



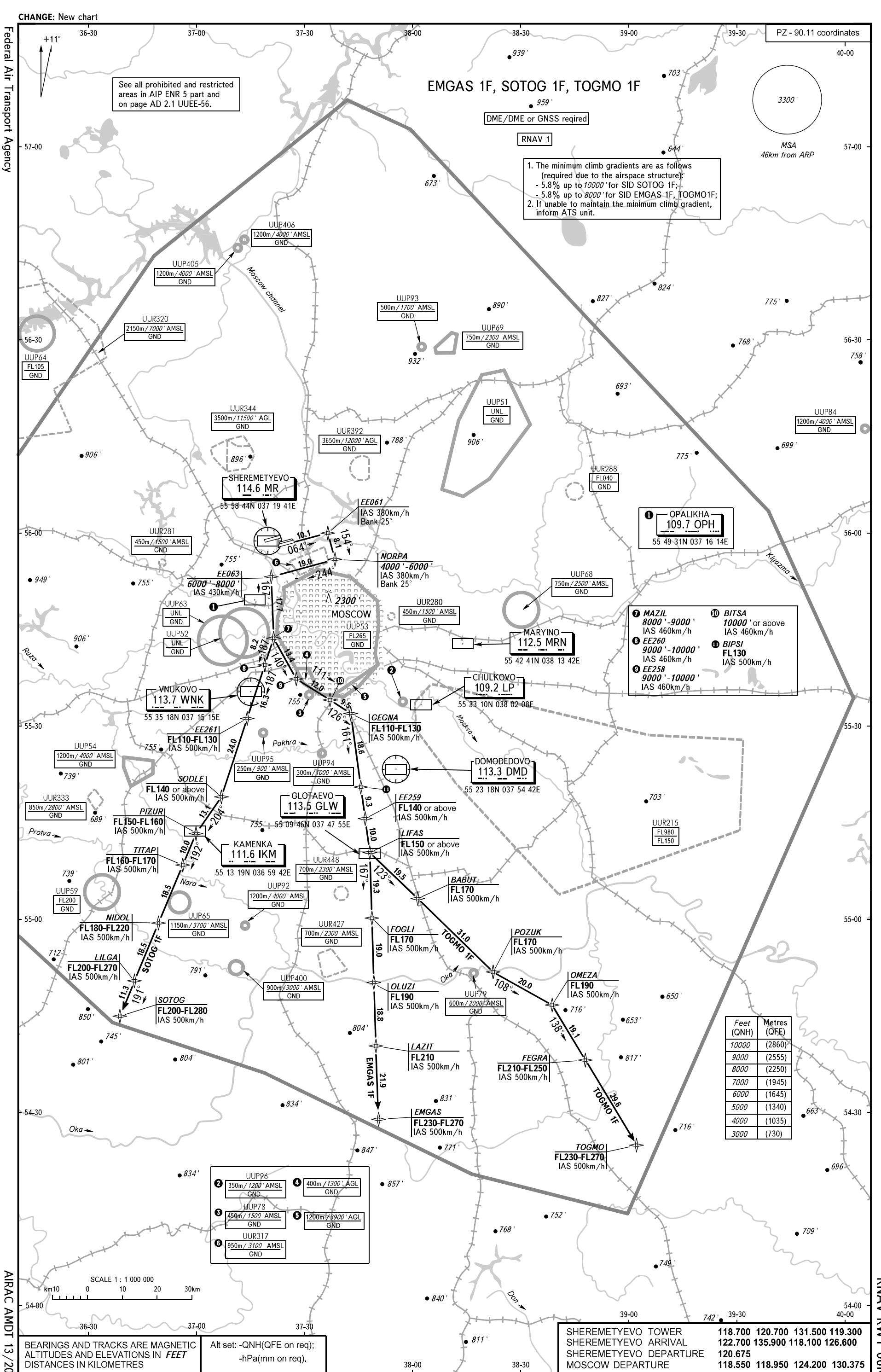
**STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAO**
**TRANSITION  
ALTITUDE : 10000'**
**BITSA 1J, KOGOM 1J, MAZIL 1J, NIGLI 1J, OLMUN 1J, POKAG 1J, RILPO 1J, TOKNU 1J**
**RNAV 1**
**PZ - 90.11 coordinates  
40-00 40-30**
**UJP77  
57-00**
**60-00/1900' AMSL  
GND**
**57-00**

**1. BITSA 1J;**  
**2. NIGLI 1J;**  
**3. MAZIL 1J;**  
**4. EE245**  
 7000' or below  
 IAS 430km/h  
**5. EE249**  
 6000'-8000'  
 IAS 430km/h  
**6. FL130**  
 450m/1300' AMSL  
**7. GND**  
**8. UJP78**  
 450m/1300' AMSL  
**9. GND**  
**10. PEREK**  
**FL130**  
 MAX IAS 500km/h  
 MAX IAS 480km/h **2**  
**11. EE241**  
 IAS 410km/h

**12. TVERSKY**  
**13. TMA**  
**14. VOLGA**  
**15. SNOVIA**  
**16. UJP75**  
 1150m/3800' AMSL  
**17. GND**  
**18. UJP320**  
 2150m/7000' AMSL  
**19. GND**  
**20. TOKNU**  
 IAS 500km/h  
**21. FL160**  
**EE240**  
 10000'-FL160  
 IAS 500km/h  
**22. UJP405**  
 1200m/4000' AMSL  
**23. GND**  
**24. FL150**  
 IAS 500km/h  
**25. UJP406**  
 1200m/4000' AMSL  
**26. GND**  
**27. RILPO 1J**  
**28. UJP69**  
 150m/2300' AMSL  
**29. GND**  
**30. OSGAK**  
**31. FL190-FL210**  
 IAS 500km/h  
**32. UJP93**  
 500m/1700' AMSL  
**33. GND**  
**34. KOSTINO 1K**  
**35. UJP344**  
 3500m/11500' AMSL  
**36. GND**  
**37. FL130**  
 IAS 500km/h  
**38. UJP392**  
 3650m/12000' AMSL  
**39. GND**  
**40. FL150 or above**  
**41. UJP51**  
 1200m/2300' AMSL  
**42. GND**  
**43. FL110-FL130**  
 IAS 460km/h  
**44. UJP281**  
 450m/1500' AMSL  
**45. GND**  
**46. FL246**  
**EE242**  
 6000'-7000'  
 IAS 460km/h  
**47. UJP317**  
 950m/3700' AMSL  
**48. GND**  
**49. FL130**  
 IAS 460km/h  
**50. UJP32**  
 500m/1500' AMSL  
**51. GND**  
**52. FL170**  
**EE067**  
 9000'-FL170  
 IAS 460km/h  
**53. UJP52**  
 400m/1200' AMSL  
**54. GND**  
**55. NUZOR**  
**EE064**  
 5000'  
 IAS 460km/h  
**56. UJP54**  
 3500m/11500' AMSL  
**57. GND**  
**58. FL130**  
 IAS 460km/h  
**59. UJP55**  
 3200m/10500' AMSL  
**60. GND**  
**61. POKAG**  
**FL120-FL280**  
 IAS 500km/h  
**62. UJP72**  
 3200m/10500' AMSL  
**63. GND**  
**64. POKAG 1J**  
**65. UJP59**  
 1150m/3700' AMSL  
**66. GND**  
**67. DUFAR**  
**EE243**  
 6000'-7000'  
 IAS 460km/h  
**68. UJP288**  
 1200m/4000' AMSL  
**69. GND**  
**70. FL130**  
 IAS 460km/h  
**71. UJP51**  
 1200m/4000' AMSL  
**72. GND**  
**73. FL130**  
 IAS 460km/h  
**74. UJP28**  
 1200m/4000' AMSL  
**75. GND**  
**76. FL130**  
 IAS 460km/h  
**77. UJP53**  
 1200m/4000' AMSL  
**78. GND**  
**79. FL130**  
 IAS 460km/h  
**80. UJP25**  
 1200m/4000' AMSL  
**81. GND**  
**82. FL130**  
 IAS 460km/h  
**83. UJP52**  
 1200m/4000' AMSL  
**84. GND**  
**85. FL130**  
 IAS 460km/h  
**86. UJP51**  
 1200m/4000' AMSL  
**87. GND**  
**88. FL130**  
 IAS 460km/h  
**89. UJP50**  
 1200m/4000' AMSL  
**90. GND**  
**91. FL130**  
 IAS 460km/h  
**92. UJP50**  
 1200m/4000' AMSL  
**93. GND**  
**94. FL130**  
 IAS 460km/h  
**95. UJP50**  
 1200m/4000' AMSL  
**96. GND**  
**97. FL130**  
 IAS 460km/h  
**98. UJP50**  
 1200m/4000' AMSL  
**99. GND**  
**100. FL130**  
 IAS 460km/h  
**101. UJP50**  
 1200m/4000' AMSL  
**102. GND**  
**103. FL130**  
 IAS 460km/h  
**104. UJP50**  
 1200m/4000' AMSL  
**105. GND**  
**106. FL130**  
 IAS 460km/h  
**107. UJP50**  
 1200m/4000' AMSL  
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**109. FL130**  
 IAS 460km/h  
**110. UJP50**  
 1200m/4000' AMSL  
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**112. FL130**  
 IAS 460km/h  
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 1200m/4000' AMSL  
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**115. FL130**  
 IAS 460km/h  
**116. UJP50**  
 1200m/4000' AMSL  
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**118. FL130**  
 IAS 460km/h  
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 1200m/4000' AMSL  
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**121. FL130**  
 IAS 460km/h  
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 1200m/4000' AMSL  
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**124. FL130**  
 IAS 460km/h  
**125. UJP50**  
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**127. FL130**  
 IAS 460km/h  
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 1200m/4000' AMSL  
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**130. FL130**  
 IAS 460km/h  
**131. UJP50**  
 1200m/4000' AMSL  
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 IAS 460km/h  
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**136. FL130**  
 IAS 460km/h  
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 1200m/4000' AMSL  
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**139. FL130**  
 IAS 460km/h  
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 1200m/4000' AMSL  
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 IAS 460km/h  
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 1200m/4000' AMSL  
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 IAS 460km/h  
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 IAS 460km/h  
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 1200m/4000' AMSL  
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**151. FL130**  
 IAS 460km/h  
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 1200m/4000' AMSL  
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 IAS 460km/h  
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 1200m/4000' AMSL  
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 1200m/4000' AMSL  
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 IAS 460km/h  
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 IAS 460km/h  
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 IAS 460km/h  
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 IAS 460km/h  
**305. UJP50**  
 1200m/4000' AMSL  
**306. GND**

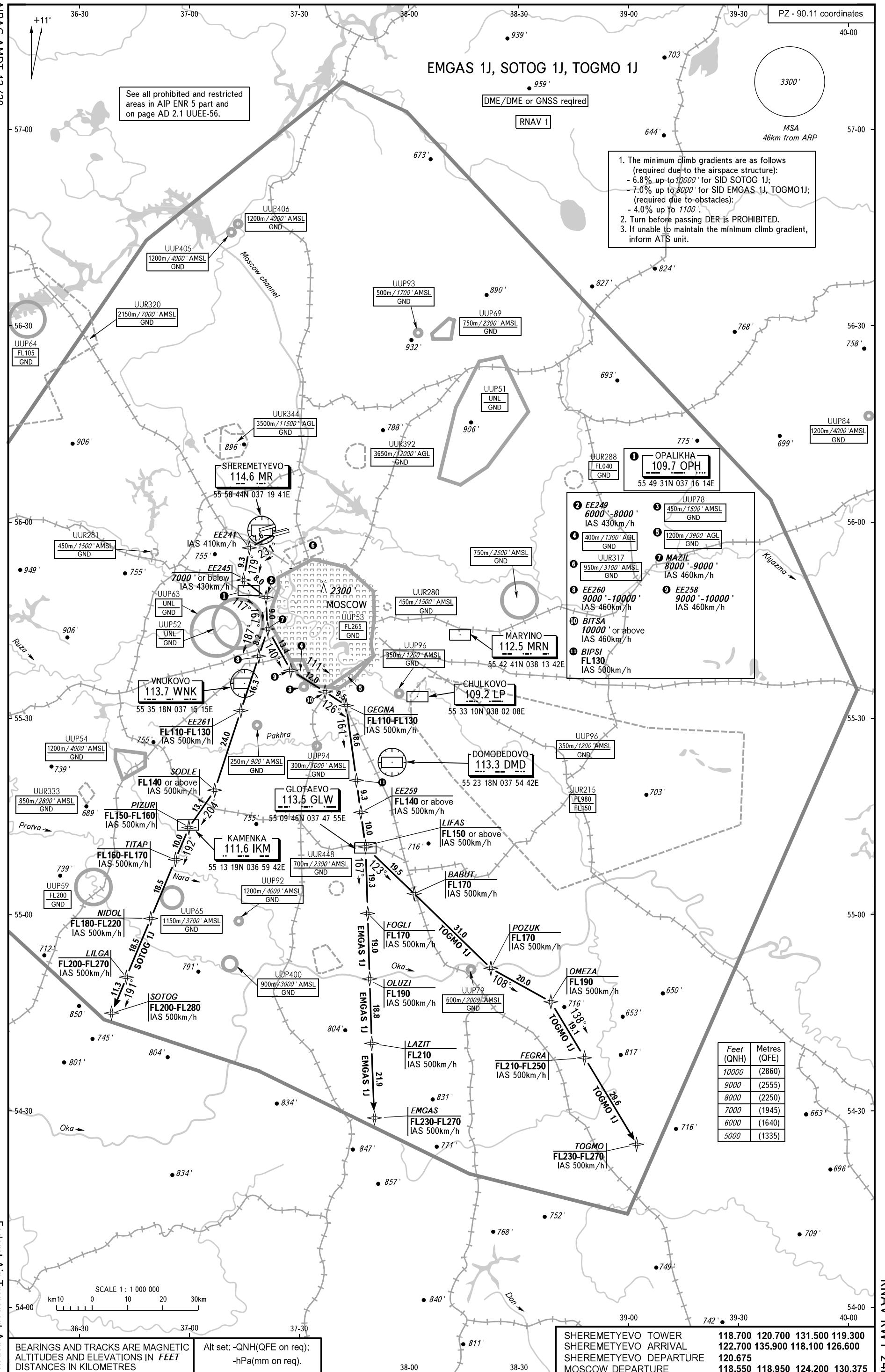
STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAOTRANSITION  
ALTITUDE : 10000'

BOOK 1



STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAOTRANSITION  
ALTITUDE : 10000'

BOOK 1



PZ - 90.11 coordinates

3300' MSA  
46km from ARP

## EMGAS 1E, SOTOG 1E, TOGMO 1E

DME/DME or GNSS required

RNAV 1

1. The minimum climb gradients are as follows (required due to the airspace structure):  
 - 5.8% up to 10000' for SID SOTOG 1E;  
 - 5.8% up to 8000' for SID EMGAS 1E, TOGMO1E;  
 2. If unable to maintain the minimum climb gradient, inform ATS unit.  
 3. There are close-in obstacles (trees) located to the left of take-off heading at DIST 468 - 575m from DER with MAX ELEV 700'.

AIRAC AMDT 13/20  
RUSSIA

Feet (QNH)	Metres (QFE)
10000	(2860)
9000	(2555)
8000	(2250)
7000	(1945)
6000	(1645)
5000	(1340)
4000	(1035)
3000	(730)

See all prohibited and restricted areas in AIP ENR 5 part and on page AD 2.1 UUEE-56.

UUP406 1200m/4000' AMSL GND

UUP405 1200m/4000' AMSL GND

UUR320 2150m/7000' AMSL GND

UUP64 FL105 GND

UUR344 3500m/11500' AGL GND

EE060 IAS 380km/h Bank 20°

6000'-8000' IAS 430km/h

UUR281 450m/1500' AMSL GND

UUP52 UNL GND

UUP63 UNL GND

UUR280 450m/1500' AMSL GND







**STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAO**
TRANSITION  
ALITUDE: 10000'MOSCOW, RUSSIA  
SHEREMETYEVO  
RNAV RWY 06L

PZ-90.11 coordinates 34-30 +11 35-00 35-30 36-00 36-30 37-00 37-30 38-00 38-30 39-00 39-30 40-00 40-30 40-60 40-90 41-00 41-30 41-60 41-90 42-00 42-30 42-60 42-90 43-00 43-30 43-60 43-90 44-00 44-30 44-60 44-90 45-00 45-30 45-60 45-90 46-00 46-30 46-60 46-90 47-00 47-30 47-60 47-90 48-00 48-30 48-60 48-90 49-00 49-30 49-60 49-90 50-00 50-30 51-00 51-30 52-00 52-30 53-00 53-30 54-00 54-30 55-00 55-30 56-00 56-30 57-00 57-30 58-00 58-30 59-00 59-30 60-00 60-30 61-00 61-30 62-00 62-30 63-00 63-30 64-00 64-30 65-00 65-30 66-00 66-30 67-00 67-30 68-00 68-30 69-00 69-30 70-00 70-30 71-00 71-30 72-00 72-30 73-00 73-30 74-00 74-30 75-00 75-30 76-00 76-30 77-00 77-30 78-00 78-30 79-00 79-30 80-00 80-30 81-00 81-30 82-00 82-30 83-00 83-30 84-00 84-30 85-00 85-30 86-00 86-30 87-00 87-30 88-00 88-30 89-00 89-30 90-00 90-30 91-00 91-30 92-00 92-30 93-00 93-30 94-00 94-30 95-00 95-30 96-00 96-30 97-00 97-30 98-00 98-30 99-00 99-30 100-00 100-30 101-00 101-30 102-00 102-30 103-00 103-30 104-00 104-30 105-00 105-30 106-00 106-30 107-00 107-30 108-00 108-30 109-00 109-30 110-00 110-30 111-00 111-30 112-00 112-30 113-00 113-30 114-00 114-30 115-00 115-30 116-00 116-30 117-00 117-30 118-00 118-30 119-00 119-30 120-00 120-30 121-00 121-30 122-00 122-30 123-00 123-30 124-00 124-30 125-00 125-30 126-00 126-30 127-00 127-30 128-00 128-30 129-00 129-30 130-00 130-30 131-00 131-30 132-00 132-30 133-00 133-30 134-00 134-30 135-00 135-30 136-00 136-30 137-00 137-30 138-00 138-30 139-00 139-30 140-00 140-30 141-00 141-30 142-00 142-30 143-00 143-30 144-00 144-30 145-00 145-30 146-00 146-30 147-00 147-30 148-00 148-30 149-00 149-30 150-00 150-30 151-00 151-30 152-00 152-30 153-00 153-30 154-00 154-30 155-00 155-30 156-00 156-30 157-00 157-30 158-00 158-30 159-00 159-30 160-00 160-30 161-00 161-30 162-00 162-30 163-00 163-30 164-00 164-30 165-00 165-30 166-00 166-30 167-00 167-30 168-00 168-30 169-00 169-30 170-00 170-30 171-00 171-30 172-00 172-30 173-00 173-30 174-00 174-30 175-00 175-30 176-00 176-30 177-00 177-30 178-00 178-30 179-00 179-30 180-00 180-30 181-00 181-30 182-00 182-30 183-00 183-30 184-00 184-30 185-00 185-30 186-00 186-30 187-00 187-30 188-00 188-30 189-00 189-30 190-00 190-30 191-00 191-30 192-00 192-30 193-00 193-30 194-00 194-30 195-00 195-30 196-00 196-30 197-00 197-30 198-00 198-30 199-00 199-30 200-00 200-30 201-00 201-30 202-00 202-30 203-00 203-30 204-00 204-30 205-00 205-30 206-00 206-30 207-00 207-30 208-00 208-30 209-00 209-30 210-00 210-30 211-00 211-30 212-00 212-30 213-00 213-30 214-00 214-30 215-00 215-30 216-00 216-30 217-00 217-30 218-00 218-30 219-00 219-30 220-00 220-30 221-00 221-30 222-00 222-30 223-00 223-30 224-00 224-30 225-00 225-30 226-00 226-30 227-00 227-30 228-00 228-30 229-00 229-30 230-00 230-30 231-00 231-30 232-00 232-30 233-00 233-30 234-00 234-30 235-00 235-30 236-00 236-30 237-00 237-30 238-00 238-30 239-00 239-30 240-00 240-30 241-00 241-30 242-00 242-30 243-00 243-30 244-00 244-30 245-00 245-30 246-00 246-30 247-00 247-30 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**STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAO**
**TRANSITION  
ALTITUDE : 10000'**

See all prohibited and restricted areas in AIP ENR 5 part and on page AD 2.1 UUEE-56.

**BITSA 1K, KOGOM 1K, MAZIL 1K, NIGLI 1K, OLMUN 1K, POKAG 1K, RILPO 1K, TOKNU 1K**

**DME/DME or GNSS required**

**RNAV 1**

**UJP77 / 57-00**

**600m / 1500 AMSL**

**57-00 / GND**

- The minimum climb gradients are as follows (required due to the airspace structure):
  - 6.3% up to 8000' for SID BITSA 1K, KOGOM 1K, MAZIL 1K, - 5.0% up to 6000' for SID TOKNU 1K;
  - 5.4% up to 5000' for SID POKAG 1K;
  - 4.6% up to FL110 for SID RILPO 1K;
  - (required due to obstacles):
    - 6.0% up to 1200' for SID BITSA 1K, KOGOM 1K, MAZIL 1K, NIGLI 1K, OLMUN 1K,
    - 6.3% up to 8000' for SID POKAG 1K;
    - 5.4% up to 5000' for SID RILPO 1K;
    - 4.6% up to FL110 for SID RILPO 1K;
- If unable to maintain the minimum climb gradient, inform ATS unit.
- There are close-in obstacles located to the left of take-off heading at DIST 379 - 383 m from DER with MAX ELEV 690'.

**• 693'**

**• 699'**

**• 758'**

**• 775'**

**• 777'**

**• 788'**

**• 827'**

**• 840'**

**• 890'**

**• 896'**

**• 906'**

**• 914'**

**• 919'**

**• 929'**

**• 932'**

**• 938'**

**• 949'**

**• 956'**

**• 963'**

**• 973'**

**• 978'**

**• 986'**

**• 993'**

**• 999'**

**• 1000'**

**• 1006'**

**• 1018'**

**• 1026'**

**• 1034'**

**• 1042'**

**• 1050'**

**• 1058'**

**• 1066'**

**• 1074'**

**• 1082'**

**• 1090'**

**• 1098'**

**• 1106'**

**• 1114'**

**• 1122'**

**• 1130'**

**• 1138'**

**• 1146'**

**• 1154'**

**• 1162'**

**• 1170'**

**• 1178'**

**• 1186'**

**• 1194'**

**• 1202'**

**• 1210'**

**• 1218'**

**• 1226'**

**• 1234'**

**• 1242'**

**• 1250'**

**• 1258'**

**• 1266'**

**• 1274'**

**• 1282'**

**• 1290'**

**• 1298'**

**• 1306'**

**• 1314'**

**• 1322'**

**• 1330'**

**• 1338'**

**• 1346'**

**• 1354'**

**• 1362'**

**• 1370'**

**• 1378'**

**• 1386'**

**• 1394'**

**• 1402'**

**• 1410'**

**• 1418'**

**• 1426'**

**• 1434'**

**• 1442'**

**• 1450'**

**• 1458'**

**• 1466'**

**• 1474'**

**• 1482'**

**• 1490'**

**• 1498'**

**• 1506'**

**• 1514'**

**• 1522'**

**• 1530'**

**• 1538'**

**• 1546'**

**• 1554'**

**• 1562'**

**• 1570'**

**• 1578'**

**• 1586'**

**• 1594'**

**• 1602'**

**• 1610'**

**• 1618'**

**• 1626'**

**• 1634'**

**• 1642'**

**• 1650'**

**• 1658'**

**• 1666'**

**• 1674'**

**• 1682'**

**• 1690'**

**• 1698'**

**• 1706'**

**• 1714'**

**• 1722'**

**• 1730'**

**• 1746'**

**• 1754'**

**• 1762'**

**• 1768'**

**• 1774'**

**• 1782'**

**• 1788'**

**• 1794'**

**• 1798'**

**• 1802'**

**• 1806'**

**• 1808'**

**• 1810'**

**• 1812'**

**• 1814'**

**• 1816'**

**• 1818'**

**• 1820'**

**• 1822'**

**• 1826'**

**• 1830'**

**• 1834'**

**• 1840'**

**• 1844'**

**• 1848'**

**• 1852'**

**• 1856'**

**• 1860'**

**• 1864'**

**• 1868'**

**• 1872'**

**• 1876'**

**• 1880'**



AIF  
RUSSIA  
MOSCOW, RUSSIA  
SHEREMETEVC  
RNAV RWY 24R

- 90.11 coordinates

**TRANSITION  
ALTITUDE: 10000'**

AIF  
RUSSIA  
MOSCOW, RUSSIA  
SHEREMETEVC  
RNAV RWY 24R

## EMGAS 1K, SOTOG 1K, TOGMO 1K

See all prohibited and restricted areas in AIP ENR 5 part and on page AD 2.1 LIUFE-56

ME/DME or GNSS required

NAV 1

<i>Feet (QNH)</i>	<i>Metres (QFE)</i>
10000	(2870)
9000	(2565)
8000	(2250)
7000	(1955)
6000	(1650)
5000	(1345)
1100	(160)

1. The minimum climb gradients are as follows  
(required due to the airspace structure):
    - 6.3% up to 10000' for SID SOTOG 1K;
    - 6.3% up to 8000' for SID EMGAS 1K, TOGMO 1K;  
(required due to obstacles);
    - 6.0% up to 1200'.
  2. Turn before passing DER is PROHIBITED.
  3. If unable to maintain the minimum climb gradient, inform ATS unit.
  4. There are close-in obstacles located to the left of take-off heading at DIST 379 - 383m from DER with MAX ELEV 690'.

AIRAC AMDT 13 /30

Federal Air Transport Agency

## ALTITUDES AND DISTANCES IN KM

BEARINGS AND TRACKS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS IN *FEET*  
DISTANCES IN KILOMETRES

t set: -QNH(QFE on req)  
-hPa(mm on req).

EARINGS AND TRACKS ARE MAGNETIC  
LATITUDES AND ELEVATIONS IN *FEET*  
DISTANCES IN KILOMETRES

HEREMETYEO TOWER	118.700	120.700	131.500	119.300
HEREMETYEO ARRIVAL	122.700	135.900	118.100	126.600
HEREMETYEO DEPARTURE	<b>120.675</b>			
MOSCOW DEPARTURE	118.550	118.950	124.200	130.375

A  
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