

UUEE/SVO
SHERMETEYEO

SHERMETEYEO Radar (TWR) 118.1	Apt Elev 630
QNH on request (QFE) Trans alt: 4570 (24L: 3949; 24C: 3948) 1. RNAV 1. 2. Contact SHERMETEYEO Radar IMMEDIATELY after climbing to 24L: 2590 (1969); 24C: 2600 (1978). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.	
SF 1B RWY 24L/C RNAV DEPARTURE	
① Rwy 24L ② Rwy 24C	ALT/HEIGHT CONVERSION QNH (QFE) ① 1020' (399' - 120m) ② 1020' (398' - 120m) ③ 2590' (1969' - 600m) ④ 2600' (1978' - 600m) ⑤ 4570' (3949' - 1200m) ⑥ 4570' (3948' - 1200m)
Initial climb clearance 4570 (24L: 3949; 24C: 3948)	



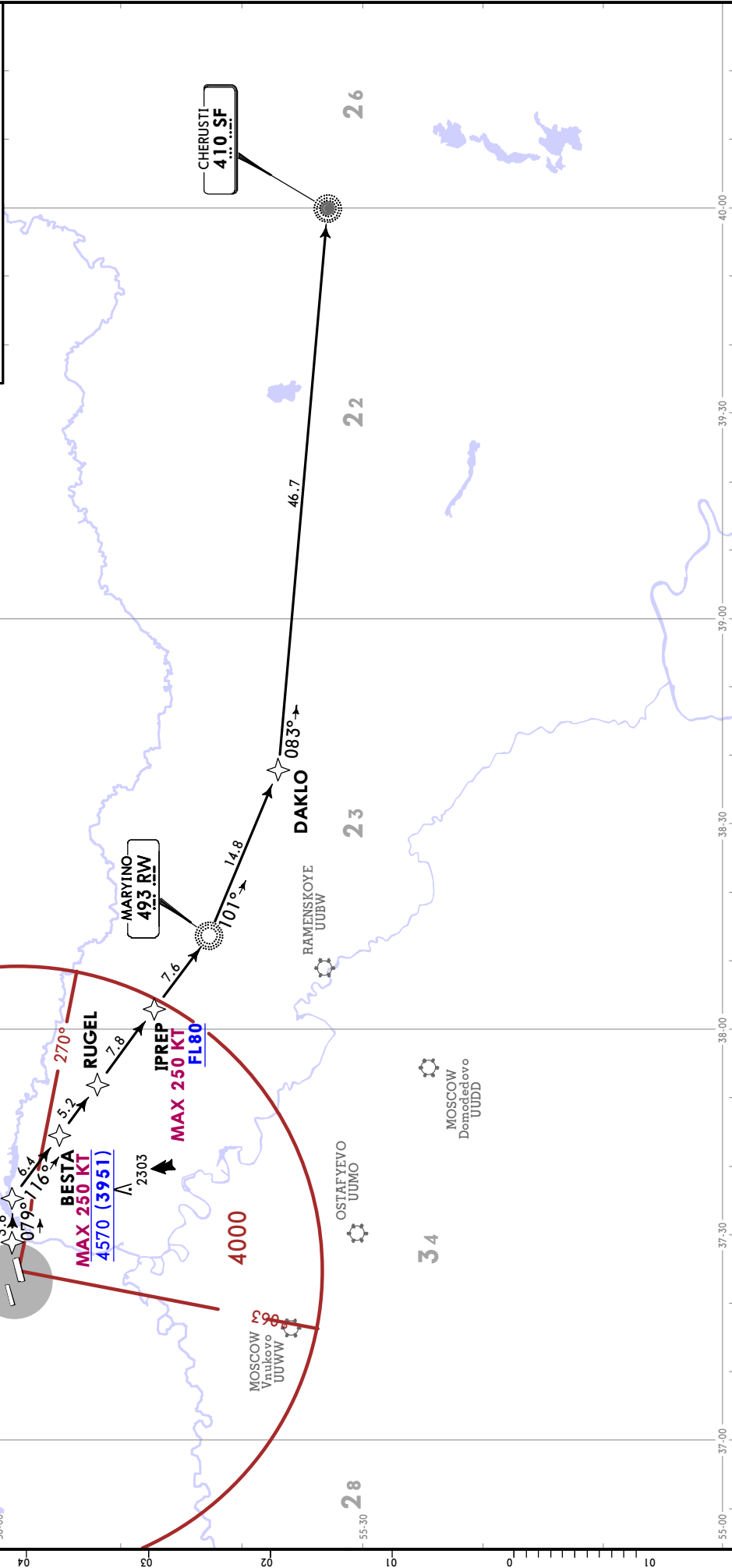


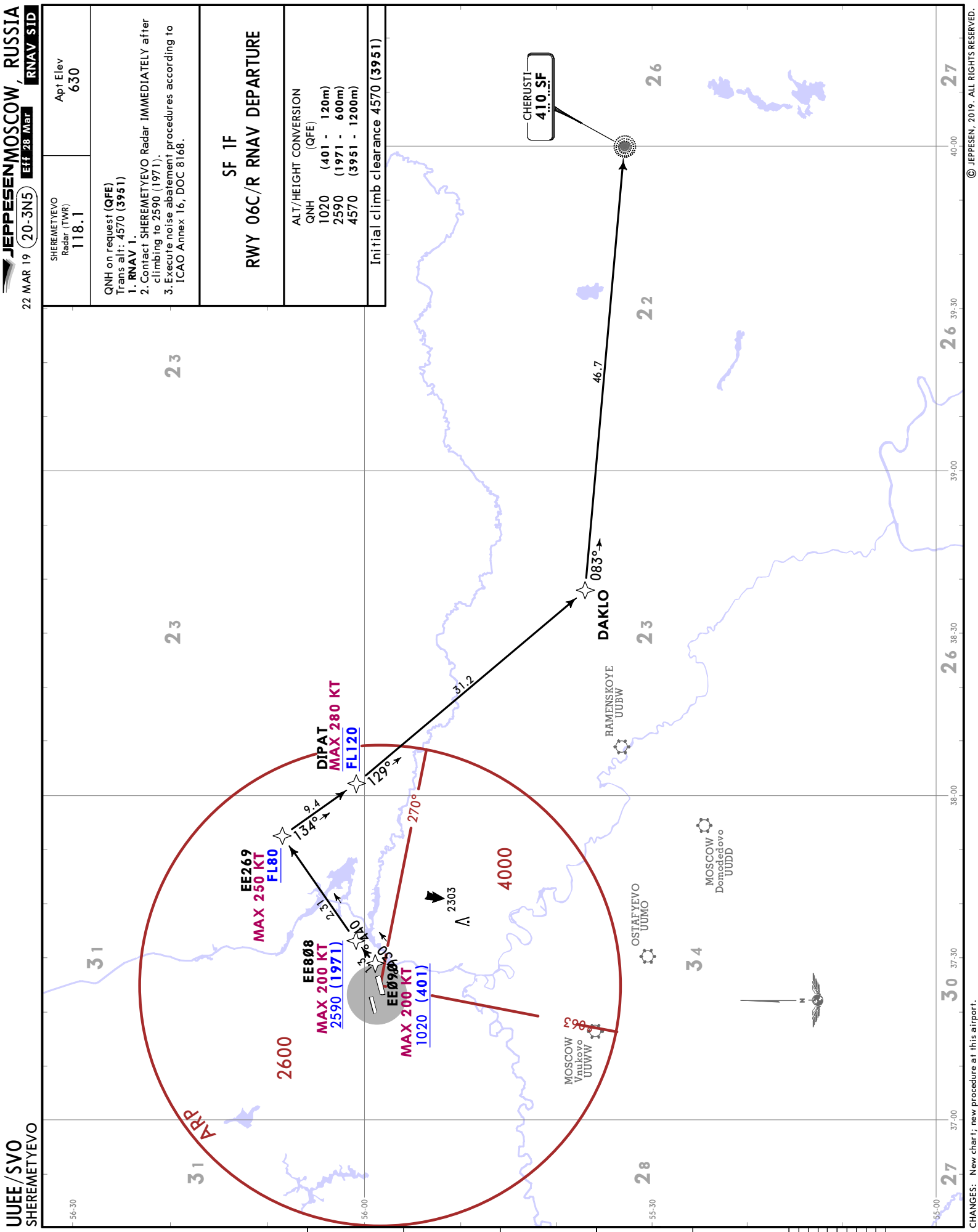
JEPPESNMOSCOW, RUSSIA
22 MAR 19 (20-3N4) Eff 28 Mar

UUEE/SVO
SHEREMETYEVO

RNAV SID

SHERMETYEVO Radar (TWR) 118.1	Apt Elev 630
QNH on request (QFE) Trans alt: 4570 (3951) 1. RNAV 1. 2. Contact SHERMETYEVO Radar IMMEDIATELY after climbing to 2590 (1971). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.	
SF 1D RWY 06C/R RNAV DEPARTURE	
ALT/HEIGHT CONVERSION QNH (QFE) 1020 (401 - 120m) 2590 (1971 - 600m) 4570 (3951 - 1200m)	
Initial climb clearance 4570 (3951)	

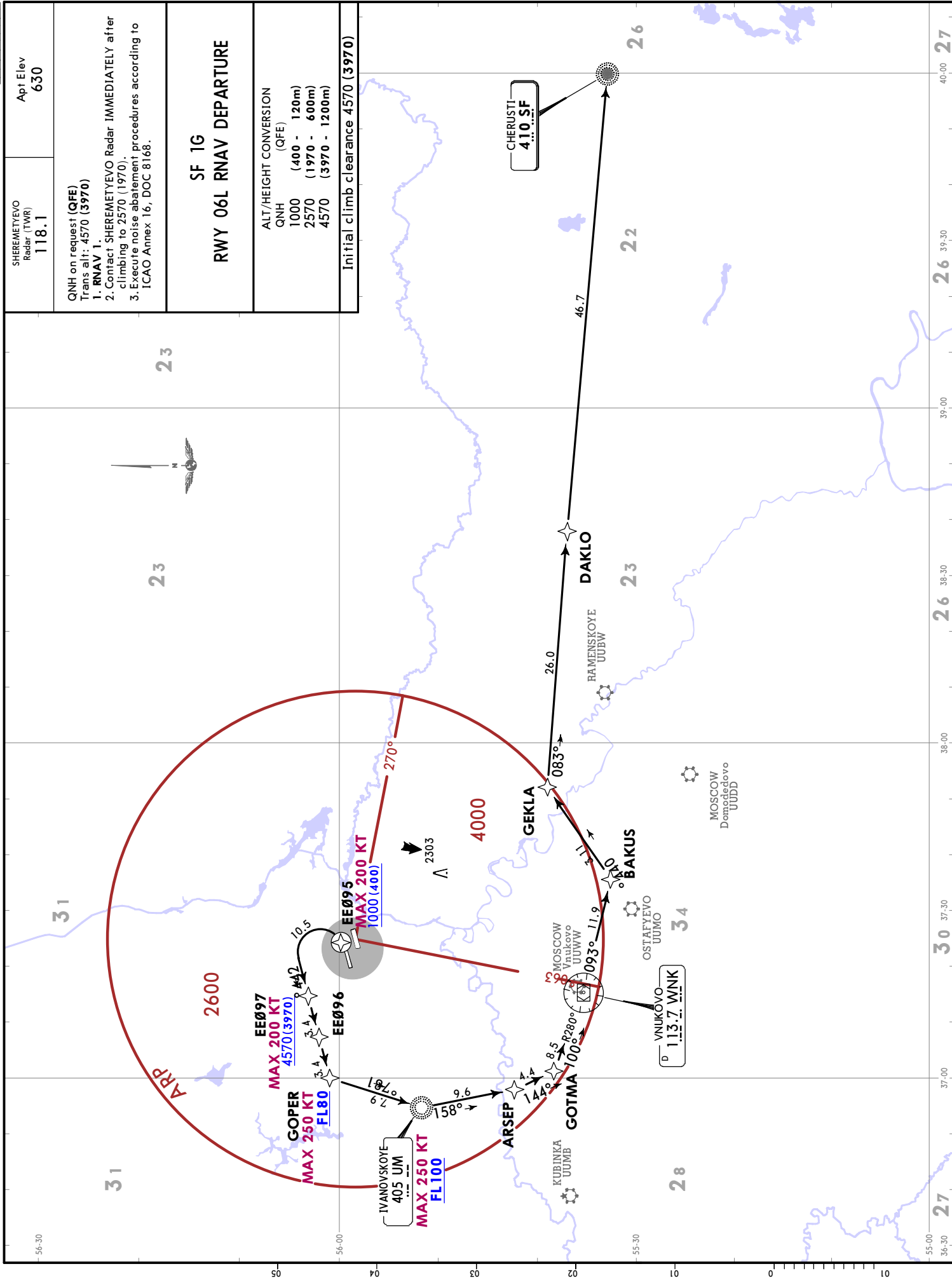




JEYPESEN MOSCOW, RUSSIA
22 MAR 19 (20-3N6) Eff 28 Mar **RNAV SID**

UUEE/SVO
SHEREMETYEVO

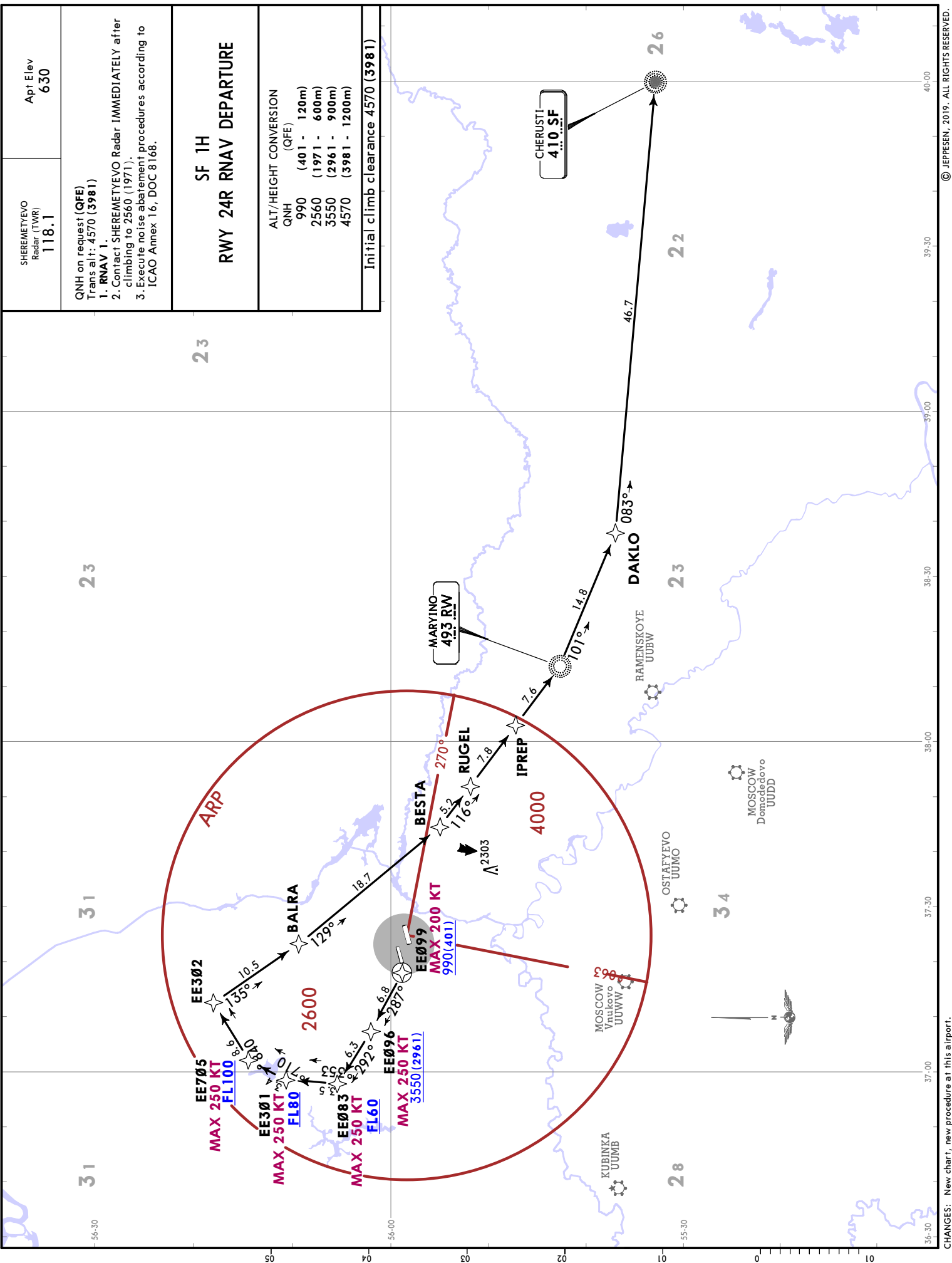
SHERMETYEVO Radar (TWR) 118.1	Apt Elev 630
QNH on request (QFE) Trans alt: 4570 (3970) 1. RNAV 1. 2. Contact SHERMETYEVO Radar IMMEDIATELY after climbing to 2570 (1970). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.	
SF 1G RWY 06L RNAV DEPARTURE	
ALT/HEIGHT CONVERSION QNH (QFE) 1000 (400 - 120m) 2570 (1970 - 600m) 4570 (3970 - 1200m)	
Initial climb clearance 4570 (3970)	



JEPPESNMOSCOW, RUSSIA
22 MAR 19 (20-3N7) Eff 28 Mar

RNAV SID

SHERMETYEVO Radar (TWR) 118.1	Apt Elev 630
QNH on request (QFE) Trans alt: 4570 (3981) 1. RNAV 1. 2. Contact SHERMETYEVO Radar IMMEDIATELY after climbing to 2560 (1971). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.	
SF 1H RWY 24R RNAV DEPARTURE	
ALT/HEIGHT CONVERSION QNH (QFE) 990 (401 - 120m) 2560 (1971 - 600m) 3550 (2961 - 900m) 4570 (3981 - 1200m)	
Initial climb clearance 4570 (3981)	



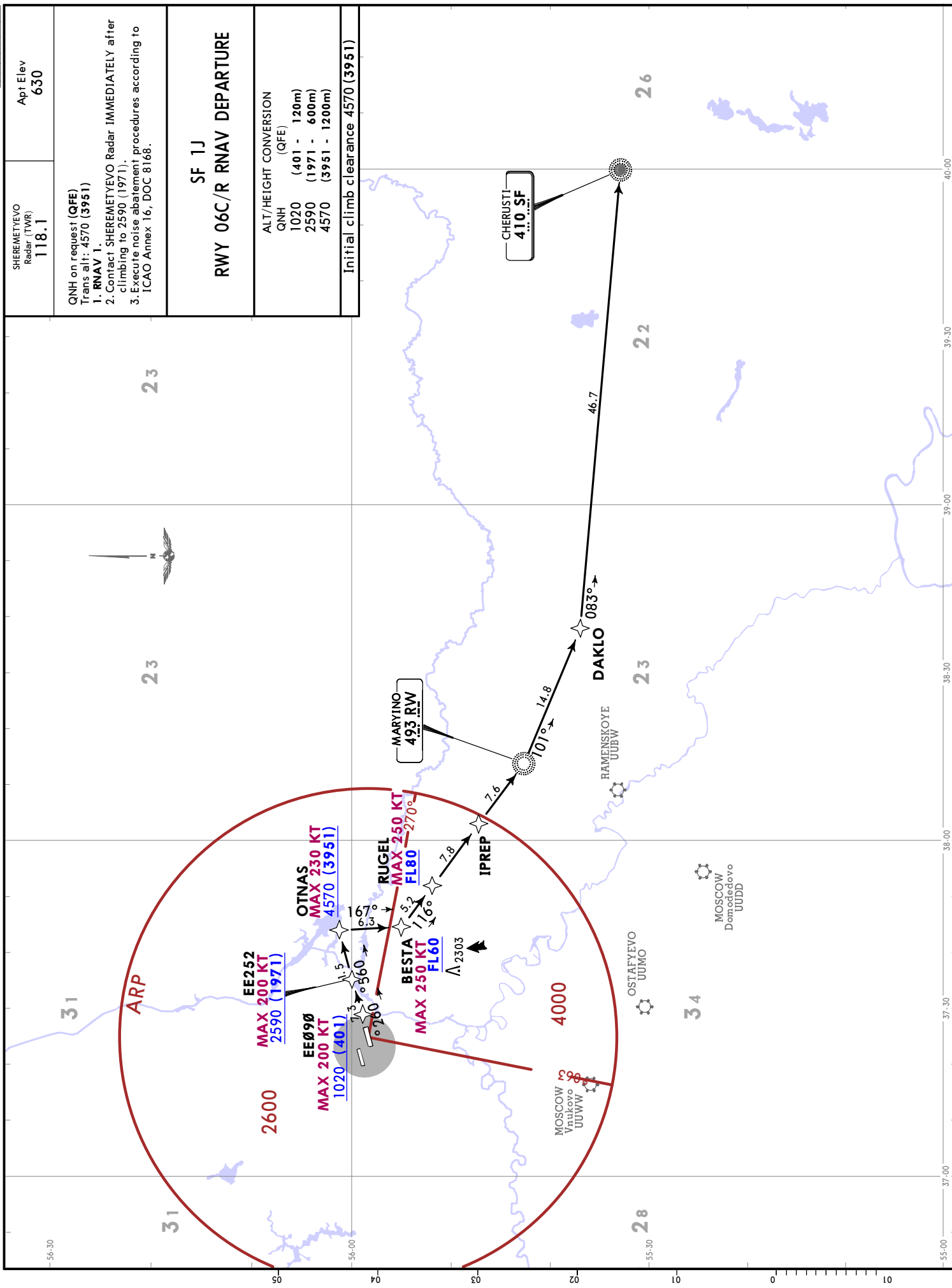
UUUE/SVO
SHERMETYEVO

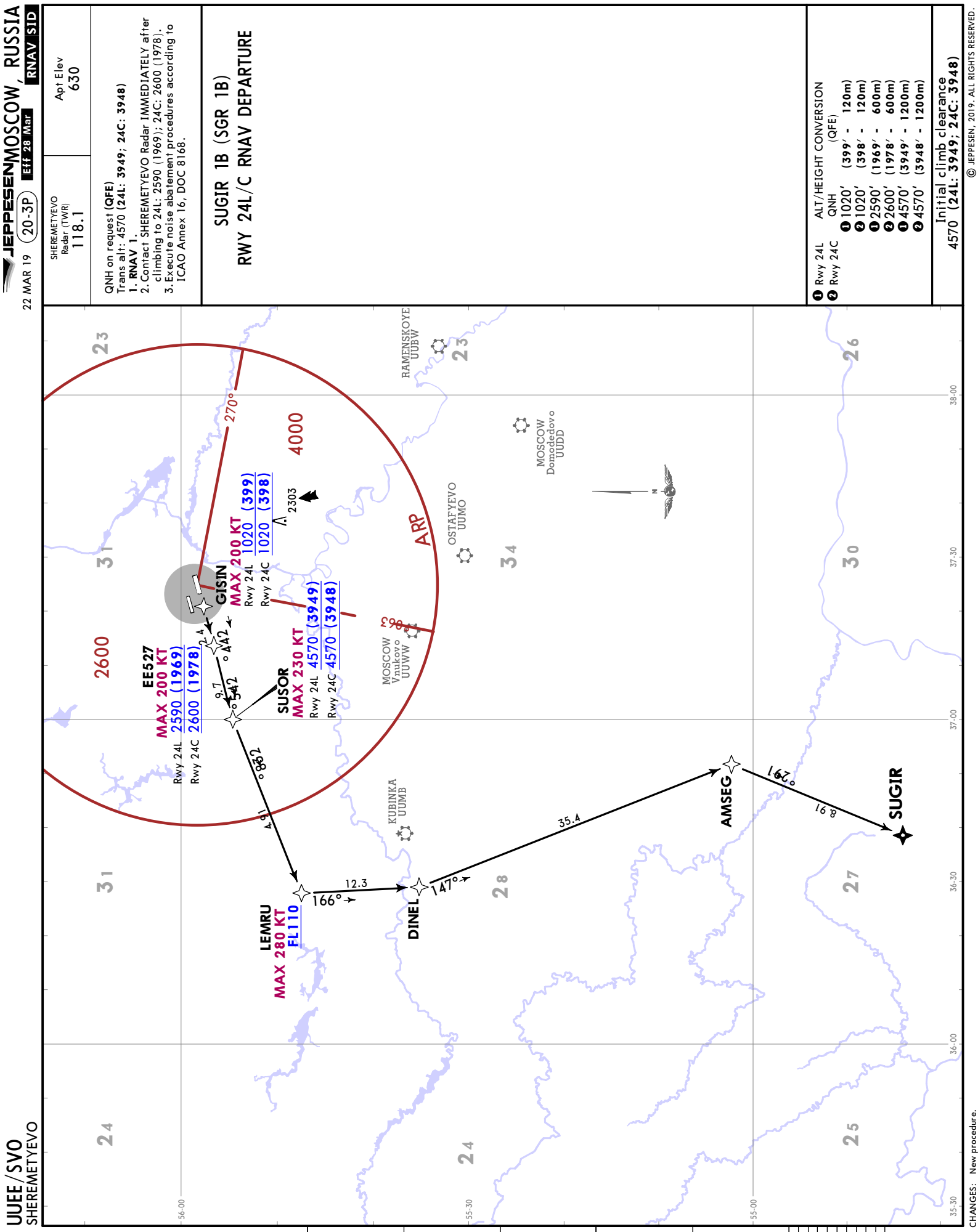
JEYPESEN MOSCOW, RUSSIA
22 MAR 19 (20-3N8) Eff 28 Mar

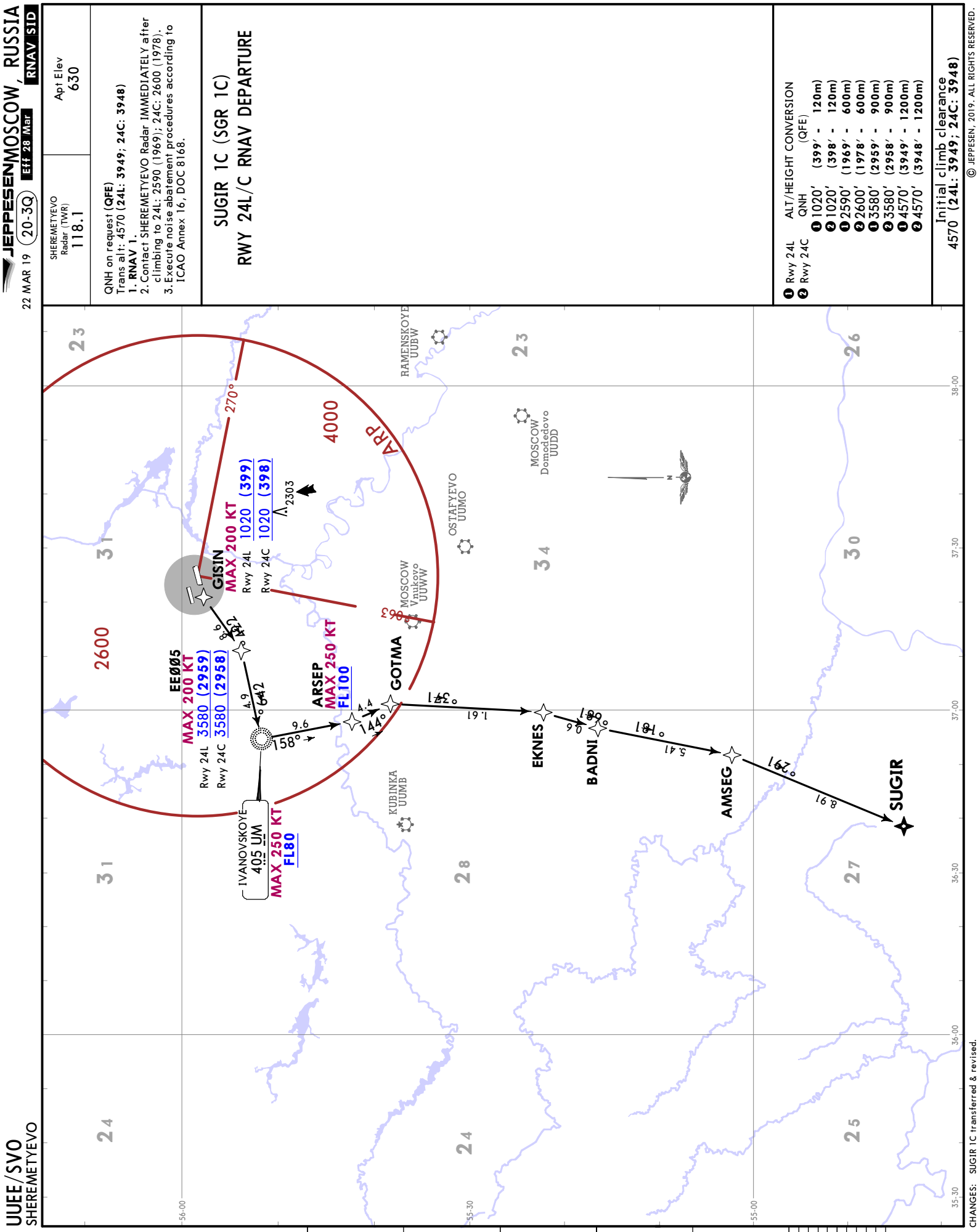
UUEE/SVO
SHEREMETYEVO

RNAV SID

SHERMETYEVO Radar (TWR) 118.1	Apt Elev 630
QNH on request (QFE) Trans alt: 4570 (3951) 1. RNAV 1. 2. Contact SHERMETYEVO Radar IMMEDIATELY after climbing to 2590 (1971). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.	
SF 1J RWY 06C/R RNAV DEPARTURE	
ALT/HEIGHT CONVERSION QNH (QFE) 1020 (401 - 120m) 2590 (1971 - 600m) 4570 (3951 - 1200m)	
Initial climb clearance 4570 (3951)	









JEPPES **MOSCOW, RUSSIA**
2 MAR 19 20-301 Eff 28 Mar

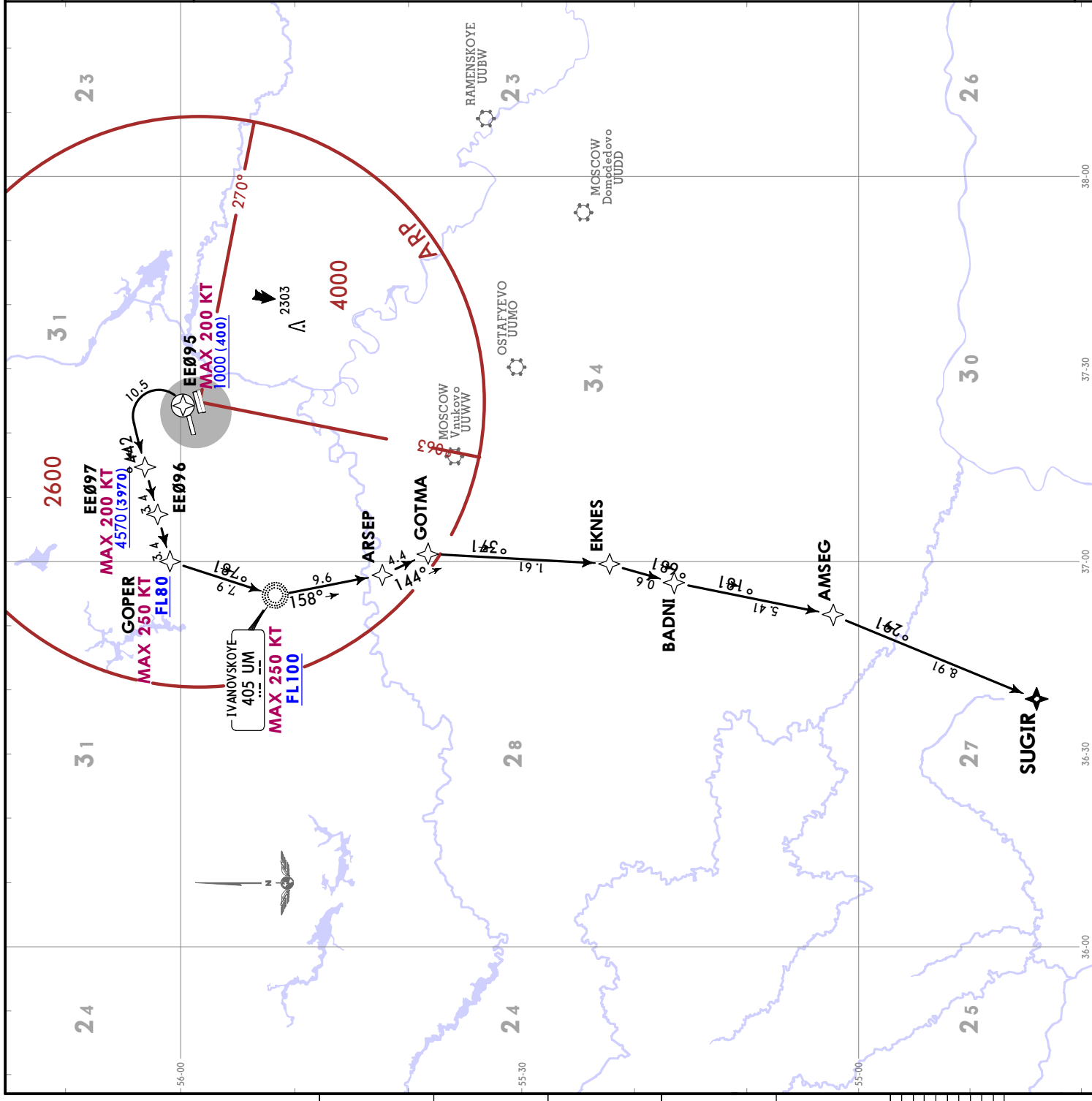
JEPPES **MOSCOW, RUSSIA**
2 MAR 19 20-301 Eff 28 Mar

JEPPESEN MOSCOW, RUSSIA
22 MAR 19 (20-3Q2) Eff 28 Mar

UUUE/SVO
SHEREMETYEVO

RNAV SID

SHERMETYEVO Radar (TWR) 118.1	Apt Elev 630
QNH on request (QFE) Trans alt: 4570 (3970) 1. RNAV 1. 2. Contact SHERMETYEVO Radar IMMEDIATELY after climbing to 2570 (1970). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.	
SUGIR 1G (SGR 1G) RWY 06L RNAV DEPARTURE	
ALT/HEIGHT CONVERSION QNH (QFE) 1000 (400 - 120m) 2570 (1970 - 600m) 4570 (3970 - 1200m)	
Initial climb clearance 4570 (3970)	



CHANGES: New chart; new procedure at this airport.

UUEE/SVO
SHEREMETYEVO

SHEREMETYEVO
Radar (TWR)
118.1

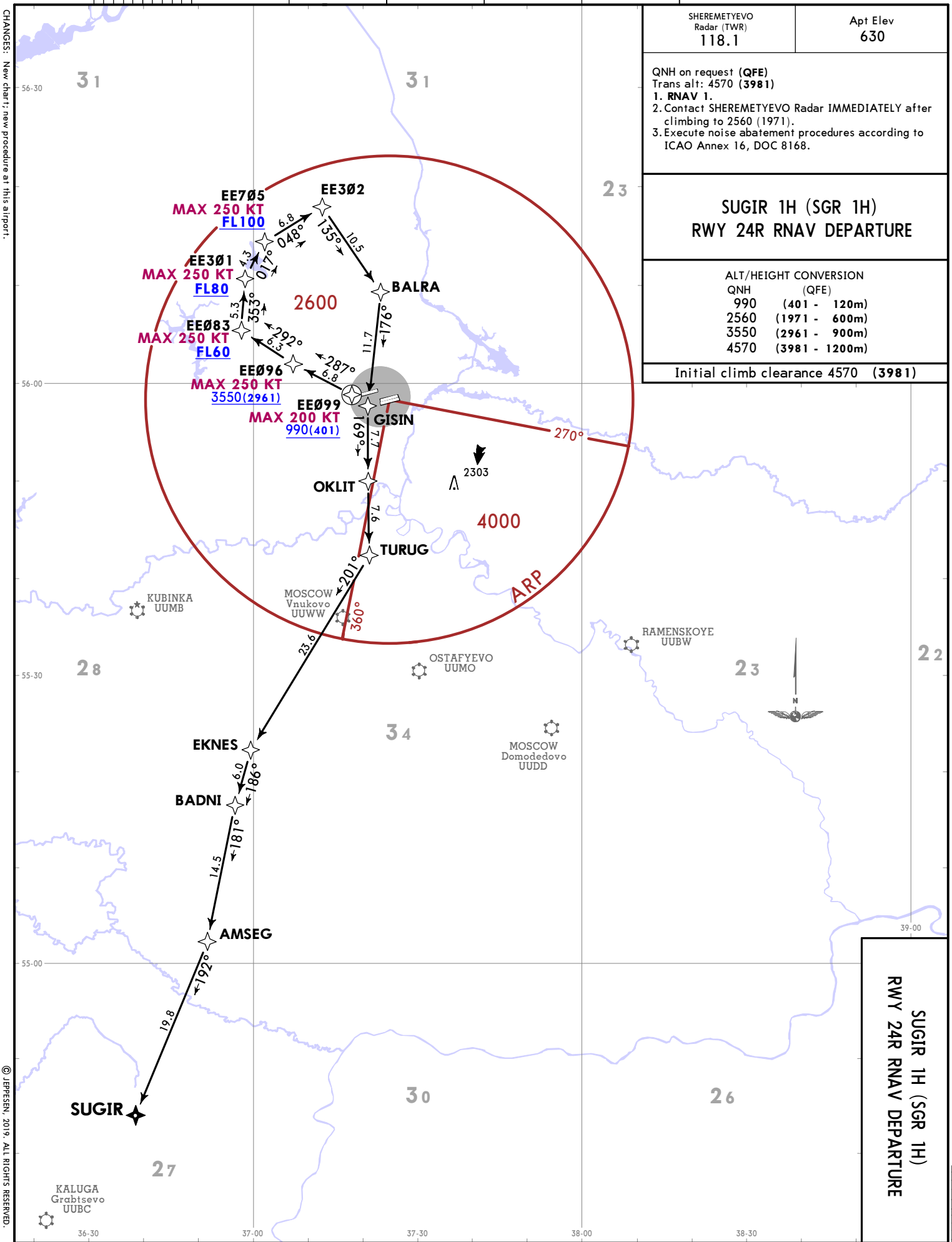
Apt Elev
630

- QNH on request (QFE)
Trans alt: 4570 (3981)
1. RNAV 1.
 2. Contact SHEREMETYEVO Radar IMMEDIATELY after climbing to 2560 (1971).
 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

**SUGIR 1H (SGR 1H)
RWY 24R RNAV DEPARTURE**

ALT/HEIGHT CONVERSION	
QNH	(QFE)
990	(401 - 120m)
2560	(1971 - 600m)
3550	(2961 - 900m)
4570	(3981 - 1200m)

Initial climb clearance 4570 (3981)



**SUGIR 1H (SGR 1H)
RWY 24R RNAV DEPARTURE**

22 MAR 19
JEPPESSEN
20-3Q3

Eff 28 Mar

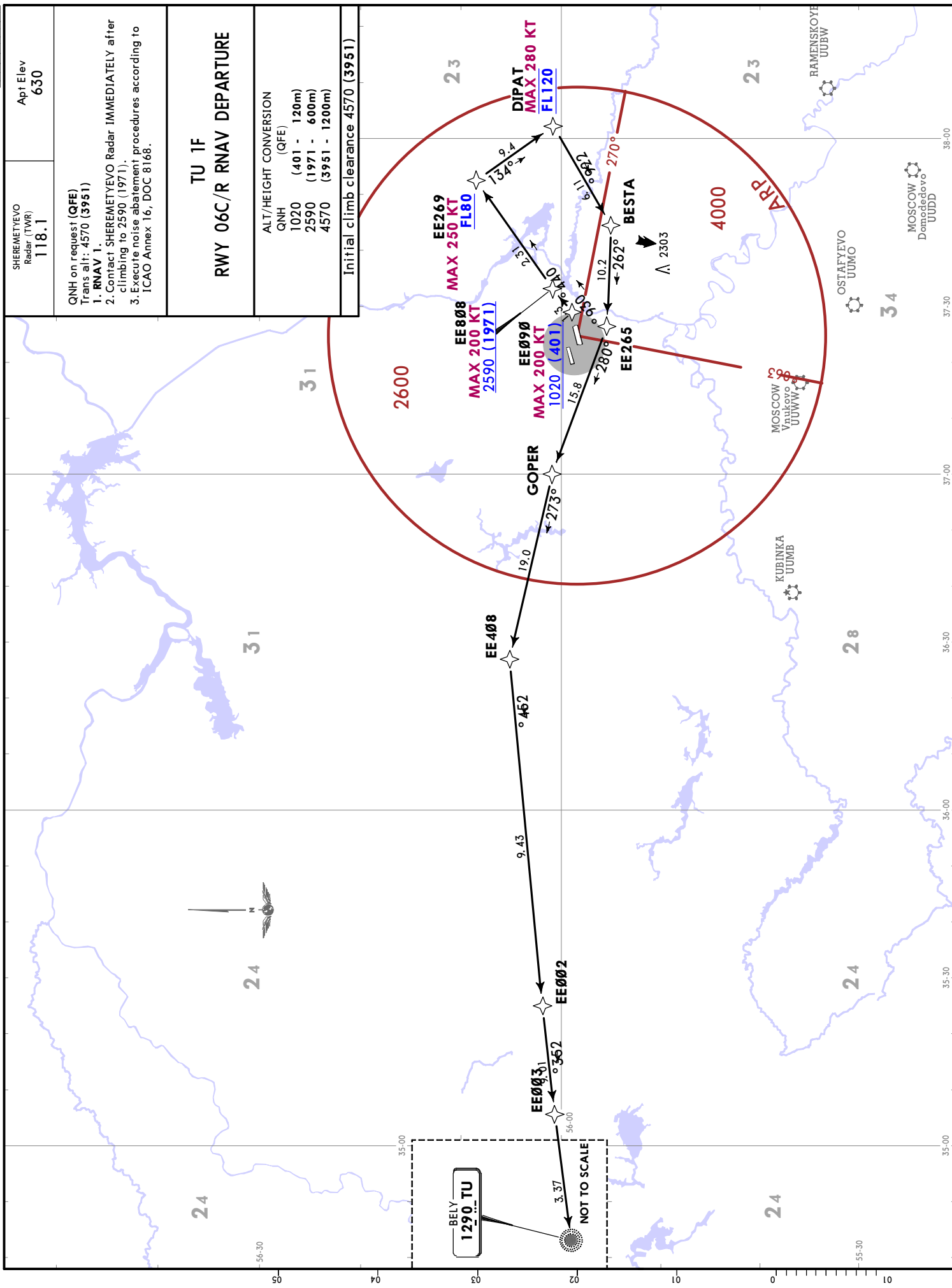
MOSCOW, RUSSIA
RNAV SID

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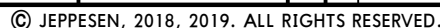
UUEE/SVO
SHEREMETYEVO

JEPPESNMOSCOW, RUSSIA
22 MAR 19 (20-3Q6) Eff 28 Mar RNAV SID

SHERMETYEVO Radar (TWR) 118.1	Apt Elev 630
QNH on request (QFE) Trans alt: 4570 (3951) 1. RNAV 1. 2. Contact SHERMETYEVO Radar IMMEDIATELY after climbing to 2590 (1971). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.	
TU 1F RWY 06C/R RNAV DEPARTURE	
ALT/HEIGHT CONVERSION QNH (QFE) 1020 (401 - 120m) 2590 (1971 - 600m) 4570 (3951 - 1200m)	
Initial climb clearance 4570 (3951)	



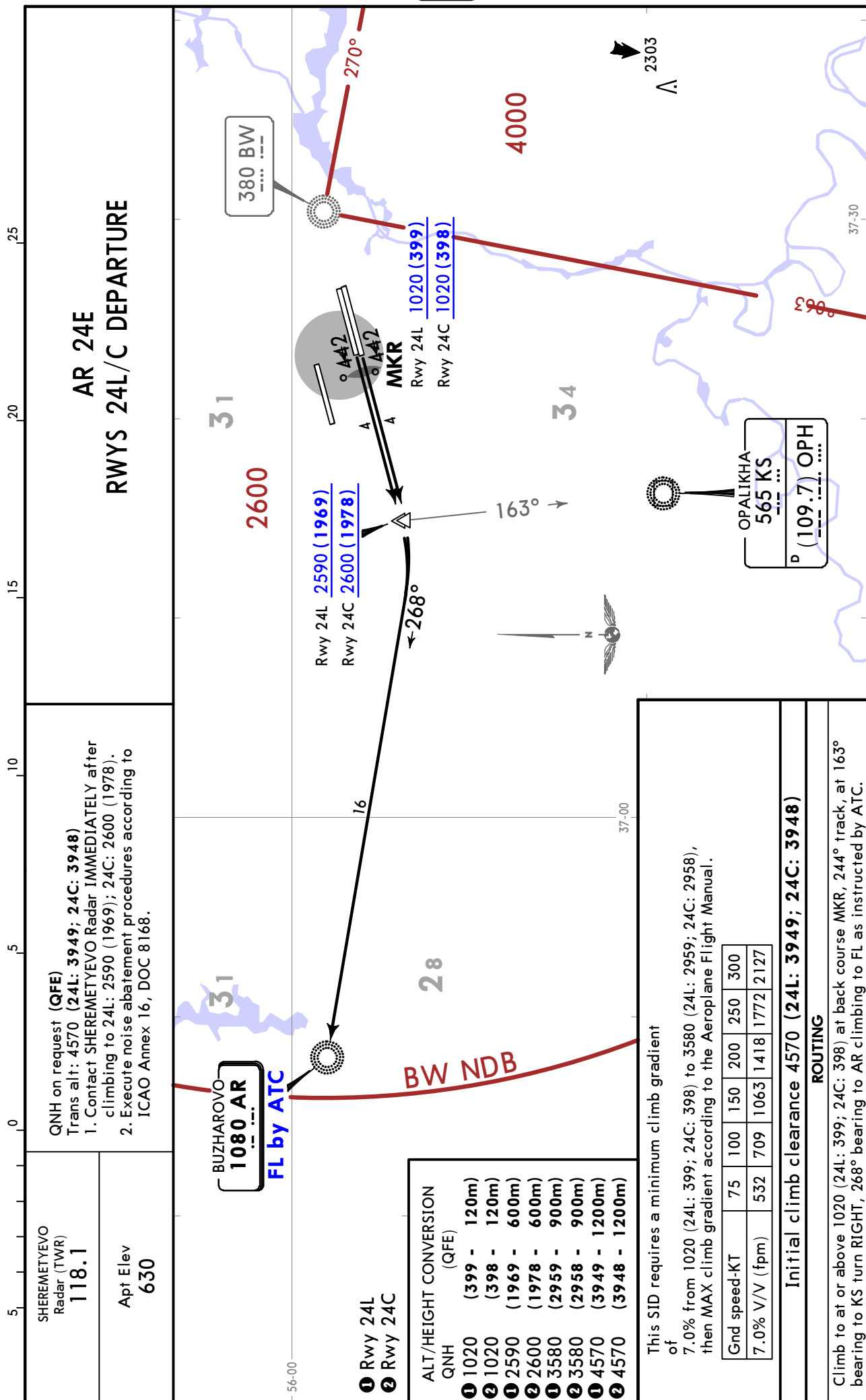




UUEE/SVO
SHEREMETYEVO

JEPPESSEN
25 JAN 19 (20-3T)

MOSCOW, RUSSIA



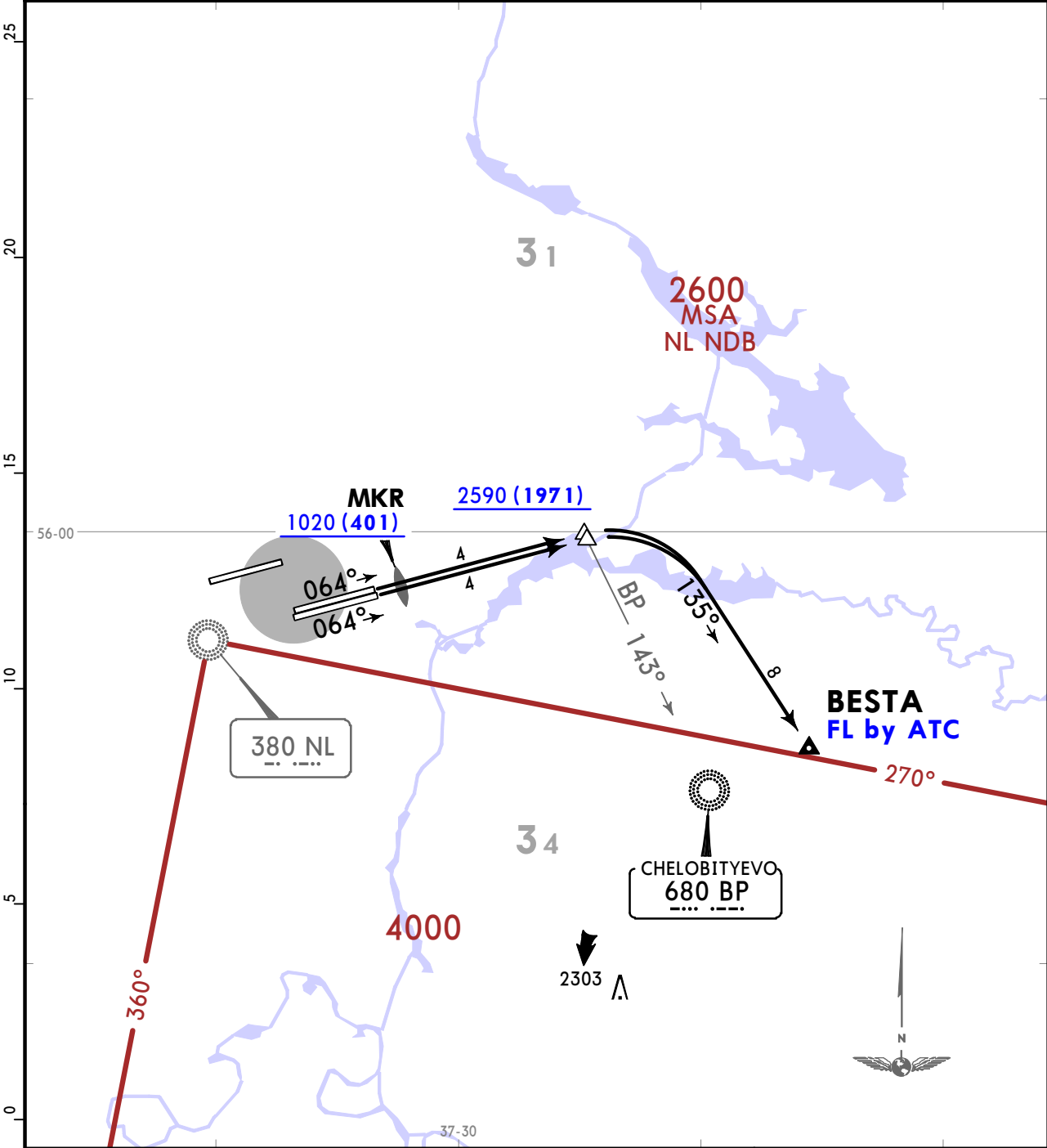
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
20 APR 18 (20-3T1) Eff 26 Apr

MOSCOW, RUSSIA
SID

SHEREMETYEVO Radar (TWR) 118.1	Apt Elev 630	QNH on request (QFE) Trans alt: 4570 (3951) 1. Contact SHEREMETYEVO Radar IMMEDIATELY after climbing to 2590 (1971). 2. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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BESTA 06E (BST 06E)
RWYS 06C/R DEPARTURE



This SID requires a minimum climb gradient of 7.0% from 1020(401) up to 3580(2961), then MAX climb gradient according to the Aeroplane Flight Manual.						ALT/HEIGHT CONVERSION QNH (QFE)	
						1020	(401 - 120m)
						2590	(1971 - 600m)
						3580	(2961 - 900m)
						4570	(3951 - 1200m)
Initial climb clearance 4570(3951)							
ROUTING							
Climb to at or above 1020 (401) at back course MKR, 064° track, at 143° bearing to BP turn RIGHT, 135° track to BESTA, climbing to FL as instructed by ATC.							

UUUU/SVO
SHEREMETYEVO

JEPPESSEN
20 APR 18 (20-3T2) Eff 26 Apr

MOSCOW, RUSSIA
SID

SHEREMETYEVO
Radar (TWR)
118.1

Apt Elev
630

QNH on request (QFE)
Trans alt: 4570 (24L: 3949; 24C: 3948)
1. Contact SHEREMETYEVO Radar IMMEDIATELY after
climbing to 24L: 2590 (1969); 24C: 2600 (1978).
2. Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

This SID requires a minimum climb gradient
of
7.0% from 1020 (24L: 399; 24C: 398) to 3580 (24L: 2959; 24C: 2958),
then MAX climb gradient according to the Aeroplane Flight Manual.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

BESTA 24E (BST 24E)
RWYS 24L/C DEPARTURE

Initial climb clearance 4570 (24L: 3949; 24C: 3948)

ROUTING

Climb to at or above 1020 (24L: 399; 24C: 398) at back course MKR, 244° track, at 163° bearing to KS turn RIGHT, 268° track, at 198° bearing to UM turn RIGHT, 091° track, at 104° bearing to BW/AD turn RIGHT, 106° track to BESTA, climbing to FL as instructed by ATC.

ALT/HEIGHT CONVERSION	QNH	QFE
1020	399	120m
2600	398	120m
2590	1969	600m
2600	1978	600m
3580	2959	900m
3580	2958	900m
4570	3949	1200m
4570	3948	1200m

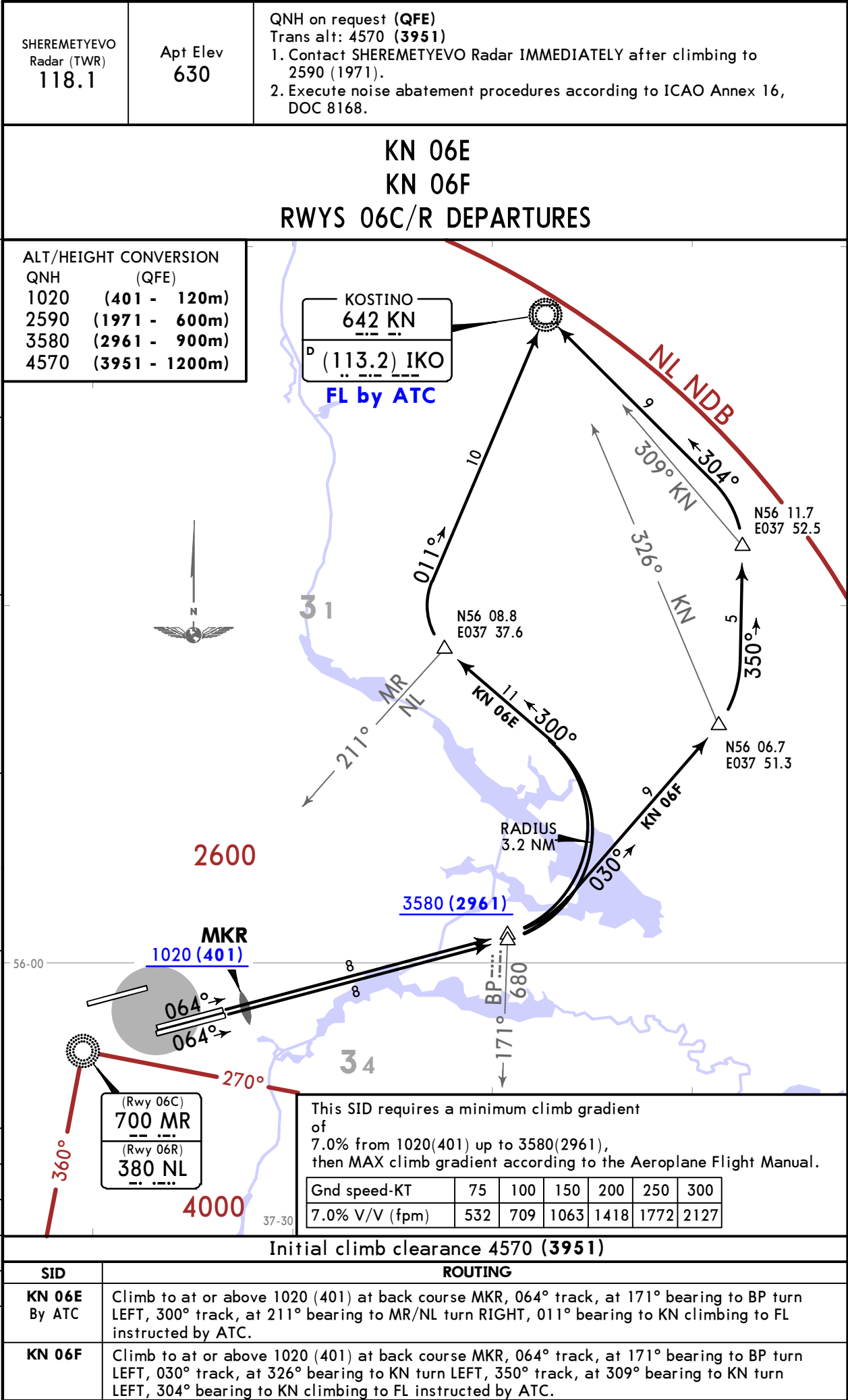
CHANGES: Procedure revised.

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JEPPESSEN
20 APR 18 20-3U Eff 26 Apr

MOSCOW, RUSSIA
SID



FL by ATC

(Rwy 24L)
380 BW
... ..

(Rwy 24C)
700 AD
... ..

MKR
 Rwy 24L 1020 (399)
 Rwy 24C 1020 (398)

Rwy 24L	<u>2590 (1969)</u>
Rwy 24C	2600 (1978)

N55	57.8
E037	00.8

BW NDB

① Rwy 24L
② Rwy 24C

QNH on request (QFE)
Trans alt: 4570 (24L: 3949; 24C: 3948)
1. Contact SHEREMETYEVO Radar IMMEDIATELY after
climbing to 24L: 2590 (1969); 24C: 2600 (1978).
2. Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.

KN 24E
RWYS 24L/C DE

This SID requires a minimum climb gradient

7.0% from 1020 (24L: 399; 24C: 398) to 3580 (24L: 2959; 24C: 2958), then MAX climb gradient according to the Aeroplane Flight Manual.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance 4570 (24L: 3949; 24C: 3948)

ROUTING

Climb to at or above 1020 (24L: 399; 24C: 398) at back course MKR, 244° track, at 163° bearing to KS turn RIGHT, 268° track, at 198° bearing to UM turn RIGHT, 051° track to 160° bearing to BW/161° bearing to AD, intercept 045° bearing to KN climbing to FL instructed by ATC.

ALT/HEIGHT CONVERSION

QNH (QFE)

① 1020 (399 - 120m)

2 1020 (398 - 120m)

① 1020 (378 = 120m)
① 2590 (1969 = 600m)

2 2370 (1967 - 600III)

2 2600 (1978 - 800m)

① 3580 (2959 - 900m)

2 3580 (2958 - 900m)

① 4570 (3949 - 1200m)

2 4570 (3948 - 1200m)

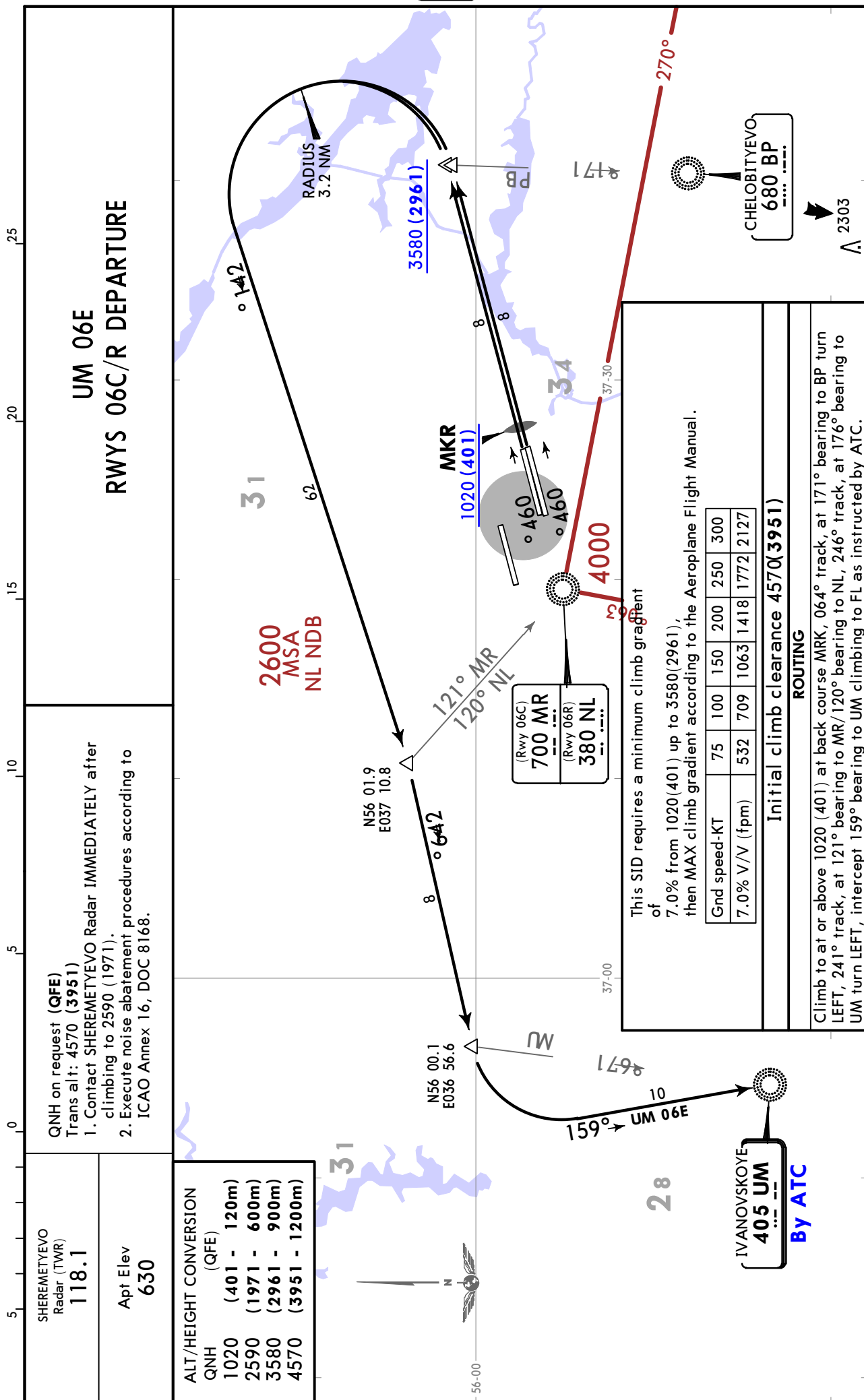
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20 APR 18 (20-3V1) Eff 26 Apr

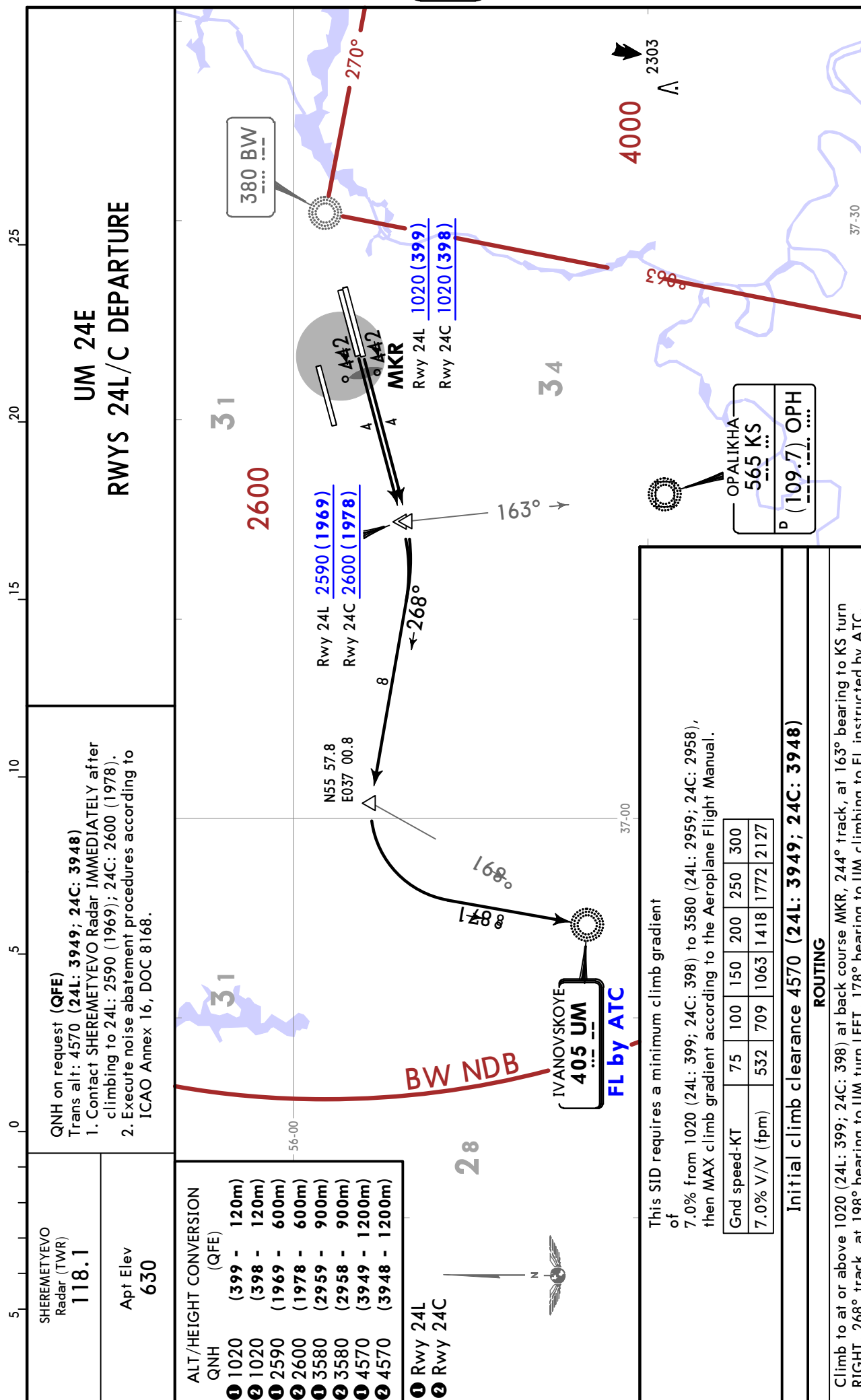
MOSCOW, RUSSIA

SID

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JEPPESEN
20 APR 18 (20-3V2) Eff 26 Apr

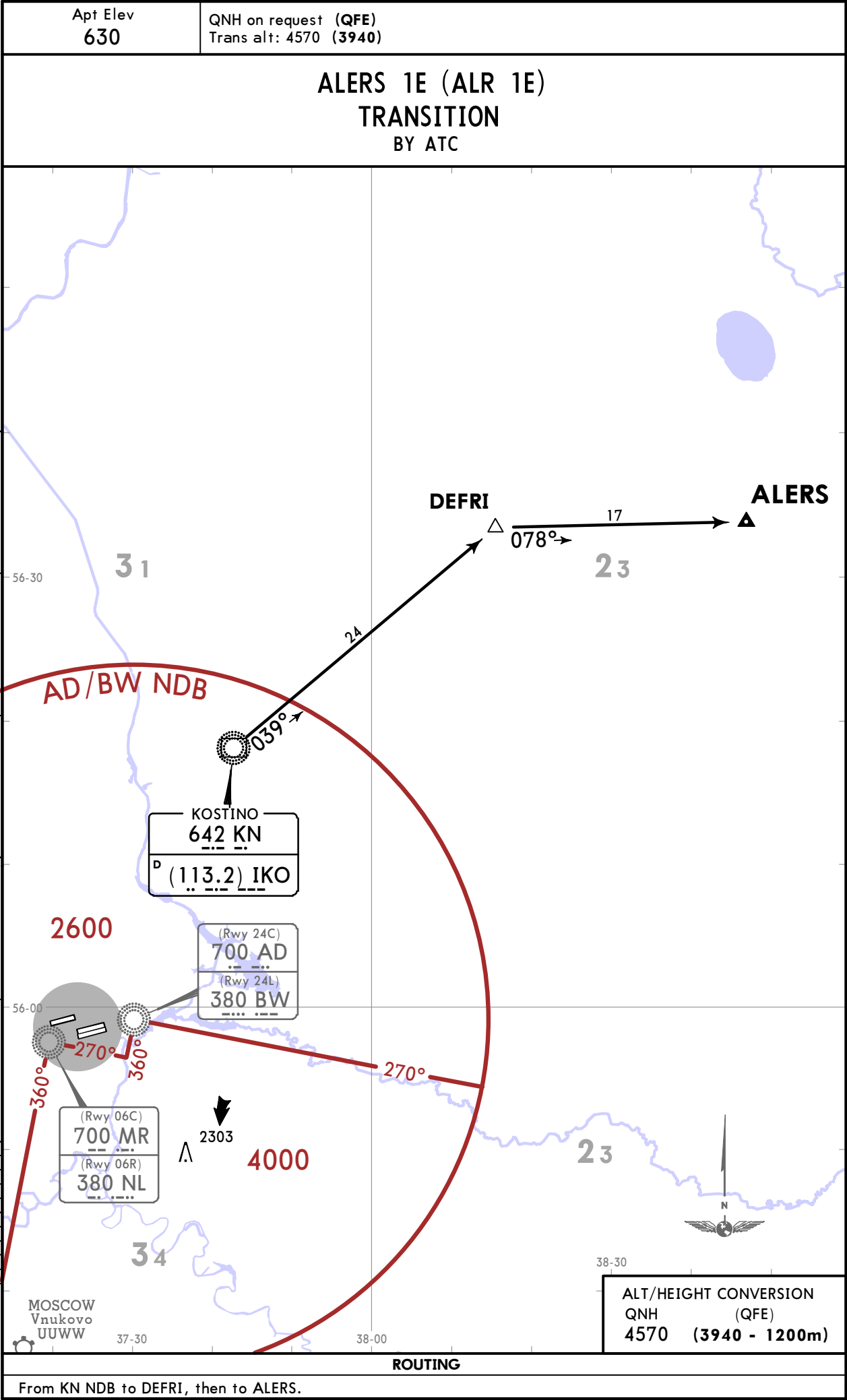
MOSCOW, RUSSIA

SID

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JEPPESEN
20 APR 18 (20-3W) Eff 26 Apr

MOSCOW, RUSSIA
TRANSITION



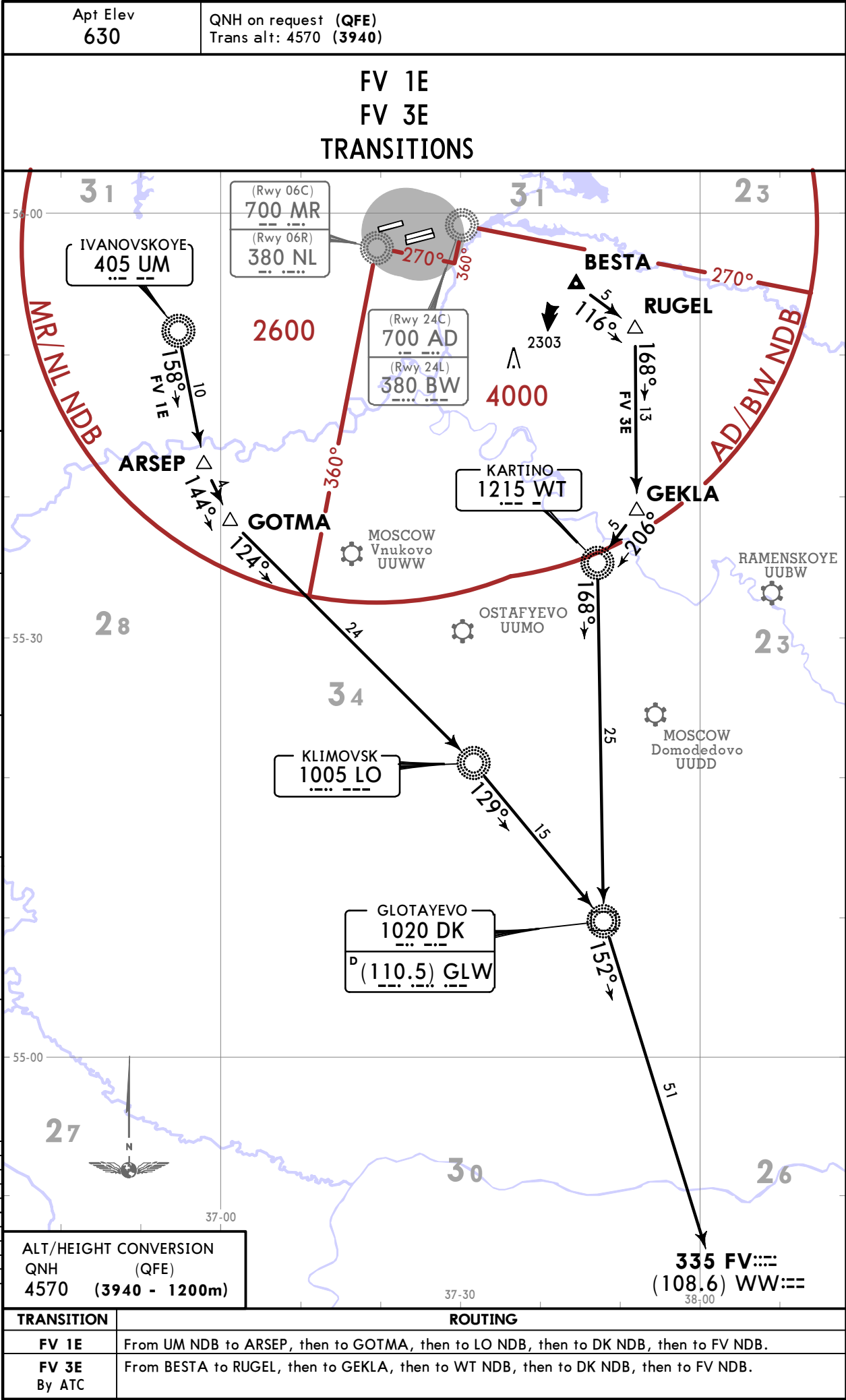


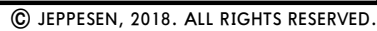


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JEPPESSEN
20 APR 18 (20-3X2) Eff 26 Apr

MOSCOW, RUSSIA
TRANSITION

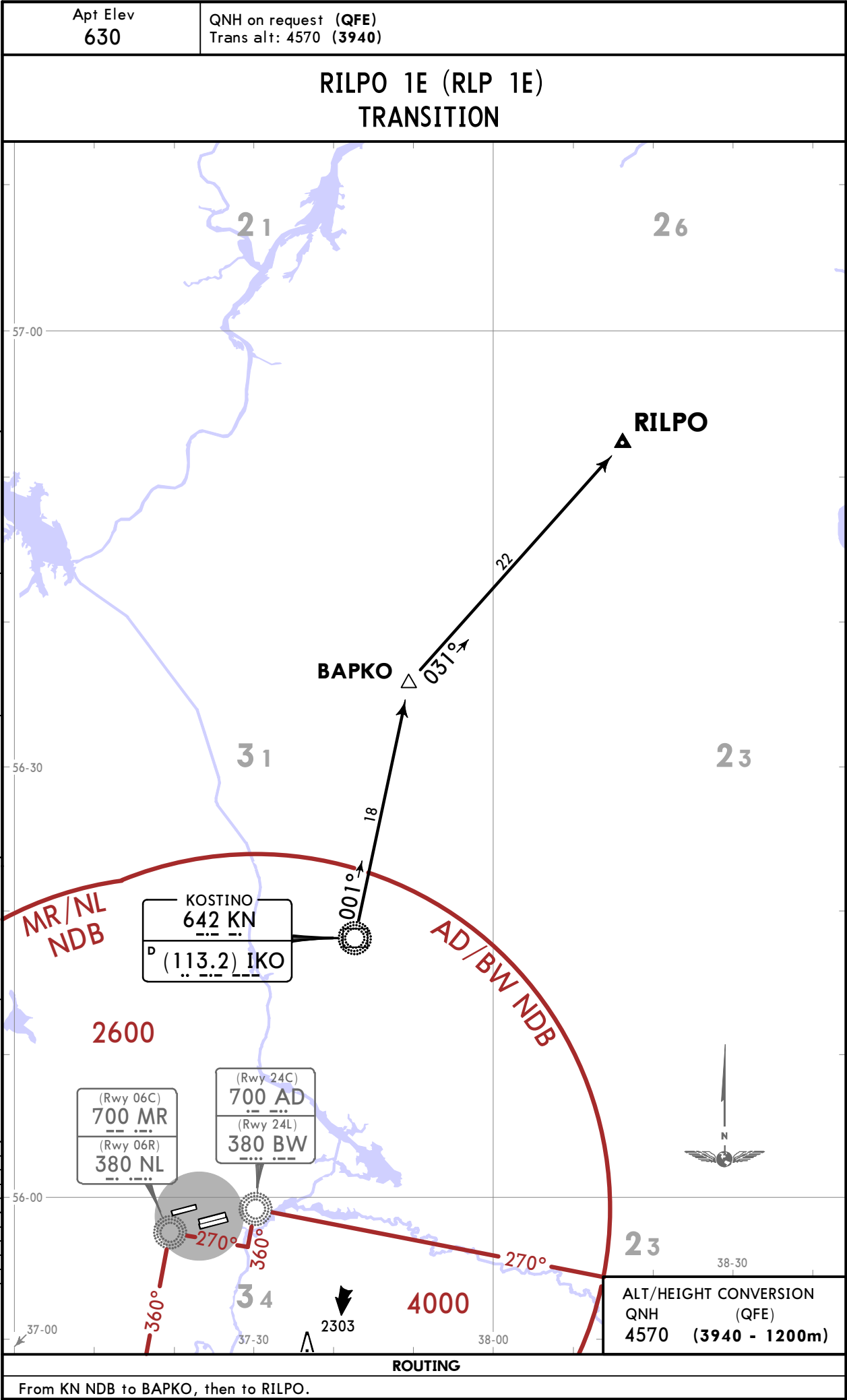




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JEPPESSEN
20 APR 18 (20-3X4) Eff 26 Apr

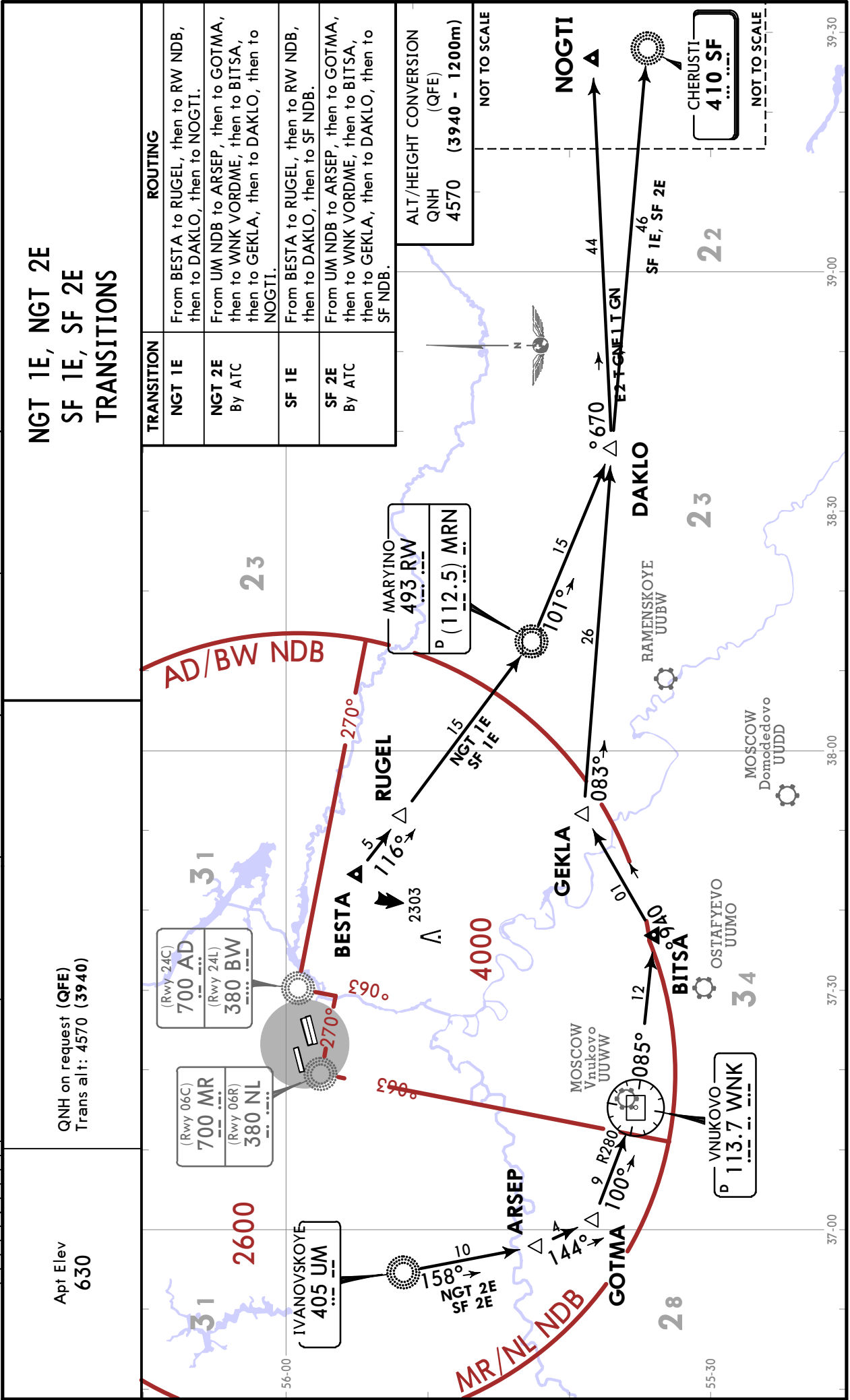
MOSCOW, RUSSIA
TRANSITION



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JEPPesen
23 NOV 18 20-3X5 Eff 6 Dec

MOSCOW, RUSSIA
TRANSITION



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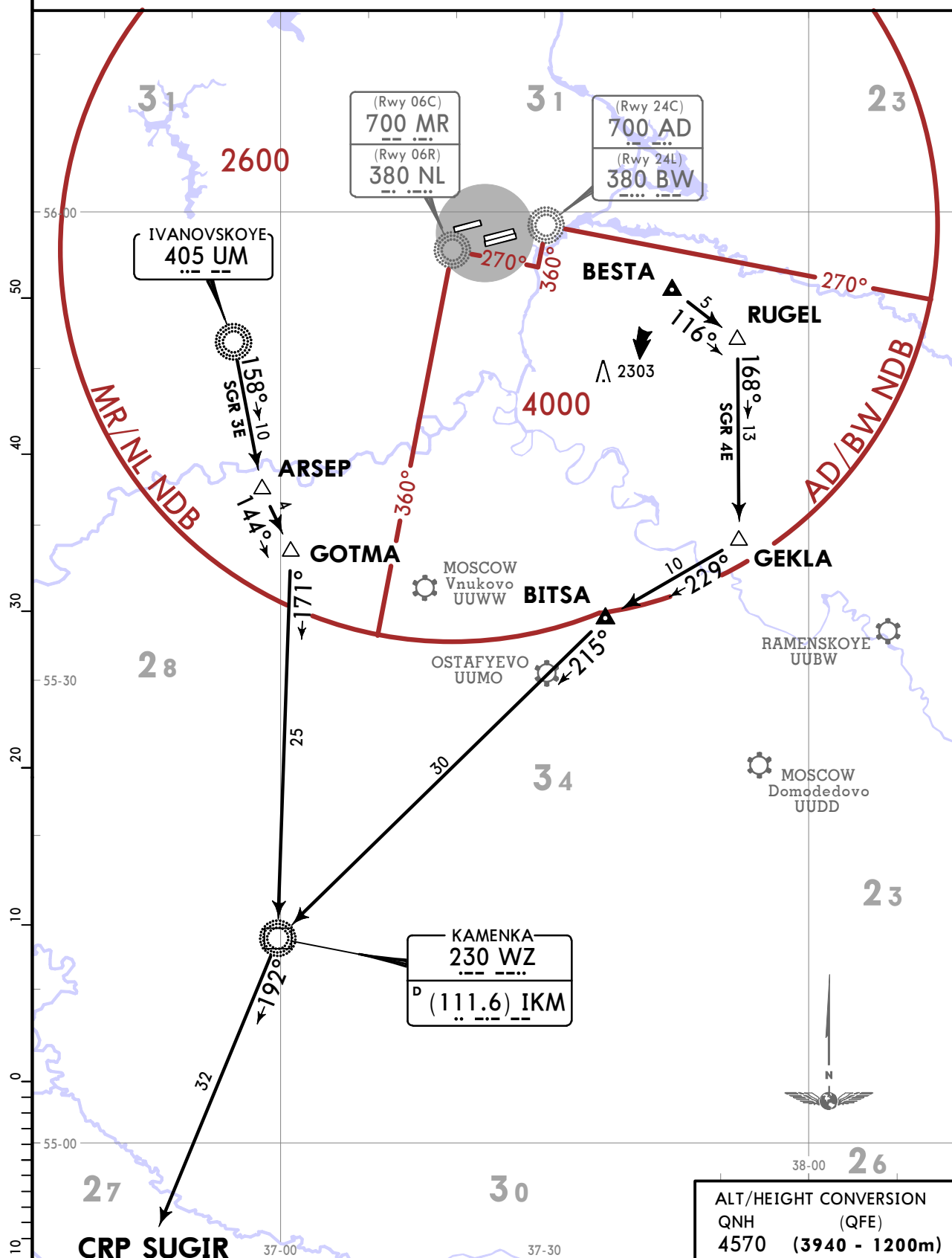
JEPPESSEN
23 NOV 18 20-3X6 Eff 6 Dec

MOSCOW, RUSSIA
TRANSITION

Apt Elev
630

QNH on request (QFE)
Trans alt: 4570 (3940)

SUGIR 3E (SGR 3E)
SUGIR 4E (SGR 4E)
TRANSITIONS



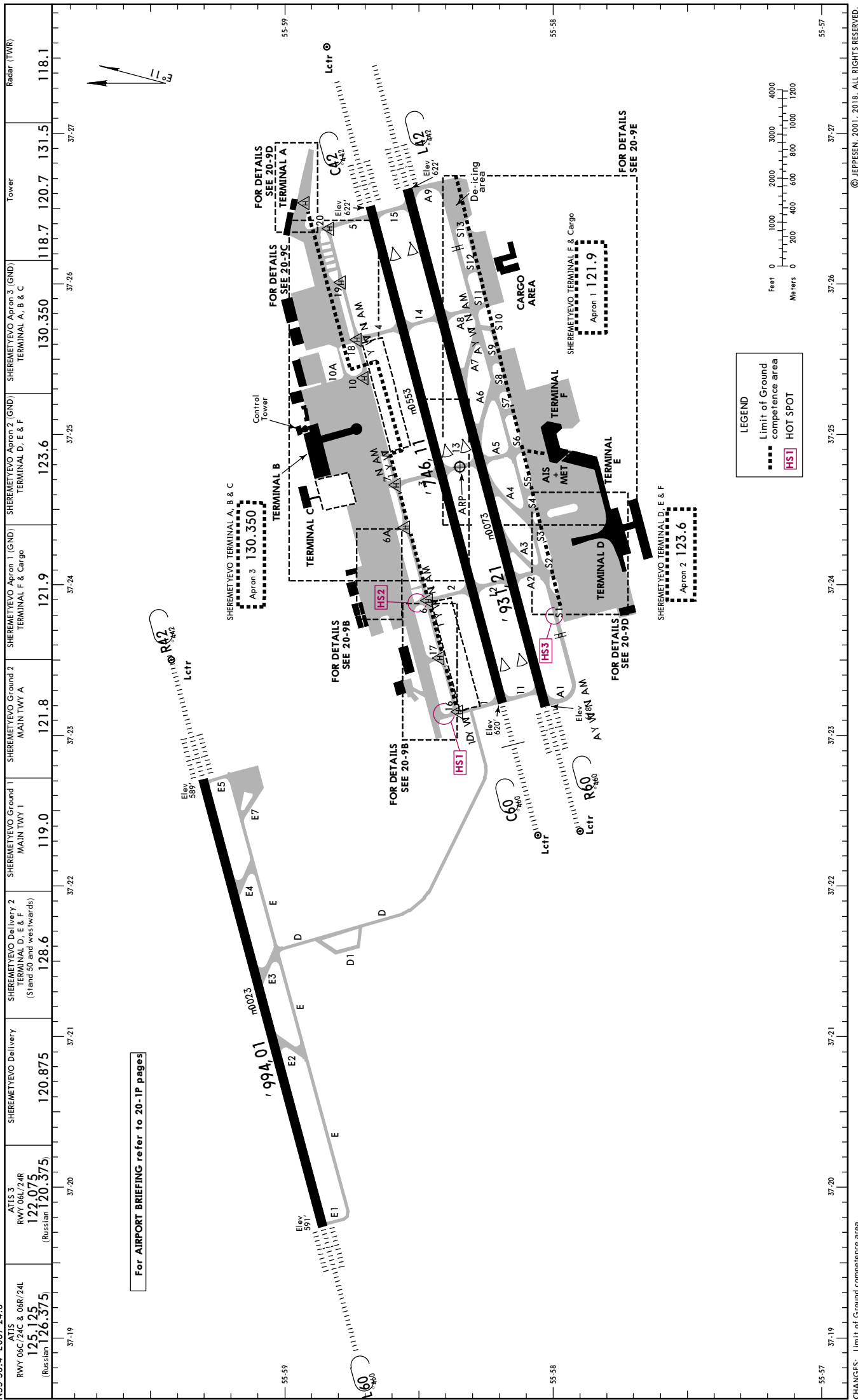
TRANSITION	ROUTING
SGR 3E	From UM NDB to ARSEP, then to GOTMA, then to WZ NDB, then to SUGIR.
SGR 4E By ATC	From BESTA to RUGEL, then to GEKLA, then to BITS, then to WZ NDB, then to SUGIR.

CHANGES: None.

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UUUU/SVO
Apt Elev 630'
N55 58.4 E037 24.8

JEPPesen MOSCOW, RUSSIA
SHEREMETYEVO
23 NOV 18 20-9 EFF 6 Doc



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MOSCOW, RUSSIA

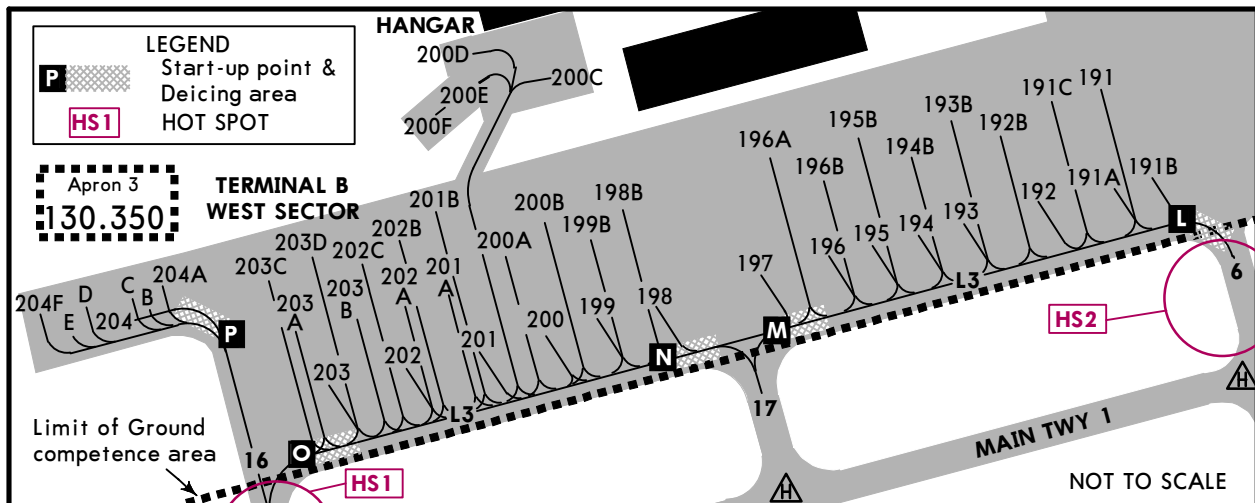
23 NOV 18 **20-9A** Eff 6 Dec

SHEREMETYEVO

ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
06L 24R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°)		9,406' 2867m		197' 60m
			9,528' 2904m		
06C 24C	HIRL (60m) CL (15m) HIALS PAPI-L(2.98°) RVR		10,979' 3346m	①	197' 60m
	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°) RVR		10,857' 3309m		
① TAKE-OFF RUN AVAILABLE					
RWY 06C:					
From rwy head		11,647' (3550m)	From rwy head		11,647' (3550m)
twy 2/12 int		9016' (2748m)	twy 4/14 int		8852' (2698m)
twy 3/13 int		6270' (1911m)	twy 3/13 int		5446' (1660m)
06R 24L	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L(2.98°) RVR		11,349' 3459m	②	197' 60m
			10,985' 3348m		
② TAKE-OFF RUN AVAILABLE					
RWY 06R:					
From rwy head		12,139' (3700m)	From rwy head		12,139' (3700m)
twy 11 int		11,811' (3600m)	twy 15 int		11,811' (3600m)
twy 12/A2 int		9180' (2798m)	twy 14/A8 int		9180' (2798m)
twy 13 int		6437' (1962m)	twy A5 int		5781' (1762m)
twy A5 int		6434' (1961m)	twy 13 int		5778' (1761m)

TAKE-OFF						
	AIR CARRIER (JAA) All Rwys			AIR CARRIER (FAR 121) All Rwys		
	LVP must be in force		RCLM (DAY only) or RL	CL & RCLM any RVR out, other two req.		Adequate Vis Ref
	RL & CL	RCLM (DAY only) or RL				
	A	200m (150m)	250m	400m	2 Eng	TDZ RVR 200m Mid RVR 200m Roll out RVR 150m
B	3 & 4 Eng					
C						
D	250m (200m)	300m				
RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.						

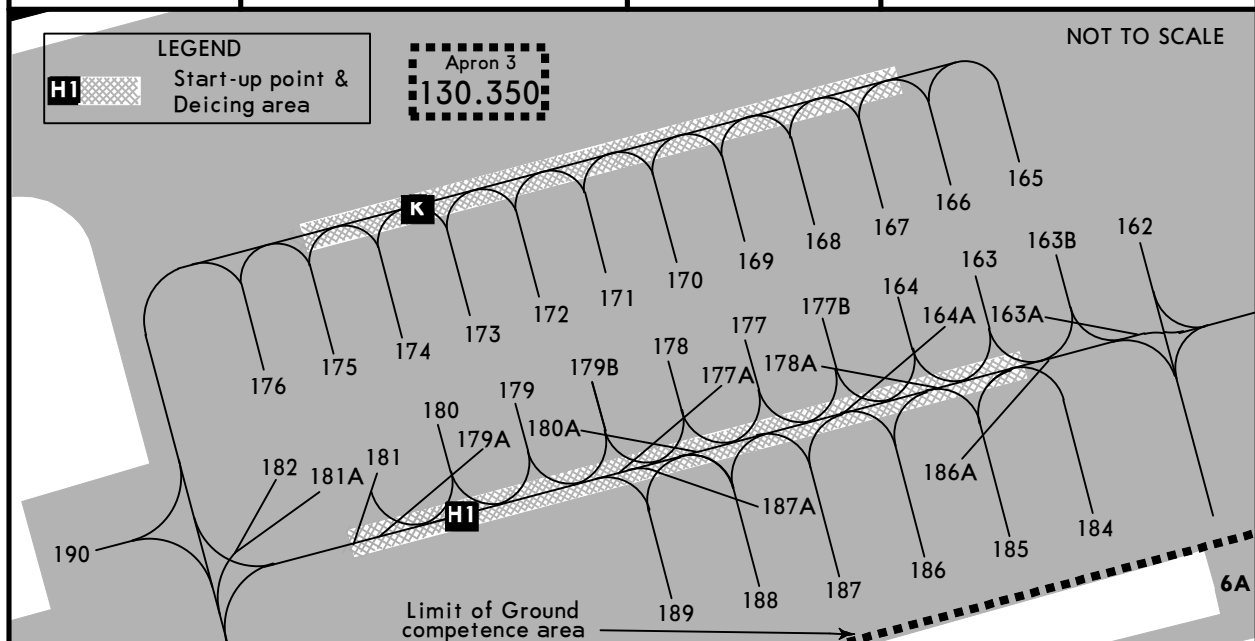
UUEE/SVO
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15 FEB 19 **(20-9B)** Eff 28 Feb

MOSCOW, RUSSIA
SHEREMETYEVO

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
191	N55 58.5 E037 23.6	200C thru 201	N55 58.5 E037 23.3
191A thru 192	N55 58.5 E037 23.8	201A, 201B	N55 58.5 E037 23.2
192B thru 193B	N55 58.5 E037 23.7	202, 202A	N55 58.4 E037 23.2
194	N55 58.5 E037 23.6	202B, 202C	N55 58.5 E037 23.2
194B	N55 58.5 E037 23.7	203 thru 203B	N55 58.4 E037 23.2
195, 195B	N55 58.5 E037 23.6	203C	N55 58.4 E037 23.1
196, 196A	N55 58.5 E037 23.5	203D	N55 58.5 E037 23.2
196B	N55 58.5 E037 23.6	204	N55 58.4 E037 23.0
197	N55 58.5 E037 23.5	204A thru 204C	N55 58.4 E037 23.1
198 thru 199B	N55 58.5 E037 23.4	204D thru 204F	N55 58.4 E037 23.0
200, 200A	N55 58.5 E037 23.3		
200B	N55 58.5 E037 23.4		

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
162, 162A	N55 58.7 E037 24.3	177 thru 178B	N55 58.6 E037 24.1
163, 163A	N55 58.6 E037 24.2	179 thru 180A	N55 58.6 E037 24.0
163B	N55 58.7 E037 24.3	180 thru 182	N55 58.6 E037 23.9
164, 164A	N55 58.6 E037 24.2	183	N55 58.6 E037 24.4
165, 166	N55 58.7 E037 24.3	184	N55 58.6 E037 24.3
167, 168	N55 58.7 E037 24.2	185 thru 187	N55 58.6 E037 24.2
169, 170	N55 58.7 E037 24.1	187A thru 189	N55 58.6 E037 24.1
171	N55 58.7 E037 24.0	190	N55 58.6 E037 23.8
172, 173	N55 58.6 E037 24.0		
174 thru 176	N55 58.6 E037 23.9		



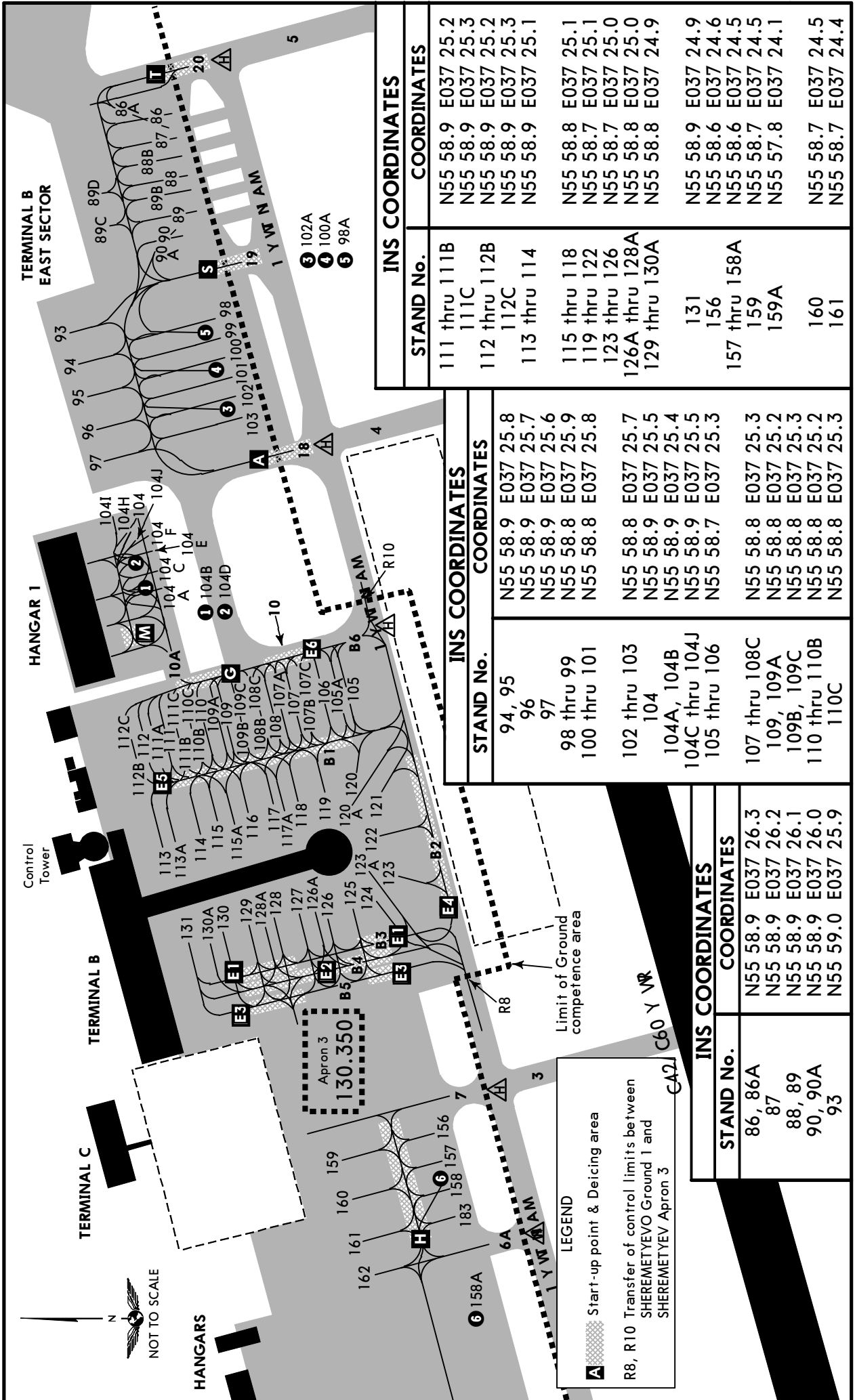
CHANGES: None.

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15 FEB 19 20-9C Eff 28 Feb

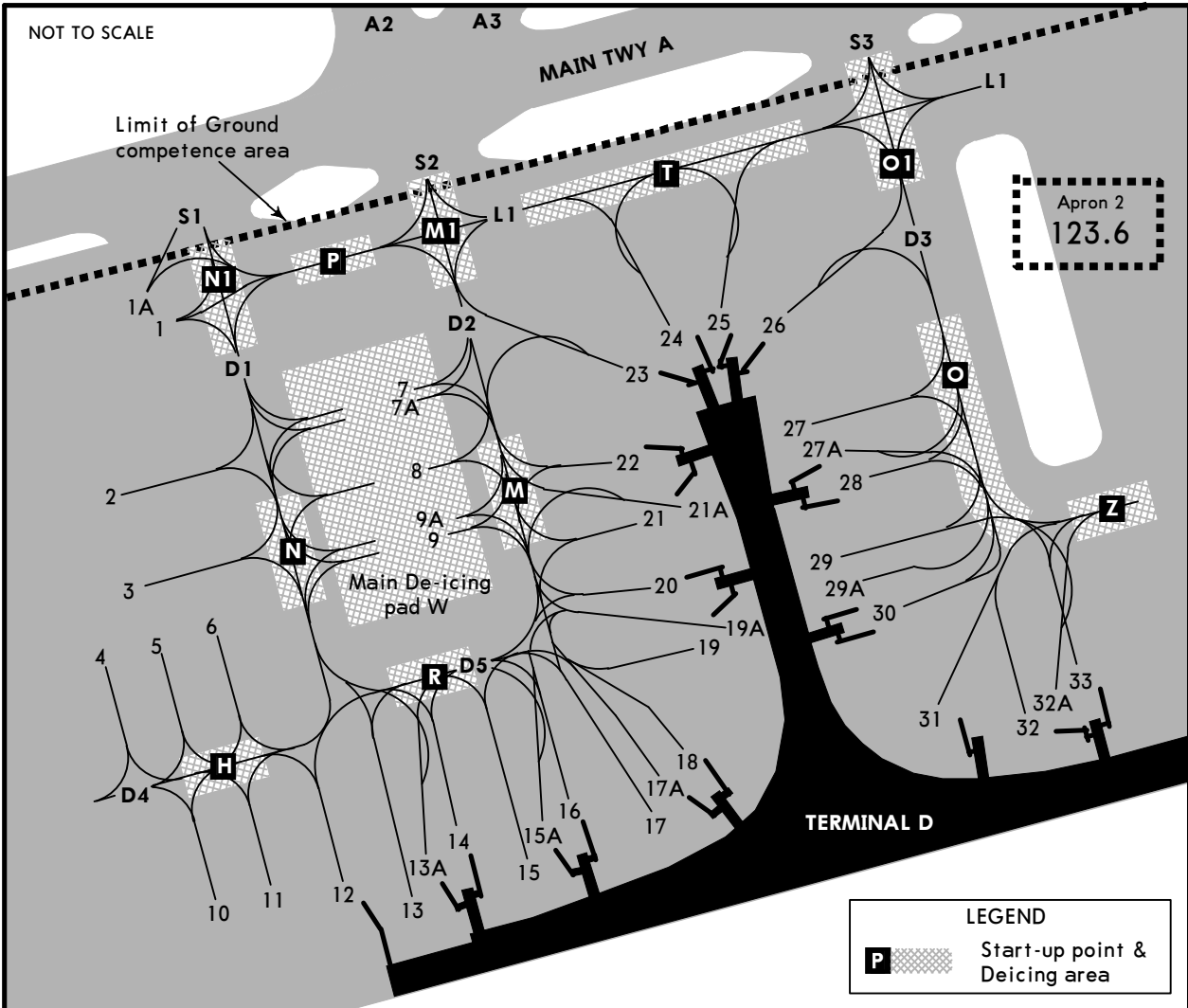
MOSCOW, RUSSIA
SHEREMETYEVO



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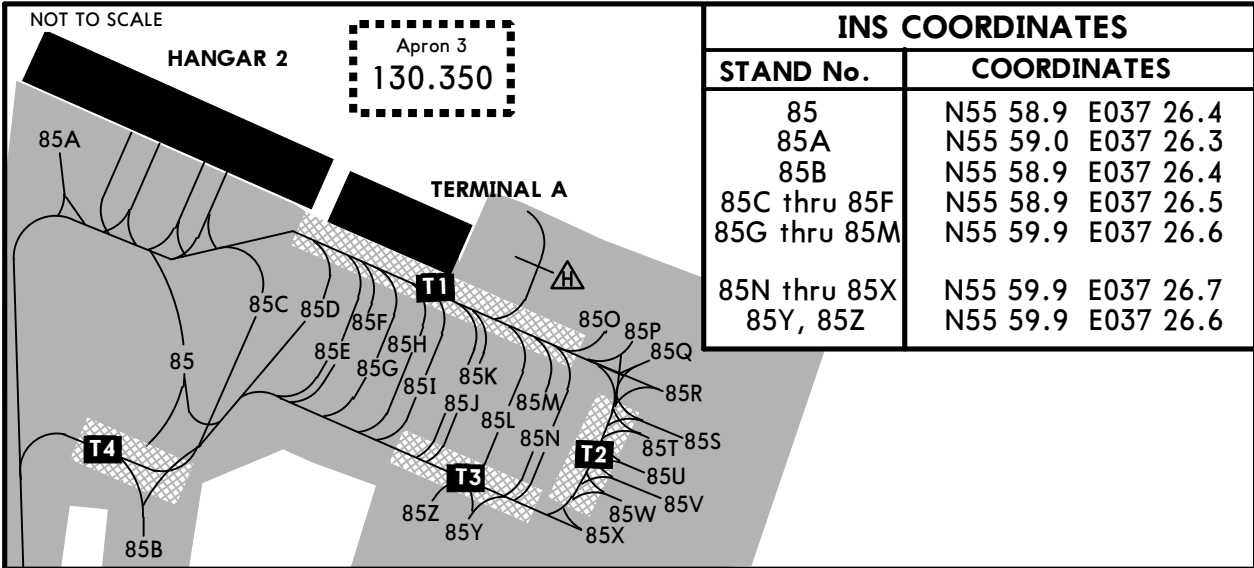
JEPPesen
25 JAN 19 (20-9D) Eff 31 Jan

MOSCOW, RUSSIA
SHEREMETYEVO



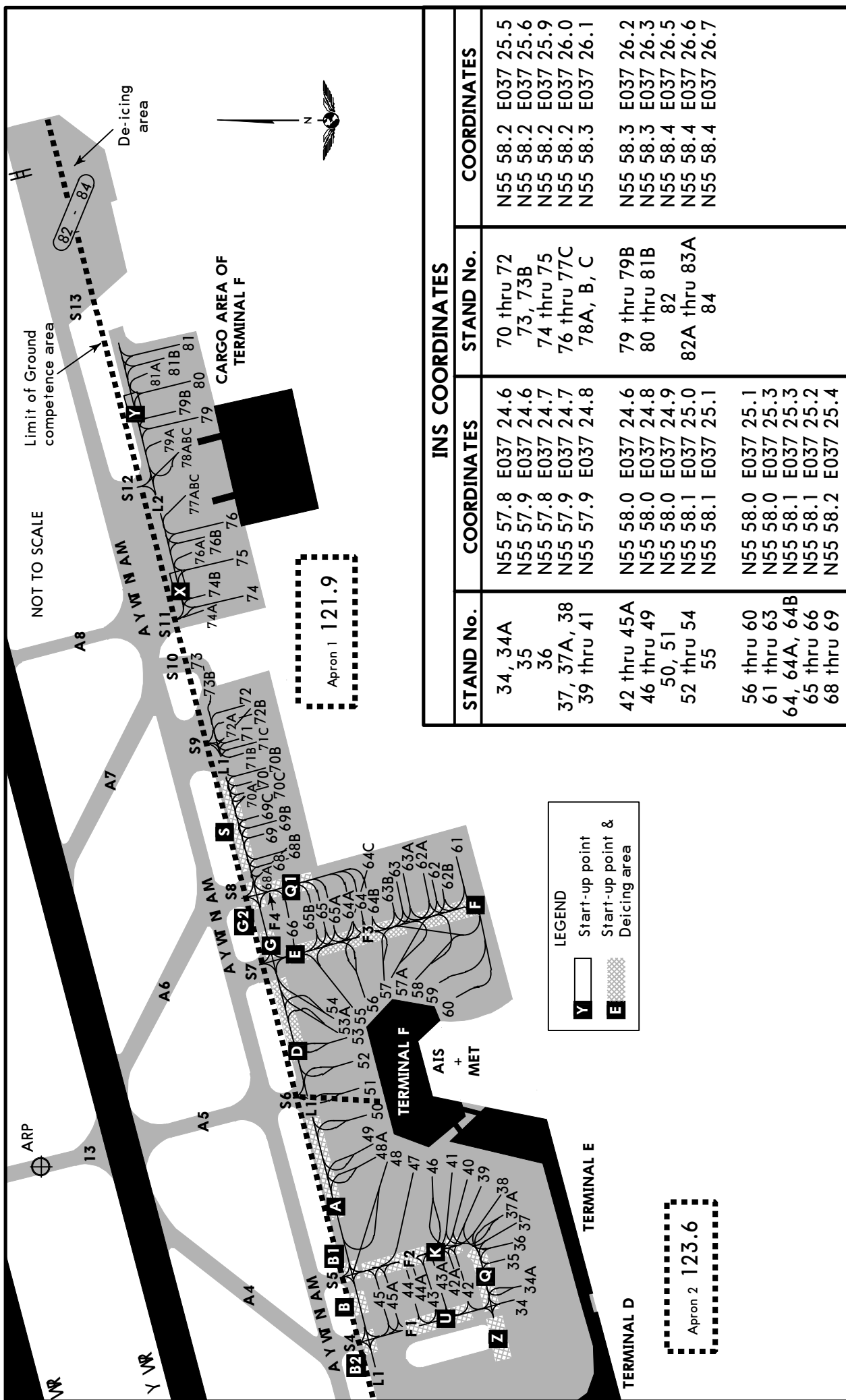
INS COORDINATES

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



INS COORDINATES

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



UUEE/SVO

JEPPesen
1 NOV 13 (20-9F) Eff 14 Nov

MOSCOW, RUSSIA
SHEREMETYEVO

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.



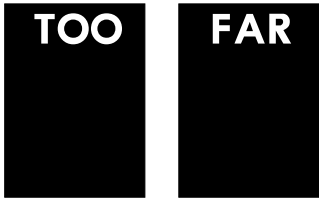
UUEE/SVO

MOSCOW, RUSSIA
SHEREMETYEVO

DOCKING GUIDANCE SYSTEM (SAFEDOCK)

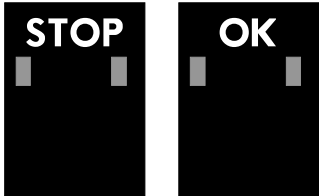
9. OVERSHOOTING

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



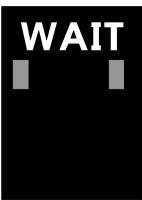
10. STOP SHORT

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



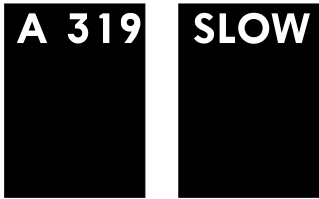
11. WAITING MODE

When the system loses 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.



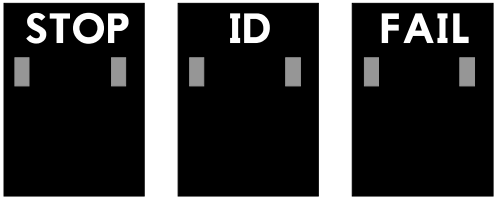
12. SLOW DOWN

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.



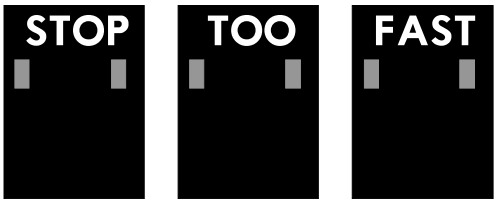
14. THE GATES AND THE VIEW ARE BLOCKED

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.



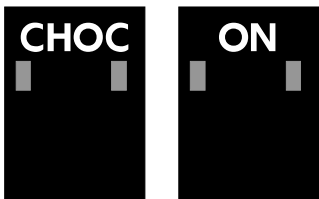
15. TOO FAST

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 displayed by pressing the button "Chocks on" on the operators panel after inserting the chocks under the nose landing gear by ground personnel.



UUEE/SVO

JEPPESSEN
15 MAR 19 **20-9S** Eff 28 Mar

Standard
MOSCOW, RUSSIA
SHERÉMETYEVO

STRAIGHT-IN RWY		A	B	C	D
06L	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	700'(100') R300m	700'(100') R300m	700'(100') R300m	700'(100') R300m
	ILS	800'(200') R550m	800'(200') R550m	800'(200') R550m	800'(200') R550m
	FULL	① R550m	① R550m	① R550m	① R550m
	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out				
	② LOC	1120'(520') R1500m	1120'(520') R1500m	1120'(520') R1600m	1120'(520') R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
06C	RNAV (GNSS)	860'(260') ③ R750m	860'(260') ③ R750m	860'(260') ③ R750m	860'(260') ③ R750m
	LNAV/VNAV	R1300m	R1300m	R1300m	R1300m
	ALS out				
	② RNAV (GNSS)	1290'(690') R1500m	1290'(690') R1500m	1290'(690') R2400m	1290'(690') R2400m
	LNAV				
	ILS Z or Y	819'(200') ① R550m	819'(200') ① R550m	819'(200') ① R550m	819'(200') ① R550m
	FULL	R1200m	R1200m	R1200m	R1200m
	ALS out				
06R	GLS Y	819'(200') ① R550m	819'(200') ① R550m	819'(200') ① R550m	819'(200') ① R550m
	FULL	R1200m	R1200m	R1200m	R1200m
	ALS out				
	② LOC Z or Y	1080'(461') R1500m	1080'(461') R1500m	1080'(461') R1500m	1080'(461') R1500m
	ALS out	R2200m	R2200m	R2200m	R2200m
	RNAV (GNSS) Y	882'(263') ③ R750m	882'(263') ③ R750m	882'(263') ③ R750m	882'(263') ③ R750m
	LNAV/VNAV	R1300m	R1300m	R1300m	R1300m
	ALS out				
06R	② RNAV (GNSS) Y	980'(361') R1000m	980'(361') R1000m	980'(361') R1000m	980'(361') R1000m
	LNAV	R1500m	R1500m	R1700m	R1700m
	ALS out				
	② NDB	1100'(481') R1500m	1100'(481') R1500m	1150'(531') R1700m	1150'(531') R1700m
	with FAF	R2300m	R2300m	R2400m	R2400m
	ALS out				
	② NDB	1100'(481') R1500m	1100'(481') R1500m	1290'(671') R2400m	1290'(671') R2400m
	w/o FAF	R2300m	R2300m	R3100m	R3100m
06R	CAT 3A ILS Z or Y	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS Z or Y	719'(100') RA106' R300m	719'(100') RA106' R300m	719'(100') RA106' R300m	⑦ 719'(100') RA106' R300m
	ILS Z or Y	819'(200') R550m	819'(200') R550m	819'(200') R550m	819'(200') R550m
	FULL	① R550m	① R550m	① R550m	① R550m
	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out				
	GLS Y	819'(200') R550m	819'(200') R550m	819'(200') R550m	819'(200') R550m
	FULL	① R550m	① R550m	① R550m	① R550m
06R	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out				

- ① W/o HUD/AP/FD: RVR 750m.
- ② Continuous Descent Final Approach.
- ③ With TDZ & CL & HUD: RVR 600m.
- ④ Widebodied acft: RA 108', DA(H) 721'(102').

UUEE/SVO
 **JEPPESSEN**
Standard

15 MAR 19

20-9S1
Eff 28 Mar
MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
06R (contd) ① LOC Z or Y		1080' (461')	1080' (461')	1080' (461')	1080' (461')
	ALS out	R1500m R2200m	R1500m R2200m	R1500m R2200m	R1500m R2200m
	RNAV (GNSS) Y	885' (266')	885' (266')	885' (266')	885' (266')
	LNAV/VNAV	② R750m	② R750m	② R750m	② R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	① RNAV (GNSS) Y	1050' (431')	1050' (431')	1050' (431')	1050' (431')
	LNAV	R1300m	R1300m	R1300m	R1300m
24L	ALS out	R1500m	R1500m	R2000m	R2000m
	① NDB	1150' (531')	1150' (531')	1150' (531')	1150' (531')
	with FAF	R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	① NDB	1150' (531')	1150' (531')	1150' (531')	1250' (631')
	w/o FAF	R1700m	R1700m	R1700m	R2200m
	ALS out	R2400m	R2400m	R2400m	R2900m
24C	CAT 2 ILS Z or Y	721' (100')	721' (100')	721' (100')	721' (100')
		RA97' R300m	RA97' R300m	RA97' R300m	RA97' R300m
	ILS Z or Y	821' (200')	821' (200')	821' (200')	821' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	③ R550m	③ R550m	③ R550m	③ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS Y	821' (200')	821' (200')	821' (200')	821' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	③ R550m	③ R550m	③ R550m	③ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	① LOC Z or Y	1080' (459')	1080' (459')	1080' (459')	1080' (459')
	ALS out	R1400m R1500m	R1400m R1500m	R1400m R2100m	R1400m R2100m
	RNAV (GNSS) Y	881' (260')	881' (260')	881' (260')	881' (260')
	LNAV/VNAV	② R750m	② R750m	② R750m	② R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
24C	① RNAV (GNSS) Y	1000' (379')	1000' (379')	1000' (379')	1000' (379')
	LNAV	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	① NDB	1000' (379')	1000' (379')	1100' (479')	1100' (479')
	with FAF	R1000m	R1000m	R1500m	R1500m
24C	ALS out	R1500m	R1500m	R2200m	R2200m
	① NDB	1000' (379')	1000' (379')	1140' (519')	1140' (519')
	w/o FAF	R1000m	R1000m	R1600m	R1600m
	ALS out	R1700m	R1700m	R2400m	R2400m
	CAT 3A ILS Z or Y	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
24C	CAT 2 ILS Z or Y	722' (100')	722' (100')	722' (100')	722' (100')
		RA100' R300m	RA100' R300m	RA100' R300m	RA100' R300m
	ILS Z or Y	822' (200')	822' (200')	822' (200')	822' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	③ R550m	③ R550m	③ R550m	③ R550m
24C	ALS out	R1200m	R1200m	R1200m	R1200m

① Continuous Descent Final Approach.

② With TDZ & CL & HUD: RVR 600m.

③ W/o HUD/AP/FD: RVR 750m.

UUEE/SVO
 **JEPPesen**

15 MAR 19

(20-9S2)
Eff 28 Mar
Standard
MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
24C (condt)	GLS Y	822' (200')	822' (200')	822' (200')	822' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC Z or Y	1080' (458')	1080' (458')	1080' (458')	1080' (458')
		R1400m	R1400m	R1400m	R1400m
	ALS out	R2100m	R2100m	R2100m	R2100m
	RNAV (GNSS) Y	878' (256')	878' (256')	878' (256')	878' (256')
	LNAV/VNAV	❸ R750m	❸ R750m	❸ R750m	❸ R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
24R	❷ RNAV (GNSS) Y	1000' (378')	1000' (378')	1000' (378')	1000' (378')
	LNAV	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	❷ NDB	1000' (378')	1000' (378')	1130' (508')	1130' (508')
	with FAF	R1000m	R1000m	R1600m	R1600m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ NDB	1000' (378')	1000' (378')	1180' (558')	1180' (558')
	w/o FAF	R1000m	R1000m	R1800m	R1800m
	ALS out	R1700m	R1700m	R2500m	R2500m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
24R	CAT 2 ILS	689' (100')	689' (100')	689' (100')	689' (100')
		R300m	R300m	R300m	R300m
	ILS	789' (200')	789' (200')	789' (200')	789' (200')
	FULL	R550m	R550m	R550m	R550m
	TDZ or CL out	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷ LOC	1120' (531')	1120' (531')	1120' (531')	1120' (531')
		R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m
	RNAV (GNSS)	849' (260')	849' (260')	849' (260')	849' (260')
24R	LNAV/VNAV	❸ R750m	❸ R750m	❸ R750m	❸ R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	❷ RNAV (GNSS)	1120' (531')	1120' (531')	1120' (531')	1120' (531')
	LNAV	R1500m	R1500m	R1700m	R1700m
	ALS out	R1500m	R1500m	R2400m	R2400m

❶ W/o HUD/AP/FD: RVR 750m.

❷ Continuous Descent Final Approach.

❸ With TDZ & CL & HUD: RVR 600m.

UUEE/SVO

 **JEPPESSEN**

15 MAR 19

(20-9S3)

Eff 28 Mar

Standard

MOSCOW, RUSSIA

SHEREMETYEVO

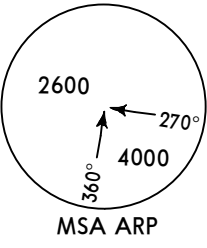
TAKE-OFF						
	Low Visibility Take-off					
	I HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	TDZ, MID, RO R125m	TDZ, MID, RO R150m	R200m	R300m	400m	500m
B						
C						
D						

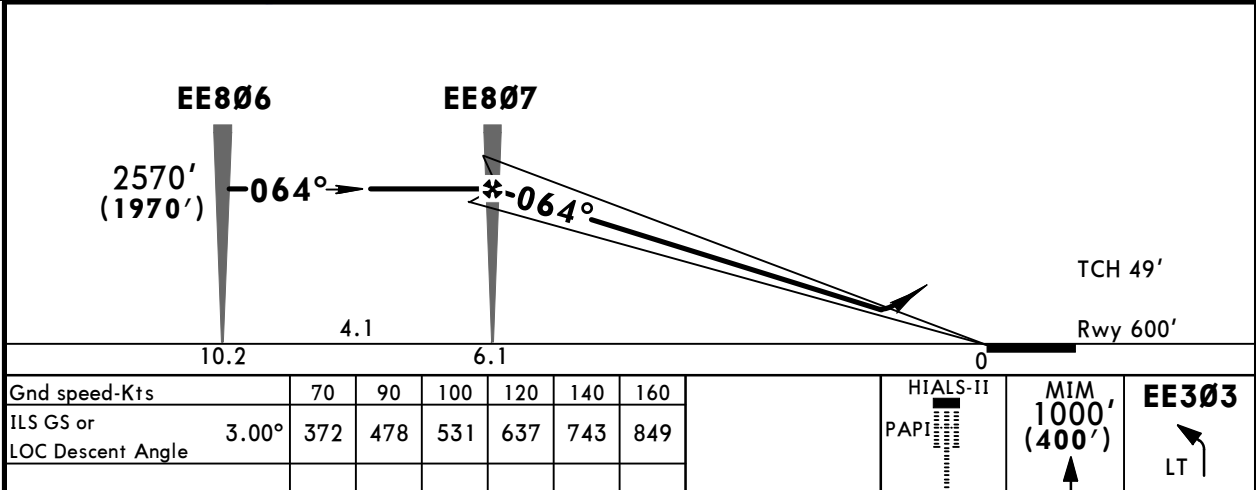
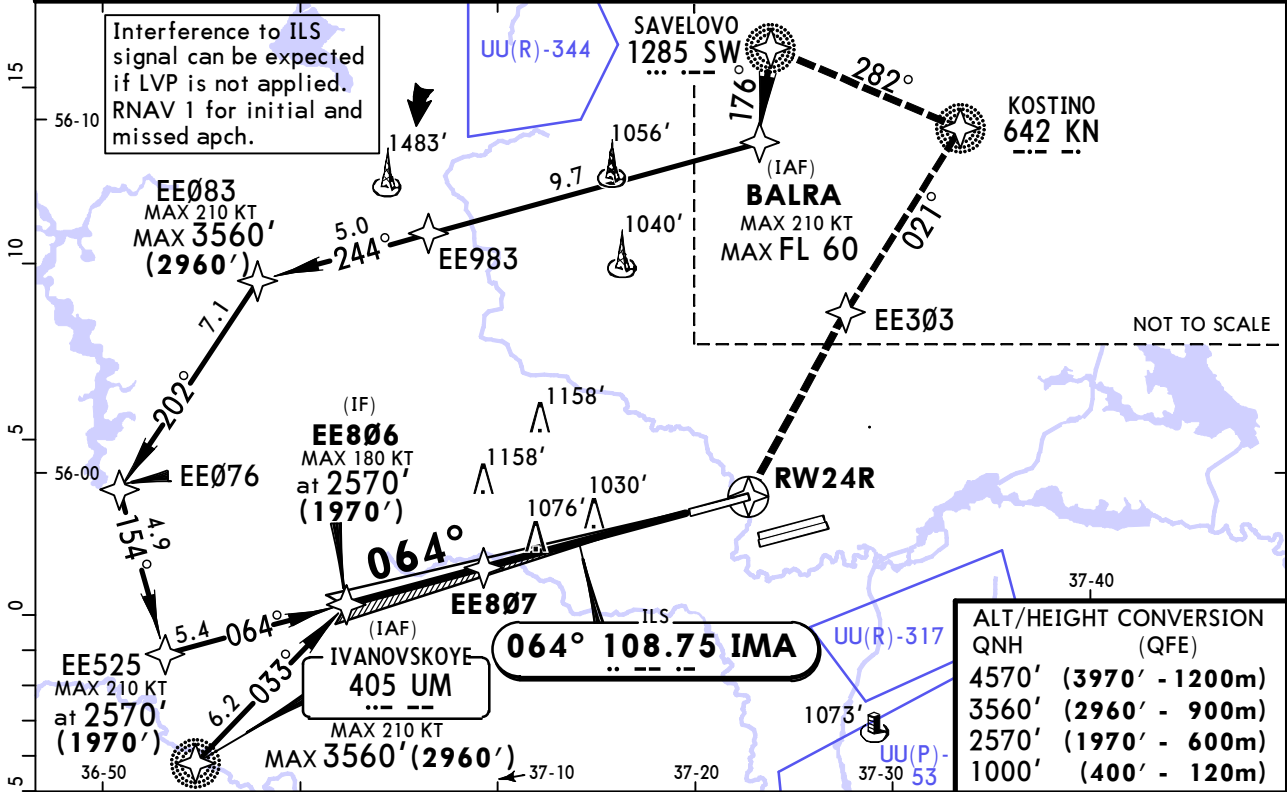
I RWY 6L, 6R, 24C, 24R: R75m with approved guidance system or HUD/HUDLS.

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar (21-1)

MOSCOW, RUSSIA
ILS or LOC Rwy 06L

ATIS-3 122.075 (Russian 120.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
LOC IMA 108.75	Final Apch Crs 064°	GS EE807 2570' (1970')	ILS DA(H) 800' (200')	Apt Elev 630' Rwy 600'	
MISSED APCH: Climb STRAIGHT AHEAD to 1000' (400') or above. Turn LEFT to EE303 (MAX 230 KT) (but not earlier than crossing RW24R (MAX 230 KT)) climbing to 3560' (2960') or below, then proceed to KN NDB, then turn LEFT to SW NDB, then turn LEFT to BALRA.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 4570' (3970')	

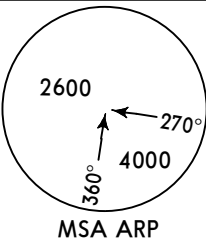


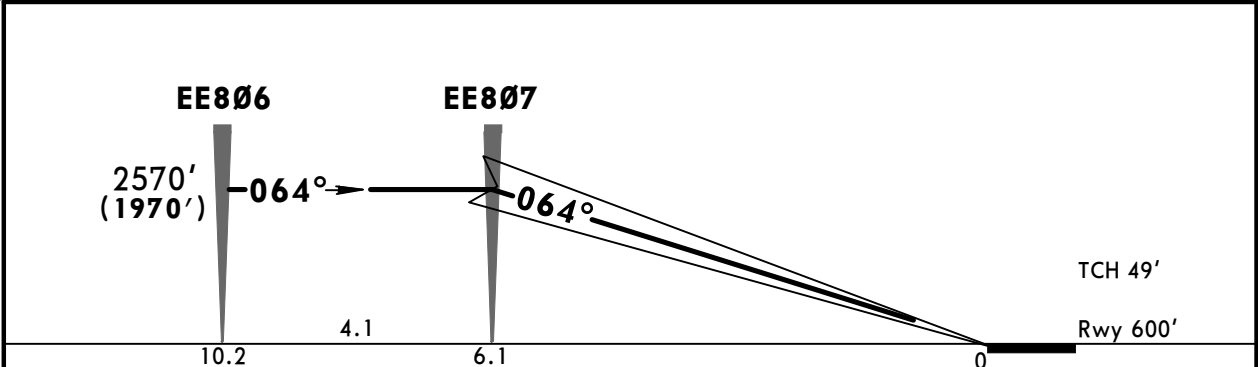
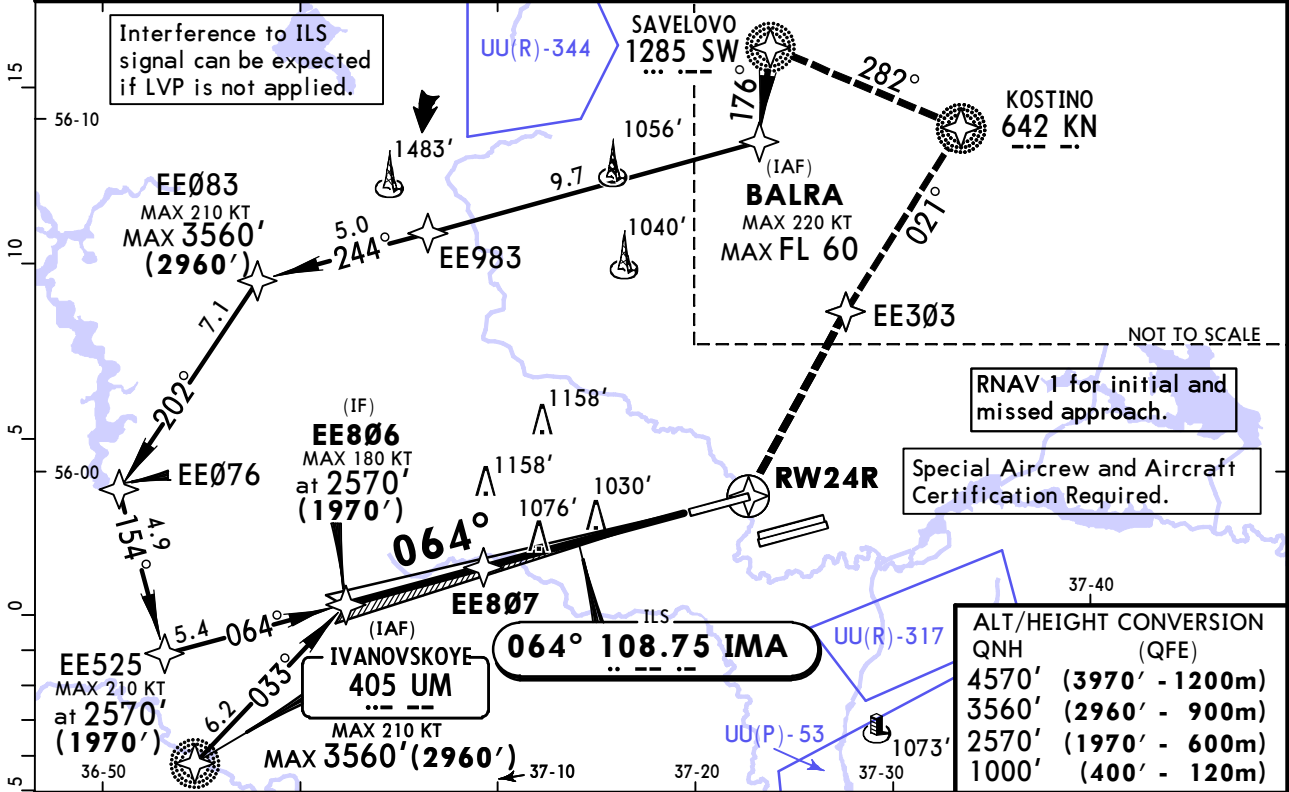
STRAIGHT-IN LANDING RWY 06L							
ILS				LOC (GS out)			
DA(H) 800'(200')				MDA(H) 1120'(520')			
FULL		TDZ or CL out	ALS out			ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 1800m VIS 2000m	2800m		
B							
C							
D							

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar
21-1A

MOSCOW, RUSSIA
CAT II ILS Rwy 06L

ATIS-3 122.075 (Russian 120.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
LOC IMA 108.75	Final Apch Crs 064°	GS EE807 2570' (1970')	CAT II ILS DA(H) 700' (100')	Apt Elev 630' Rwy 600'	
MISSED APCH: Climb STRAIGHT AHEAD to 1000' (400') or above. Turn LEFT to EE303 (MAX 230 KT) (but not earlier than crossing RW24R (MAX 230 KT)) climbing to 3560' (2960') or below, then proceed to KN NDB, then turn LEFT to SW NDB, then turn LEFT to BALRA.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
					Trans alt: 4570' (3970')



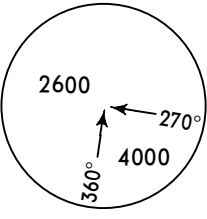
Gnd speed-Kts	70	90	100	120	140	160		MIM 1000' (400')	EE303 LT
GS	3.00°	372	478	531	637	743			

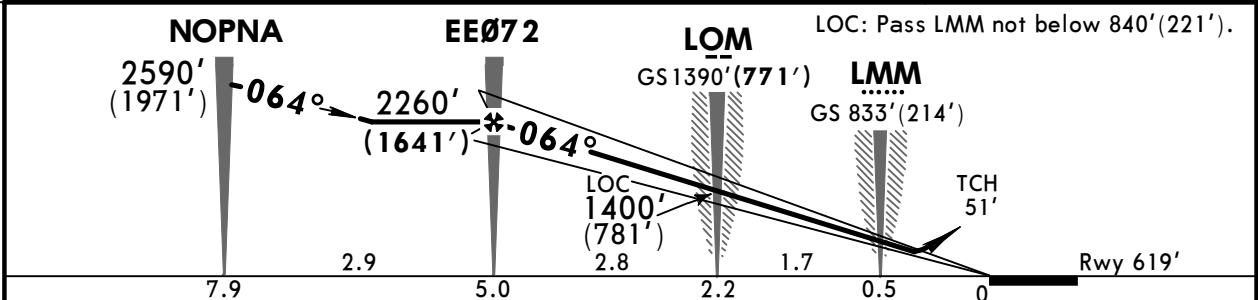
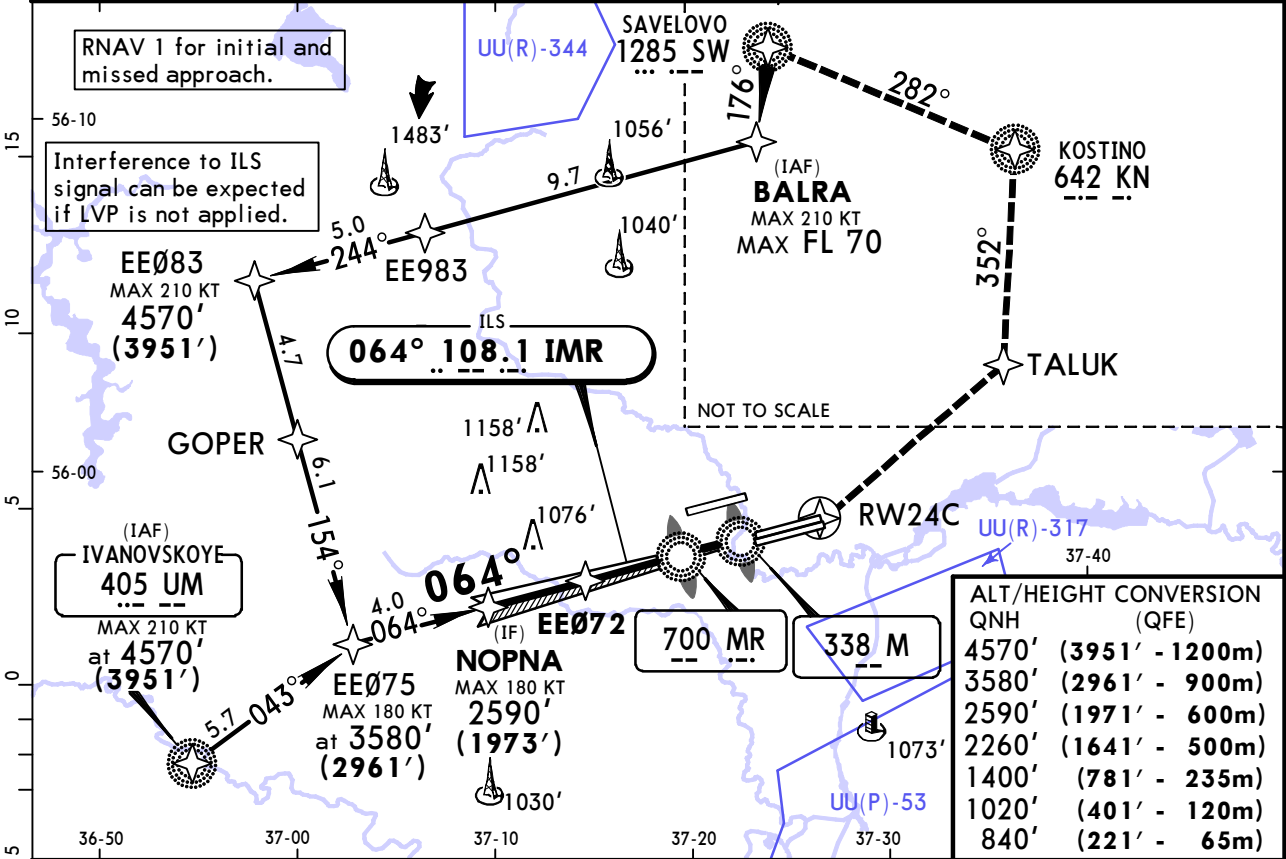
STRAIGHT-IN LANDING RWY 06L
CAT II ILS
DA(H) 700' (100')
RVR 300m

UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 MAR 19
Eff 28 Mar (21-3)

MOSCOW, RUSSIA
ILS Y or LOC Y Rwy 06C

ATIS 125.125 (Russian) 126.375		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
LOC IMR 108.1	Final Apch Crs 064°	GS LOM 1390'(771')	ILS DA(H) 819'(200')	Apt Elev 630' Rwy 619'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(401') or above. Turn LEFT to TALUK (MAX 230 KT) (but not earlier than crossing RW24C (MAX 230 KT)) climbing to 3580'(2961') or below, then proceed to KN NDB, then turn LEFT to SW NDB, then turn LEFT to BALRA.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570'(3951')					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS or LOC Descent Angle	2.98°	369	474	527	633	738	843	Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 06C					
ILS		LOC (GS out)			
DA(H) 819'(200')		MDA(H) 1080'(461')			
FULL		ALS out			
A					
B					
C	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m	2400m	
D					

PANS OPS

ATIS 125.125 (Russian 126.375) SHERMETYEVO Apch1 119.3 SHERMETYEVO Apch2 123.7

SHERMETYEVO Radar (TWR) 118.1 126.6 SHERMETYEVO Tower 118.7 120.7 131.5 Ground 119.0 121.8

LOC INL 109.1 Final Apch Crs 064° GS LOM 1324'(705') ILS DA(H) 819'(200') Apt Elev 630' Rwy 619'

MISSED APCH: Climb STRAIGHT AHEAD to 1020'(401') or above. Turn RIGHT to EE093 (MAX 230 KT) (but not earlier than crossing RW24L (MAX 230 KT)) climbing to 3580'(2961') or below, then turn LEFT to OTNAS, then proceed to EE805, then turn LEFT to KN NDB, then turn LEFT to SW NDB.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570' (3951')

ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3951' - 1200m)
3580' (2961' - 900m)
2590' (1971' - 600m)
2260' (1641' - 500m)
1330' (711' - 215m)
1020' (401' - 120m)
840' (221' - 65m)

Interference to ILS signal can be expected if LVP is not applied.

Navigation Chart: Shows flight paths, altitudes, and landmarks. Key points include: SUSOR (IAF), KUNOK (IF), NUDRI (IAF), GOPER (IAF), SHELLOVO, KOSTINO, OTNAS, EE093, EE805, and various NDBs. Altitudes range from 2303' to 4570'.航路指示包括航向角和距离。

LOC: Pass LMM not below 840'(221').

LOM
GS 1324'(705')
LOC 1330'(711')

LMM
GS 832'(213')

Descent Profile: Shows altitude (2590', 2260', 1330', 840') vs distance (5.7, 2.0, 1.5, 0.5, 0) from runway.

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

STRAIGHT-IN LANDING RWY 06R

ILS			LOC (GS out)	
DA(H) 819'(200')			MDA(H) 1080'(461')	
FULL	TDZ or CL out	ALS out	ALS out	
A				
B				
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m
D				2400m

Visual Aids: PAPI, HIALS-II. Refer to Missed Apch above.

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar 21-4A

MOSCOW, RUSSIA
CAT II ILS Z Rwy 06R

ATIS

125.125 (Russian 126.375)

SHEREMETYEVO Apch1

119.3

SHEREMETYEVO Apch2

123.7

SHEREMETYEVO Radar (TWR)

118.1 126.6

SHEREMETYEVO Tower

118.7 120.7 131.5

Ground

119.0 121.8

LOC

INL

109.1

Final

Apch Crs

064°

GS

LOM

1324'(705')

CAT II ILS

Refer to

Minimums

Apt Elev 630'

Rwy 619'

MISSED APCH: Climb STRAIGHT AHEAD to 1020'(401') or above. Turn RIGHT to EE093 (MAX 230 KT) (but not earlier than crossing RW24L (MAX 230 KT)) climbing to 3580'(2961') or below, then turn LEFT to OTNAS, then proceed to EE805, then turn LEFT to KN NDB, then turn LEFT to SW NDB.

2600

270°

4000

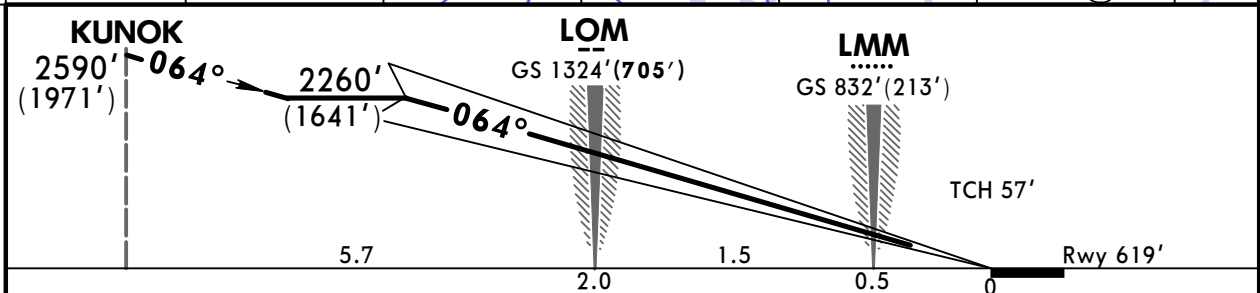
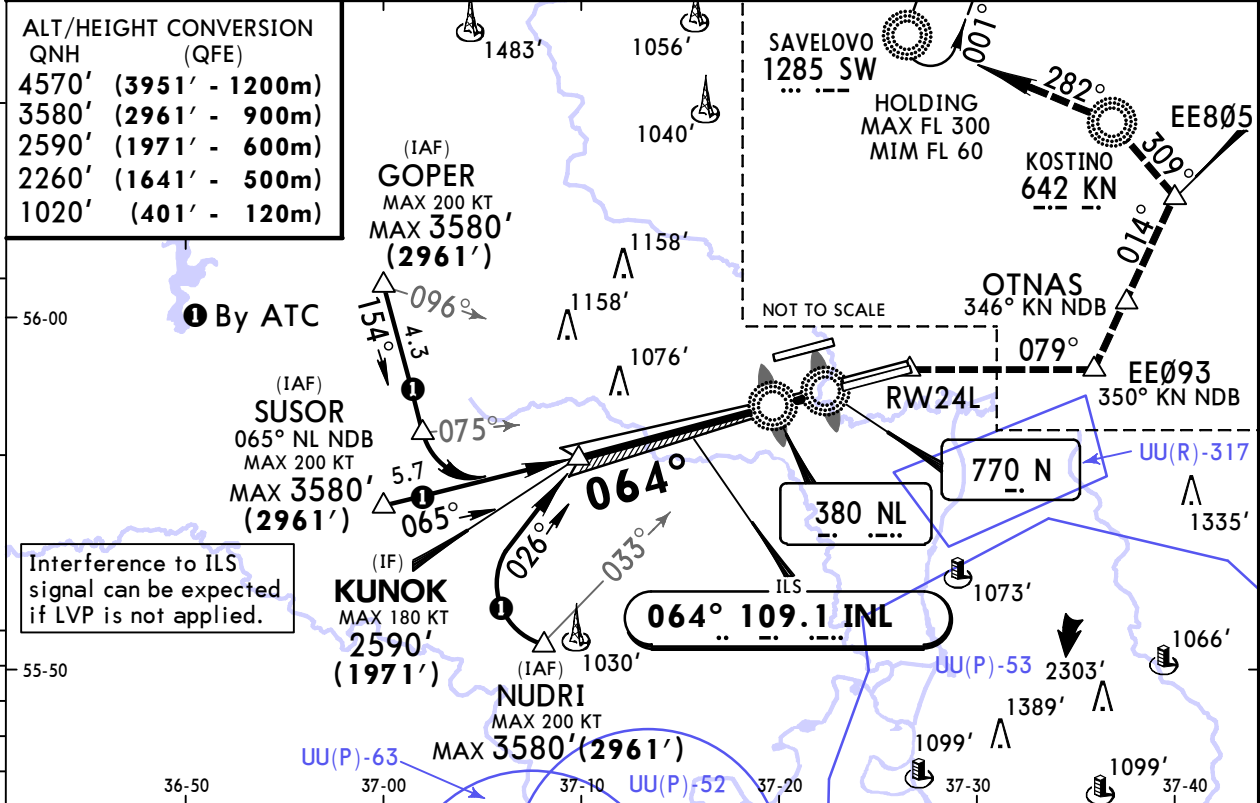
360°

MSA

ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570' (3951')

Special Aircrew and Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
GS	2.98°	369	474	527	633	738		

STRAIGHT-IN LANDING RWY 06R

CAT II ILS

RA 106'

DA(H) 719'(100') ■

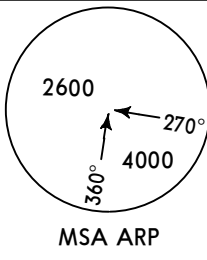
RVR 300m

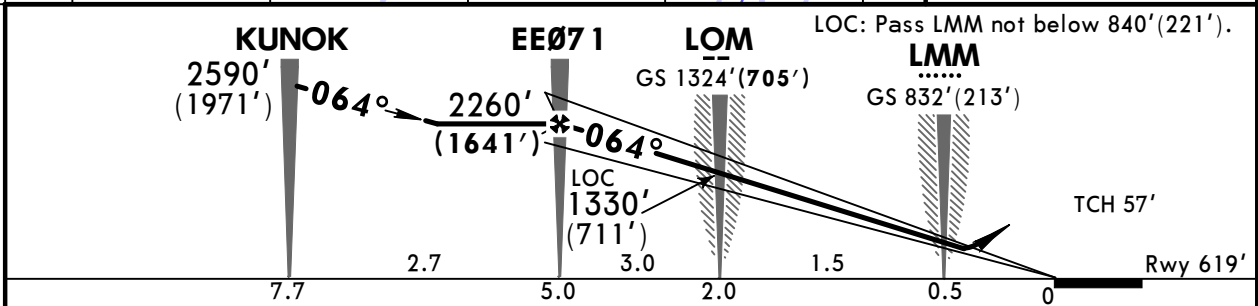
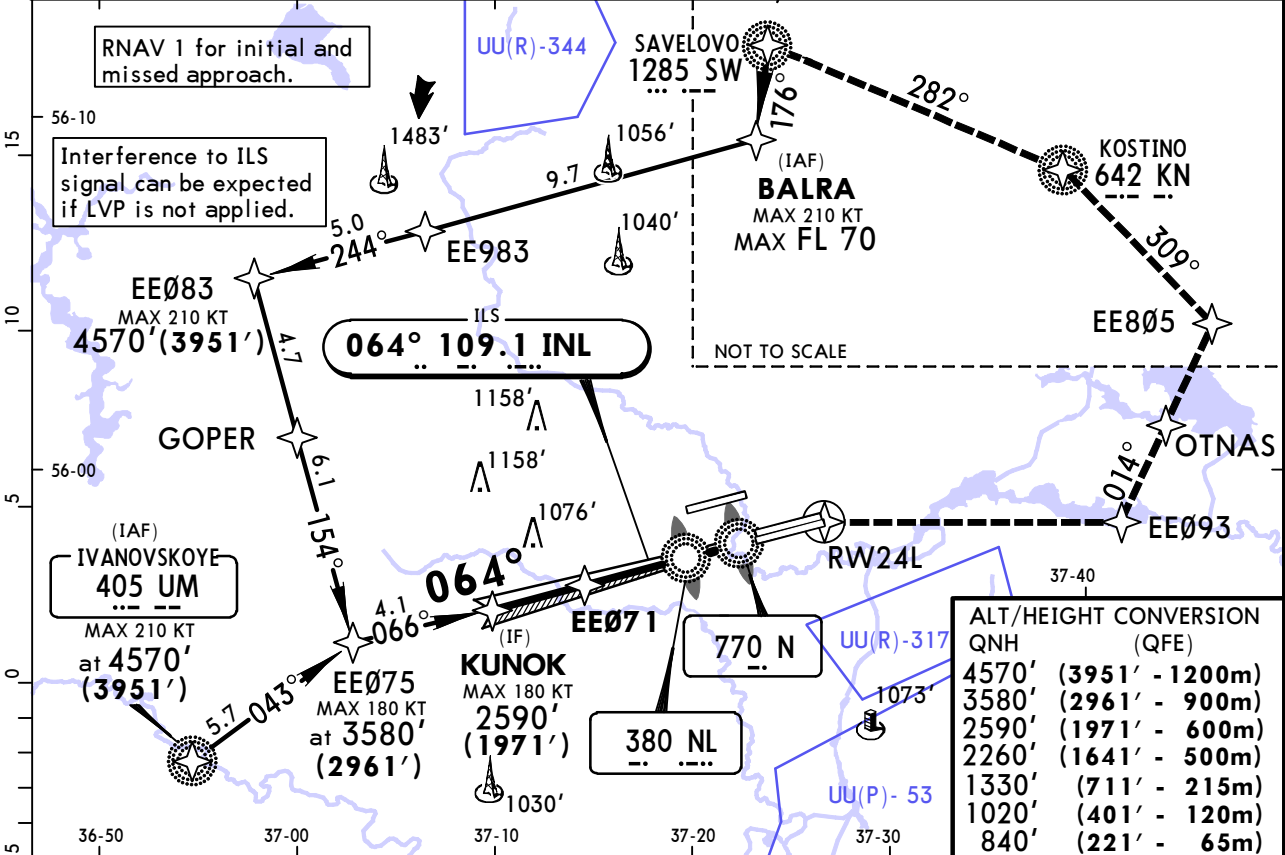
■ Widebodied acft: RA 108', DA(H) 721'(102').

UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 MAR 19
Eff 28 Mar (21-5)

MOSCOW, RUSSIA
ILS Y or LOC Y Rwy 06R

ATIS 125.125 (Russian 126.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
LOC INL 109.1	Final Apch Crs 064°	GS LOM 1324'(705')	ILS DA(H) 819'(200')	Apt Elev 630' Rwy 619'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(401') or above. Turn RIGHT to EEØ93 (MAX 230 KT) (but not earlier than crossing RW24L (MAX 230 KT)) climbing to 3580'(2961') or below, then turn LEFT to OTNAS, then proceed to EE8Ø5, then turn LEFT to KN NDB, then turn LEFT to SW NDB, then turn LEFT to BALRA.					 MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 4570'(3951')	



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle 2.98°	369	474	527	633	738	843			

PANS OPS

PANS OPS

ATIS		SHEREMETYEVO Apch1			SHEREMETYEVO Apch2	
125.125 (Russian 126.375)		119.3			123.7	
SHEREMETYEVO Radar (TWR)		SHEREMETYEVO Tower			Ground	
118.1 126.6		118.7 120.7 131.5			119.0 121.8	
LOC IBW 110.5	Final Apch Crs 244°	GS LOM 1376'(755')	ILS DA(H) 821'(200')	Apt Elev 630' Rwy 621'		
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(399') or above. Turn LEFT to KS NDB (MAX 230 KT) (but not earlier than crossing RW06R (MAX 230KT)) climbing to 3580'(2959') or below, turn RIGHT to EE406, turn RIGHT to UM NDB, then proceed to AR NDB, turn RIGHT to EE301, proceed to EE705, then to EE302, then to SW NDB.					2600 270° 4000 360° MSA ARP	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		
				Trans alt: 4570' (3949')		
MAX FL 300 MHA FL 60 SW NDB EE705 123° BW NDB EE302 141° BW NDB EE301 112° BW NDB AR NDB MISSED APCH FIX		By ATC UBIBA 165° BP NDB MAX 180 KT TALUK 212° BW NDB MAX 180 KT ODMIT MAX 180 KT 244° 110.5 IBW 770 B RW06R 380 BW CHELOBITYEVO 680 BP OPALIKHA 565 KS IVANOVSKOYE 405 UM EE406 Interference to ILS signal can be expected if LVP is not applied. ALT/HEIGHT CONVERSION QNH (QFE) 4570' (3949' - 1200m) 3580' (2959' - 900m) 2590' (1969' - 600m) 2270' (1649' - 500m) 1380' (759' - 230m) 1020' (399' - 120m) 890' (269' - 80m)				
LOC: Pass LMM not below 890'(269').		LMM GS 884'(263') LOM GS 1376'(755') UBIBA 2590' (1969') 2270' (1649') 244° LOC 1380' (759') TCH 51' Rwy 621'				
Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle	2.98°	369	474	527	633	738
STRAIGHT-IN LANDING RWY 24L						HIALS-II PAPI
ILS DA(H) 821'(200')			LOC (GS out) MDA(H) 1080'(459')			Refer to Missed Apch above
FULL	TDZ or CL out	ALS out	ALS out			
A						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m	2400m	
D						

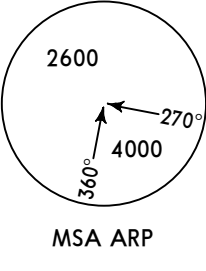
UUEE/SVO
SHEREMETYEVO

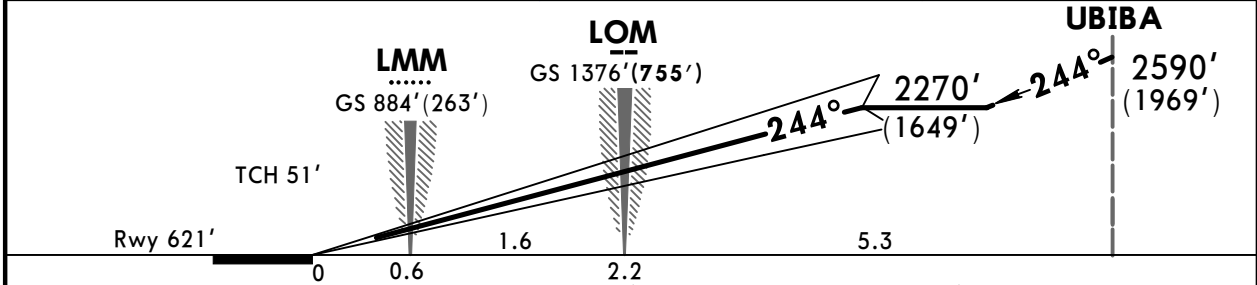
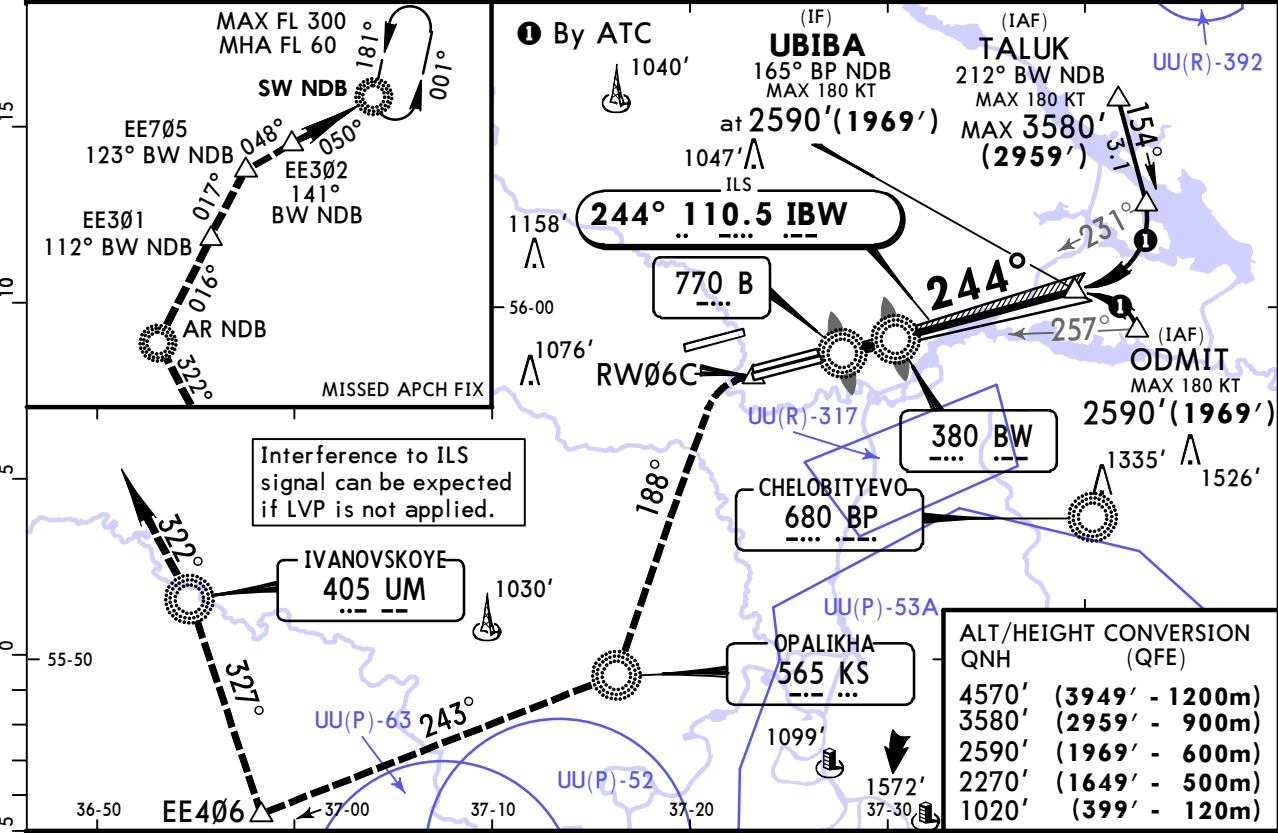
15 MAR 19
Eff 28 Mar 21-6A

JEPPESSEN

MOSCOW, RUSSIA
CAT II ILS Z Rwy 24L

BRIEFING STRIP™

ATIS		SHEREMETYEVO Apc1			SHEREMETYEVO Apc2	
125.125 (Russian 126.375)		119.3			123.7	
SHEREMETYEVO Radar (TWR)		SHEREMETYEVO Tower			Ground	
118.1 126.6		118.7 120.7 131.5			119.0 121.8	
LOC IBW 110.5	Final Apc Crs 244°	GS LOM 1376'(755')	CAT II ILS RA 97' DA(H) 721'(100')	Apt Elev 630' Rwy 621'		
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(399') or above. Turn LEFT to KS NDB (MAX 230 KT) (but not earlier than crossing RW06R (MAX 230 KT)) climbing to 3580'(2959') or below, turn RIGHT to EE406, turn RIGHT to UM NDB, then proceed to AR NDB, turn RIGHT EE301, proceed to EE705, then to EE302, then to SW NDB.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 4570' (3949')
Special Aircrew and Aircraft Certification Required.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apc above
GS	2.98°	369	474	527	633	738		

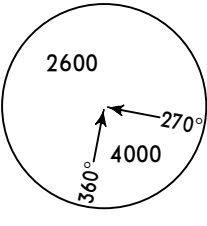
STRAIGHT-IN LANDING RWY 24L
CAT II ILS
RA 97'
DA(H) 721'(100')

PANS OPS
RVR 300m

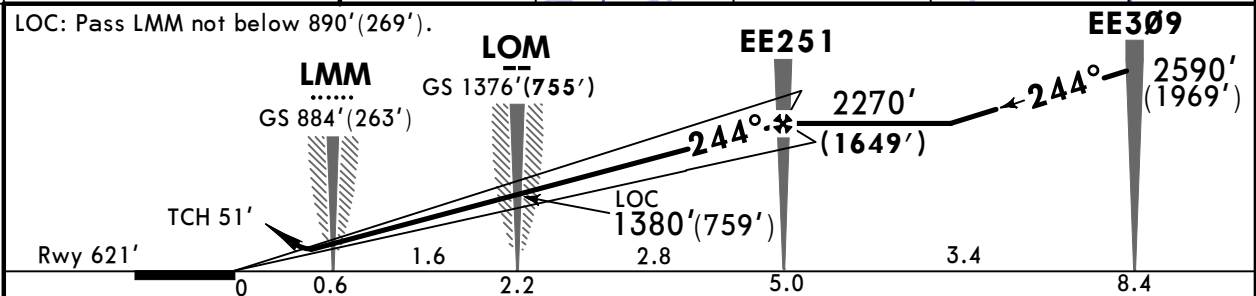
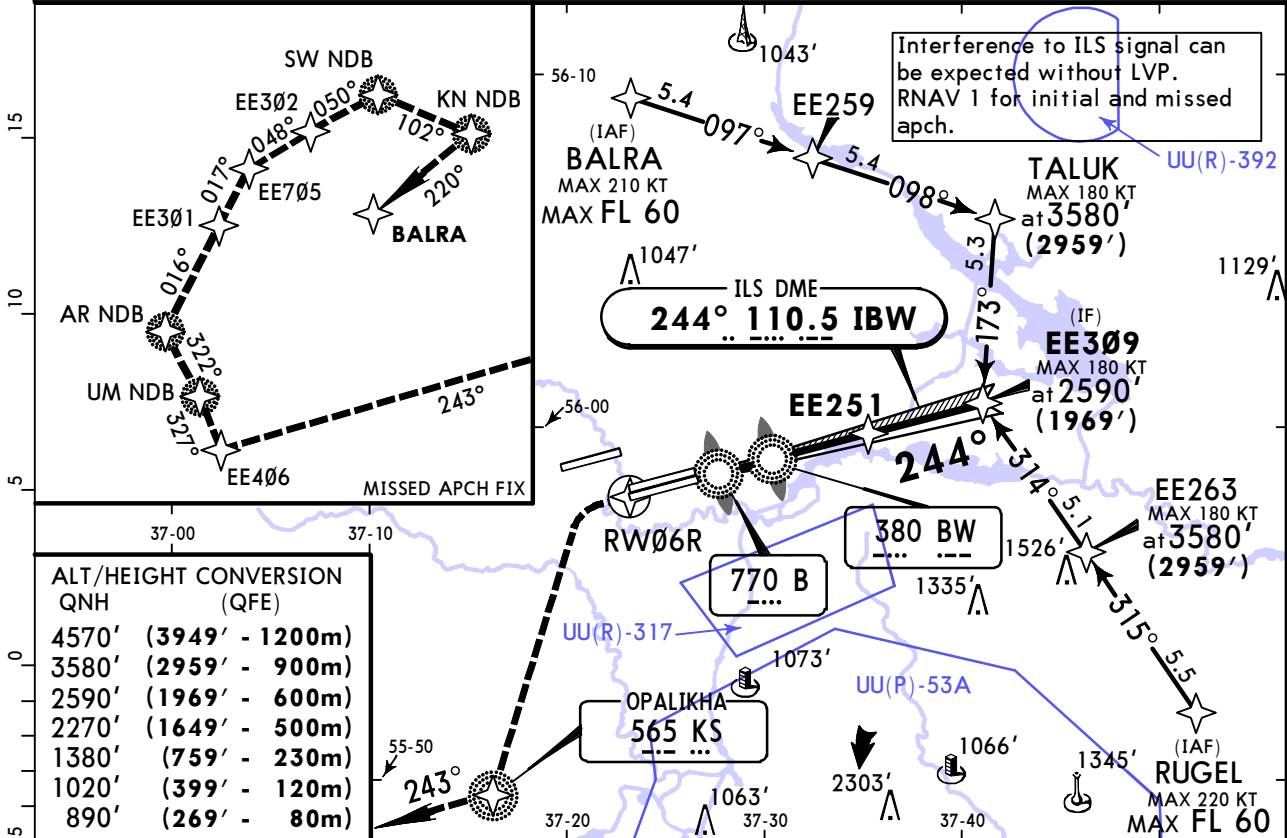
UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 MAR 19
Eff 28 Mar (21-7)

MOSCOW, RUSSIA
ILS Y or LOC Y Rwy 24L

ATIS		SHEREMETYEVO Apc1		SHEREMETYEVO Apc2	
125.125 (Russian 126.375)		119.3		123.7	
SHEREMETYEVO Radar (TWR)		SHEREMETYEVO Tower		Ground	
118.1 126.6		118.7 120.7 131.5		119.0 121.8	
LOC IBW 110.5	Final Apc Crs 244°	GS LOM 1376'(755')	ILS DA(H) 821'(200')	Apt Elev 630' Rwy 621'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(399') or above. Turn LEFT to KS NDB (but not earlier than crossing RW06R (MAX 230 KT)) climbing to 3580'(2959') or below, turn RIGHT to EE406, turn RIGHT to UM NDB, then proceed to AR NDB, turn RIGHT to EE301, proceed to EE705, then to EE302, then to SW NDB, turn RIGHT to KN NDB, turn RIGHT to BALRA.					MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570' (3949')



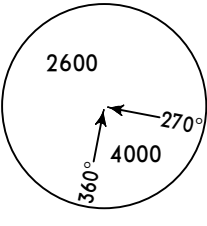
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS or LOC Descent Angle	2.98°	369	474	527	633	738	843	Refer to Missed Apch above

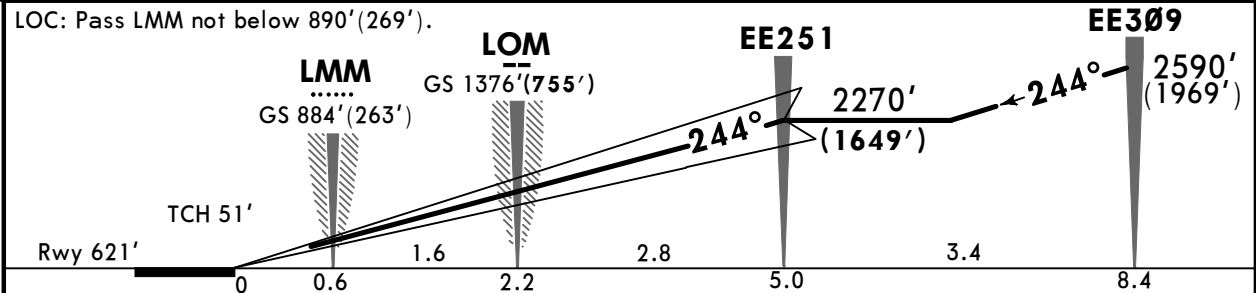
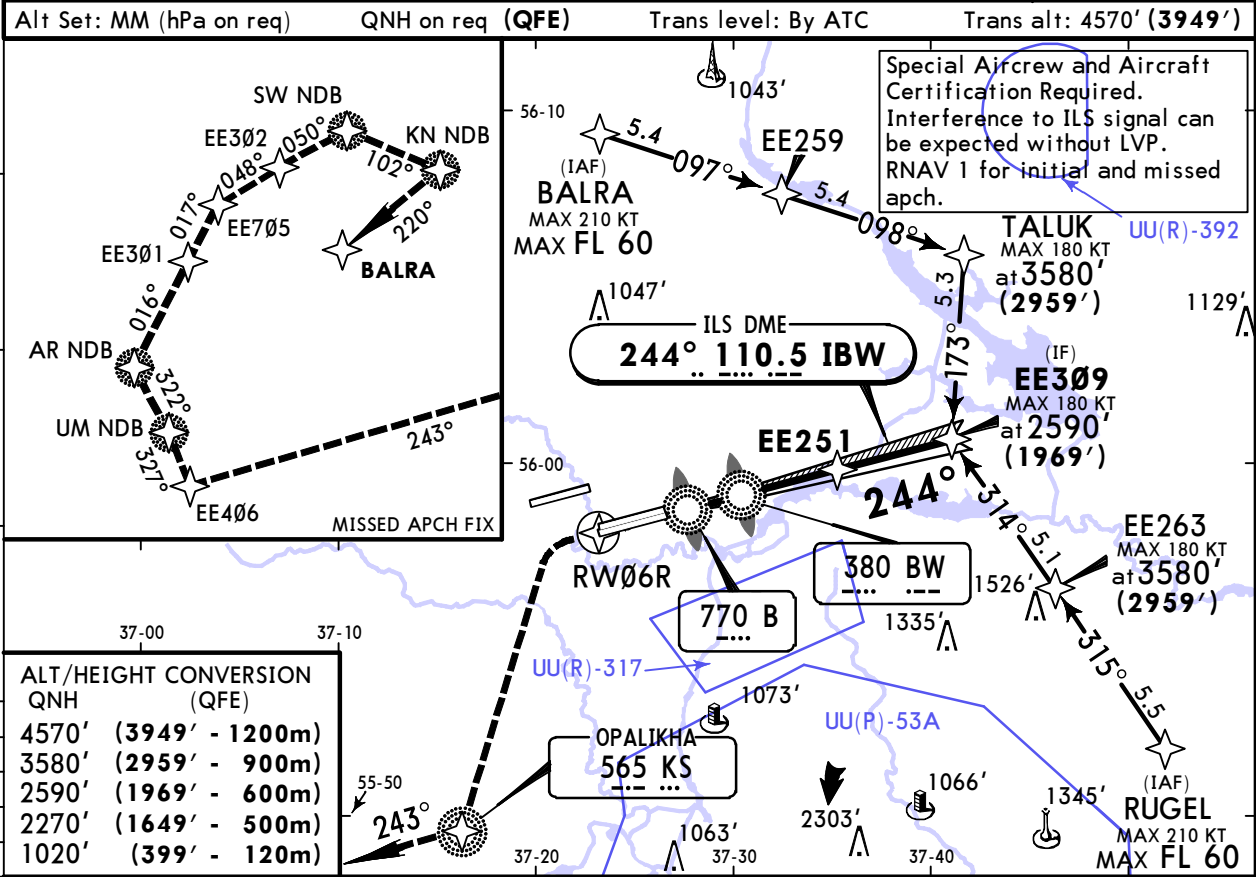
STRAIGHT-IN LANDING RWY 24L				
ILS			LOC (GS out)	
DA(H) 821'(200')			MDA(H) 1080'(459')	
FULL	TDZ or CL out	ALS out	ALS out	
A				
B				
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m
D				2400m

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar
21-7A

MOSCOW, RUSSIA
CAT II ILS Y Rwy 24L

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.125 (Russian 126.375)		119.3		123.7	
SHEREMETYEVO Radar (TWR)		SHEREMETYEVO Tower		Ground	
118.1 126.6		118.7 120.7 131.5		119.0 121.8	
LOC IBW 110.5	Final Apch Crs 244°	GS LOM 1376'(755')	CAT II ILS RA 97' DA(H) 721'(100')	Apt Elev 630' Rwy 621'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(399') or above. Turn LEFT to KS NDB (but not earlier than crossing RW06R (MAX 230 KT)) climbing to 3580'(2959') or below, turn RIGHT to EE406, turn RIGHT to UM NDB, then proceed to AR NDB, turn RIGHT to EE301, proceed to EE705, then to EE302, then to SW NDB, turn RIGHT to KN NDB, turn RIGHT to BALRA.					MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 4570' (3949')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle	2.98°	369	474	527	633	738		

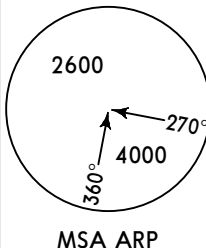
STRAIGHT-IN LANDING RWY 24L
CAT II ILS
RA 97'
DA(H) 721'(100')

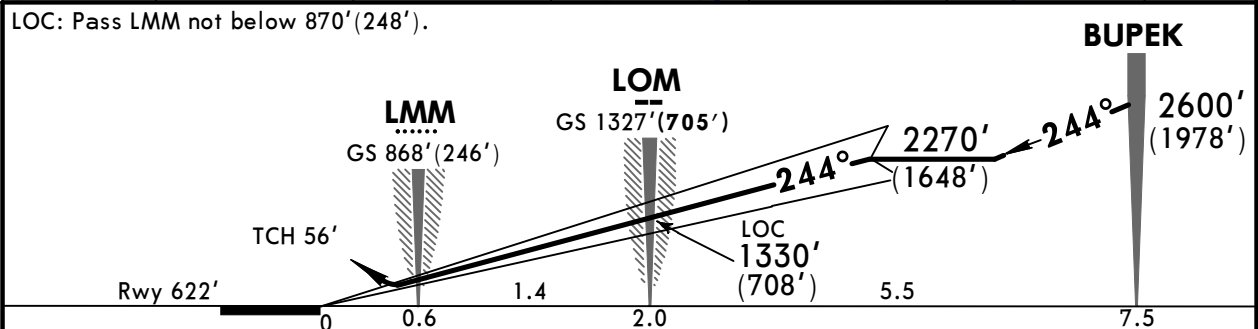
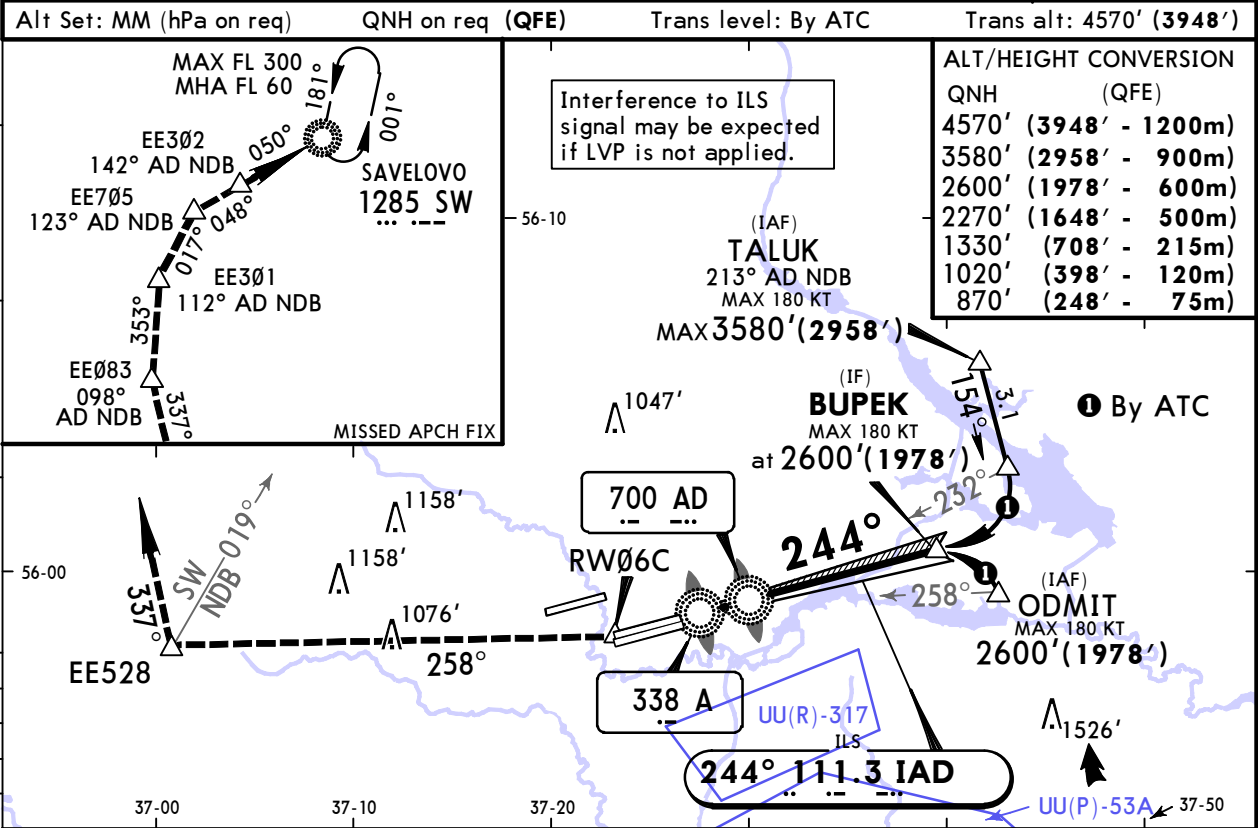
RVR 300m

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar (21-8)

MOSCOW, RUSSIA
ILS Z or LOC Z Rwy 24C

ATIS 125.125 (Russian 126.375)		SHEREMETYEVO Apc1 119.3		SHEREMETYEVO Apc2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
LOC IAD 111.3	Final Apc Crs 244°	GS LOM 1327'(705')	ILS DA(H) 822'(200')	Apt Elev 630' Rwy 622'	 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(398') or above. Turn RIGHT to EE528 (MAX 230 KT) (but not earlier than crossing RW06C (MAX 230 KT)) climbing to 3580'(2958') or below, then turn RIGHT to EE083, then proceed to EE301, then to EE705, then to EE302, then to SW NDB.					



Gnd speed-Kts	70	90	100	120	140	160	 HIALS-II PAPI	Refer to Missed Apch above
ILS GS or LOC Descent Angle	2.98°	369	474	527	633	738		

STRAIGHT-IN LANDING RWY 24C							 HIALS-II PAPI	Refer to Missed Apch above
ILS				LOC (GS out)				
DA(H) 822'(200')				MDA(H) 1080'(458')				
FULL		TDZ or CL out	ALS out	ALS out				
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1500m	2300m			
B								
C								
D				RVR 1500m VIS 1600m	2400m			

UUEE/SVO
SHEREMETYEVO

15 MAR 19
Eff 28 Mar (21-8A)

MOSCOW, RUSSIA
CAT II ILS Z Rwy 24C

ATIS
125.125 (Russian 126.375)

SHEREMETYEVO Radar (TWR)
118.1 126.6

LOC
IAD
111.3

SHEREMETYEVO Apch1
119.3

SHEREMETYEVO Tower
118.7 120.7 131.5

GS
LOM
1327'(705')

SHEREMETYEVO Apch2
123.7

Ground
119.0 121.8

Apt Elev 630'
Rwy 622'

MISSED APCH: Climb STRAIGHT AHEAD to 1020'(398') or above. Turn RIGHT to EE528 (MAX 230 KT) (but not earlier than crossing RW06C (MAX 230 KT)) climbing to 3580'(2958') or below, then turn RIGHT to EE083, then proceed to EE301, then to EE705, then to EE302, then to SW NDB.

2600

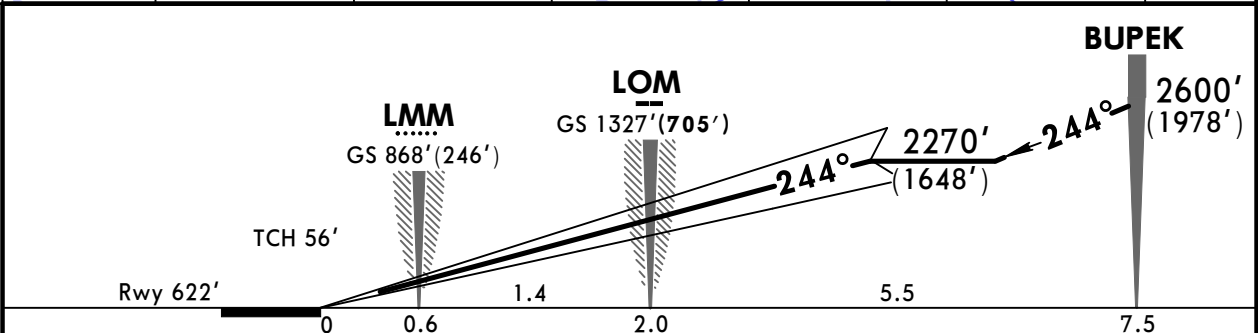
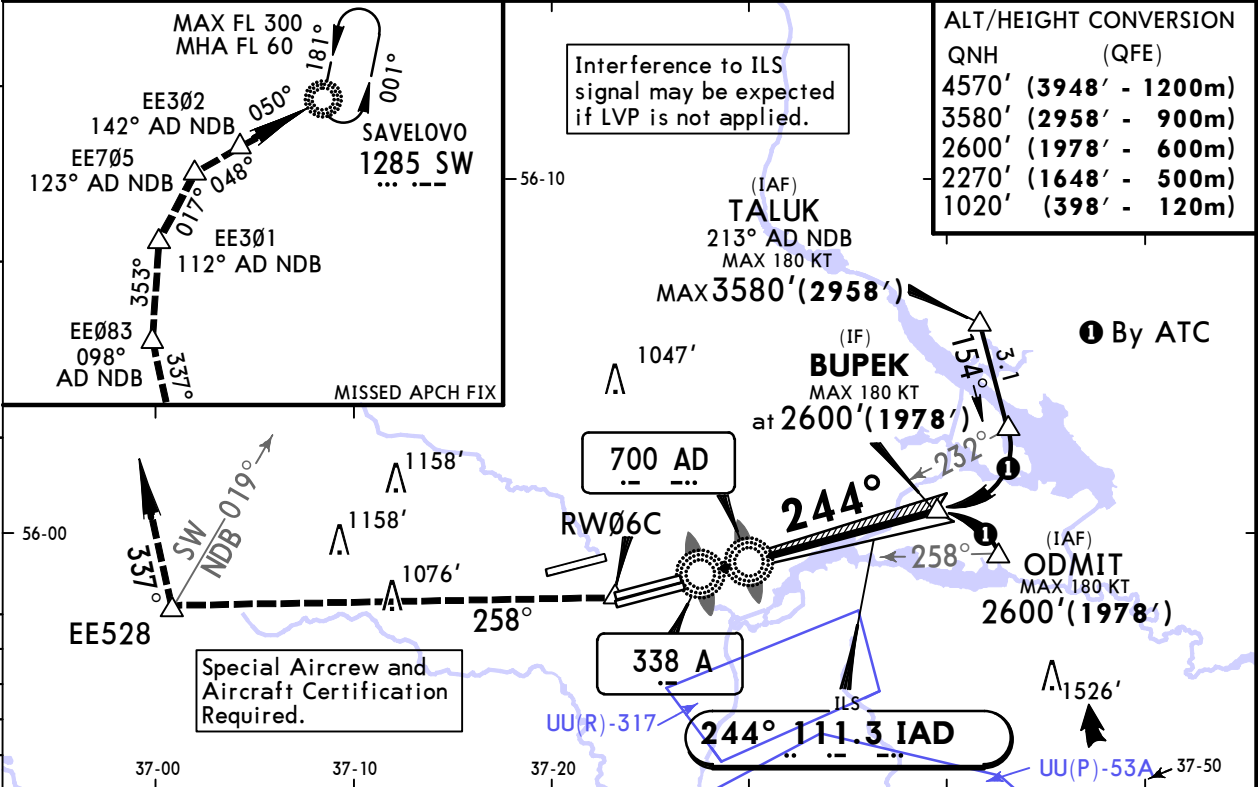
270°

360°

4000

MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570' (3948')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
GS	2.98°	369	474	527	633	738		

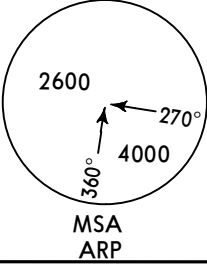
STRAIGHT-IN LANDING RWY 24C
CAT II ILS
RA 100'
DA(H) 722'(100')

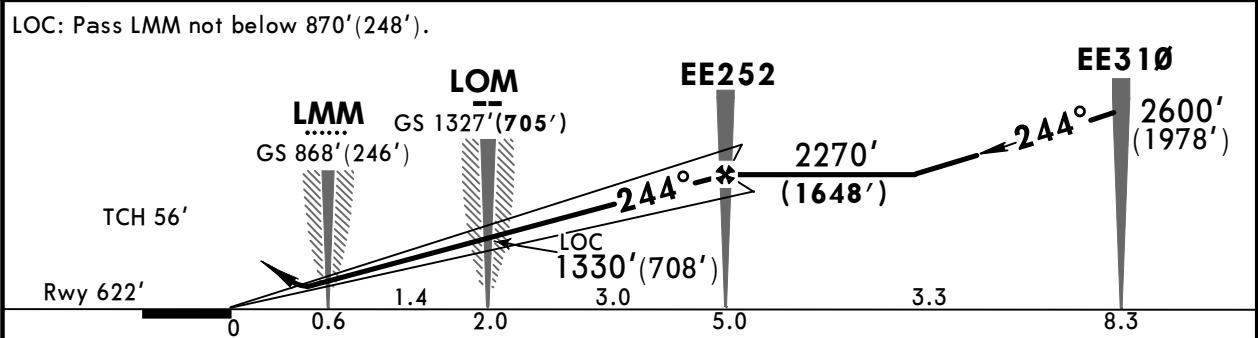
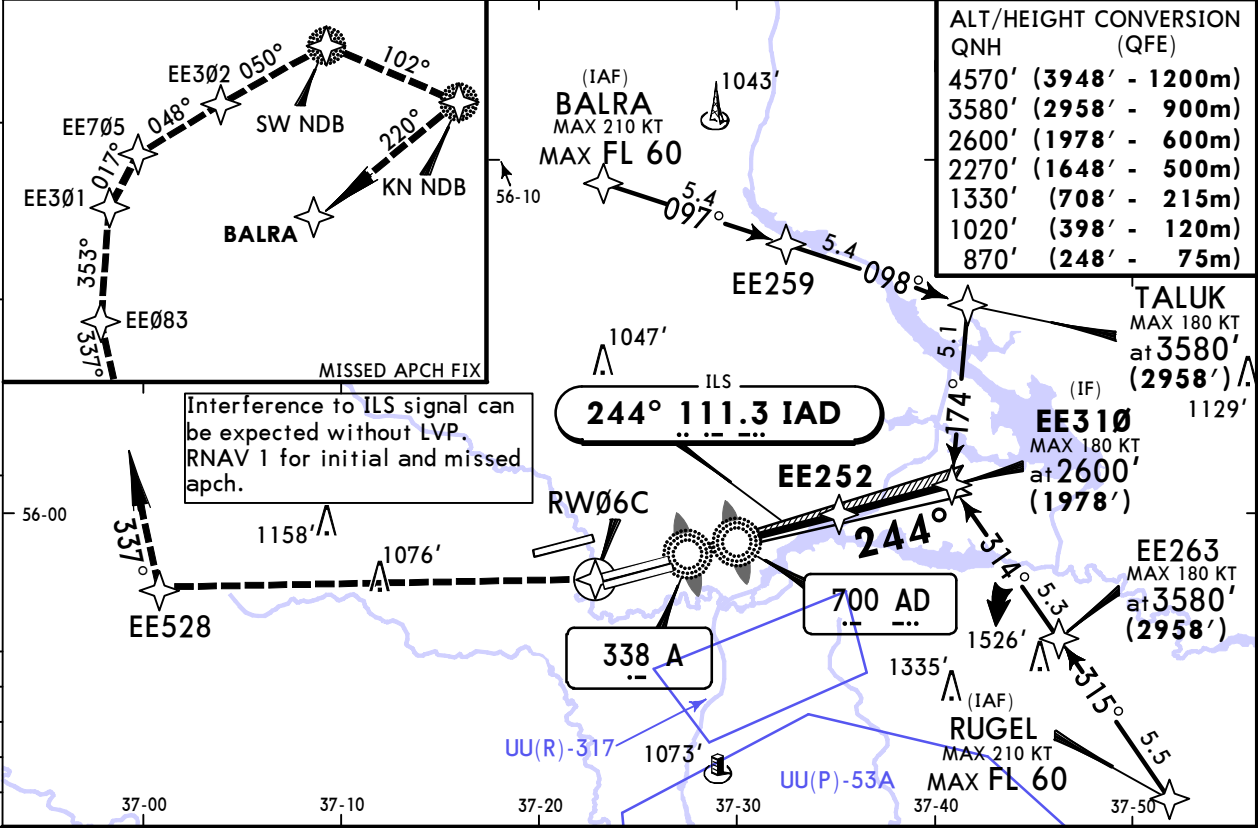
RVR 300m

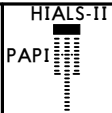
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar 21-9

MOSCOW, RUSSIA
ILS Y or LOC Y Rwy 24C

ATIS 125.125 (Russian 126.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
LOC IAD 111.3	Final Apch Crs 244°	GS LOM 1327'(705')	ILS DA(H) 822'(200')	Apt Elev 630' Rwy 622'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(398') or above. Turn RIGHT to EE528 (MAX 230 KT) (but not earlier than crossing RW06C (MAX 230 KT)) climbing to 3580'(2958') or below, turn RIGHT to EE083 then proceed to EE301, then to EE705, then to EE302, then to SW NDB, then to KN NDB, then turn RIGHT to BALRA.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 4570'(3948')	



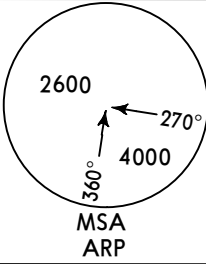
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
ILS GS or	2.98°	369	474	527	633	738		
LOC Descent Angle								

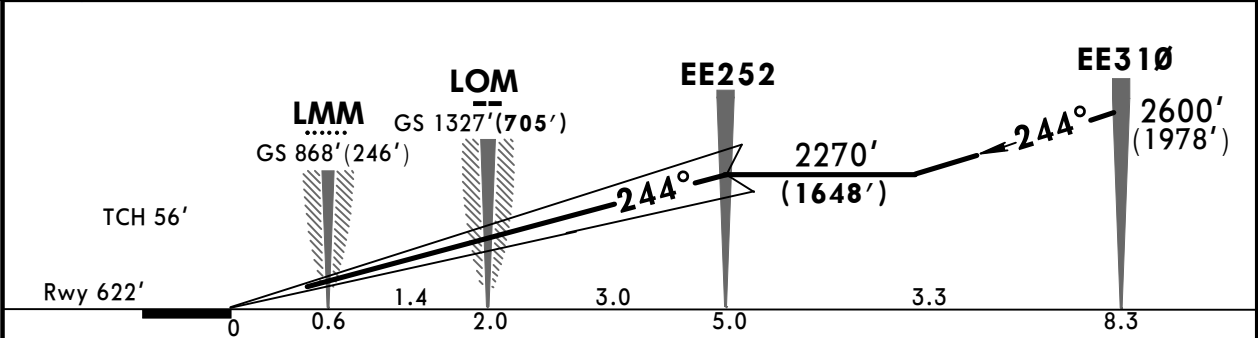
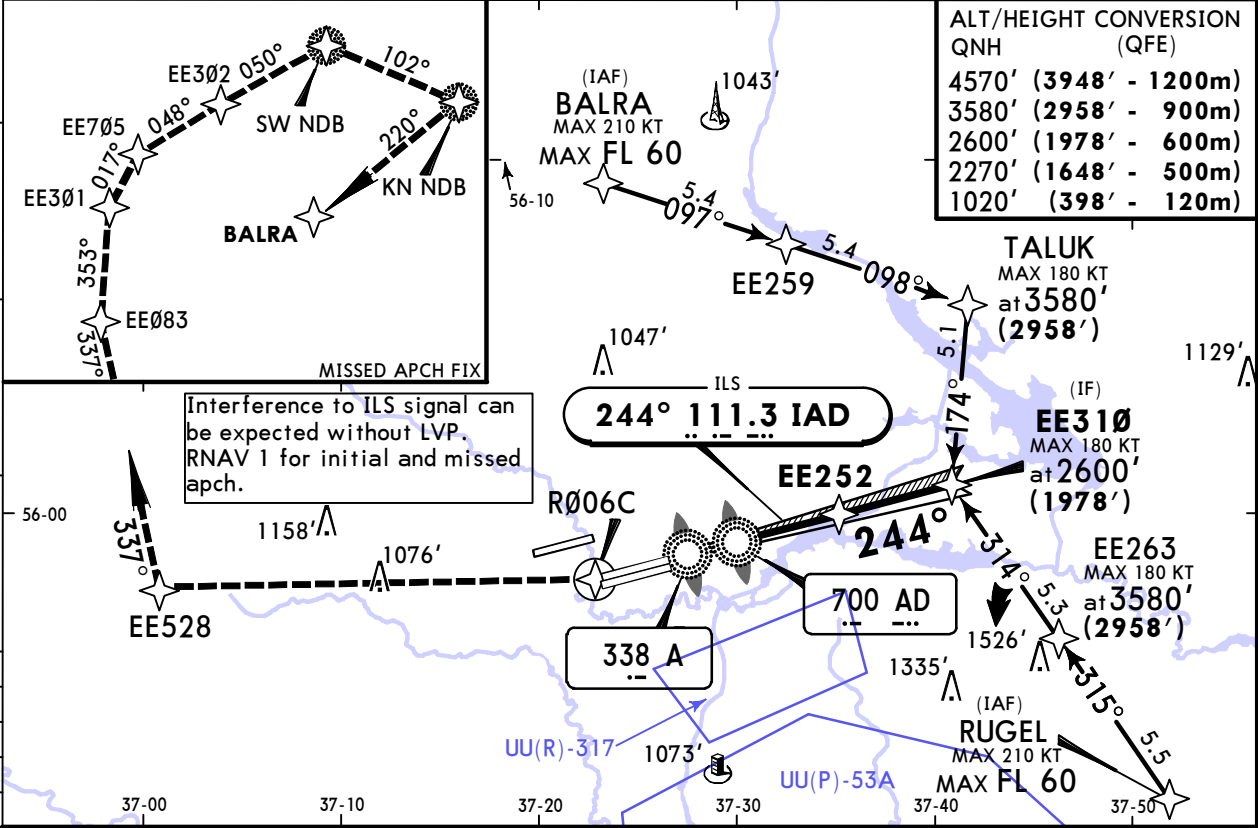
STRAIGHT-IN LANDING RWY 24C							
ILS				LOC (GS out)			
DA(H) 822'(200')				MDA(H) 1080'(458')			
FULL		TDZ or CL out	ALS out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m	2300m		
B							
C							
D					2400m		

UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar 21-9A

MOSCOW, RUSSIA
CAT II ILS Y Rwy 24C

ATIS 125.125 (Russian 126.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
LOC IAD 111.3	Final Apch Crs 244°	GS LOM 1327'(705')	CAT II ILS RA 97' DA(H) 722'(100')	Apt Elev 630' Rwy 622'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(398') or above. Turn RIGHT to EE528 (MAX 230 KT) (but not earlier than crossing RW06C (MAX 230 KT)) climbing to 3580'(2958') or below, turn RIGHT to EE083 then proceed to EE301, then to EE705, then to EE302, then to SW NDB, then to KN NDB, then turn RIGHT to BALRA.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
Trans alt: 4570'(3948')					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
GS	2.98°	369	474	527	633	738		

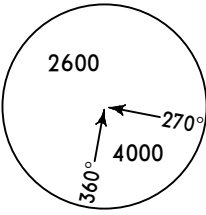
STRAIGHT-IN LANDING RWY 24L
CAT II ILS
RA 97'
DA(H) 722'(100')

RVR 300m

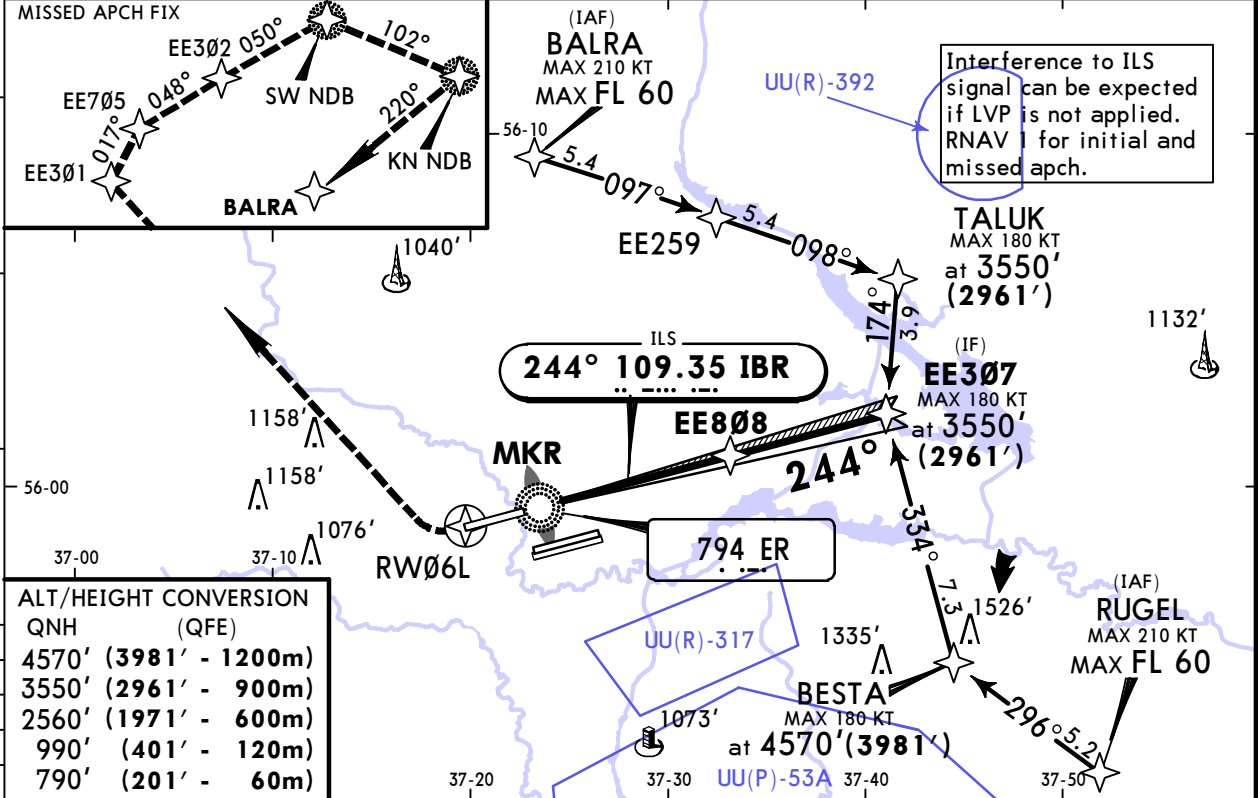
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar
21-10

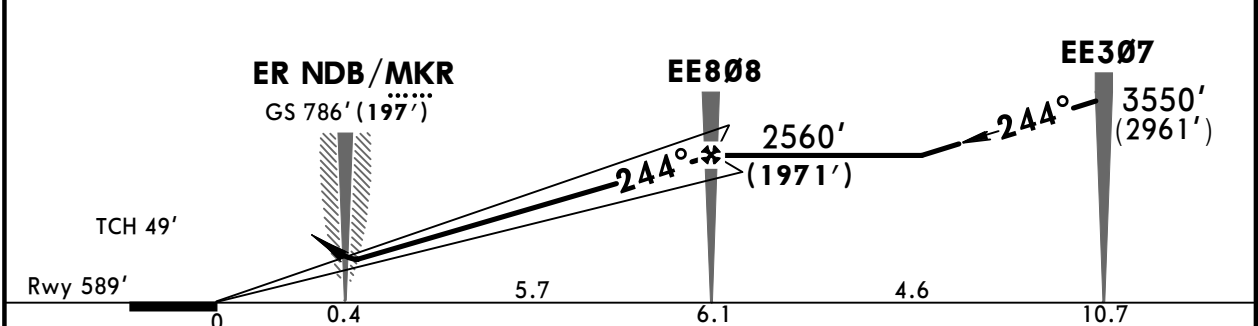
MOSCOW, RUSSIA
ILS or LOC Rwy 24R

ATIS-3 122.075 (Russian 120.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
LOC IBR 109.35	Final Apch Crs 244°	GS ER NDB 786'(197')	ILS DA(H) 789'(200')	Apt Elev 630' Rwy 589'	
MISSED APCH: Climb STRAIGHT AHEAD to 990'(401') or above. Turn RIGHT to EE301 (MAX 230 KT) (but not earlier than crossing RW06L (MAX 230 KT)) climbing to 3550'(2961') or below, turn RIGHT to EE705, then proceed to EE302, then to SW NDB, then to KN NDB, then turn RIGHT to BALRA.					
MSA ARP					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570'(3981')



LOC: Pass ER NDB/MKR not below 790'(201').



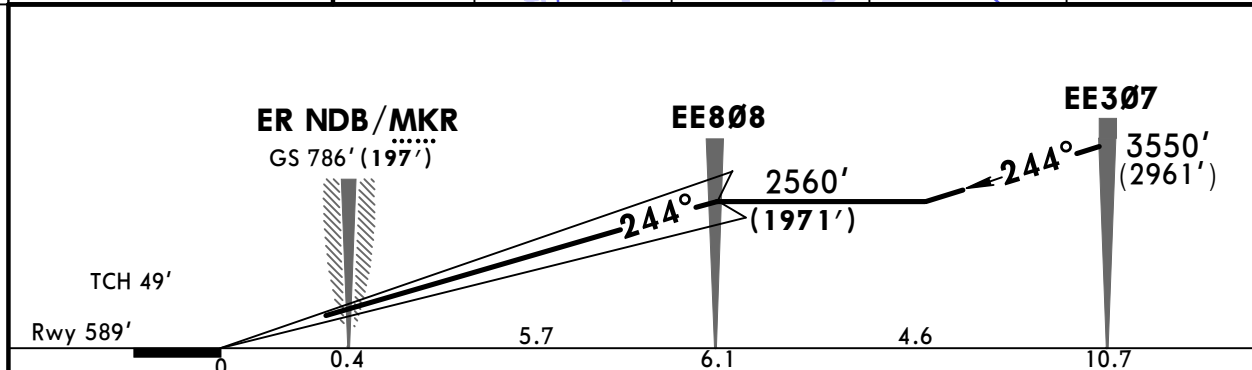
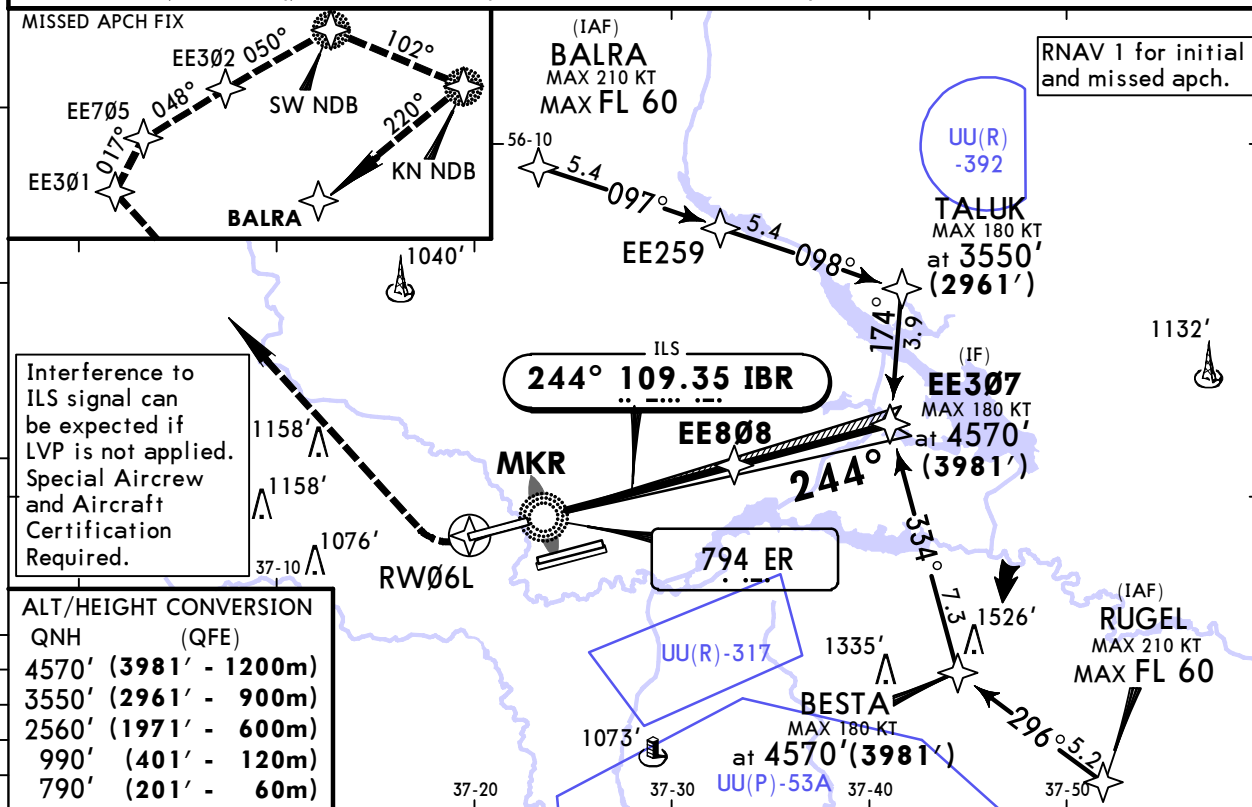
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 24R					LOC (GS out)	
ILS					MDA(H) 1120'(531')	
DA(H) 789'(200')						
FULL		TDZ or CL out	ALS out		ALS out	
A						
B						
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m		RVR 1800m VIS 2000m	2800m
D						

PANS OPS

ATIS-3 122.075 (Russian 120.375)		SHEREMETYEVO Apc1 119.3		SHEREMETYEVO Apc2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
LOC IBR 109.35	Final Apc Crs 244°	GS ER NDB 786'(197')	CAT II ILS DA(H) 689'(100')	Apt Elev 630' Rwy 589'	
MISSSED APCH: Climb STRAIGHT AHEAD to 990'(401') or above. Turn RIGHT to EE3Ø1 (MAX 230 KT) (but not earlier than crossing RWØ6L (MAX 230 KT)) climbing to 3550'(2961') or below, turn RIGHT to EE7Ø5, then proceed to EE3Ø2, then to SW NDB, then to KN NDB, then turn RIGHT to BALRA.					2600 270° 4000 360° MSA ARP

Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: By ATC	Trans alt: 4570' (3981')
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Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
GS 3.00°	372	478	531	637	743	849		

STRAIGHT-IN LANDING RWY 24R
CAT II ILS

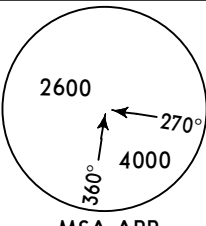
DA(H) 689'(100')

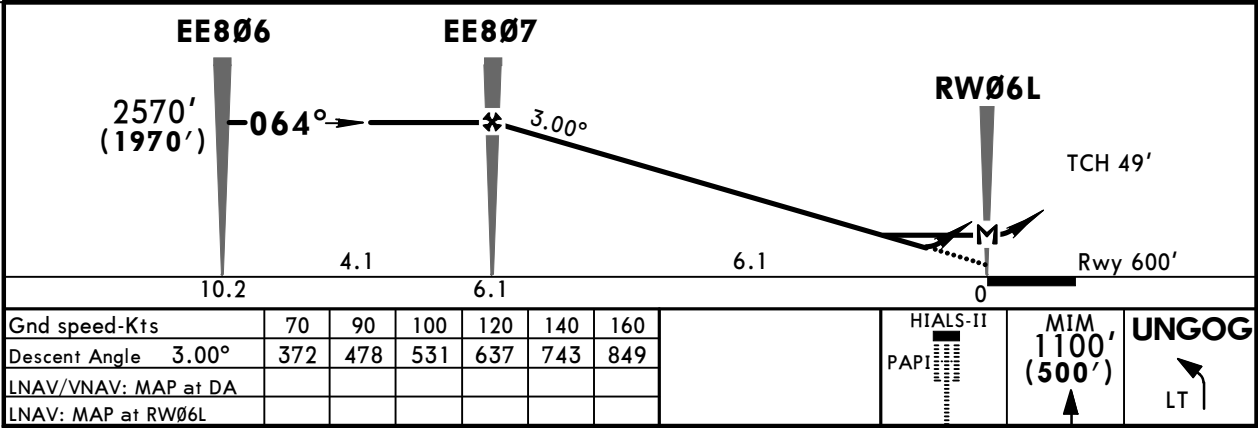
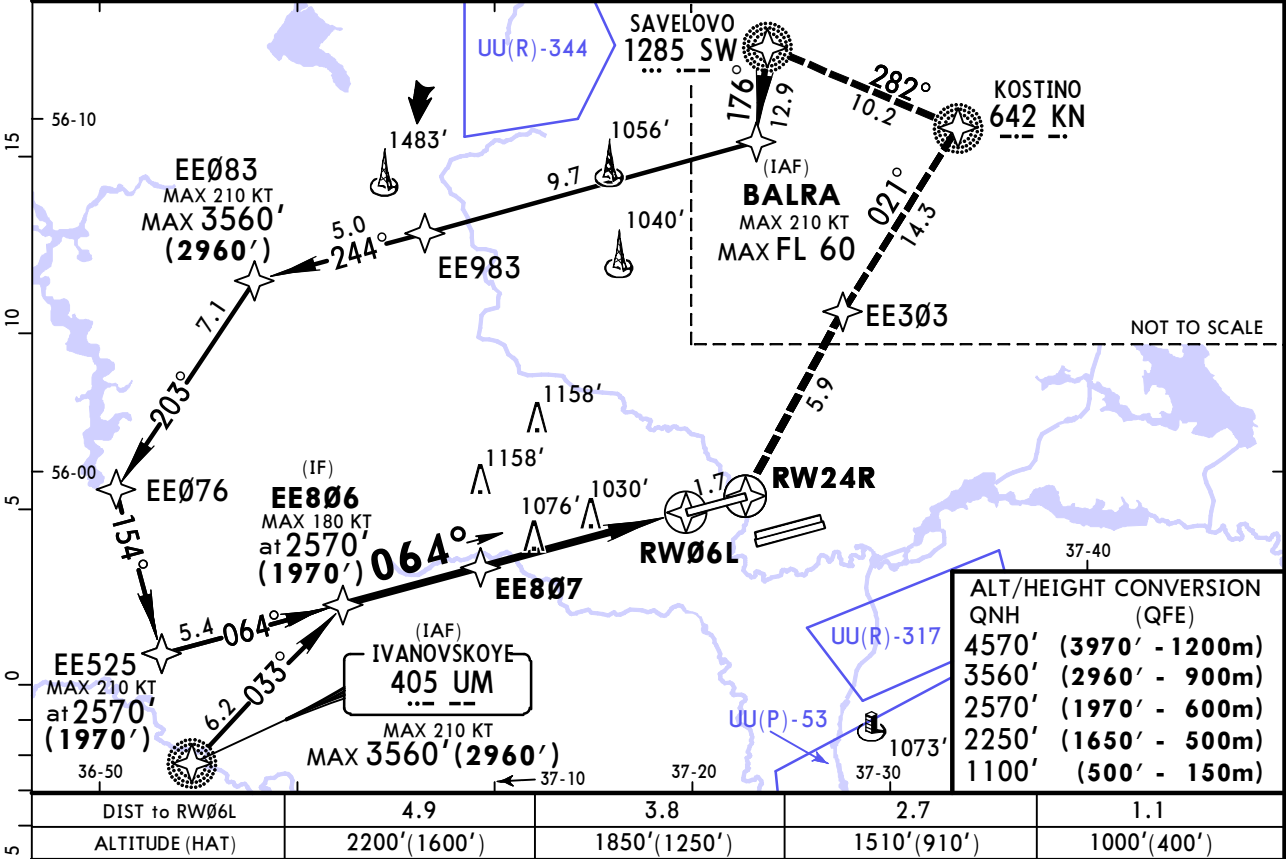
RVR 300m

UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 MAR 19
Eff 28 Mar (22-1)

MOSCOW, RUSSIA
RNAV (GNSS) Rwy 06L

ATIS-3 122.075 (Russian 120.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
RNAV	Final Apch Crs 064°	Minimum Alt EE807 2570' (1970')	LNAV/VNAV DA(H) 860' (260')	Apt Elev 630' Rwy 600'	
MISSED APCH: Climb STRAIGHT AHEAD to 1000'(400') or above. Turn LEFT to EE303 to 3560'(2960') (MAX 230 KT) (but not earlier than crossing RW24R (MAX 230 KT)) climbing to 3560'(2960') or below, then proceed to KN NDB, then turn LEFT to SW NDB, then turn LEFT to BALRA.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570' (3970') 1. RNAV 1 for initial and missed approach. 2. Baro-VNAV not authorized below -20°C.					



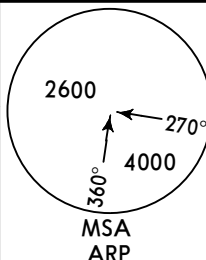
STRAIGHT-IN LANDING RWY 06L			
LNAV/VNAV		LNAV	
DA(H) 860' (260')		MDA(H) 1290' (690')	
ALS out		ALS out	
A B C D	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m
			RVR 1500m VIS 1600m
			2400m 3200m
			2800m 3600m

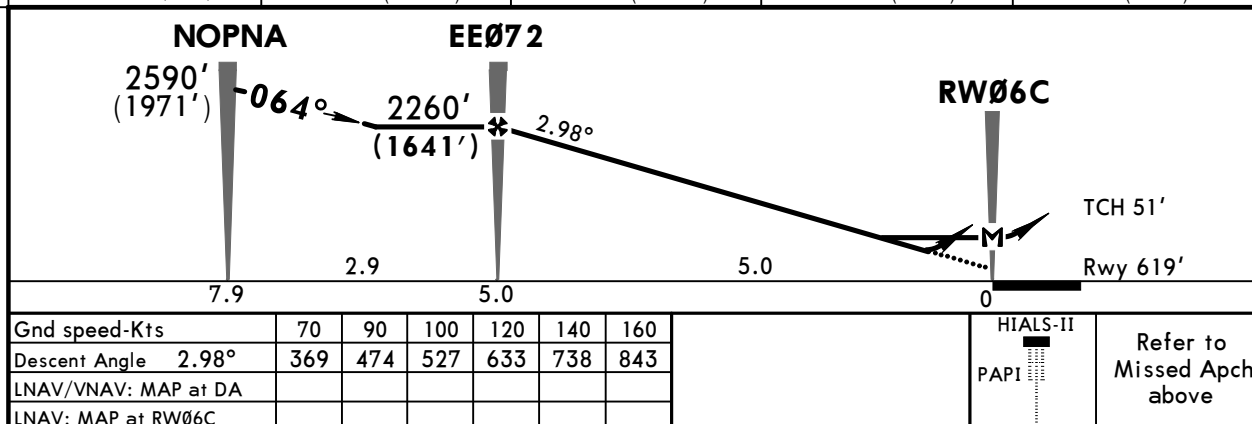
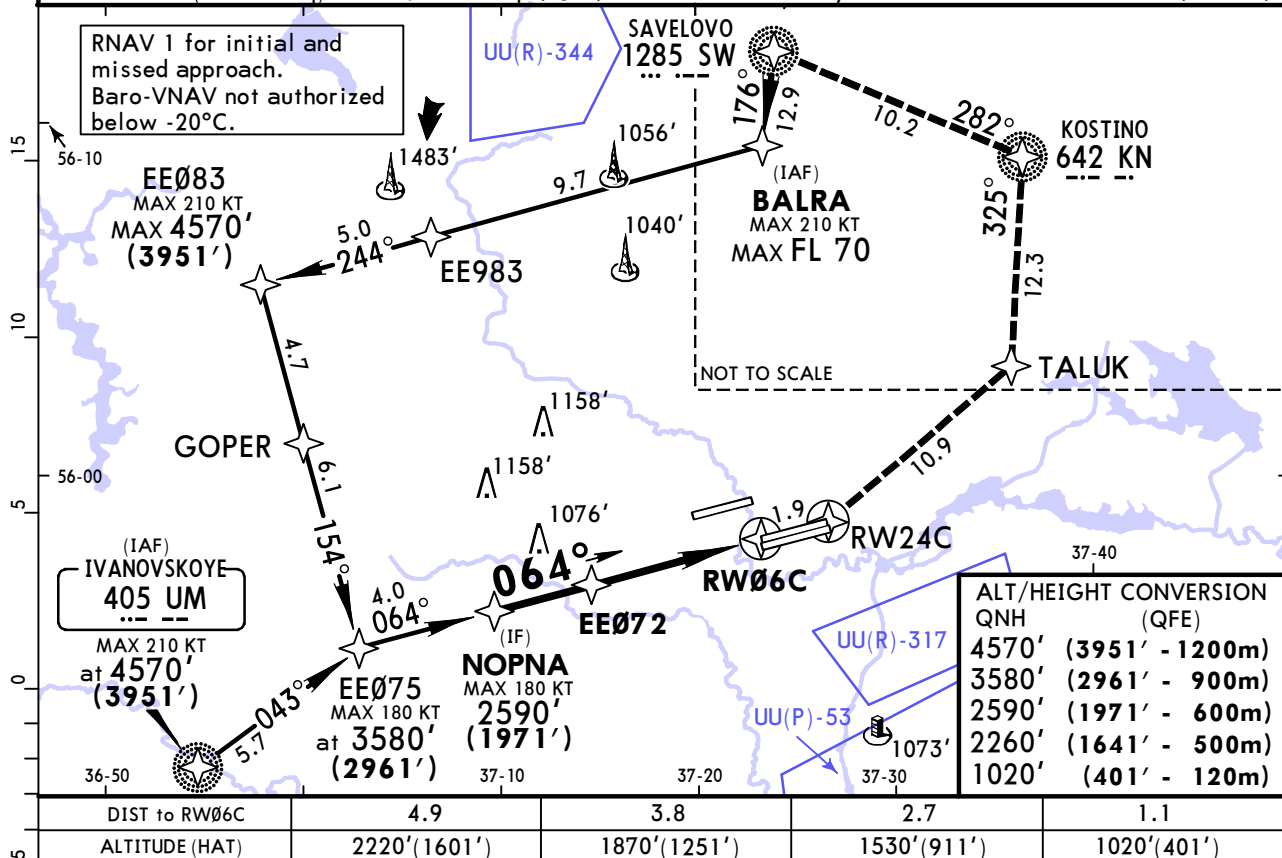
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar **(22-2)**

MOSCOW, RUSSIA
RNAV (GNSS) Y Rwy 06C

BRIEFING STRIP

ATIS 125.125 (Russian 126.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
RNAV	Final Apch Crs 064°	Minimum Alt EE072 2260' (1641')	LNAV/VNAV MDA(H) 882' (263')	Apt Elev 630' Rwy 619'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (401') or above. Turn LEFT to TALUK to (MAX 230 KT) (but not earlier than crossing RW24C (MAX 230 KT)) climbing to 3580' (2961') or below, then proceed to KN NDB, then turn LEFT to SW NDB, then turn LEFT to BALRA.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: By ATC		Trans alt: 4570' (3951')

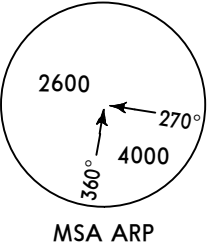


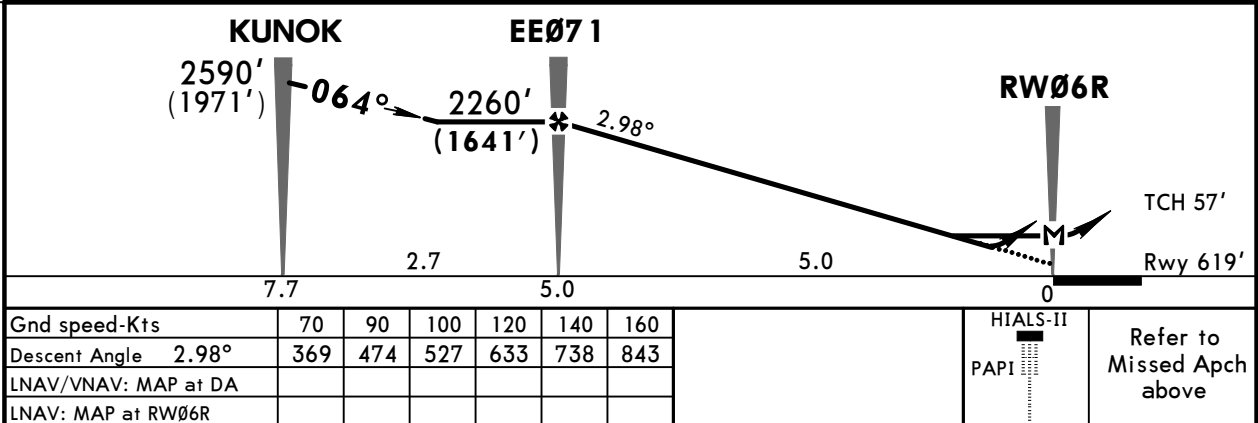
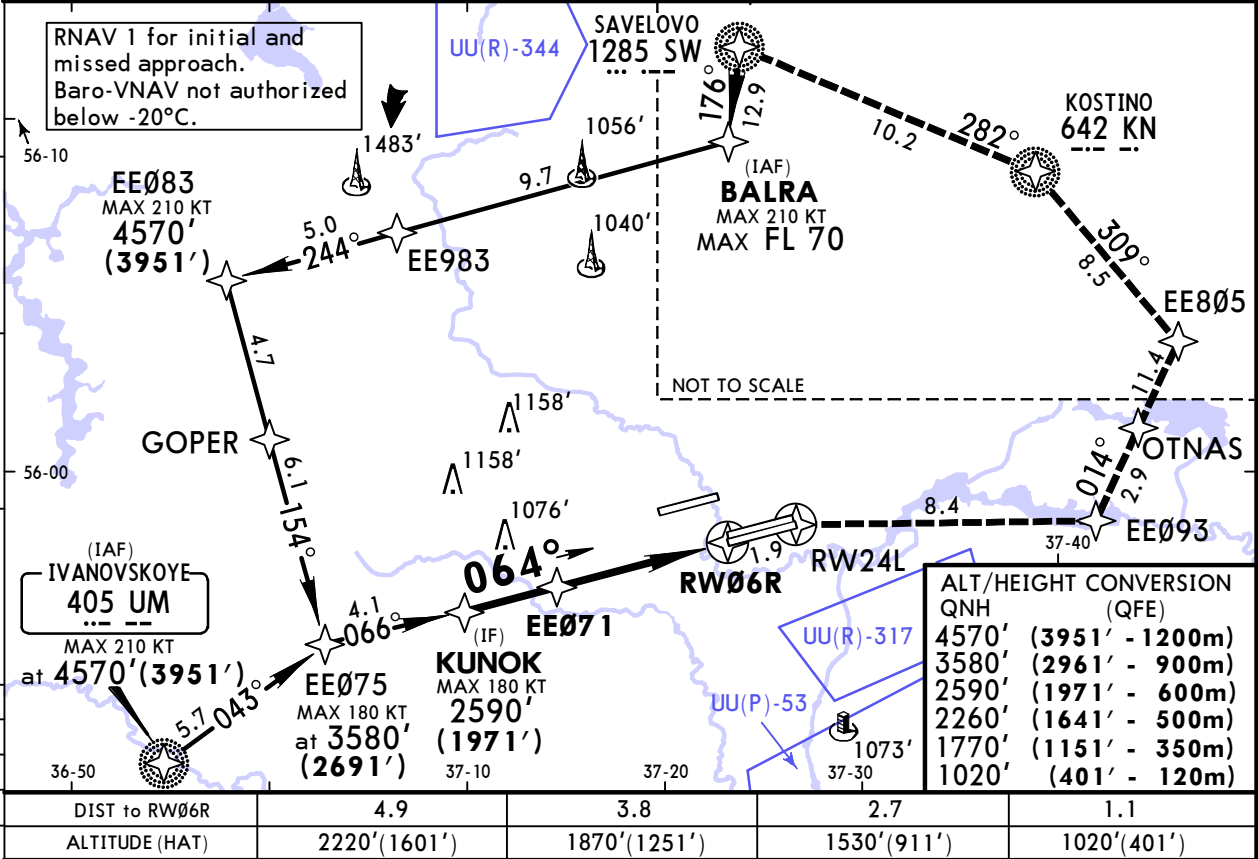
STRAIGHT-IN LANDING RWY 06C			
LNAV/VNAV		LNAV	
DA(H) 882' (263')		MDA(H) 980' (361')	
ALS out		ALS out	
PANS OPS A B C D	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m
		RVR 1500m VIS 1600m	RVR 1500m VIS 1600m

UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 MAR 19
Eff 28 Mar 22-3

MOSCOW, RUSSIA
RNAV (GNSS) Y Rwy 06R

ATIS 125.125 (Russian) 126.375		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
RNAV	Final Apch Crs 064°	Minimum Alt EE071 2260' (1641')	LNAV/VNAV DA(H) 885' (266')	Apt Elev 630'	Rwy 619'
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (401') or above. Turn RIGHT to EE093 (MAX 230 KT) (but not earlier than crossing RW24L (MAX 230 KT)) climbing to 3580' (2961') or below, then turn LEFT to OTNAS, then proceed to EE805, then turn LEFT to KN NDB, then turn LEFT to SW NDB, then turn LEFT to BALRA.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570' (3951')					

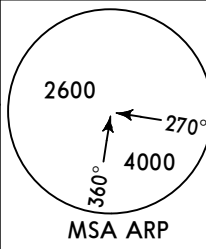


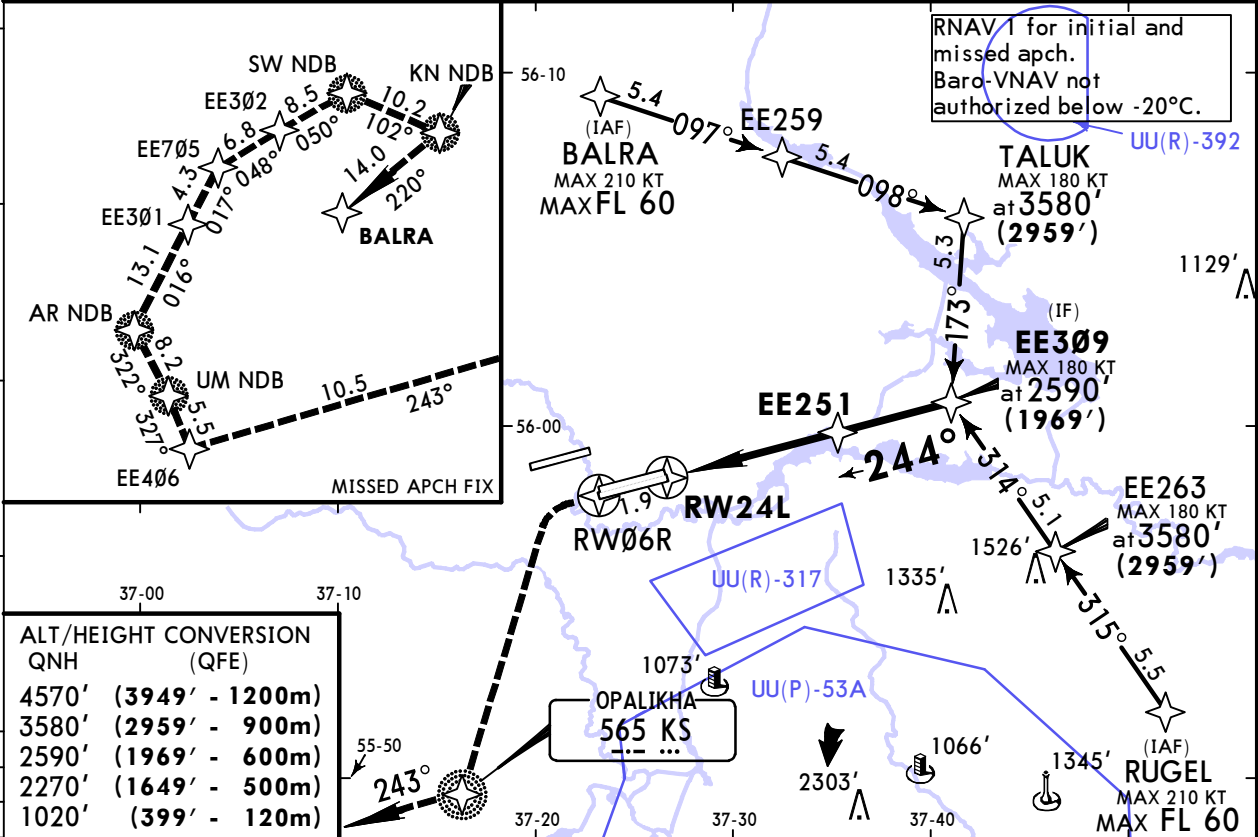
STRAIGHT-IN LANDING RWY 06R			
LNAV/VNAV		LNAV	
DA(H) 885'(266')		MDA(H) 1050'(431')	
		ALS out	ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m
B			VIS 800m
C			1200m
D			RVR 1500m VIS 1600m
			2400m

UUEE/SVO
SHEREMETYEVO

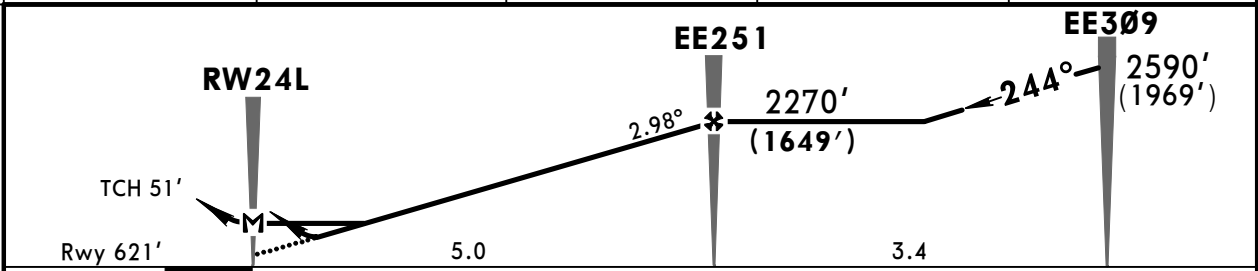
JEPPESEN
15 MAR 19
Eff 28 Mar 22-4

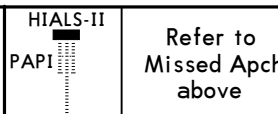
MOSCOW, RUSSIA
RNAV (GNSS) Y Rwy 24L

ATIS 125.125 (Russian) 126.375		SHEREMETYEVO Apc1 119.3		SHEREMETYEVO Apc2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
RNAV	Final Apc Crs 244°	Minimum Alt EE251 2270'(1649')	LNAV/VNAV DA(H) 881'(260')	Apt Elev 630' Rwy 621'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(399') or above. Turn LEFT to KS NDB (MAX 230 KT) (but not earlier than crossing RW06R (MAX 230 KT)) climbing to 3580'(2959') or below, turn RIGHT to EE406, turn RIGHT to UM NDB, then proceed to AR NDB, then turn RIGHT to EE301, proceed to EE705, then to EE302, then to SW NDB, then turn RIGHT to KN NDB, then turn RIGHT to BALRA.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: By ATC		
Trans alt: 4570'(3949')					



DIST to RW24L	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	1020' (399')	1530' (909')	1870' (1249')	2220' (1599')



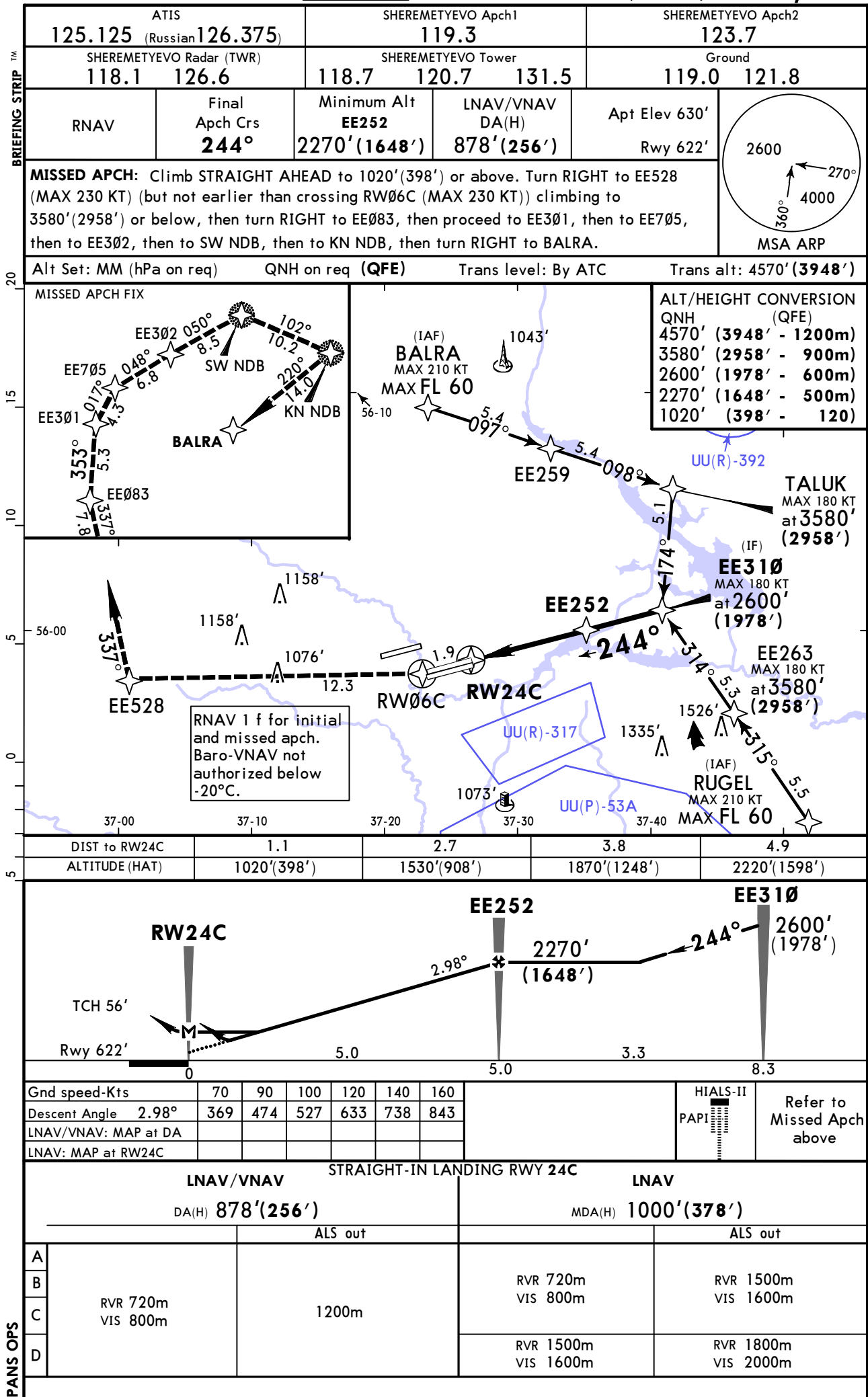
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 2.98°	369	474	527	633	738	843	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW24L							

STRAIGHT-IN LANDING RWY 24L			
LNAV/VNAV		LNAV	
DA(H) 881' (260')		MDA(H) 1000' (379')	
ALS out		ALS out	
A	RVR 720m VIS 800m	1200m	
B			
C			
D			

UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 MAR 19
Eff 28 Mar 22-5

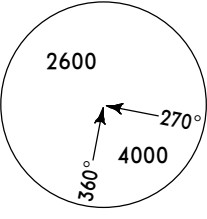
MOSCOW, RUSSIA
RNAV (GNSS) Y Rwy 24C

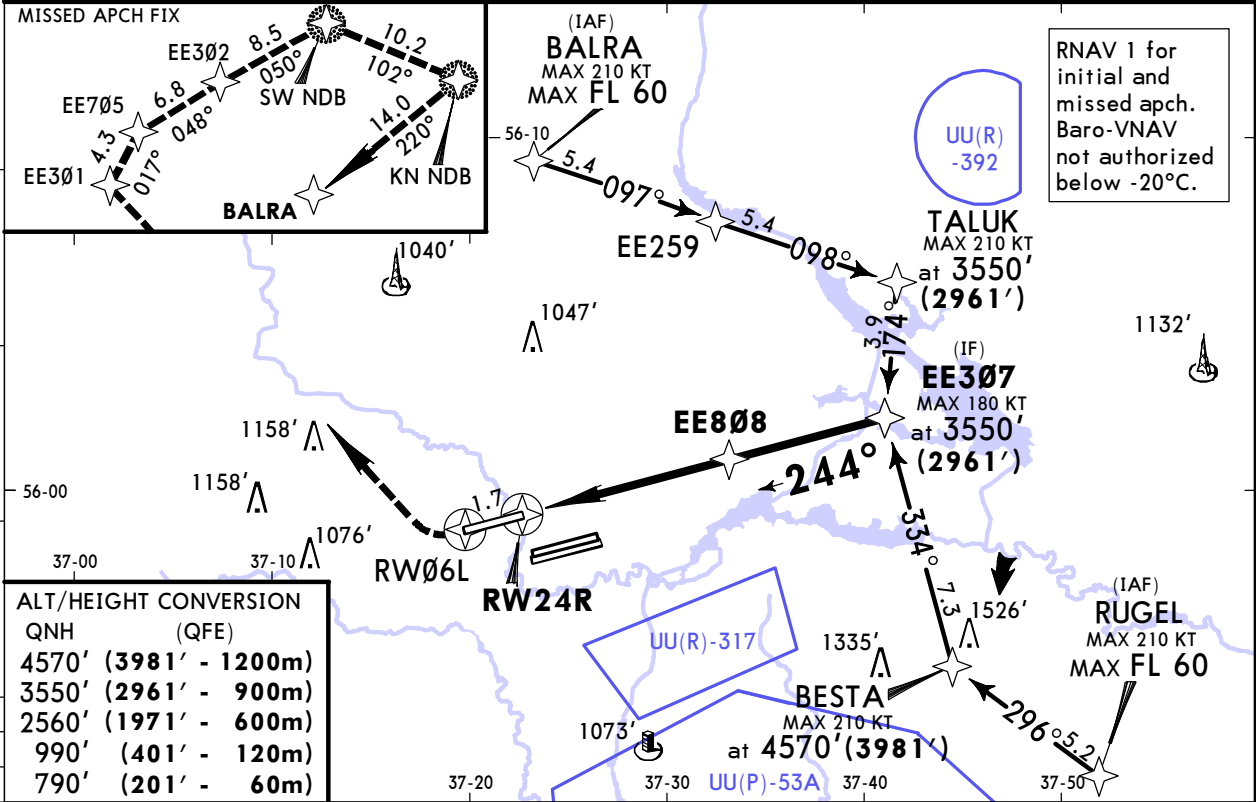


UUEE/SVO
SHEREMETYEVO

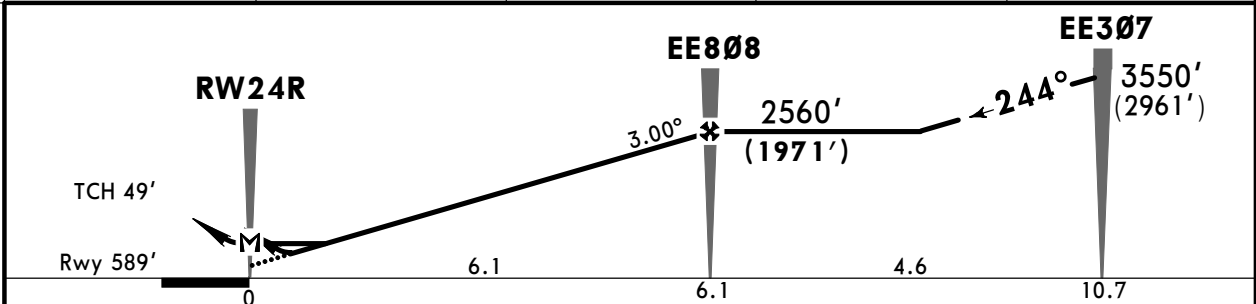
JEPPESSEN
15 MAR 19
Eff 28 Mar **22-6**

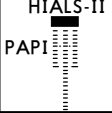
MOSCOW, RUSSIA
RNAV (GNSS) Rwy 24R

ATIS-3 122.075 (Russian 120.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
RNAV	Final Apch Crs 244°	Minimum Alt EE808 2560' (1971')	LNAV/VNAV DA(H) 849' (260')	Apt Elev 630' Rwy 589'	
MISSED APCH: Climb STRAIGHT AHEAD to 990' (401') or above. Turn RIGHT to EE301 (MAX 230 KT) (but not earlier than crossing RW06L (MAX 230 KT)) climbing to 3550' (2961') or below, turn RIGHT to EE705, then proceed to EE302, then to SW NDB, then to KN NDB, then turn RIGHT to BALRA.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570' (3981')					



DIST to RW24R	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	990' (401')	1500' (911')	1840' (1251')	2190' (1601')



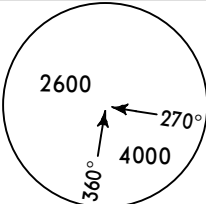
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Descent Angle 3.00°	372	478	531	637	743	849		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW24R								

STRAIGHT-IN LANDING RWY 24R			
LNAV/VNAV		LNAV	
DA(H) 849' (260')		MDA(H) 1120' (531')	
ALS out		ALS out	
A B C D	RVR 720m VIS 800m	1200m	
		RVR 720m VIS 800m	RVR 1500m VIS 1600m
		RVR 1500m VIS 1600m	2400m
		RVR 1800m VIS 2000m	2800m

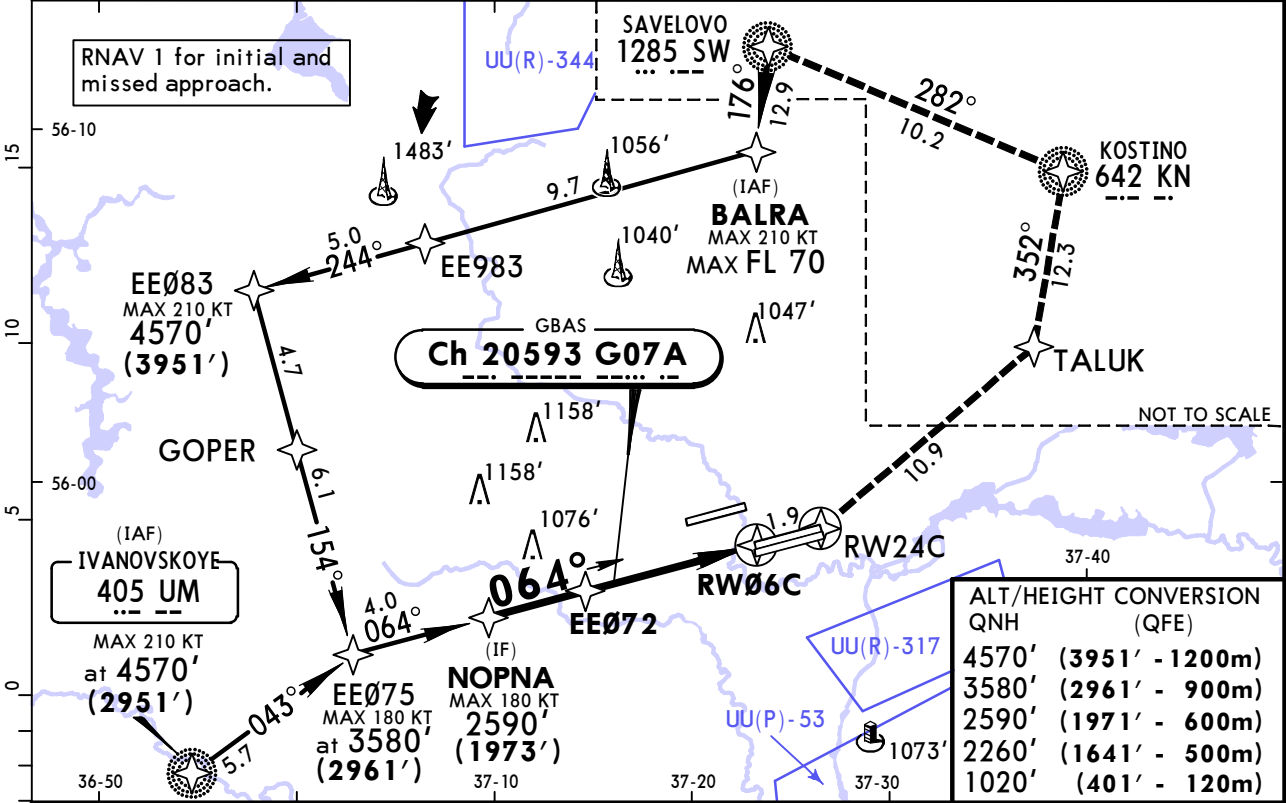
UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 MAR 19 22-42 Eff 28 Mar

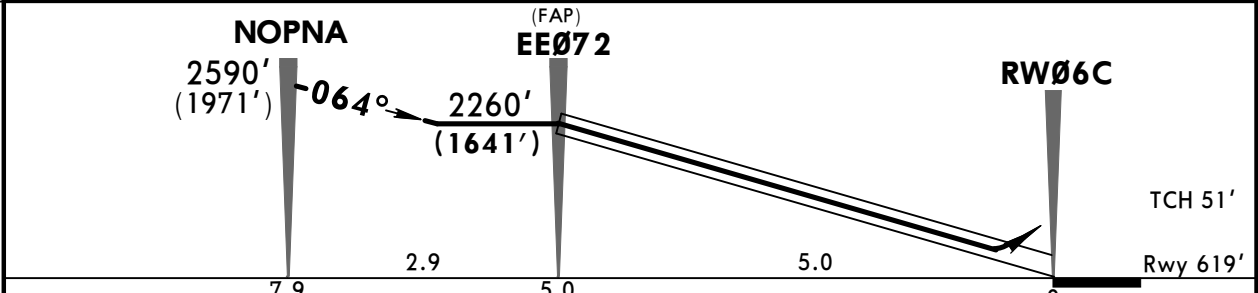
MOSCOW, RUSSIA
GLS Y Rwy 06C

ATIS 125.125 (Russian 126.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
GBAS Ch 20593 G07A	Final Apch Crs 064°	Minimum Alt EE072 2260'(1641')	GLS DA(H) 819'(200')	Apt Elev 630' Rwy 619'	 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(401') or above. Turn LEFT to TALUK (MAX 230 KT) (but not earlier than crossing to RW24C (MAX 230 KT)) climbing to 3580'(2961') or below, then proceed to KN NDB, then turn LEFT to SW NDB, then turn LEFT to BALRA.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4570'



DIST to RW06C	4.9	3.8	2.7	1.1
ALTITUDE (HAT)	2220'(1601')	1870'(1251')	1530'(911')	1020'(401')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
Glide Path Angle 2.98°	369	474	527	633	738	843		
MAP at DA								

STRAIGHT-IN LANDING RWY 06C

DA(H) 819'(200')

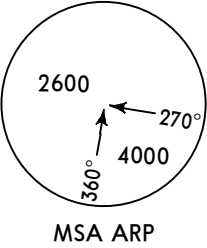
FULL ALS out

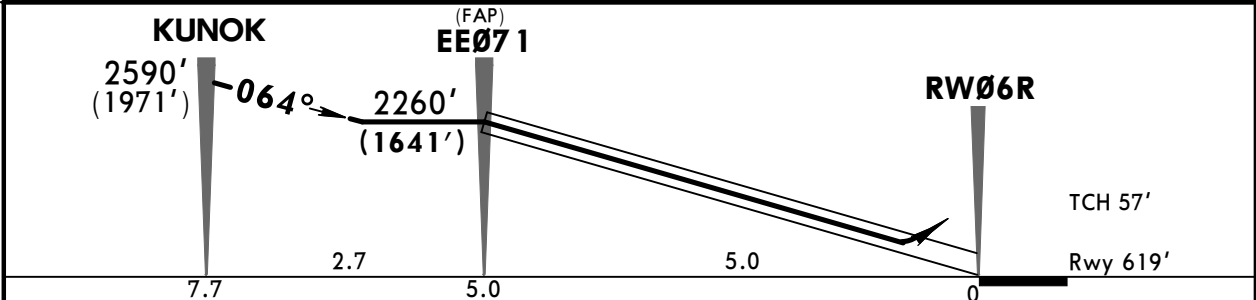
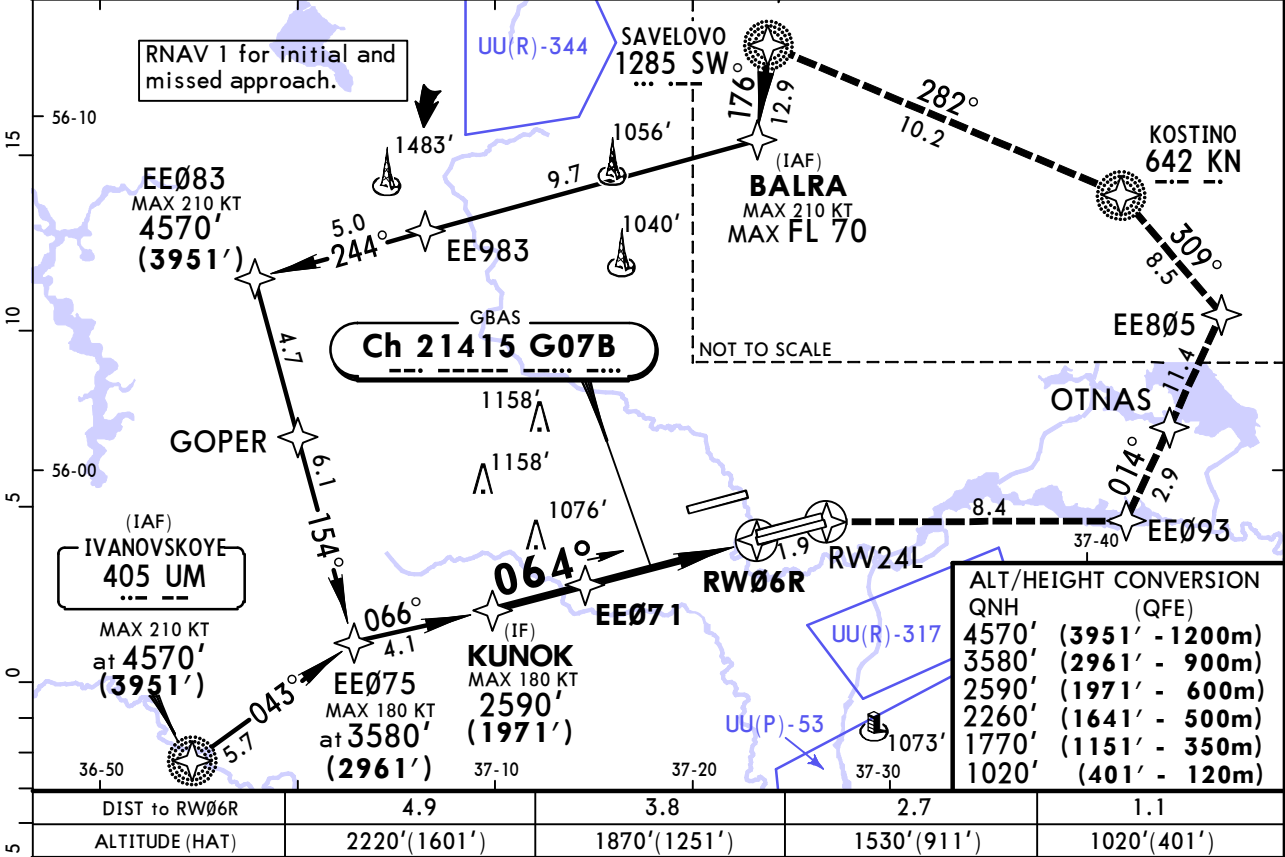
A	RVR 720m VIS 800m	1200m
B		
C		
D		

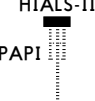
UUEE/SVO
SHEREMETYEVO

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MOSCOW, RUSSIA
GLS Y Rwy 06R

ATIS 125.125 (Russian 126.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
GBAS Ch 21415 G07B	Final Apch Crs 064°	Minimum Alt EE071 2260' (1641')	GLS DA(H) 819' (200')	Apt Elev 630' Rwy 619'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020' (401') or above. Turn RIGHT to EE093 (MAX 230 KT) (but not earlier than crossing RW24L (MAX 230 KT)) climbing to 3571' (2961') or below, then turn LEFT to OTNAS, then proceed to EE805, then turn LEFT to KN NDB, then turn LEFT to SW NDB, then turn LEFT to BALRA.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
				Trans alt: 4570' (3951')	



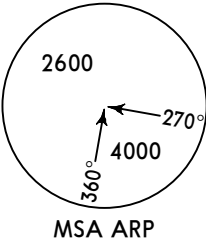
Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Glide Path Angle	2.98°	369	474	527	633	738		
MAP at DA								

STRAIGHT-IN LANDING RWY 06R			
DA(H) 819' (200')			
FULL		TDZ or CL out	ALS out
A			
B			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
D			

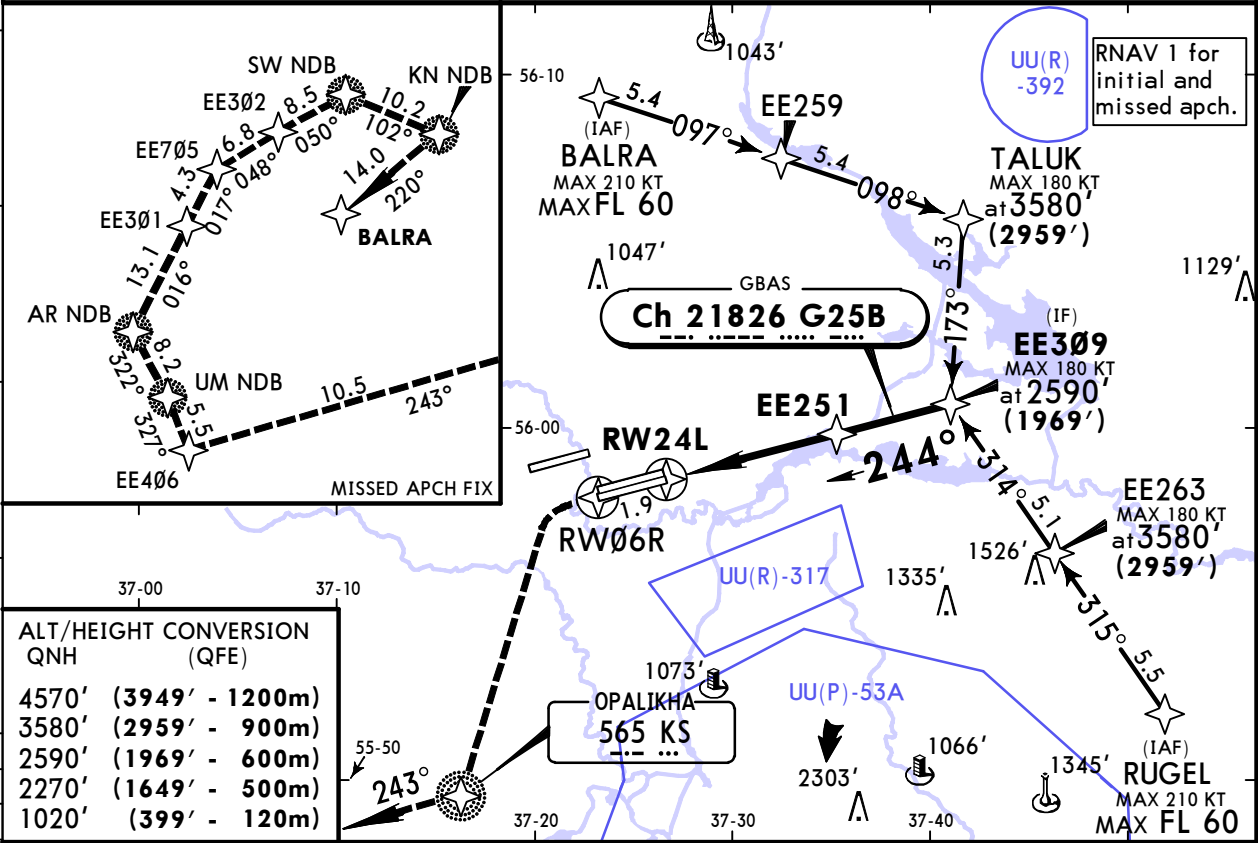
UUEE/SVO
SHERMETEYEO

JEPPESSEN
15 MAR 19 **22-44** Eff 28 Mar

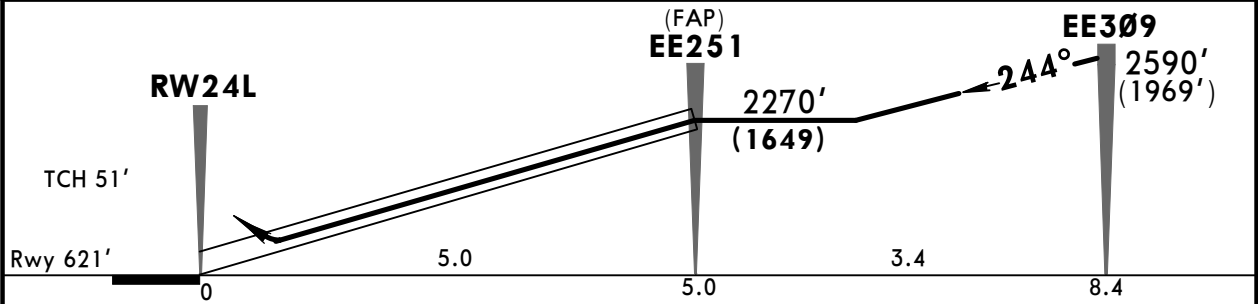
MOSCOW, RUSSIA
GLS Y Rwy 24L

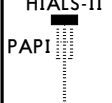
ATIS 125.125 (Russian 126.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
GBAS Ch 21826 G25B	Final Apch Crs 244°	Minimum Alt EE251 2270'(1649')	GLS DA(H) 821'(200')	Apt Elev 630' Rwy 621'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(399') or above. Turn LEFT to KS NDB (MAX 230 KT) (but not earlier than crossing RW06R (MAX 230 KT)) climbing to 3580'(2959') or below, turn RIGHT to EE406, turn RIGHT to UM NDB, then proceed to AR NDB, then turn RIGHT to EE301, proceed to EE705, then to EE302, then to SW NDB, then turn RIGHT to KN NDB, then turn RIGHT to BALRA.					

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 4570'(3949')



DIST to RW24L	1.1	2.7	3.8	4.9
ALTITUDE (HAT)	1020'(399')	1530'(909')	1870'(1249')	2220'(1599')



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Glide Path Angle	2.98°	369	474	527	633	738		
MAP at DA								

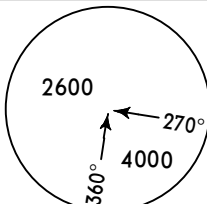
STRAIGHT-IN LANDING RWY 24L
DA(H) **821'(200')**

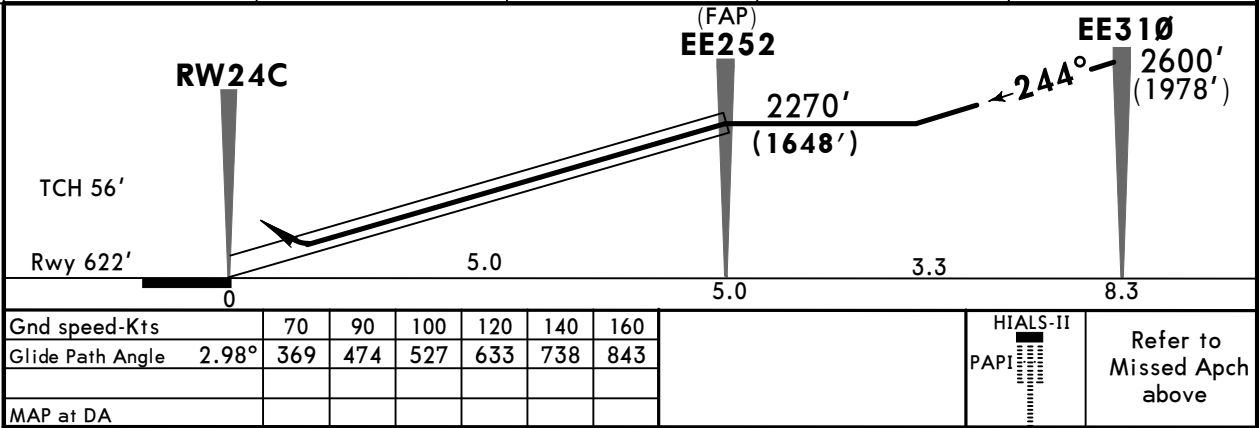
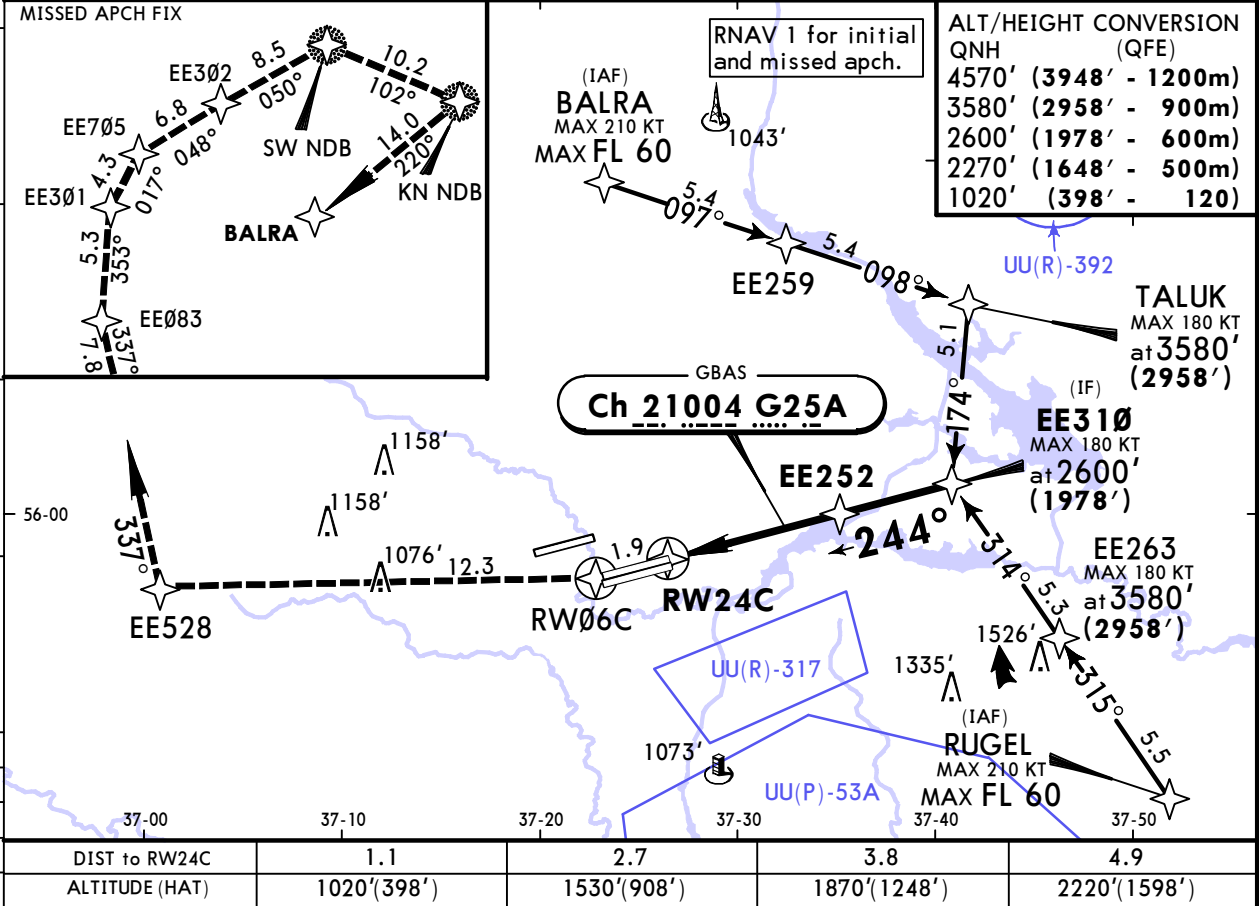
FULL		TDZ or CL out	ALS out
A			
B			
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
D			

UUEE/SVO
SHEREMETYEVO

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MOSCOW, RUSSIA
GLS Y Rwy 24C

ATIS 125.125 (Russian 126.375)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar (TWR) 118.1 126.6		SHEREMETYEVO Tower 118.7 120.7 131.5		Ground 119.0 121.8	
GBAS Ch 21004 G25A	Final Apch Crs 244°	Minimum Alt EE252 2270'(1648')	GLS DA(H) 822'(200')	Apt Elev 630' Rwy 622'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(398') or above. Turn RIGHT to EE528 (MAX 230 KT) (but not earlier than crossing RW06C (MAX 230 KT)) climbing to 3580'(2958') or below, then turn RIGHT to EE083, then proceed to EE301, then to EE705, then to EE302, then to SW NDB, then to KN NDB, then turn RIGHT to BALRA.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC	
Trans alt: 4570'(3948')					



STRAIGHT-IN LANDING RWY 24C			
DA(H) 822'(200')			
FULL		TDZ or CL out	ALS out
A			
B			
C	RVR 550m VIS 800m		1200m
D	RVR 720m VIS 800m		

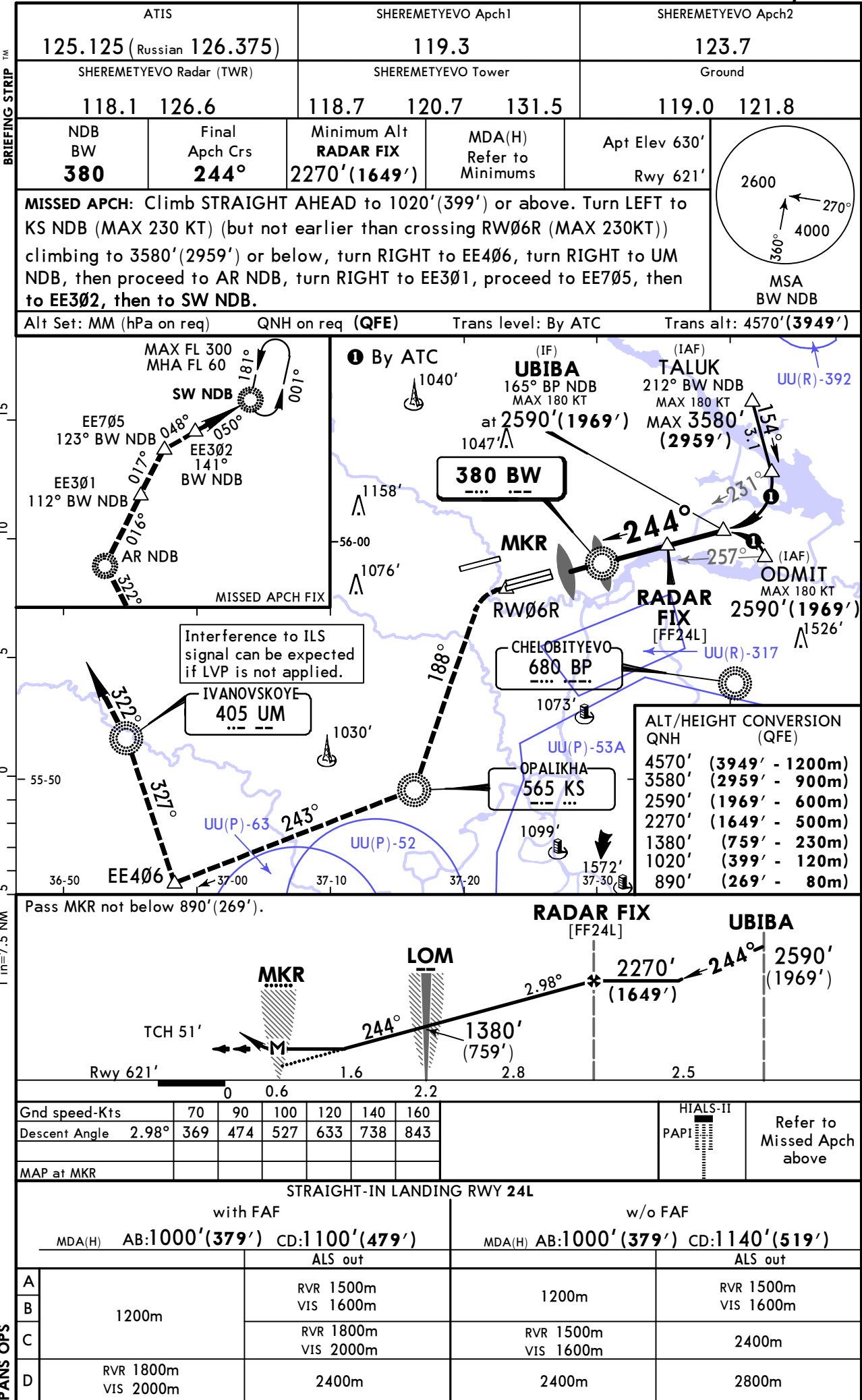
PANS OPS

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UUEE/SVO
SHEREMETYEVO

JEPPESEN
15 MAR 19
Eff 28 Mar 26-3

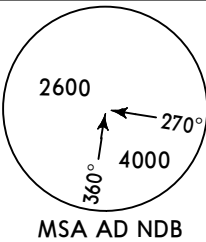
MOSCOW, RUSSIA
NDB Rwy 24L

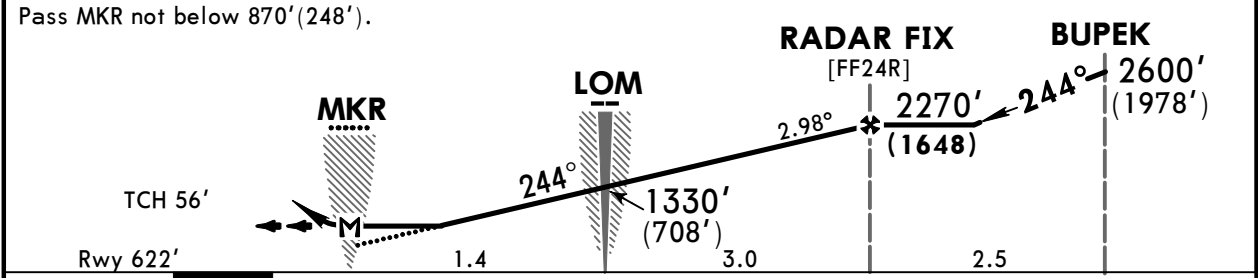
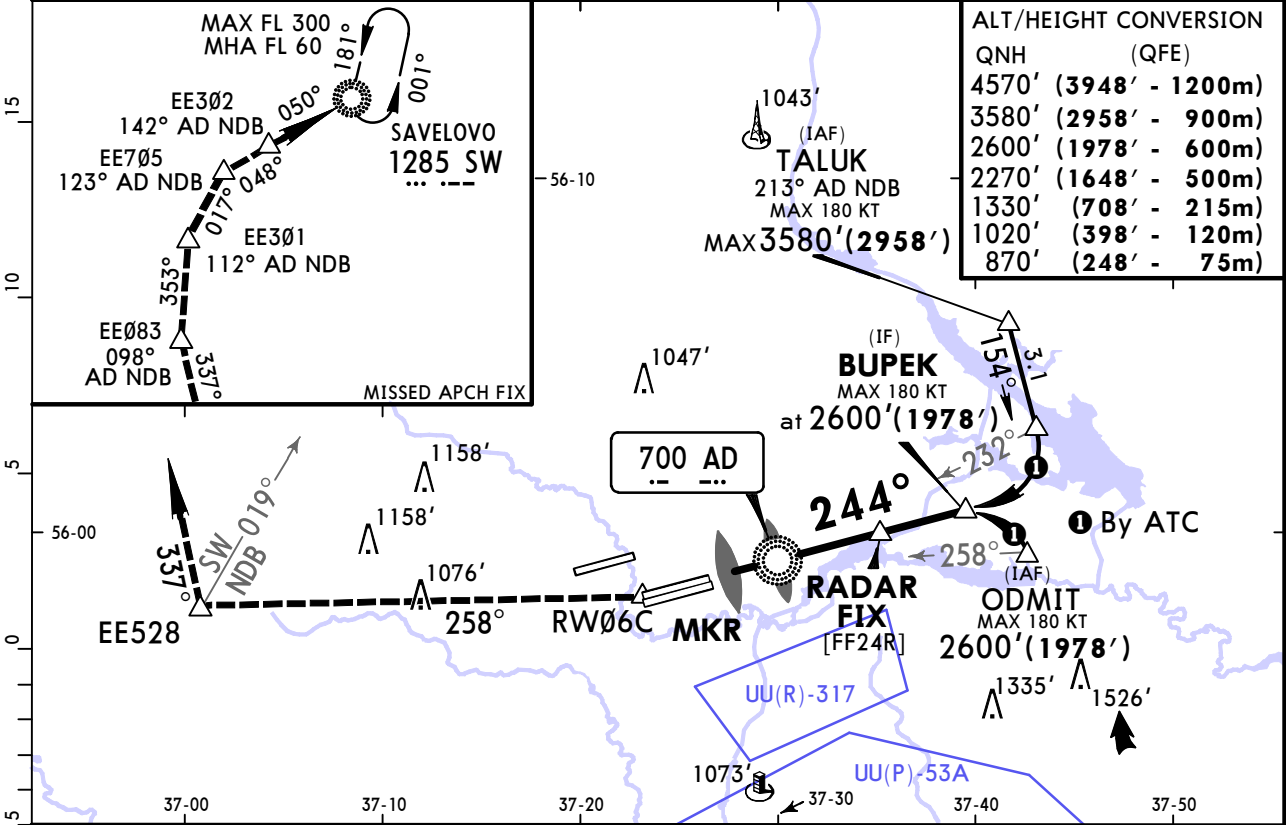


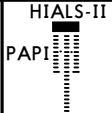
UUEE/SVO
SHEREMETYEVO

JEPPESSEN
15 MAR 19
Eff 28 Mar 26-4

MOSCOW, RUSSIA
NDB Rwy 24C

ATIS		SHEREMETYEVO Apch1		SHEREMETYEVO Apch2	
125.125 (Russian 126.375)		119.3		123.7	
SHEREMETYEVO Radar (TWR)		SHEREMETYEVO Tower		Ground	
118.1 126.6		118.7 120.7 131.5		119.0 121.8	
NDB AD 700	Final Apch Crs 244°	Minimum Alt RADAR FIX 2270'(1648')	MDA(H) Refer to Minimums	Apt Elev 630' Rwy 622'	
MISSED APCH: Climb STRAIGHT AHEAD to 1020'(398') or above. Turn RIGHT to EE528 (MAX 230 KT) (but not earlier than crossing RW06C (MAX 230 KT)) climbing to 3580'(2958') or below, then turn RIGHT to EE083, then proceed to EE301, then to EE705, then to EE302, then to SW NDB.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: By ATC		Trans alt: 4570'(3948')



Gnd speed-Kts	70	90	100	120	140	160		Refer to Missed Apch above
Descent Angle	2.98°	369	474	527	633	738		
MAP at MKR								

STRAIGHT-IN LANDING RWY 24C				
with FAF			w/o FAF	
MDA(H) AB:1000'(378') CD:1130'(508')			MDA(H) AB:1000'(378') CD:1180'(558')	
		ALS out		
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m
B				
C	RVR 1500m VIS 1600m	2400m	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m		2400m	2800m

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MOSCOW, (SHEREMETYEVO - UUEE)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UUEE