

Sheremetyevo Airport

IATA/ICAO CODE: SVO/UUEE
CITY: Moscow
COUNTRY: Russian Federation

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

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ELEVATION: 630 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
07L/25R	3550	-	-	60
07R/25L	3700	-	-	60

NOISE ABATEMENT PROCEDURES

See AIP Russia for details.

Noise abatement procedures are divided into two parts:

- 1. Noise abatement procedures during take-off and climbing phase.
- 2. Noise abatement procedures during approach phase.

Noise Abatement Procedures During Take-off and Climbing Phase:

- 1. General provisions
 - 1.1 Noise abatement procedures during take-off and climbing phase shall be executed by crews of all aircraft.
 - 1.2 Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

1.3 Noise abatement procedures shall not be executed in case of one of the aircraft engines failure during take-off phase

1.4 Runway 07L/R are noise preferential, and shall be used to the maximum possible degree.

2. Restrictions.

2.1 Take-off of aircraft with tail-wind component up to 5 m/sec is allowed under the following conditions:

- Runway is dry or damp;
- friction coefficient is 0.5 or more;
- cross-wind component is not more than 5 m/sec.

2.2 During take-off from Runway 25L/R on take-off heading and maximum possible climb gradient aircraft shall proceed to D 2.1 km DME MR 114.6 then immediate right turn onto assigned heading. It is strictly prohibited to reduce the track of 340°MAG until intersecting QDM 227° Ivanovskoye NDB UM 405 or reaching D 6.0 km DME MR 114.6 unless it is required for further flight safety.

2.3 During take-off from Runway 07L/R on take-off heading and maximum possible climb gradient aircraft shall proceed to distance of 7.2 km DME MR 114.6, then immediate left turn onto track 045°MAG.

2.4 The changing of flight course of the aircraft after take-off is permitted only after reaching flight height of (120) m above aerodrome level.

2.5 Turn of aircraft at flight height from (120) m to (300) m above aerodrome level shall be executed with a bank not exceeding 15°, from height (300) m to (900) m – 20°.

2.6 Turn of aircraft at flight height of (900) m AAL shall be executed with 25° bank or with angular rate of turn 3°/sec.

2.7 The minimum indicated air speed during steady shall not be less than V₂+20 km/h (10 kt) or less than that prescribed in the Aeroplane Flight Manual if it has greater value.

2.8 The maintaining of the minimum indicated air speed of climb is not required if it brings to exceeding the maximum permissible angle of attack.

2.9 Reverse thrust power (with the exception of reverse idle thrust) shall be used only for safety reasons.

3. Runway 07L/R noise abatement approach procedures.

3.1 The noise abatement approach procedures are as follows: by the moment of reaching by aircraft the distance of 25.0 km from RWY threshold the crew must conduct the flight at (900) m AAL maintaining IAS 390 km/h and flight direction enabling to intercept ILS LOC coverage area providing approach-to-land on RWY 07L/R.

3.2 From a distance of 22 km the crew shall reduce IAS from 390 km/h to 340±20 km/h in order to intercept ILS LOC at a distance of 14 km from RWY threshold descending to height (600) m.

3.3 After glide path interception at height (500)m the crew shall continue to reduce IAS in

such way that it should be 290 km/h by the moment of reaching (450) m at a distance of 8 km from RWY threshold.

3.4 After this limit the speed shall be maintained as per the Aeroplane Flight Manual.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS
See Noise Abatement Procedures.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

yes

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

City territory adjoining an airport is divided into three zones:

Zone 1: night noise limited to 80 dBA and day noise to 90 dBA.

Zone 2: all buildings must be sound proofed

Zone 3: all housing construction is banned.

CHAPTER 2 RESTRICTIONS - [NONE](#)

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes.

CHAPTER 3 RESTRICTIONS - [NONE](#)

COMMENTS

Annex 16 noise type certification standards were adopted in 1972.

Flight operating procedures have been adopted for each type of plane in the USSR (CIS).

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Effective Jan 1979, fleet acquisitions must meet Annex 16. An ICAO Working Group D questionnaire response indicated the USSR (CIS) fleet is in compliance with Annex 16.