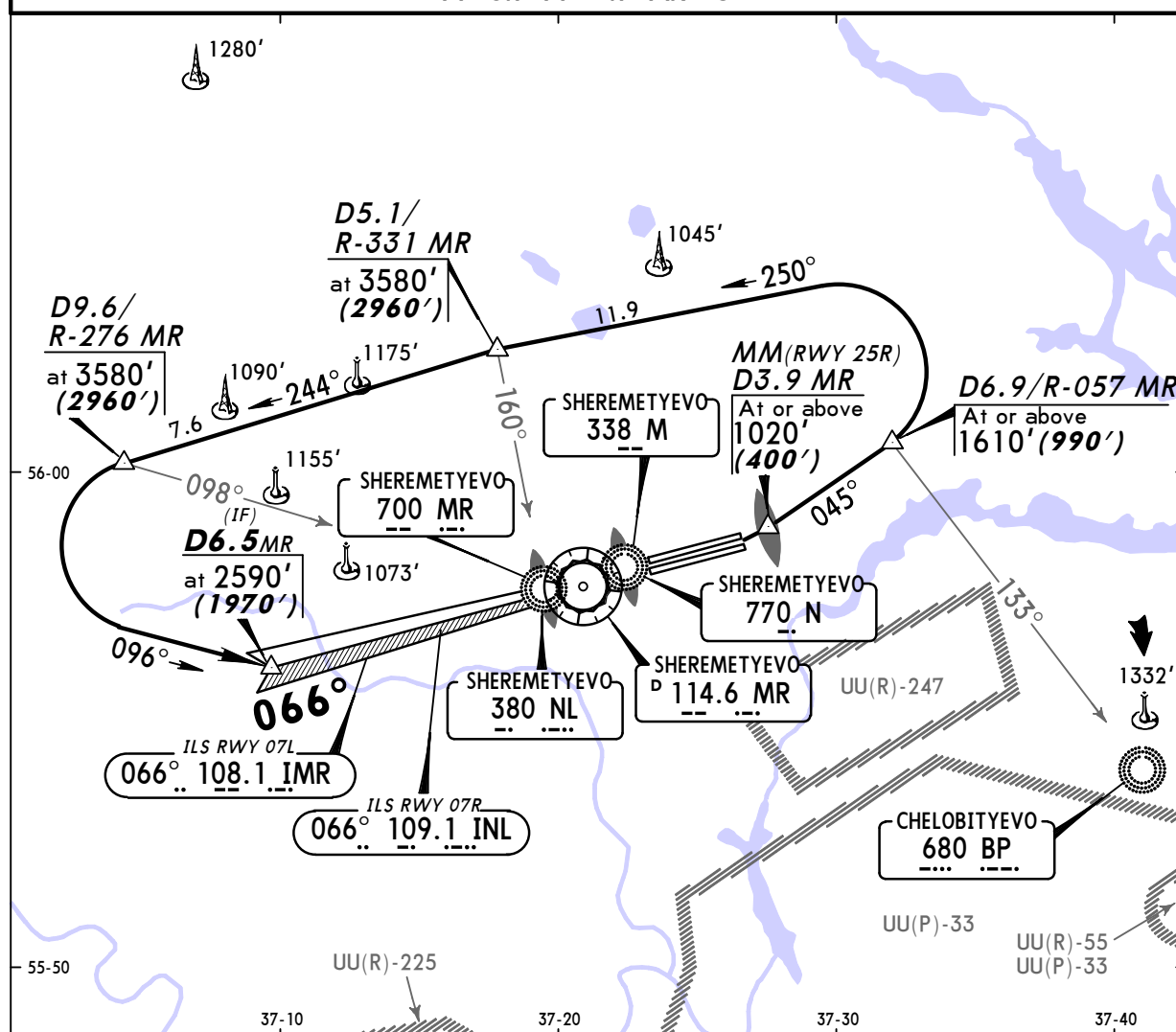


UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 MAR 07 (20-01) Eff 12 Apr

MOSCOW, RUSSIA
Rwy 07L/R

PROCEDURES TO BE USED IN THE EVENT OF RADIO
FAILURE AFTER TAKE-OFF



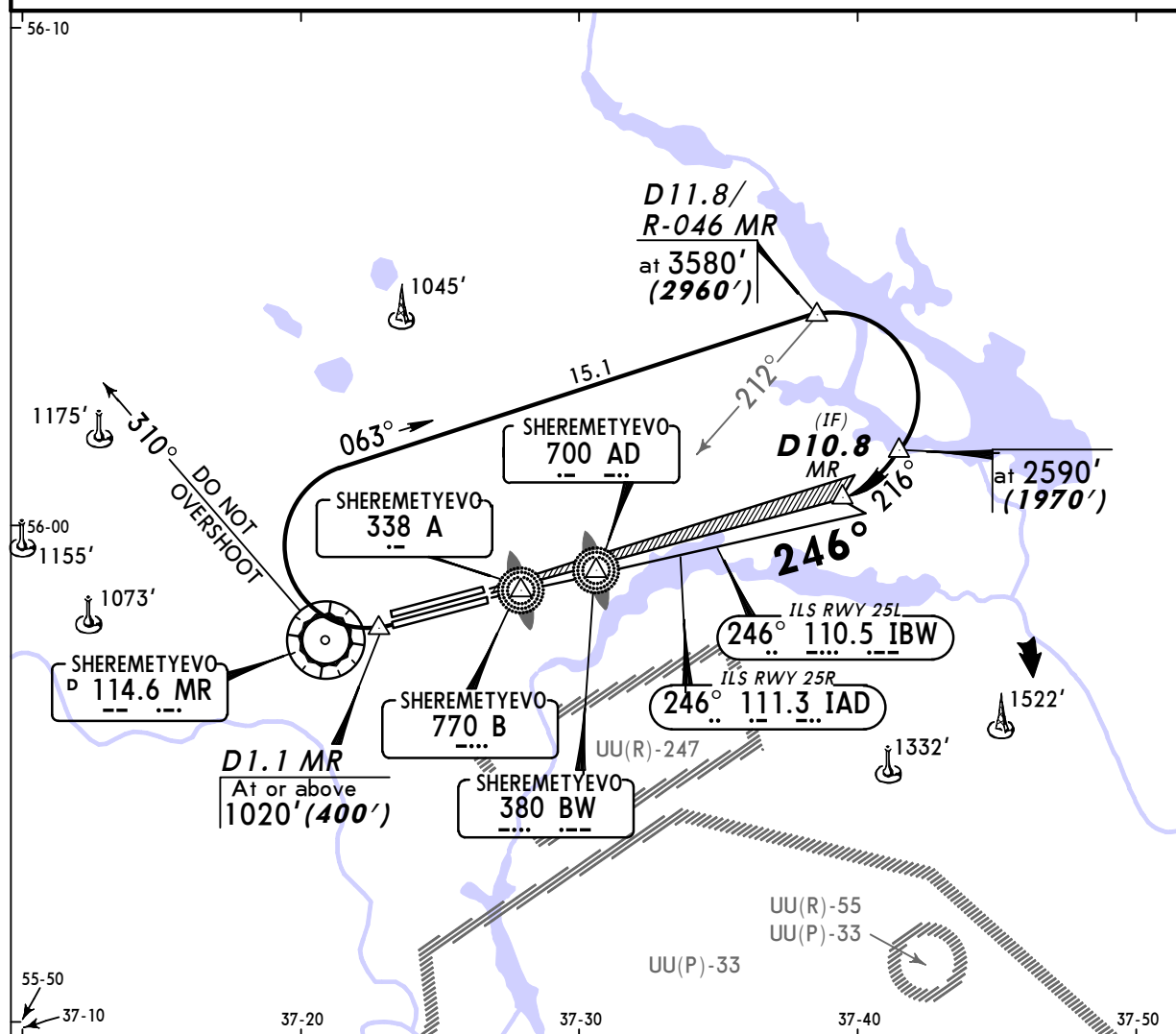
For profile and minimums Rwy 07R refer to 21-2, 21-2A, 23-2 and 26-2.
For profile and minimums Rwy 07L refer to 21-1, 23-1 and 26-1.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
30 MAR 07 (20-01A) Eff 12 Apr

MOSCOW, RUSSIA
Rwy 25L/R

PROCEDURES TO BE USED IN THE EVENT OF RADIO
FAILURE AFTER TAKE-OFF



For profile and minimums Rwy 25R refer to 21-4, 21-4A and 26-4.
For profile and minimums Rwy 25L refer to 21-3 and 26-3.

UUEE/SVO
SHEREMETYEVO

3 APR 09

JEPPESEN

20-1P

Eff 9 Apr

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

ATIS 125.12
126.37 (Russian)

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

Noise abatement procedures shall be executed by all ACFT.

'AIR GROUND' communication shall be reduced to absolute minimum during approach phase and initial departure phase.

1.2.2. REVERSE THRUST

Reverse thrust power with the exception reverse idle thrust is used only for safety reasons.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

LVP shall be applied when RVR is less than 400m. Pilots will be informed about the beginning of the procedure application via ATIS or by ATC.

1.3.2. ARRIVAL

After landing the crew must report to Tower about the vacation of the RWY and the ILS critical area, when the ACFT crosses the line of double yellow omnidirectional lights, located on both sides of TWY joining the RWY and designating the boundary of ILS critical area.

After landing arriving ACFT shall be met by Follow-me car on TWY joining the RWY, and shall taxi after it to the assigned stands.

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

- for SHEREMETYEVO I apron:
RWY 07R, TWY 15, TWY 5, Main TWY 1, (TWY 18, 10, 8, 7, 17, 16), stand;
RWY 25R, TWY 1, Main TWY 1, (TWY 16, 17, 7, 8, 10, 18), stand.
- SHEREMETYEVO II apron:
RWY 07R, TWY 26, Main TWY 2, (TWY 32, 31, 29, 28, 27), stand;
RWY 25R, TWY 11, TWY 21, Main TWY 2, (TWY 27, 28, 29, 30, 31, 32), stand.

1.3.3. START-UP & TAXIING

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

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

The following standard taxiing routes are established for departing ACFT:

- for SHEREMETYEVO I apron:
Stand, (TWY 18, 10, 8, 7, 17, 16), Main TWY 1, TWY 1, TWY 11, RWY 07R;
Stand, (TWY 16, 17, 7, 8, 10, 18), Main TWY 1, TWY 5, RWY 25R.
- for SHEREMETYEVO II apron:
Stand, (TWY 30, 32, 31, 29, 28, 27), Main TWY 2, TWY 21, RWY 07R;
Stand, (TWY 27, 28, 29, 30, 31, 32), Main TWY 2, TWY 26, TWY 15, RWY 25R.

Taxiing of ACFT from stand to line-up position shall be carried out (as a rule) after Follow-me car.

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 TWY 11 thru 15 and 21 thru 26 without Tower clearance.

UUEE/SVO
SHEREMETYEVO

3 APR 09

JEPPESEN

20-1P1

Eff 9 Apr

MOSCOW, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.4. TAXI PROCEDURES

Apron centerline between stands 79 and 91 MAX wingspan 126' / 38.5m.

De-icing pad 3 MAX wingspan 158' / 48.1m.

De-icing pad 4 MAX wingspan 211' / 64.4m.

Enter aprons with Follow-me car.

7' / 2m distance between taxiing ACFT and marking of routes for special motor transport is not maintained on SHEREMETYEVO I/II aprons.

Use of TWY 20 by towing.

1.5. PARKING INFORMATION

SHEREMETYEVO II stands 5 thru 21 equipped with visual docking guidance system AGNIS. Enter area of coverage with Follow-me car.

Recommended taxispeed MAX 5.3 KTS/10kmh.

Exit SHEREMETYEVO II stands 5 thru 21, 29 thru 33 and Cargo stands by towing.

Use of SHEREMETYEVO II stands 37 thru 49 by towing.

Enter stands 68 thru 96 by towing.

Cargo stand 9 available for run-up.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

UUEE/SVO
SHEREMETYEVO

3 APR 09

JEPPESEN

20-1P2

Eff 9 Apr

MOSCOW, RUSSIA
AIRPORT BRIEFING**2. ARRIVAL****2.1. SPEED RESTRICTIONS**

MAX 270 KT below FL 98.

2.2. NOISE ABATEMENT PROCEDURES**APPROACH PHASE**

RWYs 25L/R are noise preferential and shall be used to the greatest extent possible. If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot-in-command's request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

The required noise abatement procedures shall not be observed over the overflowed areas in the following cases:

- if there is ice, slush, water, mud, rubber, oil etc. on RWY and friction coefficient is 0.4 or less;
- when cloud ceiling is less than 150m or horizontal visibility is less than 1800m;
- when a crosswind component on RWY (including gusts) exceeds 15 KT;
- when a tailwind component on RWY exceeds 5 KT;
- when wind shear is forecasted or reported or it is expected that unfavorable weather conditions may influence ACFT approach and landing.

During instrument as well as visual approach it is not allowed to fly below ILS GS angle.

No noise abatement procedures shall envisage the increasing of indicated air speed of descent.

A displacement of THR shall not be used as a noise abatement measure.

Landing of ACFT with tailwind component up to 5 m/sec is allowed under following conditions:

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

RWYS 07L/R approach

When reaching 13.5NM from THR, pilots shall conduct the flight at 3590' (2960') maintaining 210 KT and flight direction enabling to intercept ILS LOC operational area providing RWYs 07L/R approach-to-land.

At a distance of 11.9NM the ACFT shall reach a rate of 180 KT +/-10 KT to intercept ILS LOC at 7.6NM from THR descending to 2600' (1970').

Intercept GS at 2280' (1650'). Pilots shall continue to reduce speed in order to reach 4.3NM from THR at 2110' (1480') and at a rate of 155 KT.

Thereafter speed shall be maintained as per Airplane Flight Manual.

2.3. CAT II/III OPERATIONS

RWY 07R approved for CAT II operations and RWY 25R approved for CAT II/III operations, special aircrew and ACFT certification required.

UUEE/SVO
SHEREMETYEVO

3 APR 09

JEPPESEN

20-1P3

Eff 9 Apr

MOSCOW, RUSSIA
AIRPORT BRIEFING**3. DEPARTURE****3.1. SPEED RESTRICTIONS**

MAX 270 KT below FL 98.

3.2. 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 07L/R are noise preferential and shall be used to the greatest extent possible.

Restrictions

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

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

During take-off from RWY 25L/R on take-off heading and maximum possible climb gradient ACFT shall proceed to a distance of MR 1.1 DME, then turn right immediately onto assigned heading. It is strictly prohibited to reduce 340° track until intersecting 227° bearing from UM or reaching a distance of MR 3.2 DME unless it is required for further flight safety.

During take-off from RWY 07L/R on take-off heading and maximum possible climb gradient ACFT shall proceed to a distance of MR 3.9 DME then turn left immediately on 045° track.

Changing of flight course after take-off is permitted only after reaching 1030' (400').

The minimum indicated air speed during steady climb shall not be less than V_{2+10} KT or less than prescribed in the Airplane Flight Manual if it has greater value.

Maintaining the minimum indicated air speed of climb is not required if it brings to exceeding the minimum permissible angle of attack.

The reduction of power shall not be applied until:

- the established standard power mode enables with maximum certified take-off mass to maintain the established climb gradient of not less than 4% at the above specified speed;
- take-off flight path provides overflying of all obstacles located under flight path with sufficient clearance when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

Climbing phase

Pilots shall apply two noise abatement procedures during climbing phase:

- noise abatement departure procedure near aerodrome (NADP1);
- noise abatement departure procedure far from aerodrome (NADP2).

The pilot-in-command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

APU

When APU of ACFT, located on stands 1 thru 9 (cargo apron) or 5 thru 21 (SHEREMETYEVO II), is inoperative, it is allowed to start-up the ACFT's right engine directly before the beginning of towing towards the engines start-up position.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
5 DEC 08 **20-2** Eff 18 Dec

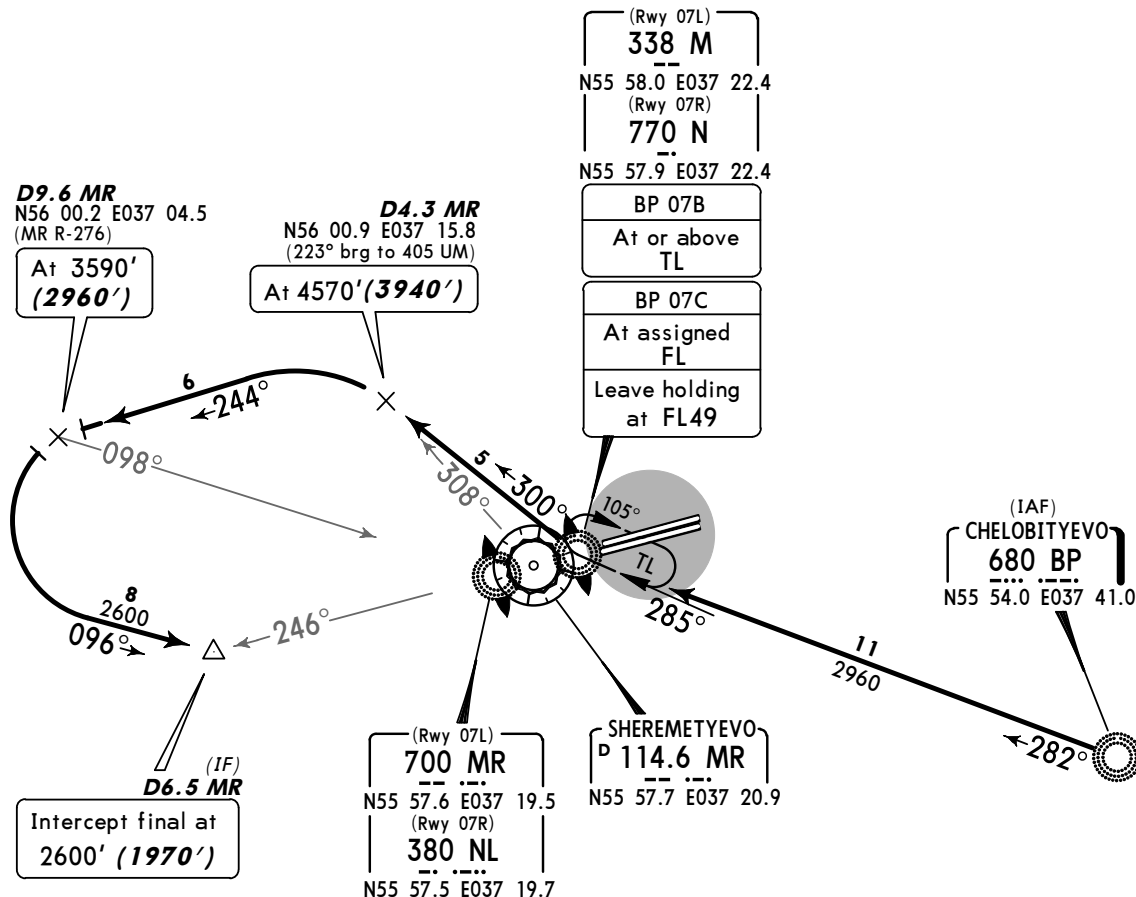
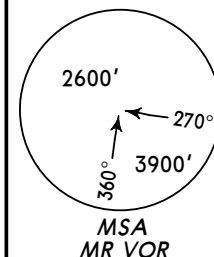
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

CHELOBITYEVO 07 BRAVO (BP 07B)
CHELOBITYEVO 07 CHARLIE (BP 07C)
RWYS 07L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION
FL98 **FL3000m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
3590' (2960' - 900m)
2600' (1970' - 600m)

STAR

ROUTING

BP 07B

On 282° bearing to M/N, turn RIGHT, 300° bearing to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

BP 07C

On 282° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UUEE/SVO
SHEREMETYEVO

JEPPESEN
5 DEC 08 **20-2A** Eff 18 Dec

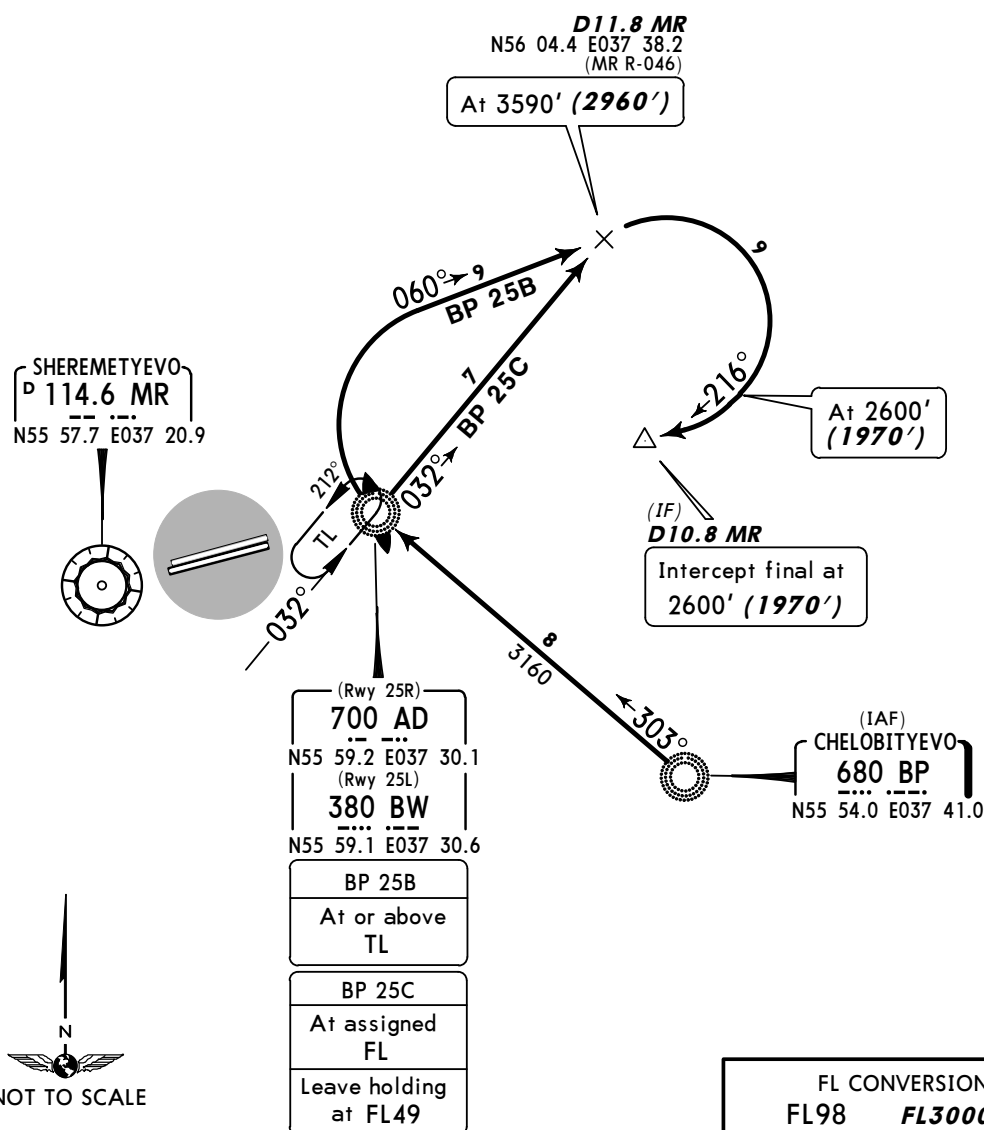
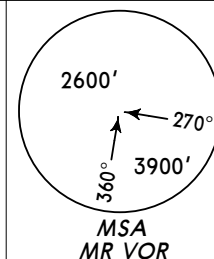
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

CHELOBITYEVO 25 BRAVO (BP 25B)
CHELOBITYEVO 25 CHARLIE (BP 25C)
RWYS 25L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
FL49	FL1500m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2600'	(1970' - 600m)

STAR	ROUTING
BP 25B	On 303° bearing to AD/BW, turn RIGHT, 060° track to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
BP 25C	On 303° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

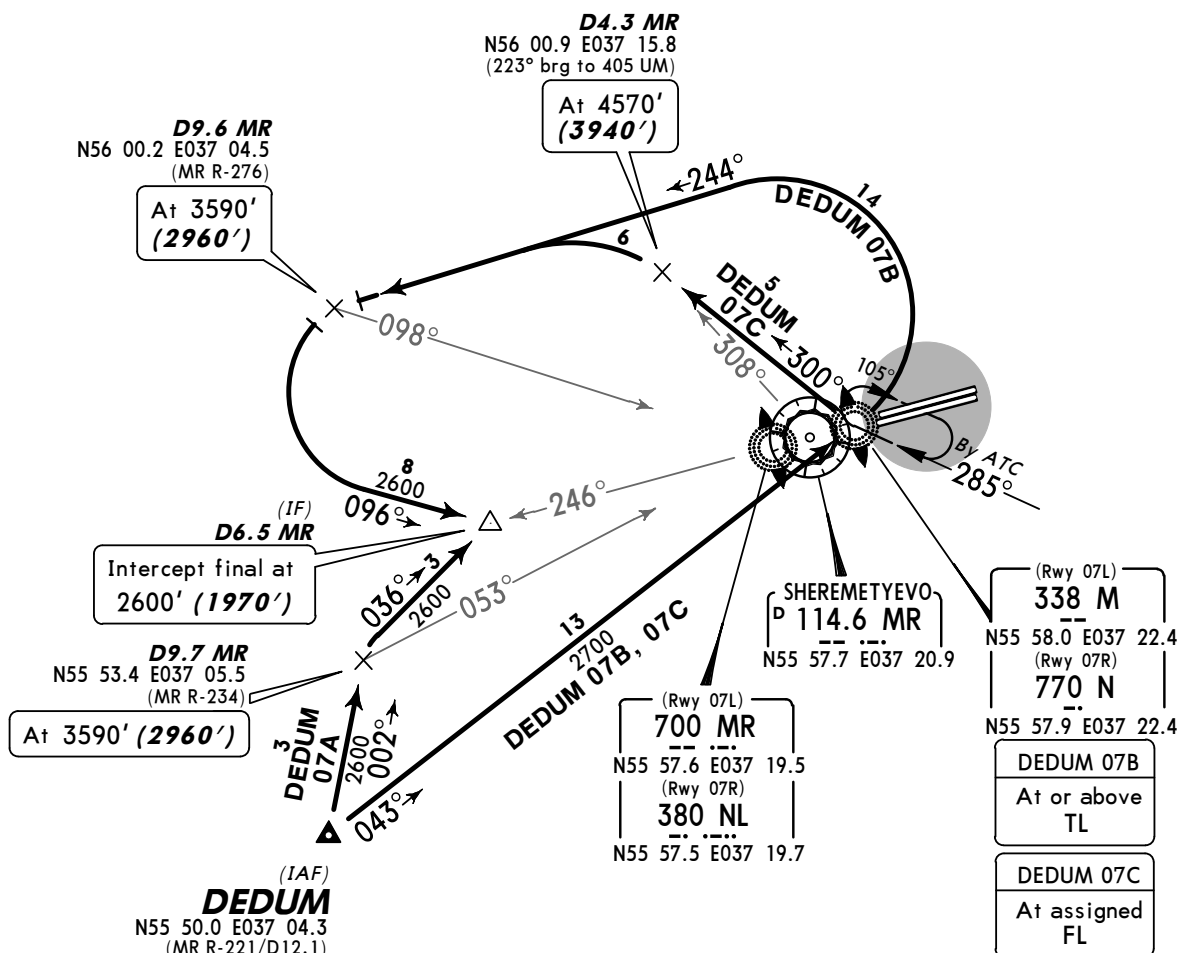
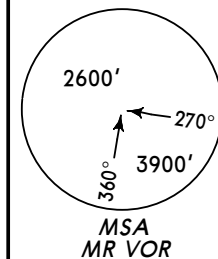
UUEE/SVO
SHEREMETYEVO

JEPPESEN
5 DEC 08 **(20-2B)** Eff 18 Dec

MOSCOW, RUSSIA
STAR

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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DEDUM 07 ALFA (DEDUM 07A) [DEDØ7A]
DEDUM 07 BRAVO (DEDUM 07B) [DEDØ7B]
DEDUM 07 CHARLIE (DEDUM 07C) [DEDØ7C]
RWYS 07L/R ARRIVALS
BY ATC
~~SPEED~~ MAX 270 KT BELOW FL98



STAR	ROUTING
DEDUM 07A	On 002° track to D9.7 MR, turn RIGHT, 036° track, intercept ILS.
DEDUM 07B	On 043° bearing to M/N, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.
DEDUM 07C	On 043° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UUEE/SVO
SHEREMETYEVO

5 DEC 08 **20-2C** Eff 18 Dec

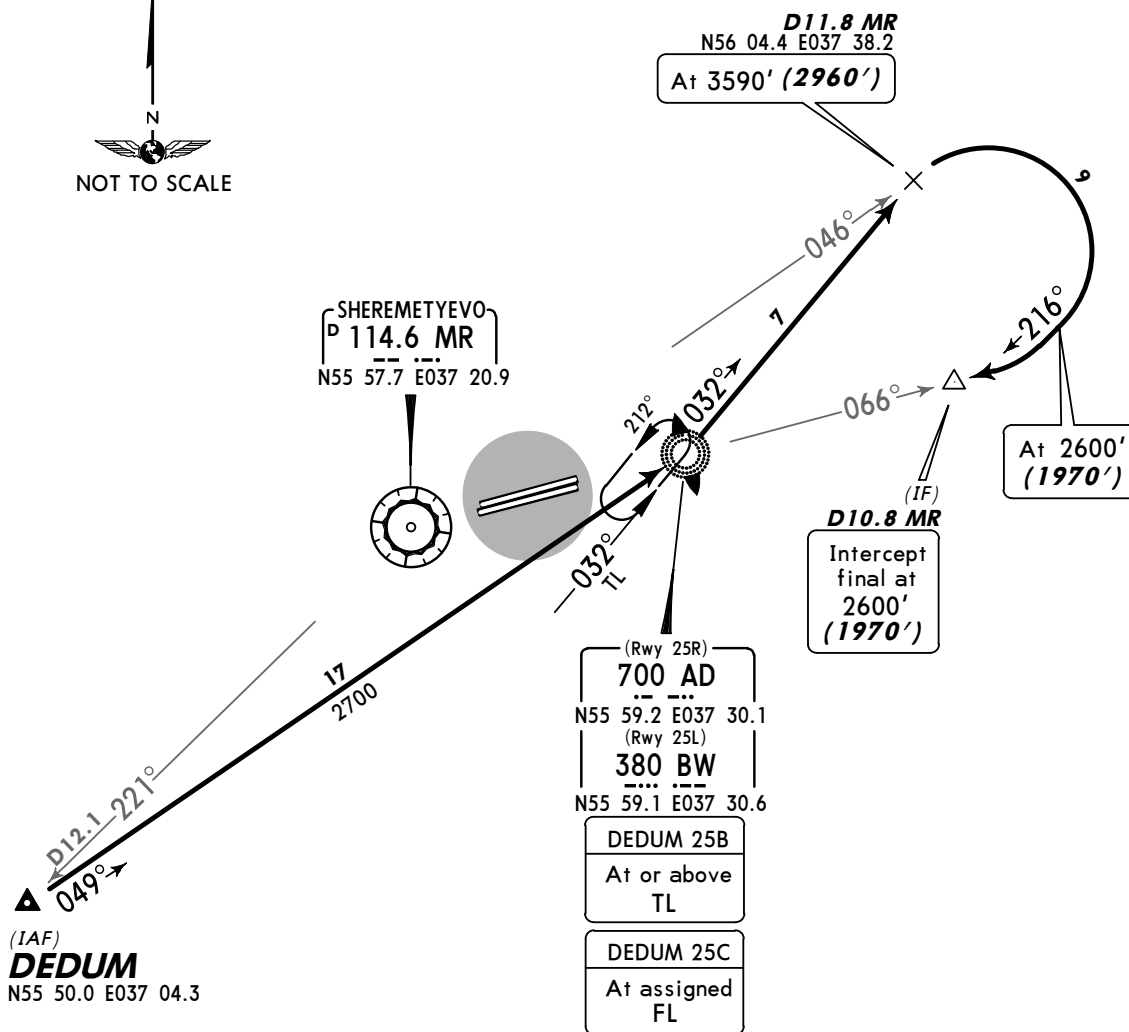
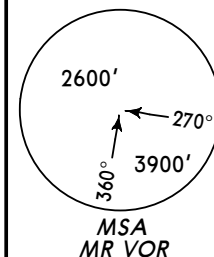
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

DEDUM 25 BRAVO (DEDUM 25B) [DED25B]
DEDUM 25 CHARLIE (DEDUM 25C) [DED25C]
RWYS 25L/R ARRIVALS
BY ATC
SPEED MAX 270 KT BELOW FL98



UUEE/SVO
SHEREMETYEVO

JEPPESEN
5 DEC 08 (20-2D) Eff 18 Dec

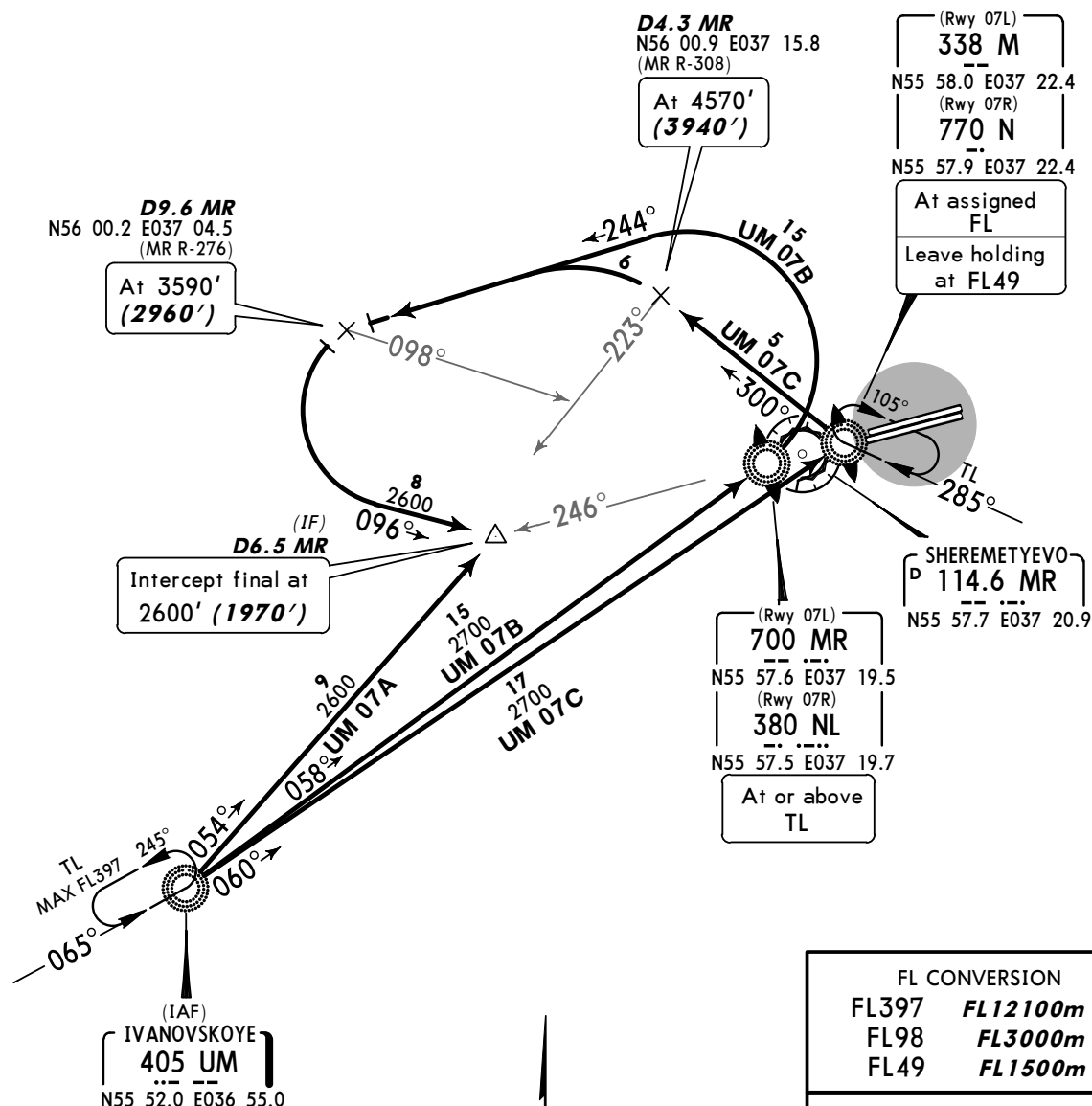
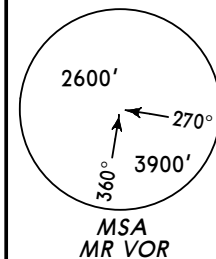
MOSCOW, RUSSIA
STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

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

IVANOVSKOYE 07 ALFA (UM 07A)
IVANOVSKOYE 07 BRAVO (UM 07B)
IVANOVSKOYE 07 CHARLIE (UM 07C)
RWYS 07L/R ARRIVALS
SPEED MAX 270 KT BELOW FL98



FL CONVERSION
FL397 FL12100m
FL98 FL3000m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
3590' (2960' - 900m)
2600' (1970' - 600m)

STAR

ROUTING

UM 07A

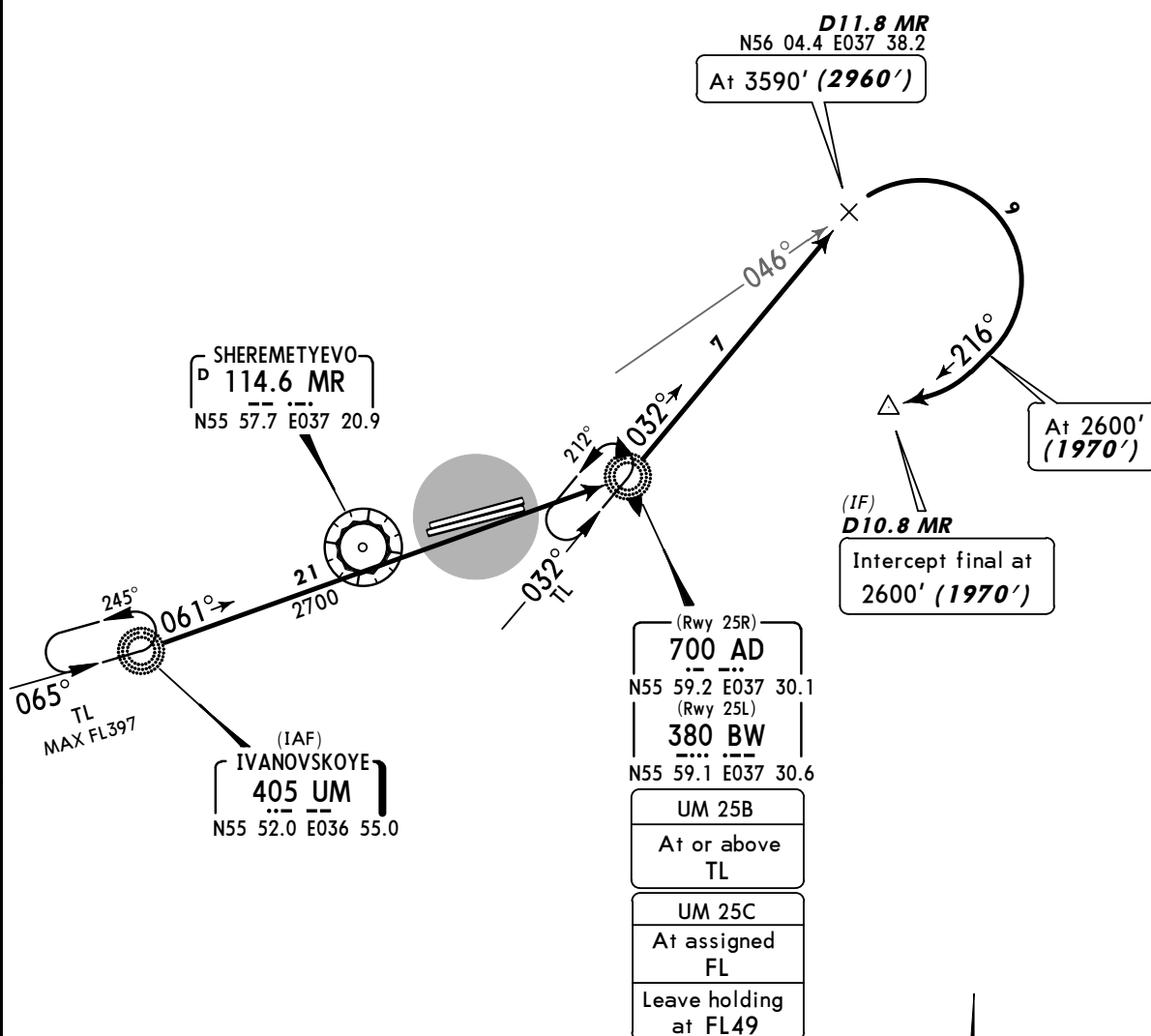
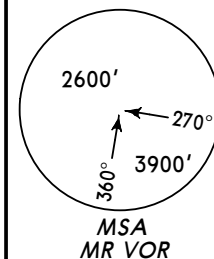
On 054° bearing, intercept ILS.

UM 07B

On 058° bearing to MR/NL, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UM 07C

On 060° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UUEE/SVO
SHEREMETYEVOJEPPESEN
5 DEC 08 **20-2E** Eff 18 DecMOSCOW, RUSSIA
STARATIS
125.12 (Russian 126.37)Apt Elev
630'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.IVANOVSKOYE 25 BRAVO (UM 25B)
IVANOVSKOYE 25 CHARLIE (UM 25C)
RWYS 25L/R ARRIVALS
~~SPEEDS~~ MAX 270 KT BELOW FL98

FL CONVERSION

FL397 **FL12100m**

FL98 **FL3000m**

FL49 **FL1500m**

ALT/HEIGHT CONVERSION

QNH (QFE)

3920' (3290' - 1000m)

3590' (2960' - 900m)

2600' (1970' - 600m)



STAR	ROUTING
UM 25B	On 061° bearing to AD/BW, turn LEFT, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
UM 25C	On 061° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

UUEE/SVO
SHEREMETYEVO

5 DEC 08

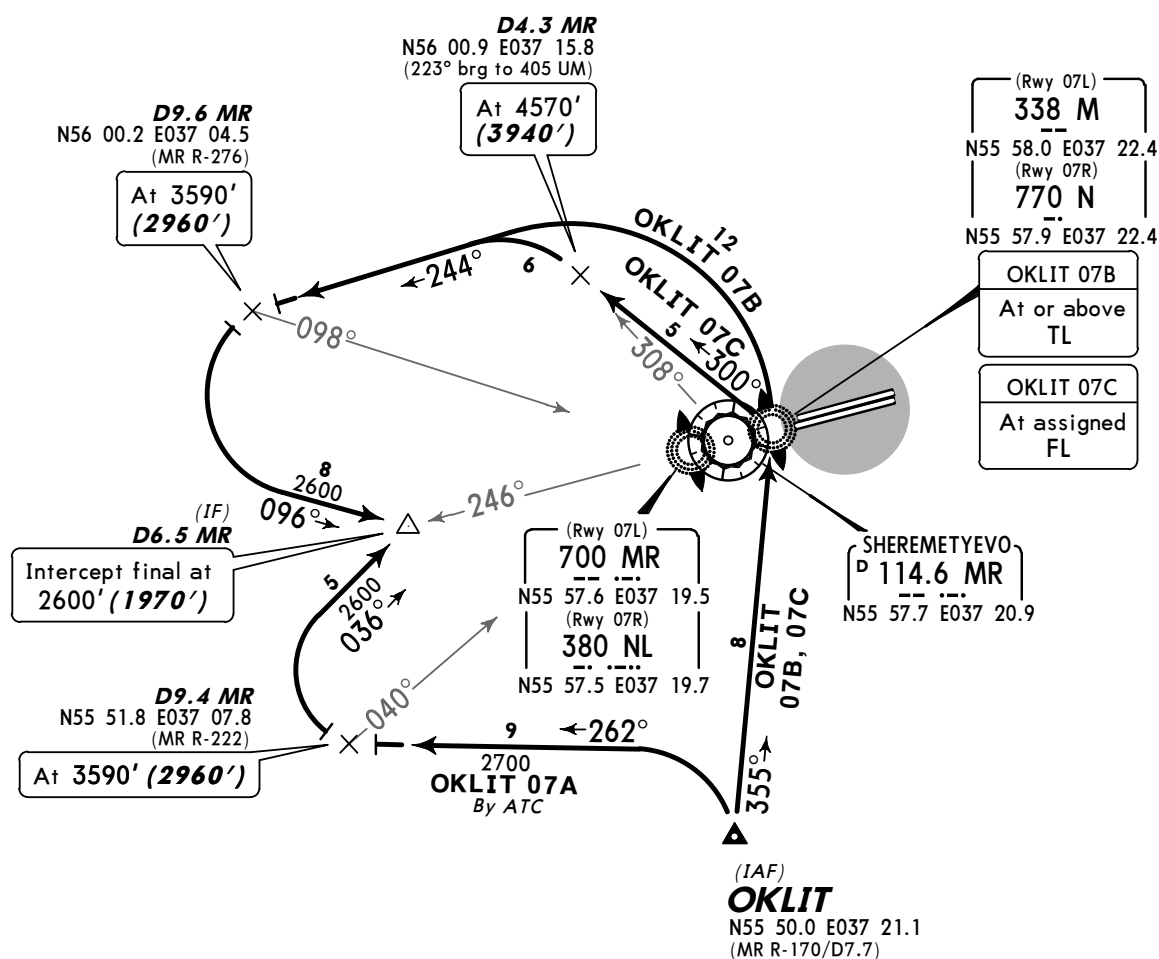
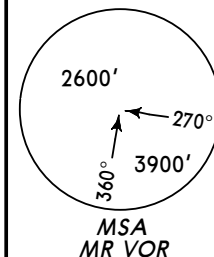
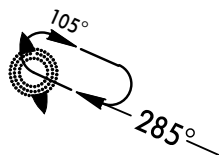
20-2F

Eff 18 Dec

JEPPESEN

MOSCOW, RUSSIA

STAR

ATIS
125.12 (Russian 126.37)Apt Elev
630'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.OKLIT 07 ALFA (OKLIT 07A) [OKLØ7A]
OKLIT 07 BRAVO (OKLIT 07B) [OKLØ7B]
OKLIT 07 CHARLIE (OKLIT 07C) [OKLØ7C]
RWYS 07L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98**HOLDING OVER**
M/N
By ATCFL CONVERSION
FL98 **FL3000m**ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
3590' (2960' - 900m)
2600' (1970' - 600m)

STAR

ROUTING

OKLIT 07A
By ATC

On 262° track to D9.4 MR, turn RIGHT, 036° track, intercept ILS.

OKLIT 07B

On 355° bearing to M/N, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

OKLIT 07C

On 355° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

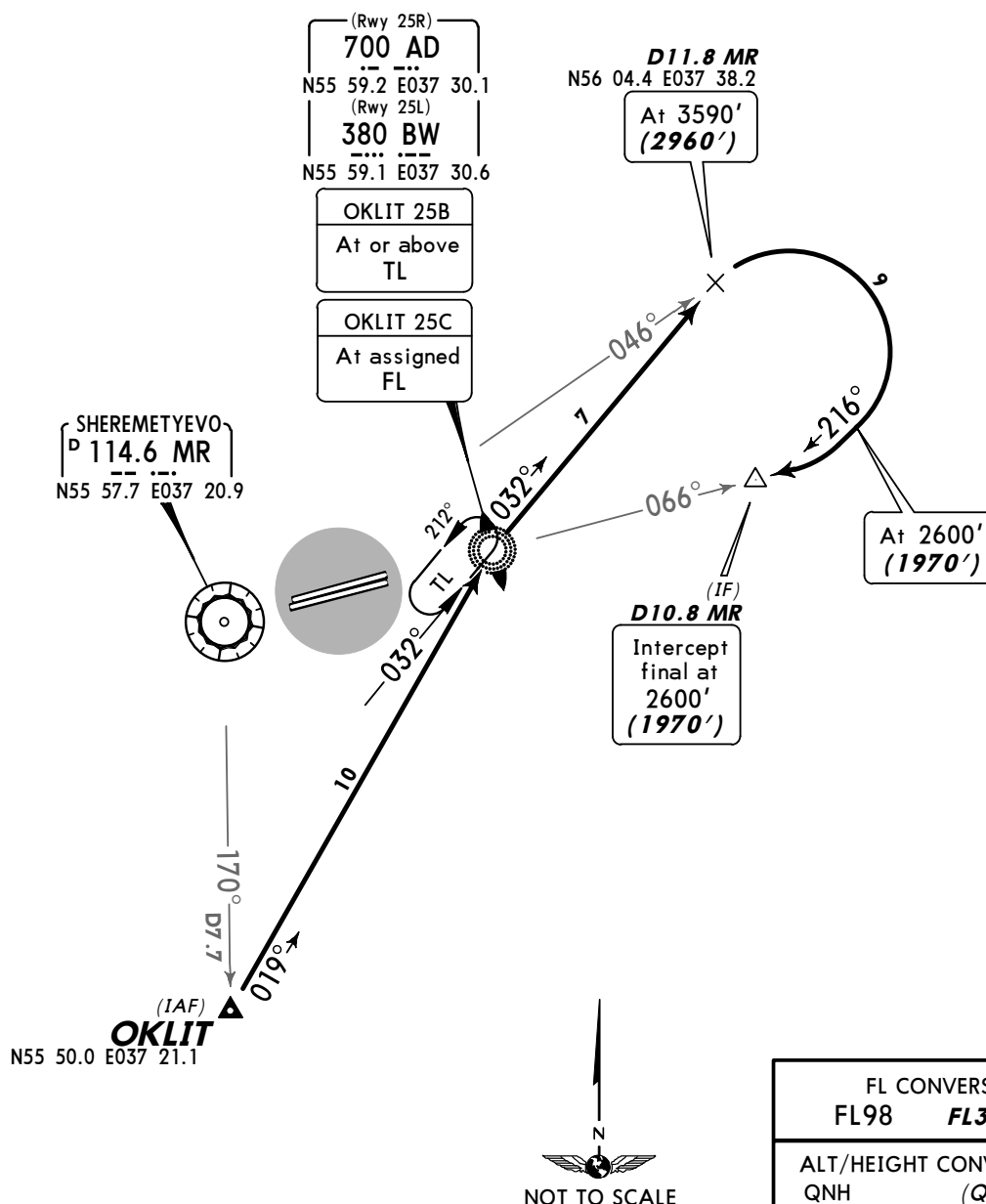
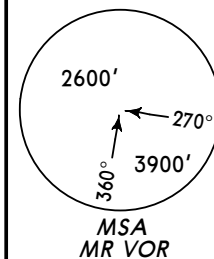
UUEE/SVO
 SHEREMETYEVO

JEPPESEN
 5 DEC 08 (20-2G) Eff 18 Dec

MOSCOW, RUSSIA
 STAR

ATIS 125.12 (Russian 126.37)	Apt Elev 630'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
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OKLIT 25 BRAVO (OKLIT 25B) [OKL25B]
 OKLIT 25 CHARLIE (OKLIT 25C) [OKL25C]
 RWYS 25L/R ARRIVALS
~~SPEED~~ MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	FL3000m
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920'	(3290' - 1000m)
3590'	(2960' - 900m)
2600'	(1970' - 600m)

STAR	ROUTING
OKLIT 25B	On 019° bearing to AD/BW, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
OKLIT 25C	On 019° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

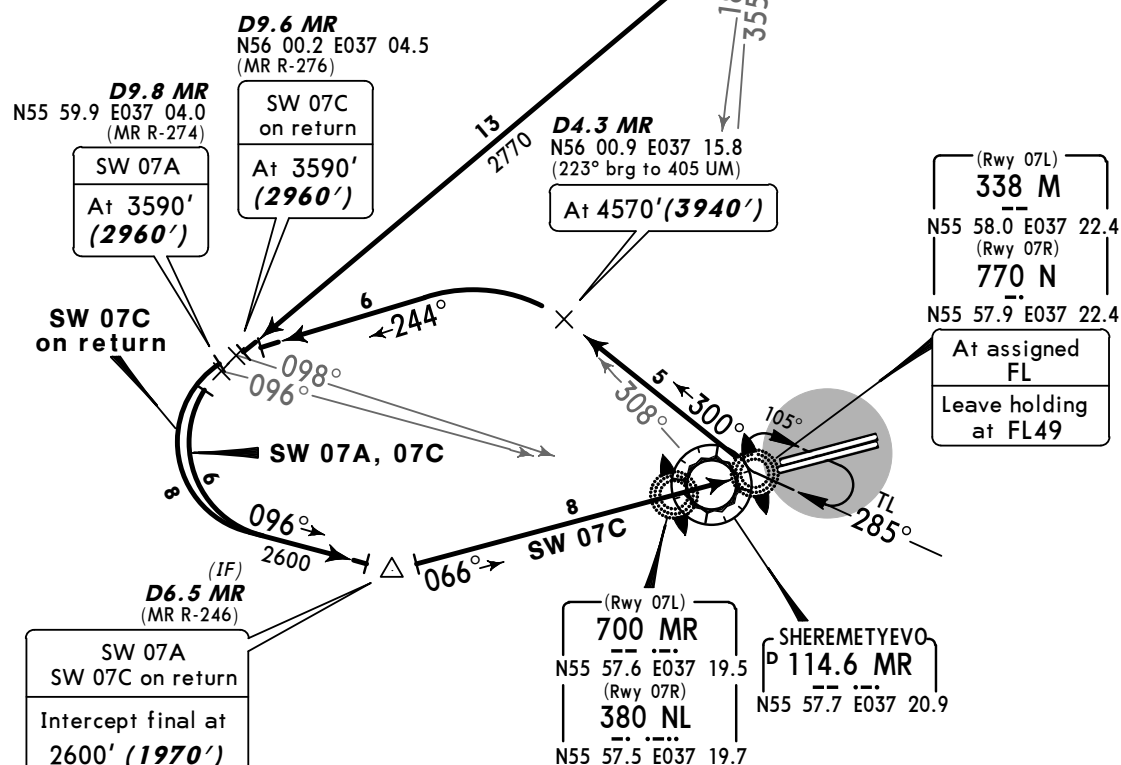
UUEE/SVO
SHEREMETYEVOJEPPesen
5 DEC 08 (20-2H) Eff 18 DecMOSCOW, RUSSIA
STARATIS
125.12 (Russian 126.37)Apt Elev
630'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')
Execute noise abatement procedures according to
ICAO Annex 16, DOC 8168.SAVELOVO 07 ALFA (SW 07A)
SAVELOVO 07 CHARLIE (SW 07C)
RWYS 07L/R ARRIVALS
SPEED MAX 270 KT BELOW FL98

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

SW 07A

This STAR shall also be carried out in
case of RCF after entering MOSCOW Area.

▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501

FL CONVERSION
FL397 **FL12100m**
FL98 **FL3000m**
FL49 **FL1500m**ALT/HEIGHT CONVERSION
QNH (QFE)
4570' (3940' - 1200m)
3920' (3290' - 1000m)
3590' (2960' - 900m)
2600' (1970' - 600m)

STAR

SW 07A

On 180° bearing to D11.7 MR, turn RIGHT, 221° track to D9.8 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

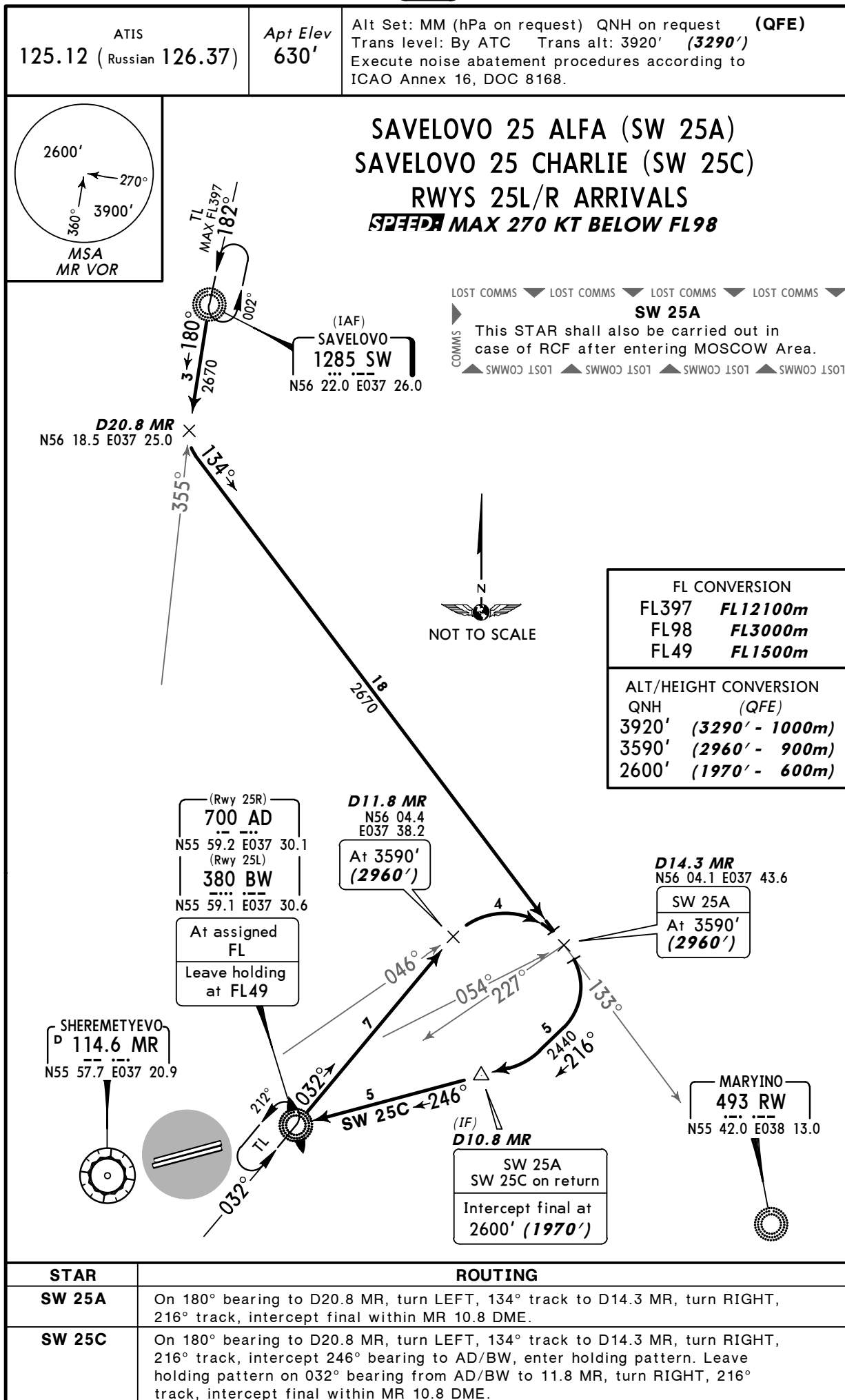
SW 07C

On 180° bearing to D11.7 MR, turn RIGHT, 221° track to D9.8 MR, turn LEFT, 096° track to D6.5 MR, turn LEFT, intercept 066° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D4.3 MR, turn LEFT, 244° track to D9.6 MR, turn LEFT, 096° track to D6.5 MR, then carry out instrument approach procedure.

UUEE/SVO
SHEREMETYEVOJEPPESEN
5 DEC 08 (20-2J) Eff 18 Dec

MOSCOW, RUSSIA

STAR



UUEE/SVO
SHEREMETYEVO

10 OCT 08

20-2K

Eff 23 Oct

MOSCOW, RUSSIA

STAR

ATIS
125.12 (Russian 126.37)

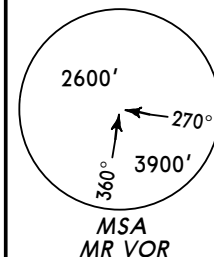
Apt Elev
630'

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

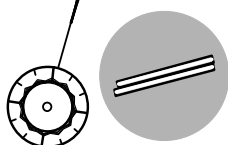
VINLI 25 ALFA (VINLI 25A) [VIN25A]
RWYS 25L/R ARRIVAL

BY ATC

SPEED MAX 270 KT BELOW FL98



SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9



(Rwy 25R)
700 AD
N55 59.2 E037 30.1
(Rwy 25L)
380 BW
N55 59.1 E037 30.6

(IF)
D10.8 MR
Intercept final at
2600' (1970')

D12.4 MR
N55 59.3 E037 42.7
At 2600' (1970')

METIS
N55 55.0 E037 44.6

(IAF)
VINLI
N55 52.0 E037 51.0
At FL59

MARYINO
493 RW
N55 42.0 E038 13.0

FL CONVERSION
FL98 FL3000m
FL59 FL1800m

ALT/HEIGHT CONVERSION
QNH (QFE)
3920' (3290' - 1000m)
2600' (1970' - 600m)



ROUTING

Continue on 300° bearing from RW to METIS, turn RIGHT, 336° track to D12.4 MR, turn LEFT, 246° track, intercept final within MR 10.8 DME.

UUEE/SVO
SHEREMETYEVO

10 OCT 08

20-2L

Eff 23 Oct

MOSCOW, RUSSIA

STAR

ATIS
125.12 (Russian 126.37)

Apt Elev
630'

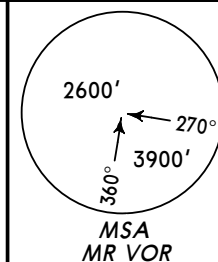
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 3920' (3290')

COMMUNICATION FAILURE PROCEDURES

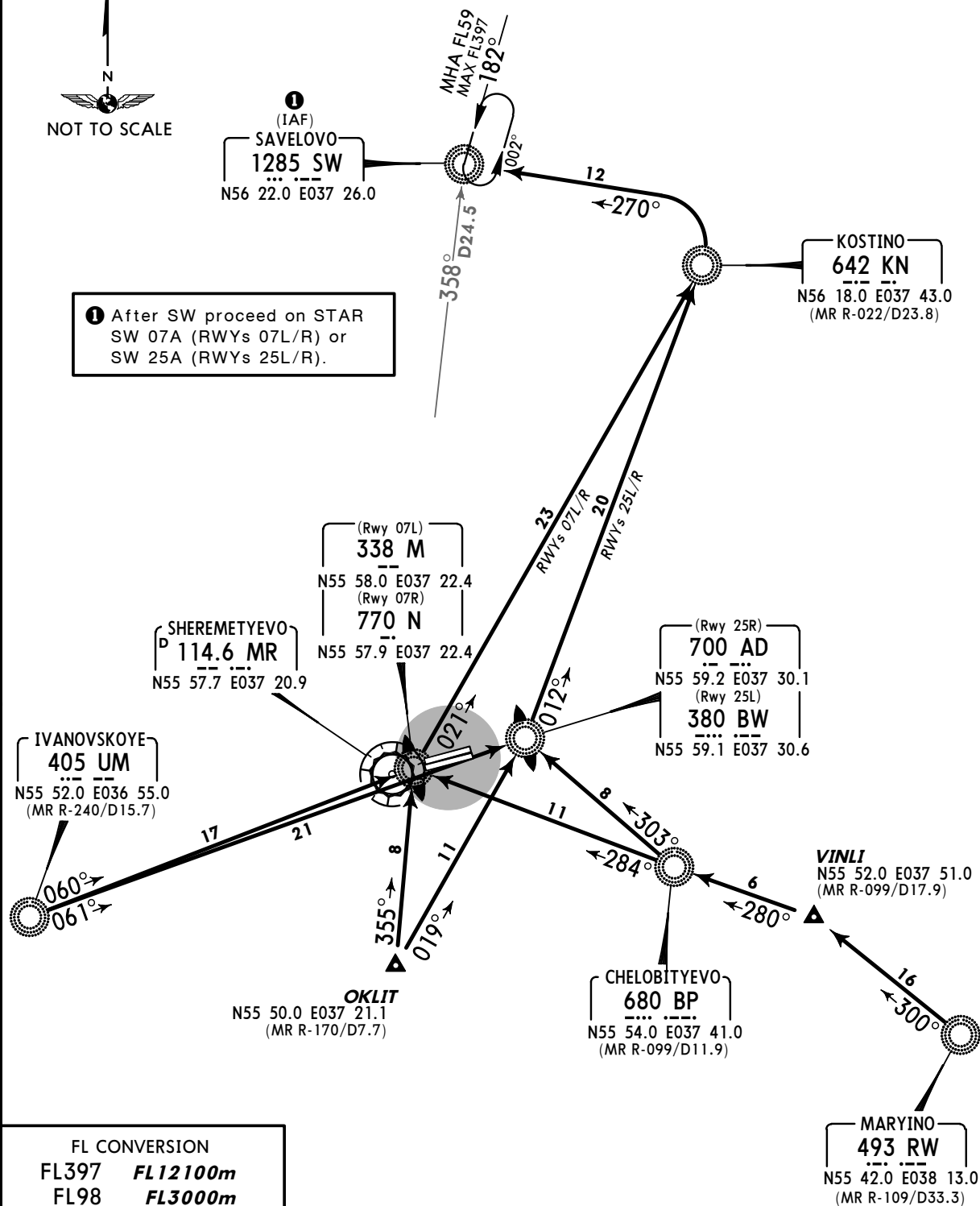
RWYS 07L/R, 25L/R

AFTER ENTERING MOSCOW AREA

SPEED MAX 270 KT BELOW FL98



① After SW proceed on STAR
SW 07A (RWYs 07L/R) or
SW 25A (RWYs 25L/R).



FL CONVERSION
FL397 **FL12100m**
FL98 **FL3000m**
FL59 **FL1800m**

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

UUEE/SVO
SHEREMETYEVO

25 JUL 08

20-3

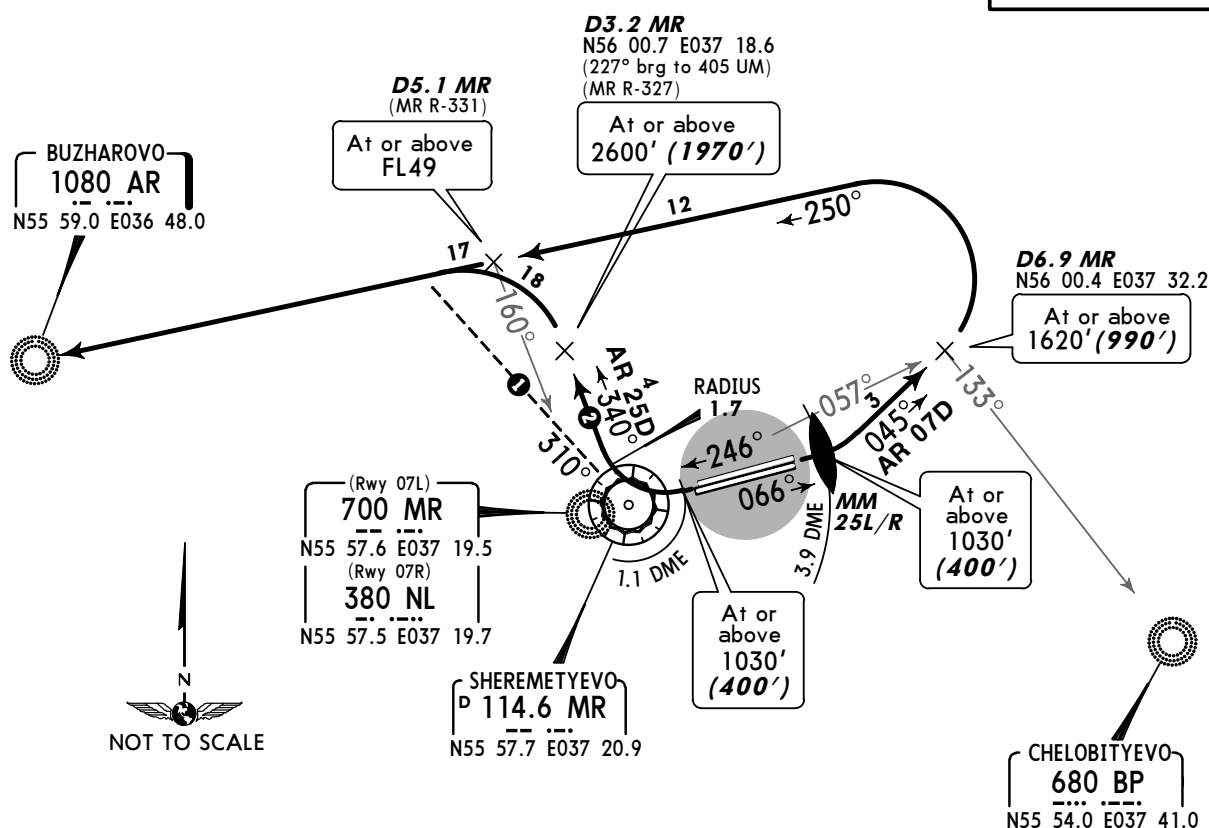
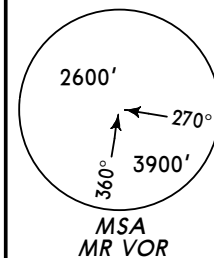
Eff 31 Jul

MOSCOW, RUSSIA

SID

SHEREMETYEVO Radar 118.1	Apt Elev 630'	QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290') 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.
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BUZHAROVO 07 DELTA (AR 07D)
BUZHAROVO 25 DELTA (AR 25D)
RWYS 07L/R, 25L/R DEPARTURES
SPEED MAX 270 KT BELOW FL98



- Do not overfly MR R-310.
- It is strictly prohibited to fly on track less than 340° until D3.2 MR if not required for flight safety.

These SIDs require minimum climb gradients of

AR 07D: 334' per NM (5.5%).

AR 25D: 365' per NM (6%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671
365' per NM	456	608	911	1215	1519	1823

QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
2600'	(1970' - 600m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION
FL49 FL1500m
FL98 FL3000m

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
AR 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 250° bearing to AR climbing to assigned FL.
AR 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D3.2 MR, turn LEFT, intercept 250° bearing to AR climbing to assigned FL.

UUEE/SVO
SHEREMETYEVO

25 JUL 08

JEPPESEN

(20-3A)

Eff 31 Jul

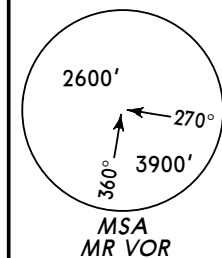
MOSCOW, RUSSIA

SID

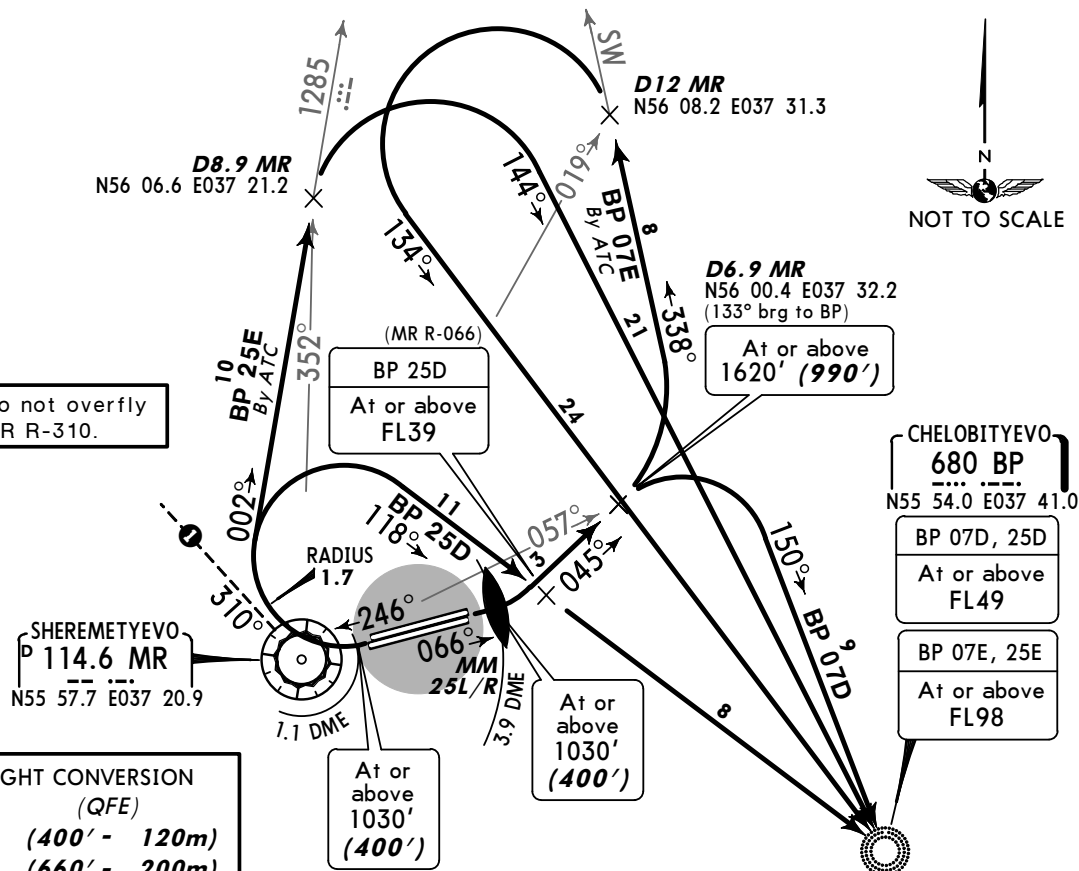
SHEREMETYEVO
Radar
118.1Apt Elev
630'

QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290')
 1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.

CHELOBITYEVO 07 DELTA (BP 07D)
 CHELOBITYEVO 25 DELTA (BP 25D)
 CHELOBITYEVO 07 ECHO (BP 07E)
 CHELOBITYEVO 25 ECHO (BP 25E)
 RWYS 07L/R, 25L/R DEPARTURES
~~SPEEDS~~ MAX 270 KT BELOW FL98



1 Do not overfly
MR R-310.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION	
FL39	FL1200m
FL49	FL1500m
FL98	FL3000m

These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
BP 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn RIGHT, intercept 150° bearing to BP.
BP 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 118° bearing to BP.
BP 07E By ATC	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 338° bearing towards SW, at D12 MR turn LEFT, intercept 134° bearing to BP.
BP 25E By ATC	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 002° bearing towards SW, at D8.9 MR turn RIGHT, intercept 144° bearing to BP climbing to assigned FL.

UUEE/SVO
SHEREMETYEVO

10 OCT 08

(20-3B)

Eff 23 Oct

MOSCOW, RUSSIA

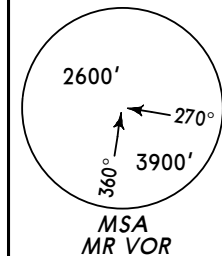
SID

SHEREMETYEVO
Radar
118.1Apt Elev
630'

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

1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.

DEDUM 07 DELTA (DEDUM 07D) [DED07D]
DEDUM 25 DELTA (DEDUM 25D) [DED25D]
RWYS 07L/R, 25L/R DEPARTURES
BY ATC
SPEED MAX 270 KT BELOW FL98

D6.9 MR
N56 01.7 E037 10.9DEDUM 07D
At or above
FL69DEDUM 25D
At or above
FL49D3.2 MR
N56 00.7 E037 18.7
(227° brg to 405 UM)
(MR R-328)At or above
2600' (1970')D6.9 MR
N56 00.4 E037 32.2At or above
1620' (990')

700 MR
N55 57.6 E037 19.5
380 NL
N55 57.5 E037 19.7

SHEREMETYEVO
P 114.6 MR
N55 57.7 E037 20.9

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

DEDUM
N55 50.0 E037 04.3

- 1 Do not overfly MR R-310.
- 2 It is strictly prohibited to fly on track less than 340° until D3.2 MR if not required for flight safety.

These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
2600'	(1970' - 600m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION	
FL49	FL1500m
FL69	FL2100m
FL98	FL3000m

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
DEDUM 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to R-057/D6.9 MR, turn LEFT, 249° track to R-296/D6.9 MR, turn LEFT, 180° track to DEDUM, climbing to assigned FL.
DEDUM 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D3.2 MR, turn LEFT, 249° track to R-296/D6.9 MR, turn LEFT, 180° track to DEDUM, climbing to assigned FL.

CHANGES: None.

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UUEE/SVO
SHEREMETYEVO

10 OCT 08

(20-3C)

Eff 23 Oct

MOSCOW, RUSSIA

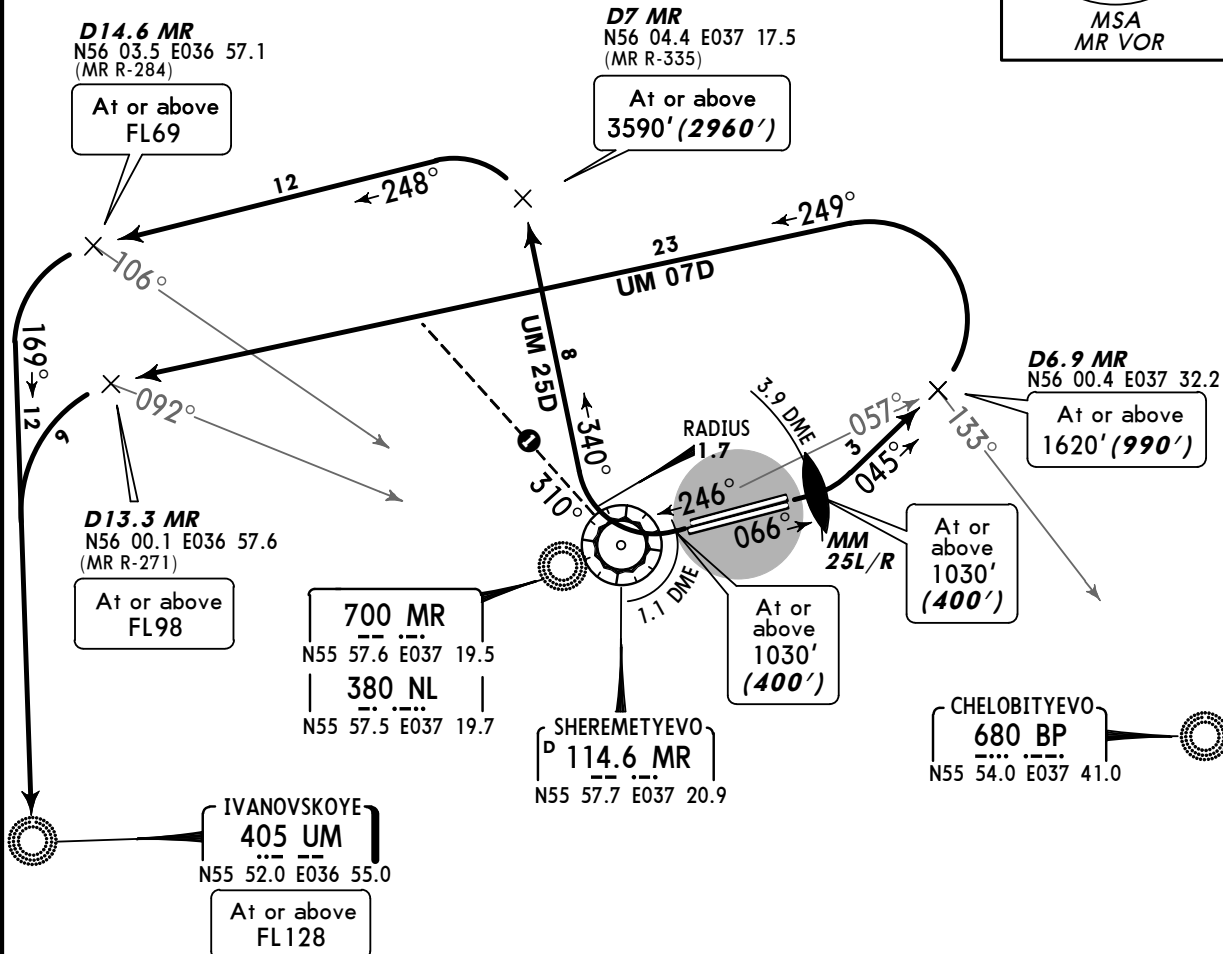
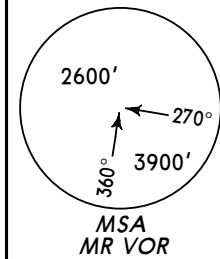
SID

SHEREMETYEVO
Radar
118.1

Apt Elev
630'

QNH on request (QFE) Trans level: By ATC Trans alt: 3920' (3290')
1. Contact SHEREMETYEVO Radar immediately after passing 1290' (660'). 2. Execute turns up to 1620' (990') with a bank angle of 15°, from 1620' (990') up to 3590' (2960') with a bank angle of 20° and from 3590' (2960') with a bank angle of 25°. 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.

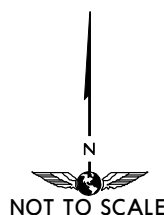
IVANOVSKOYE 07 DELTA (UM 07D)
IVANOVSKOYE 25 DELTA (UM 25D)
RWYS 07L/R, 25L/R DEPARTURES
SPEED MAX 270 KT BELOW FL98



1 Do not overfly MR R-310.

These SIDs require a minimum climb gradient of 365' per NM (6%).

Gnd speed-KT	75	100	150	200	250	300
365' per NM	456	608	911	1215	1519	1823



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION	
FL69	FL2100m
FL98	FL3000m
FL128	FL3900m

Initial climb clearance 3590' (2960')

SID	RWY	ROUTING
UM 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, 249° track to D13.3 MR, turn LEFT to UM.
UM 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D7 MR, turn LEFT, 248° track to D14.6 MR, turn LEFT, 169° track to UM.

UUEE/SVO
SHEREMETYEVO

22 AUG 08

JEPPESEN

MOSCOW, RUSSIA

SID

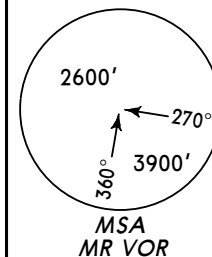
SHEREMETYEVO
Radar
118.1

Apt Elev
630'

QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920' **(3290')**
1. Contact SHERMETYEVO Radar immediately after passing 1290' (660'). **2.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.

KOSTINO 07 DELTA (KN 07D)
KOSTINO 25 DELTA (KN 25D)
RWYS 07L/R, 25L/R DEPARTURES
~~SPEED~~ MAX 270 KT BELOW FL98

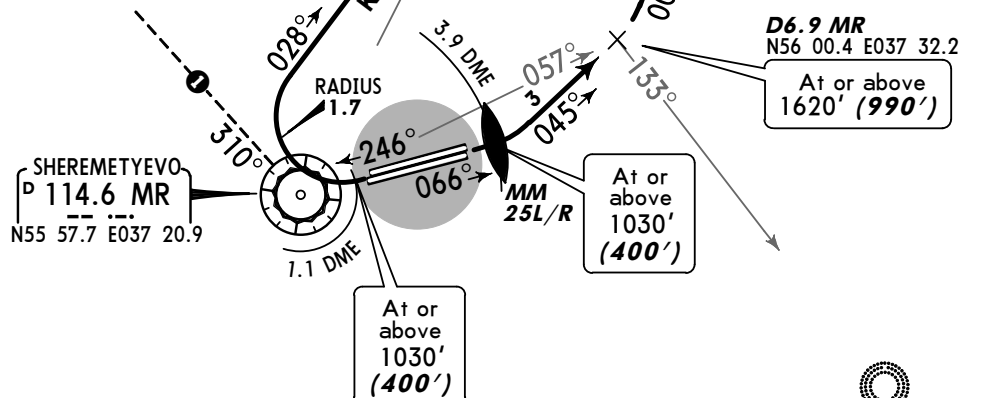
KOSTINO
642 KN
N56 18.0 E037 43.0



1 Do not overfly MR R-310.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1030'	(400' - 120m)
1290'	(660' - 200m)
1620'	(990' - 300m)
3590'	(2960' - 900m)
3920'	(3290' - 1000m)

FL CONVERSION
FL49 *FL1500m*
FL98 *FL3000m*



These SIDs require a minimum climb gradient of 334' per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

Initial climb clearance 3590' (**2960'**)

SID	RWY	ROUTING
KN 07D	07L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 009° bearing to KN climbing to assigned FL.
KN 25D	25L/R	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 028° bearing to KN climbing to assigned FL.

UUEE/SVO

Apt Elev **630'**
N55 58.3 E037 24.9

JEPPESEN

27 FEB 09

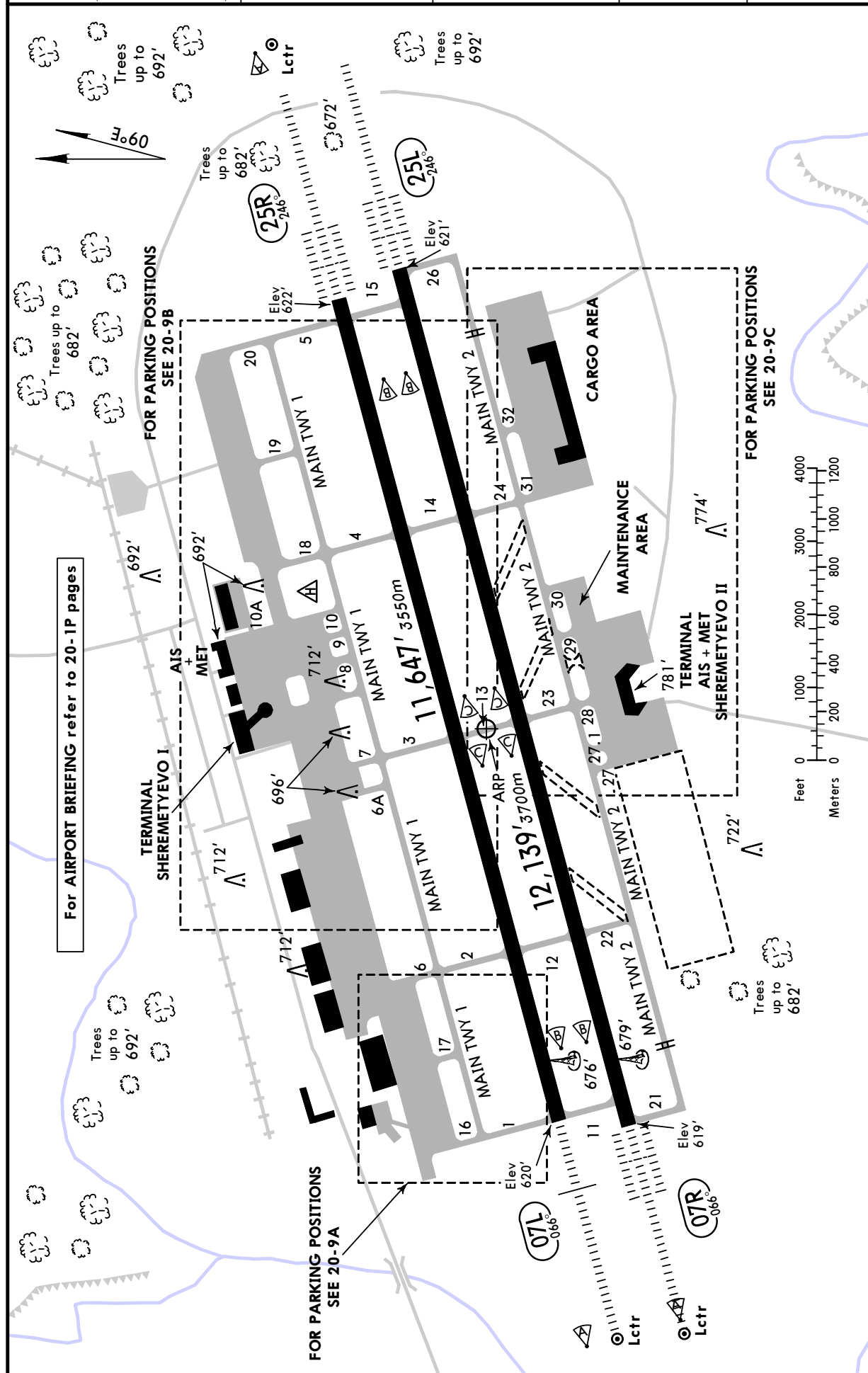
(20-9)

Eff 12 Mar

MOSCOW, RUSSIA

SHEREMETYEVO

ATIS	SHEREMETYEVO-1 Ground RWY 07L/25R	SHEREMETYEVO-2 Ground RWY 07R/25L	Tower RWY 07L/25R	Tower RWY 07R/25L
125.12 (Russian 126.37)	119.0	121.8	131.5	120.7



UUEE/SVO

JEPPESEN

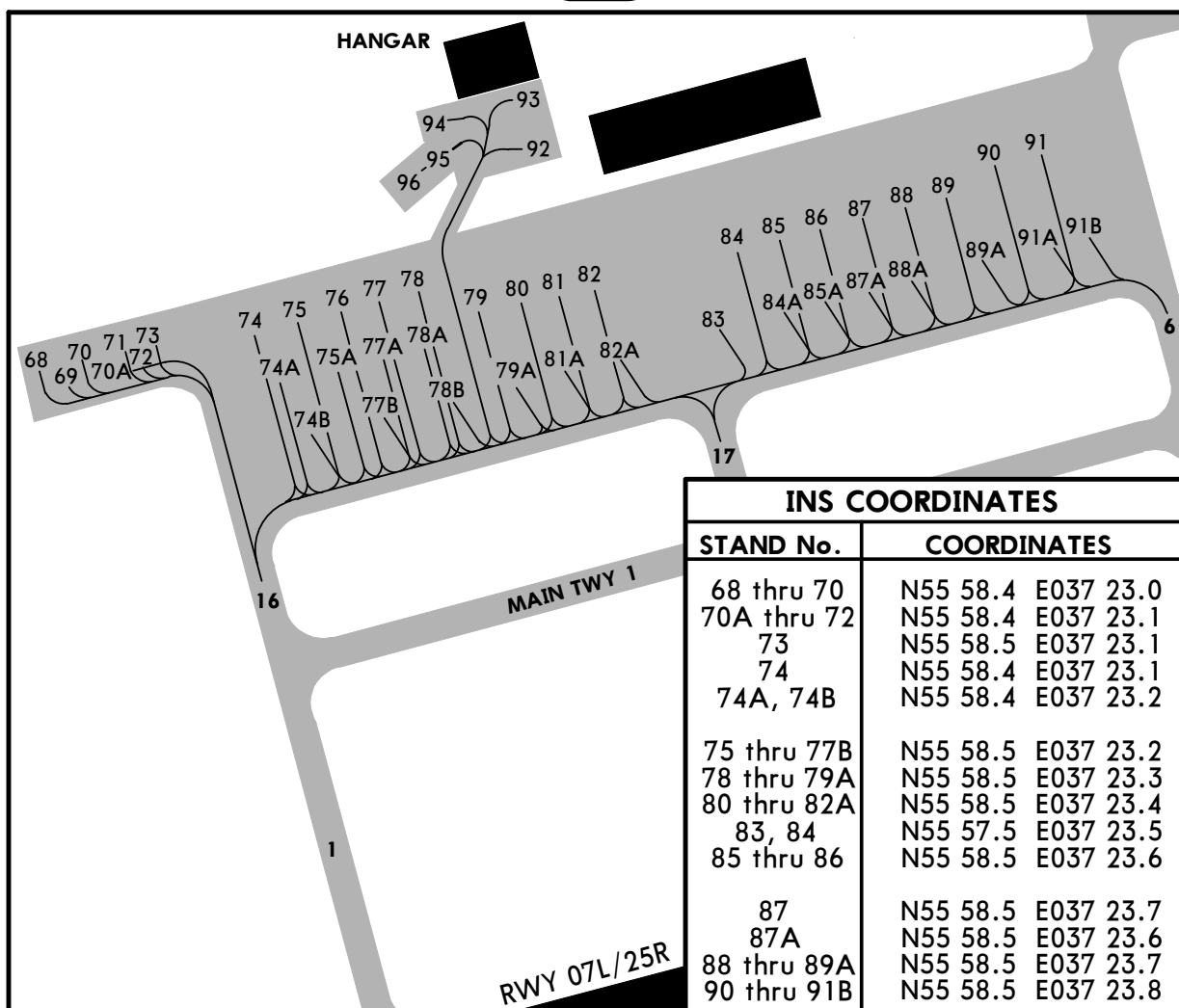
27 FEB 09

20-9A

Eff 12 Mar

MOSCOW, RUSSIA

SHEREMETYEVO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
07L	HIRL (60m) CL (15m) HIALS PAPI-L (2.98°) RVR		10,689' 3258m	1	197' 60m
25R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (2.98°) RVR		10,499' 3200m		

1 TAKE-OFF RUN AVAILABLE

RWY 07L:

From rwy head	11,647' (3550m)
twy 1/11 int	11,611' (3539m)
twy 2/12 int	8612' (2625m)

RWY 25R:

From rwy head	11,647' (3550m)
twy 5/15 int	11,444' (3488m)
twy 4/14 int	9183' (2799m)

07R	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (2.98°) RVR	11,079' 3377m	2	197' 60m
25L	HIRL (60m) CL (15m) HIALS-II PAPI-L (2.98°) RVR	10,899' 3322m		

2 TAKE-OFF RUN AVAILABLE

RWY 07R:

From rwy head	12,139' (3700m)
twy 11 int	11,775' (3589m)
twy 12/22 int	8766' (2672m)

RWY 25L:

From rwy head	12,139' (3700m)
twy 15 int	11,788' (3593m)
twy 14/24 int	9511' (2899m)

TAKE-OFF

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

CHANGES: None.

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UUEE/SVO

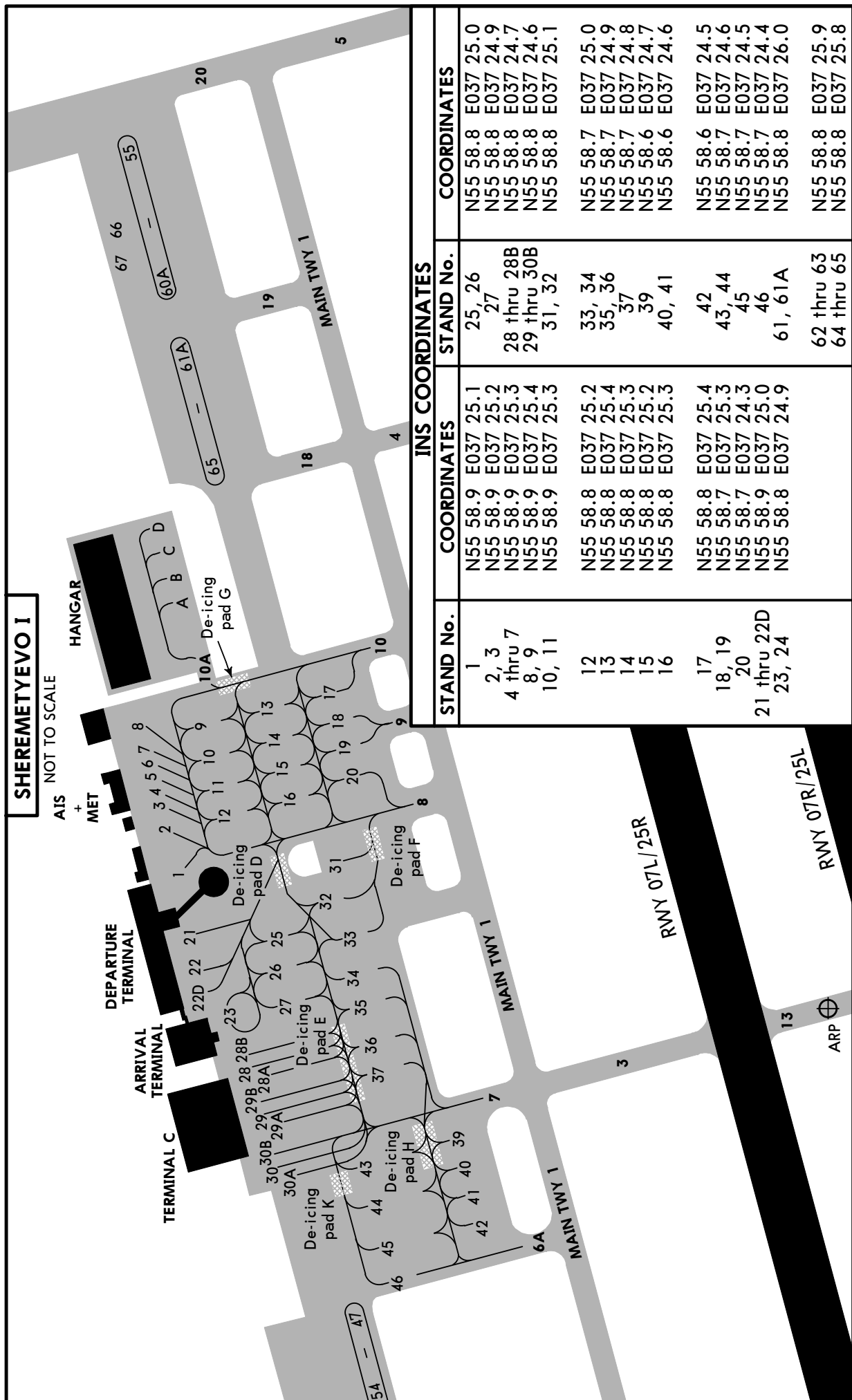


3 APR 09

(20-9B)

Eff 9 Apr

MOSCOW, RUSSIA
SHERÉMETYEVO



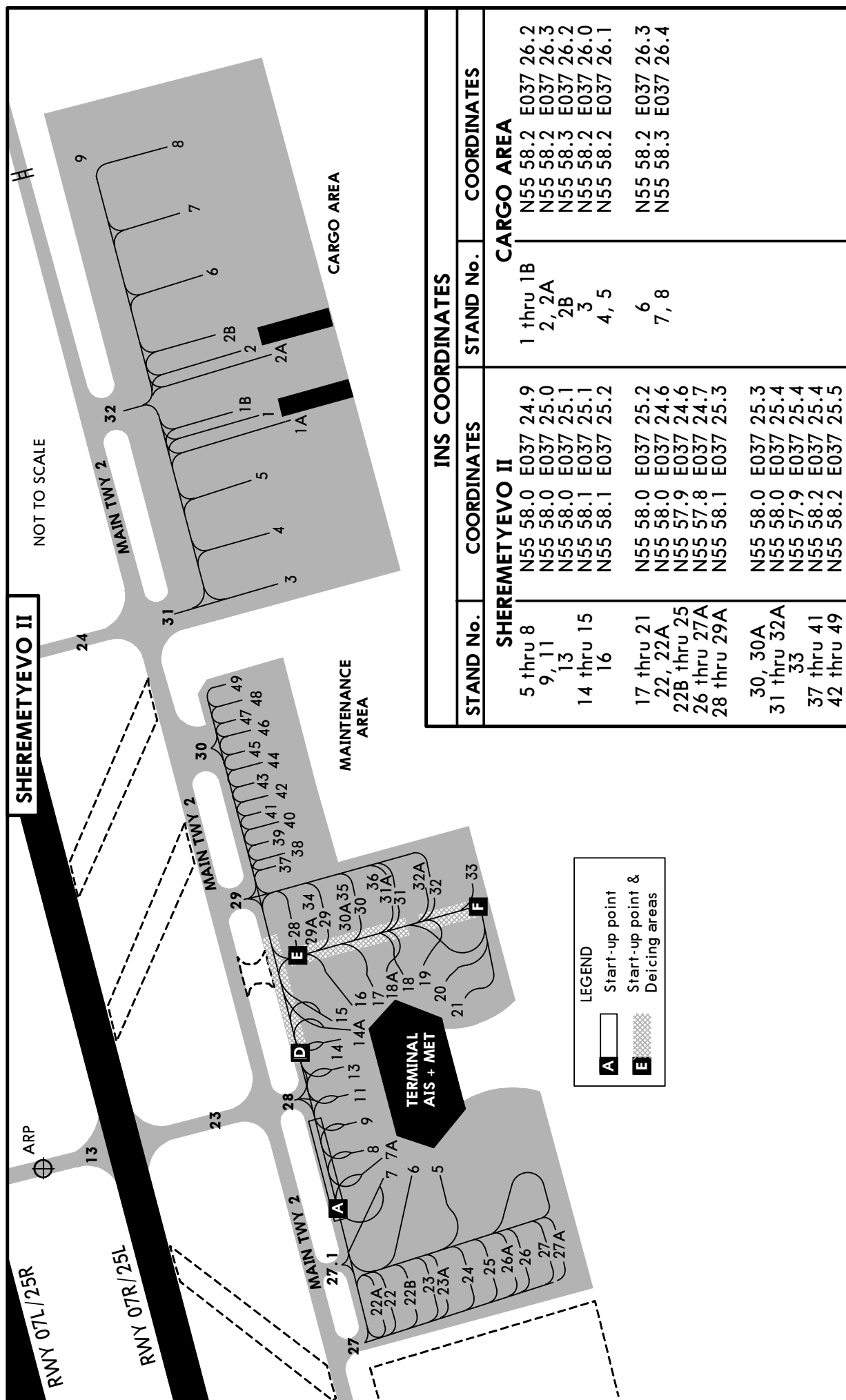
CHANGES: De-icing pad designation.

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UUEE/SVO

JEPP ESEN
3 APR 09 20-9C Eff 9 Apr

MOSCOW, RUSSIA
SHEREMETYEVO

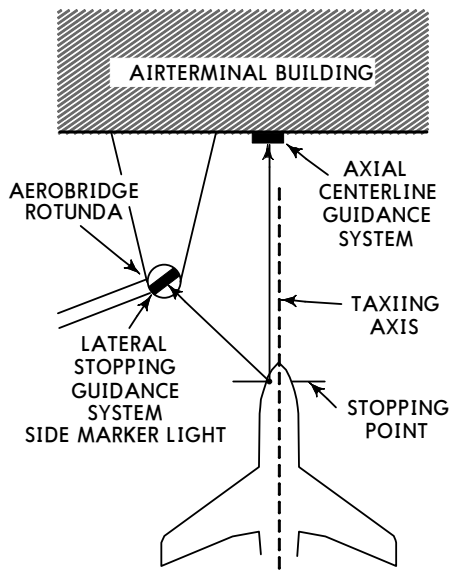


UUEE/SVO

JEPPESEN
2 MAY 08 (20-9D) Eff 8 May

MOSCOW, RUSSIA
SHEREMETYEVO

STAND ENTRY GUIDANCE SYSTEM

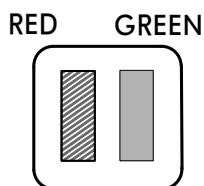


CAUTION

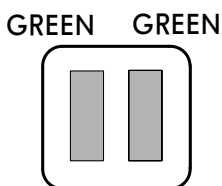
The system is aligned with the LEFT hand pilot's seat only.

After entering the Axial light unit area taxiing should be carried out so as to see green light in both splits of the unit. When acft is to the LEFT or RIGHT of the axial line the pilot observes the red light in the LEFT or RIGHT split of the axial light unit respectively. To join the axial line the pilot should turn to the green light side. At 66'/20m before aerobridge the pilot should pay attention to the Lateral light unit. This time the pilot will observe the red light in the LEFT split and green in the RIGHT one. The pilot should stop the acft when the red light in the LEFT split becomes green abruptly. The stopping position is correct if both the Axial and Lateral light units show green light in their splits.

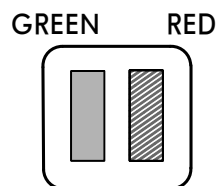
AXIAL CENTERLINE GUIDANCE



LEFT of centerline



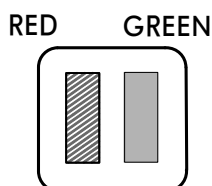
Aircraft on centerline



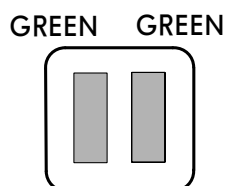
RIGHT of centerline

Acft type B-747 should use the axial light unit marked "747".

SIDE MARKER LIGHT



LATERAL SIDE MARKER LIGHT
Prior to reaching stopping position



AXIAL & LATERAL LIGHT UNIT
Correct stopping position is reached

UUEE/SVO


JEPPESEN
 3 APR 09
 Eff 9 Apr **(20-9S)**
Standard
MOSCOW, RUSSIA
 SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
07L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	PAR	837' (217')	846' (226')	856' (236')	866' (246')
	<i>ALS out</i>	R750m R1200m	R750m R1200m	R750m R1200m	R750m R1300m
	VOR DME ①	990' (370')	990' (370')	990' (370')	990' (370')
	<i>ALS out</i>	R1000m R1500m	R1000m R1500m	R1000m R1700m	R1400m R1700m
	VOR	1570' (950')	1570' (950')	1570' (950')	1570' (950')
07R	<i>ALS out</i>	C3800m C4500m	C3800m C4500m	C4000m C4700m	C4000m C4700m
	NDB ①	970' (350')	970' (350')	970' (350')	970' (350')
	<i>ALS out</i>	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
	CAT 2 ILS	717' (100')	717' (100')	717' (100')	717' (100')
		RA 107' R350m	RA 107' R350m	RA 107' R350m	RA 107' R350m
	ILS	817' (200')	817' (200')	817' (200')	817' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
07R	PAR	840' (223')	850' (233')	860' (243')	869' (252')
	<i>ALS out</i>	R750m R1200m	R750m R1200m	R750m R1300m	R750m R1300m
	VOR DME ①	990' (373')	990' (373')	990' (373')	990' (373')
	<i>ALS out</i>	R1000m R1500m	R1000m R1500m	R1000m R1700m	R1000m R1700m
	VOR	1570' (953')	1570' (953')	1570' (953')	1570' (953')
	<i>ALS out</i>	C4000m C4700m	C4000m C4700m	C4200m C4900m	C4200m C4900m
	NDB	970' (353')	970' (353')	970' (353')	970' (353')
	<i>ALS out</i>	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m

① Continuous Descent Final Approach.

UUEE/SVO


JEPPESSEN
 3 APR 09
 Eff 9 Apr **(20-9S1)**
Standard
MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
25L	ILS	820'(200')	820'(200')	820'(200')	820'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	PAR	824'(204')	834'(214')	844'(224')	854'(234')
		R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	2 NDB ❶	980'(360')	980'(360')	980'(360')	980'(360')
		R900m	R900m	R900m	R900m
25R	ALS out	R1500m	R1500m	R1600m	R1600m
	1 NDB ❶❷	990'(370')	990'(370')	990'(370')	990'(370')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	1 NDB ❸	1400'(780')	1400'(780')	1400'(780')	1400'(780')
		C3100m	C3100m	C3300m	C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m
	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	722'(100')	722'(100')	722'(100')	722'(100')
		RA103' R350m	RA103' R350m	RA103' R350m	RA103' R350m
	ILS	822'(200')	822'(200')	822'(200')	822'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	PAR	827'(205')	837'(215')	846'(224')	856'(234')
		R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	2 NDB ❶	980'(358')	980'(358')	980'(358')	980'(358')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	1 NDB ❶❷	990'(368')	990'(368')	990'(368')	990'(368')
		R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	1 NDB ❸	1400'(778')	1400'(778')	1400'(778')	1400'(778')
		C3100m	C3100m	C3300m	C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m

❶ Continuous Descent Final Approach.

❷ with D8.3

❸ w/o D8.3

TAKE-OFF RWY 07L/R, 25L/R

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

UUEE/SVO

JEPPESEN

JAA MINIMUMS

21 JUL 06

20-9X

Eff 3 Aug

MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
07L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	837' (217')	846' (226')	856' (236')	866' (246')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	990' (370')	990' (370')	990' (370')	990' (370')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	1570' (950')	1570' (950')	1570' (950')	1570' (950')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	970' (350')	970' (350')	970' (350')	970' (350')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	CAT 2 ILS	717' (100')	717' (100')	717' (100')	717' (100')
		RA 107' R350m	RA 107' R350m	RA 107' R350m	RA 107' R350m
	ILS	817' (200')	817' (200')	817' (200')	817' (200')
		R550m	R550m	R550m	R550m
07R	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	840' (223')	850' (233')	860' (243')	869' (252')
		R600m	R600m	R600m	R650m
	ALS out	R1000m	R1000m	R1000m	R1200m
	VOR DME	990' (373')	990' (373')	990' (373')	990' (373')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	1570' (953')	1570' (953')	1570' (953')	1570' (953')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	970' (353')	970' (353')	970' (353')	970' (353')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m

UUEE/SVO

JEPPESEN

JAA MINIMUMS

21 JUL 06

20-9X1

Eff 3 Aug

MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
25L	ILS	820' (200')	820' (200')	820' (200')	820' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	827' (207')	837' (217')	846' (226')	856' (236')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB	980' (360')	980' (360')	980' (360')	980' (360')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB with FAF	990' (370')	990' (370')	990' (370')	990' (370')
	ALS out	R900m	R1000m	R1000m	R1400m
25R		R1500m	R1500m	R1800m	R2000m
	1 NDB w/o FAF	1400' (780')	1400' (780')	1400' (780')	1400' (780')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	CAT 2 ILS	722' (100')	722' (100')	722' (100')	722' (100')
		RA 103' R350m	RA 103' R350m	RA 103' R350m	RA 103' R350m
	ILS	822' (200')	822' (200')	822' (200')	822' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	827' (205')	837' (215')	846' (224')	856' (234')
		R600m	R600m	R600m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB	980' (358')	980' (358')	980' (358')	980' (358')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB with FAF	990' (368')	990' (368')	990' (368')	990' (368')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB w/o FAF	1400' (778')	1400' (778')	1400' (778')	1400' (778')
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 07L/R, 25L/R

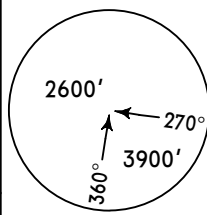
	LVP must be in Force				NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

UUEE/SVO
SHEREMETYEVO

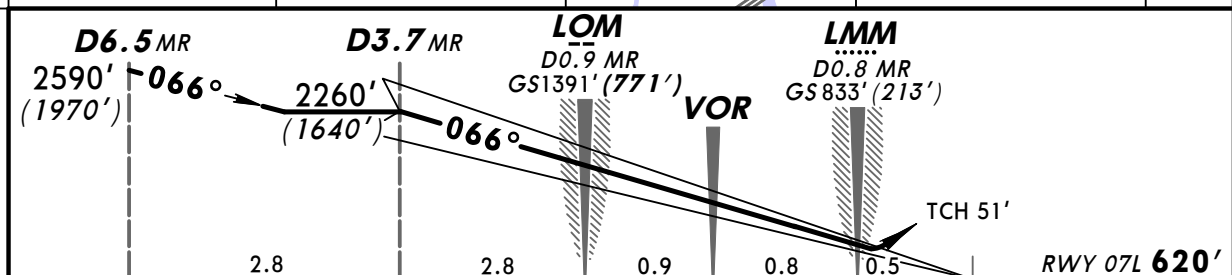
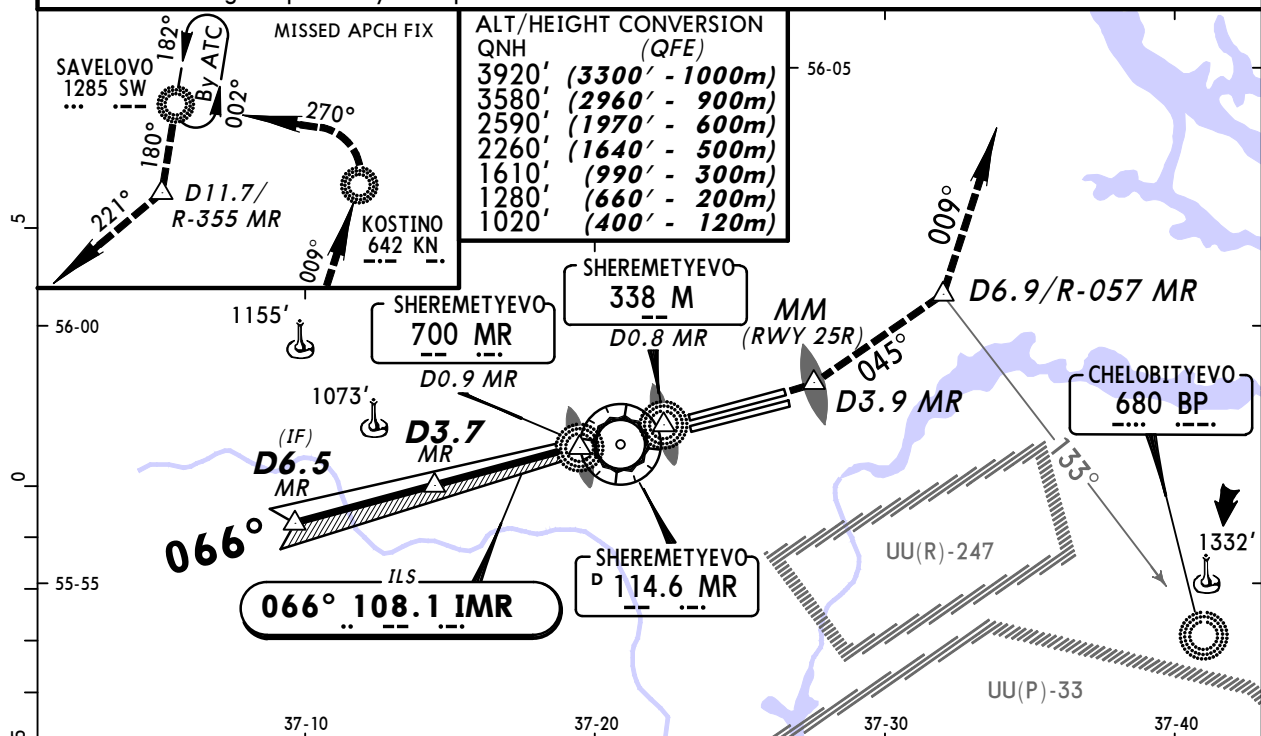
JEPPESEN
12 OCT 07
Eff 25 Oct (21-1)

MOSCOW, RUSSIA
ILS DME or PAR Rwy 07L

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5		
Ground 119.0 121.8						
LOC IMR 108.1	Final Apch Crs 066°	GS LOM 1391' (771')	ILS DA(H) 820' (200')	Apt Elev 630' RWY 620'		
RADAR			PAR DA(H) Refer to Minimums			
MISSED APCH: Climb on 066° to D3.9 MR at or above 1020' (400'), then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 MR turn LEFT onto 009° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.						MSA MR VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')
Interference on glide path may be expected under VMC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS		1020' (400') or above on 066°	D3.9 MR
ILS or PAR GS	2.98°	374	481	535	641	748	855	PAPI		

STRAIGHT-IN LANDING RWY 07L					
ILS		LOC (GS out)		PAR	
DA(H) 820' (200')				A: 837' (217') C: 856' (236') B: 846' (226') D: 866' (246')	
FULL	ALS out			ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
D					

CHANGES: Missed apch. MHA.

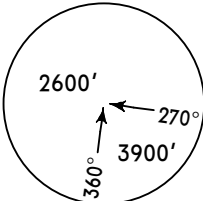
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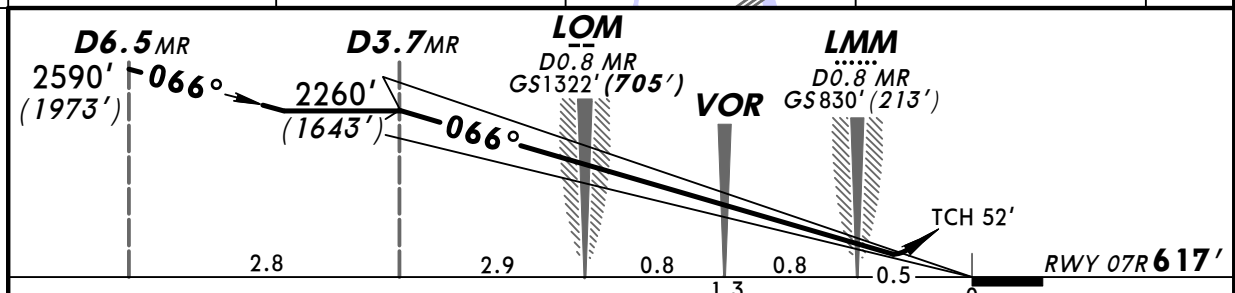
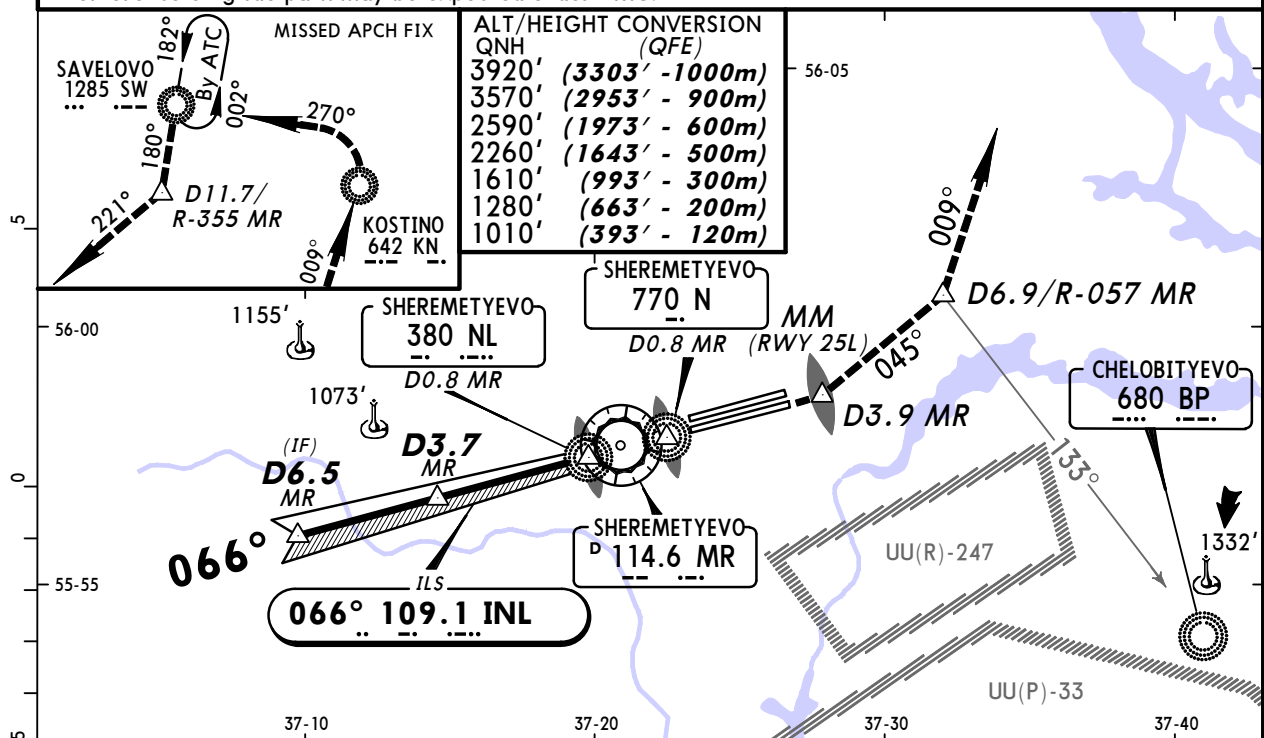
UUEE/SVO
SHEREMETYEVO

JEPPESEN
12 OCT 07
Eff 25 Oct (21-2)

MOSCOW, RUSSIA
ILS DME or PAR Rwy 07R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7		
Ground 119.0 121.8						
LOC INL 109.1	Final Apch Crs 066°	GS LOM 1322' (705')	ILS DA(H) 817' (200')	Apt Elev 630' RWY 617'		
RADAR			PAR DA(H) Refer to Minimums			
MISSED APCH: Climb on 066° to D3.9 MR at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 MR turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303') Interference on glide path may be expected under VMC.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1010' (393') on or above	066°	D3.9 MR
ILS or PAR GS	2.98°	374	481	535	641	748	855	PAPI			

STRAIGHT-IN LANDING RWY 07R							PAR	
ILS			LOC (GS out)		DA(H)		A: 840' (223')	C: 860' (243')
DA(H) 817' (200')							B: 850' (233')	D: 869' (252')
FULL	TDZ or CL out	ALS out			TDZ or CL out	ALS out		
A								
B								
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	
D								

CHANGES: Missed apch. MHA.

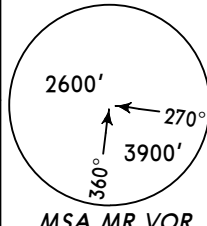
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UUEE/SVO
SHEREMETYEVO

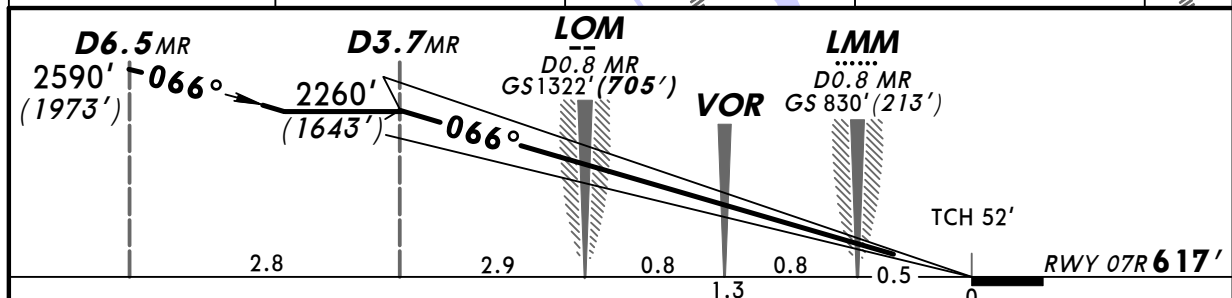
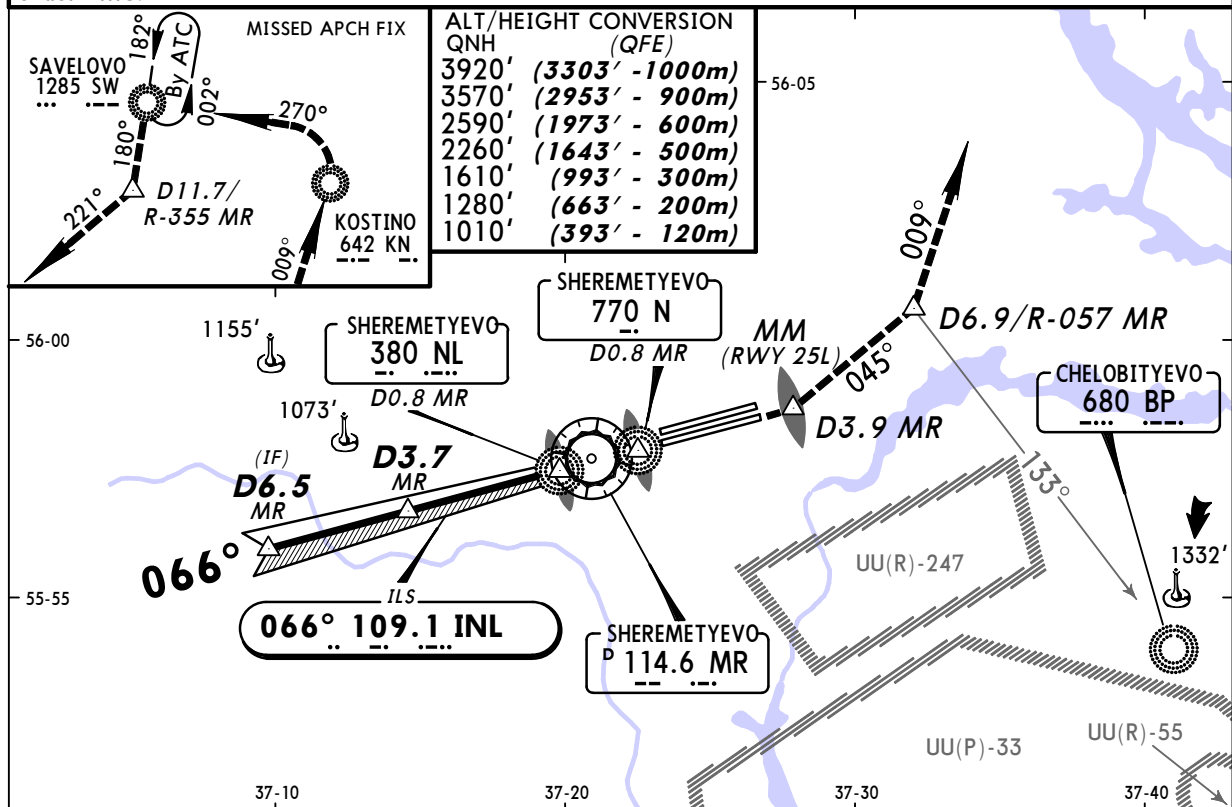
JEPPESEN
12 OCT 07
Eff 25 Oct 21-2A

MOSCOW, RUSSIA
CAT II ILS DME Rwy 07R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
LOC INL 109.1	Final Apch Crs 066°	GS LOM 1322' (705')	CAT II ILS RA 107' DA(H) 717' (100')	Apt Elev 630' RWY 617'	
MISSED APCH: Climb on 066° to D3.9 MR at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 MR turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303')
1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1010' (393') or above on 066°	D3.9 MR
GS	2.98°	374	481	535	641	748			

STRAIGHT-IN LANDING RWY 07R
CAT II ILS
ABCD
RA 107'
DA(H) 717' (100')

RVR 350m

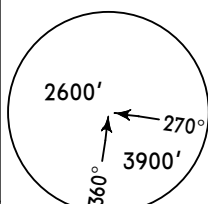
PANS OPS

UUEE/SVO
SHEREMETYEVO

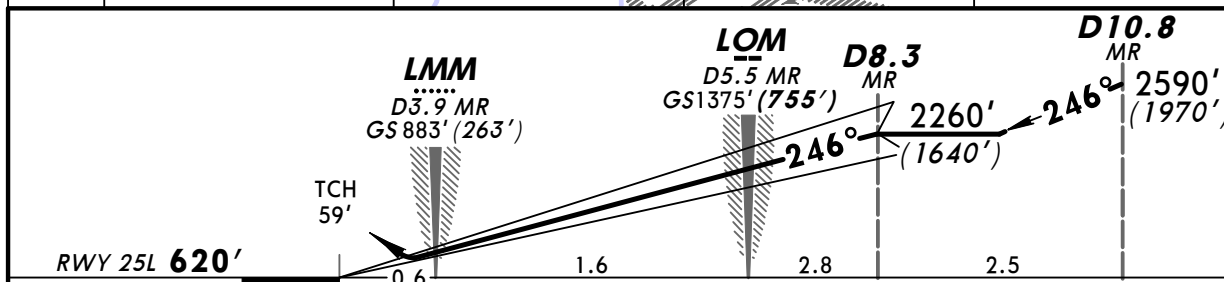
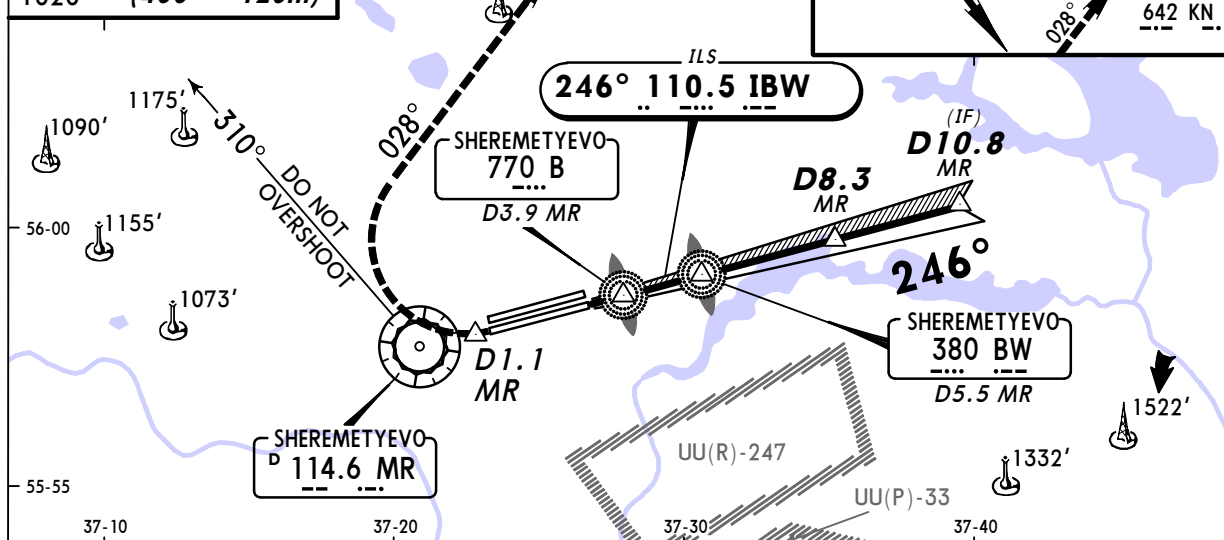
JEPPESEN
12 OCT 07
Eff 25 Oct (21-3)

MOSCOW, RUSSIA
ILS DME or PAR Rwy 25L

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
LOC IBW 110.5	Final Apch Crs 246°	GS LOM 1375' (755')	ILS DA(H) 820' (200')	Apt Elev 630'	
RADAR			PAR DA(H) Refer to Minimums	RWY 620'	
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020' (400'), then immediately turn RIGHT onto 028° climbing to 3580' (2960') to KN NDB and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.					MSA MR VOR
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300') Interference on glide path may be expected under VMC.					

ALT/HEIGHT CONVERSION QNH (QFE)	
3920'	(3300' - 1000m)
3580'	(2960' - 900m)
2590'	(1970' - 600m)
2260'	(1640' - 500m)
1280'	(660' - 200m)
1020'	(400' - 120m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS		1020' (400') on or above		246°		D1.1 MR	
ILS or PAR GS	2.98°	374	481	535	641	748	855							

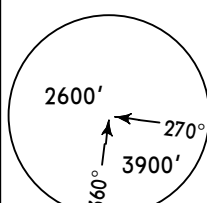
ILS		STRAIGHT-IN LANDING RWY 25L		PAR	
DA(H) 820' (200')		LOC (GS out)		A: 824' (204') C: 844' (224')	
FULL		ALS out		B: 834' (214') D: 854' (234')	
A		B		C	
RVR 720m		1200m		NOT AUTH	
VIS 800m		1200m		RVR 720m	
C		D		VIS 800m	
D		1200m		1200m	

PANS OPS

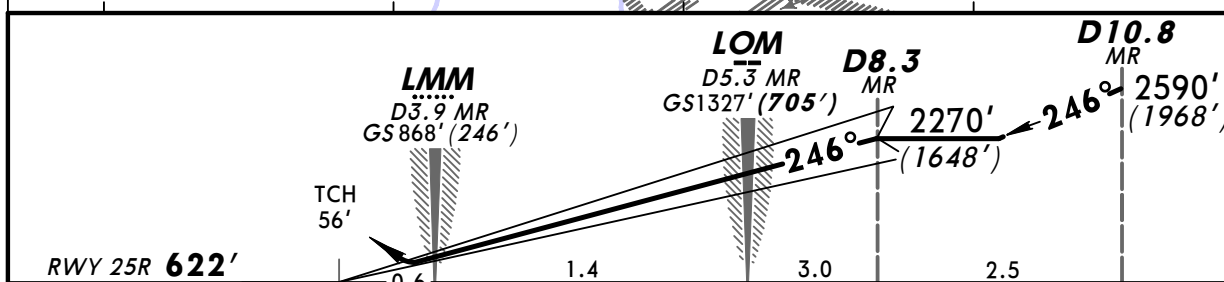
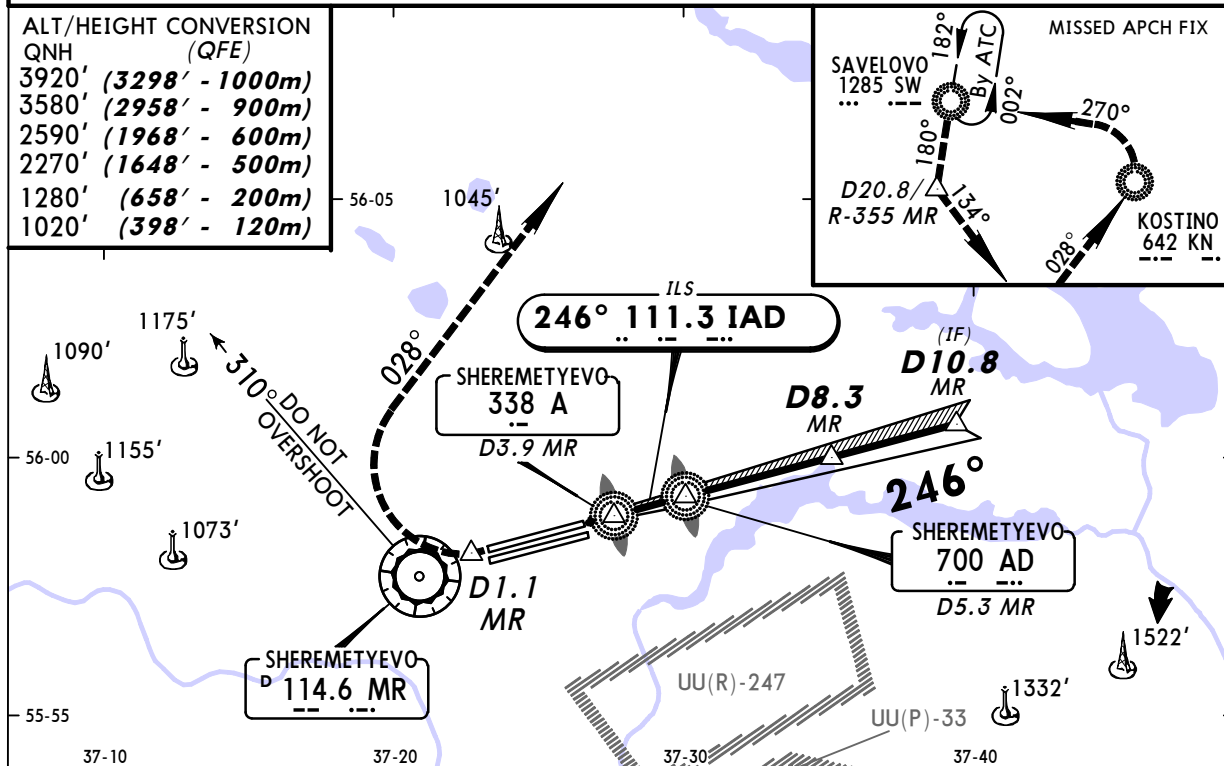
UUEE/SVO
SHEREMETYEVO
JEPPESEN
 12 OCT 07
Eff 25 Oct (21-4)

MOSCOW, RUSSIA
ILS DME or PAR Rwy 25R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5	
Ground 119.0 121.8					
LOC IAD 111.3	Final Apch Crs 246°	GS LOM 1327'(705')	ILS DA(H) 822'(200')	Apt Elev 630' RWY 622'	
RADAR			PAR DA(H) Refer to Minimums		
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020'(398'), then immediately turn RIGHT onto 028° climbing to 3580'(2958') to KN NDB and as directed. When reaching 1280'(658') contact SHEREMETYEVO Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920'(3298')					
Interference on glide path may be expected under VMC.					

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920' (3298' - 1000m)	
3580' (2958' - 900m)	
2590' (1968' - 600m)	
2270' (1648' - 500m)	
1280' (658' - 200m)	
1020' (398' - 120m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1020' (398') on or above	D1.1 MR
ILS or PAR GS	2.98°	374	481	535	641	748	855			

STRAIGHT-IN LANDING RWY 25R									
ILS			LOC (GS out)		PAR				
DA(H) 822'(200')					DA(H) A: 827'(205') C: 846'(224') B: 837'(215') D: 856'(234')				
FULL		TDZ or CL out	ALS out			TDZ or CL out	ALS out		
A	RVR 550m VIS 800m		RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	
B									
C									
D									

PANS OPS

CHANGES: MHA.

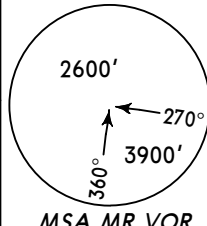
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UUEE/SVO
SHEREMETYEVO

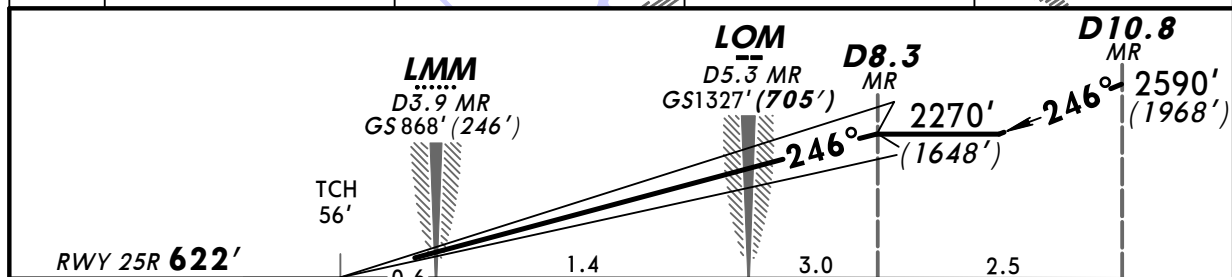
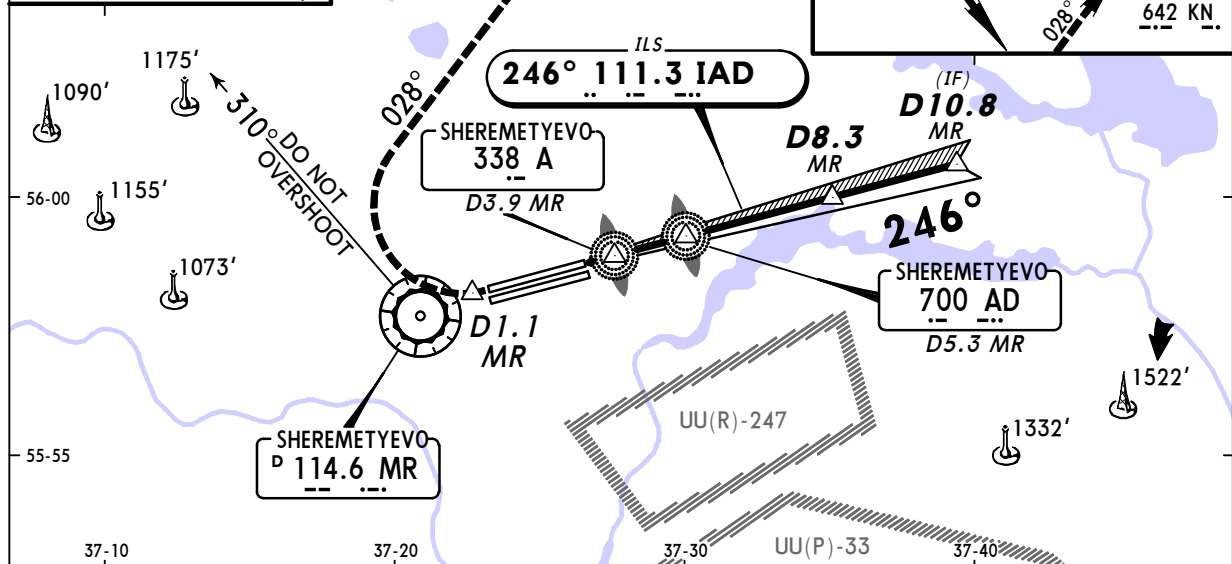
JEPPESEN
12 OCT 07
Eff 25 Oct (21-4A)

MOSCOW, RUSSIA
CAT II ILS DME Rwy 25R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO ApcH1 119.3		SHEREMETYEVO ApcH2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5		
Ground 119.0 121.8						
LOC IAD 111.3	Final ApcH Crs 246°	GS LOM 1327' (705')	CAT II ILS RA 103' DA(H) 722' (100')	Apt Elev 630' RWY 622'		
MISSED APCH: Climb on 246° to D1.1 MR at or above 1020' (398'), then immediately turn RIGHT onto 028° climbing to 3580' (2958') to KN NDB and as directed. When reaching 1280' (658') contact SHEREMETYEVO Radar.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		
1. Special Aircrew and Aircraft Certification Required.		2. Interference on glide path may be expected under VMC.		Trans alt: 3920' (3298')		

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3920' (3298' - 1000m)	
3580' (2958' - 900m)	
2590' (1968' - 600m)	
2270' (1648' - 500m)	
1280' (658' - 200m)	
1020' (398' - 120m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1020' (398') on or above	246°	D1.1 MR
GS	2.98°	374	481	535	641	748	855				

STRAIGHT-IN LANDING RWY 25R
CAT II ILS
ABCD
RA 103'
DA(H) 722' (100')

RVR 350m

PANS OPS

UUEE/SVO
SHEREMETYEVO

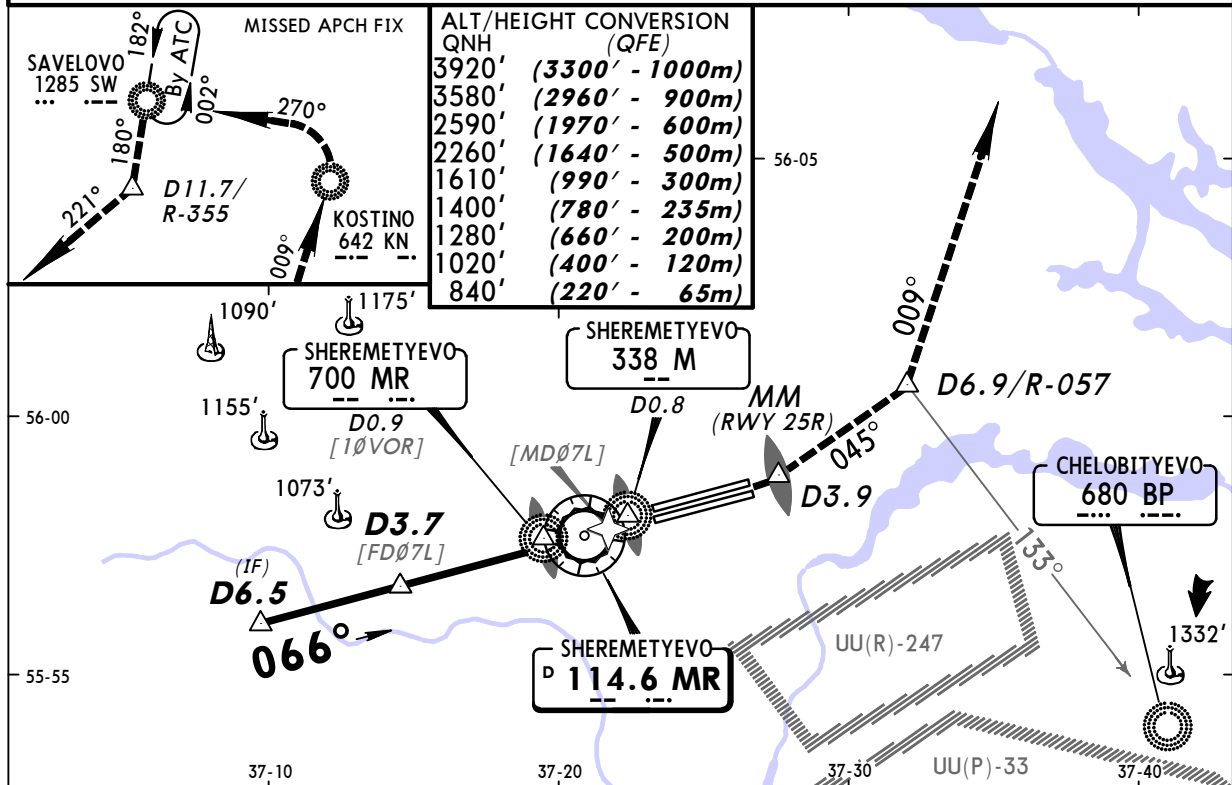
JEPPESEN
12 OCT 07
Eff 25 Oct (23-1)

MOSCOW, RUSSIA
VOR DME Rwy 07L

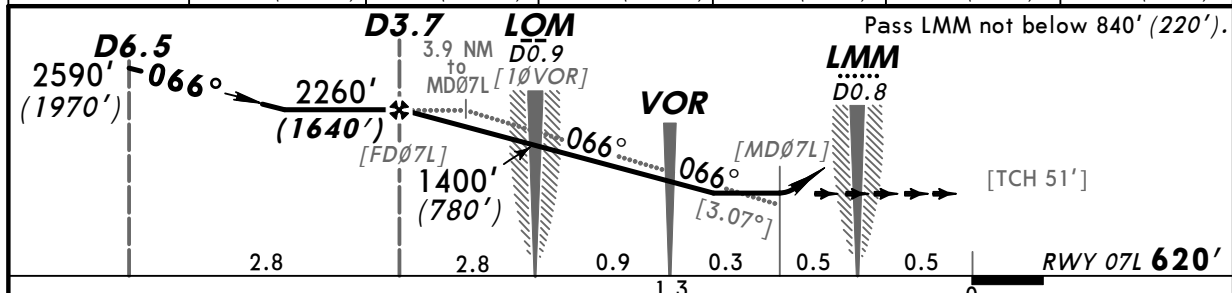
BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5	
Ground 119.0 121.8					
VOR MR 114.6	Final Apch Crs 066°	Minimum Alt D3.7 2260'(1640')	VOR DME MDA(H) 990'(370')	Apt Elev 630' RWY 620'	 2600' 270° 390° 360° MSA MR VOR
MISSED APCH: Climb on 066° to D3.9 at or above 1020' (400'), then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.					

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



MR DME	3.5	3.0	2.4	1.3	0.8	0.3
ALTITUDE	2220' (1600')	2050' (1430')	1870' (1250')	1530' (910')	1360' (740')	1180' (560')



Gnd speed-Kts	70	90	100	120	140	160		1020' (400') or above on 066°	D3.9
Descent Gradient 5.35% or Descent angle [3.07°]	380	489	543	652	760	869			

STRAIGHT-IN LANDING RWY 07L			
VOR DME		VOR	
MDA(H) 990' (370')		MDA(H) 1570' (950')	
ALS out		ALS out	
A		3200m	
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	
C		3600m	4400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4000m 4800m

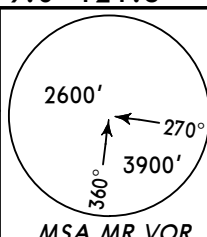
PANS OPS

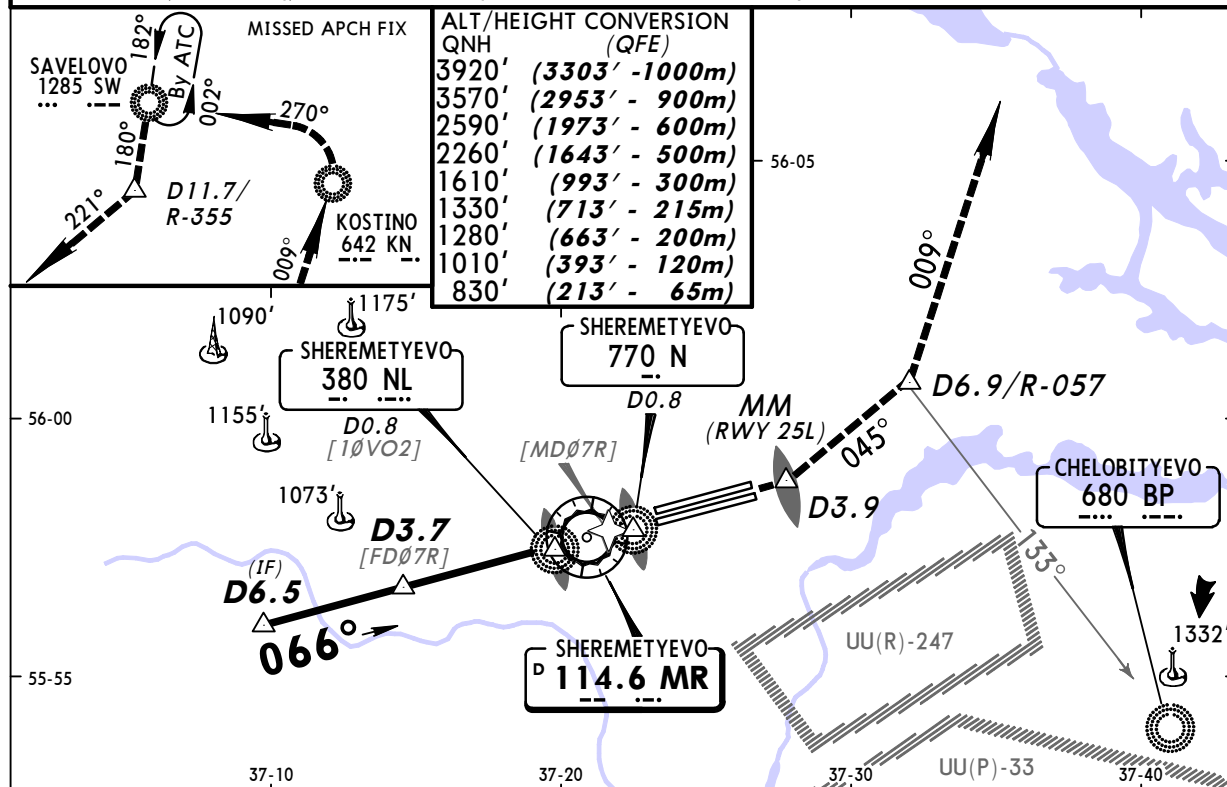
UUEE/SVO
SHEREMETYEVO

JEPPESEN
12 OCT 07
Eff 25 Oct (23-2)

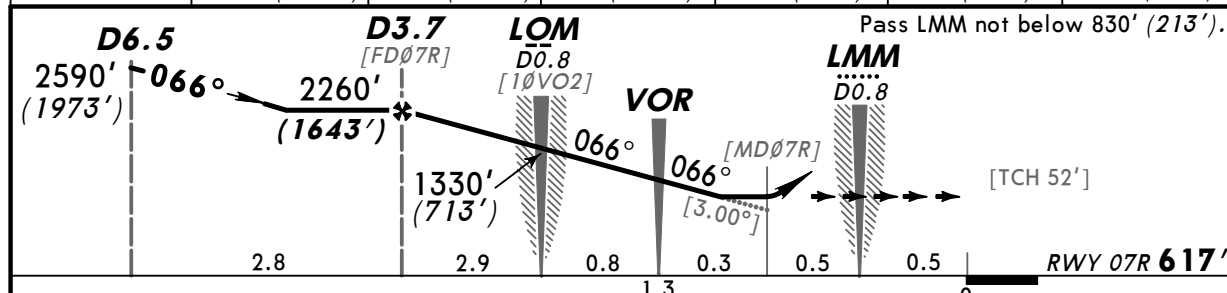
MOSCOW, RUSSIA
VOR DME Rwy 07R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO ApcH1 119.3		SHEREMETYEVO ApcH2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
VOR MR 114.6	Final ApcH Crs 066°	Minimum Alt D3.7 2260' (1643')	VOR DME MDA(H) 990' (373')	Apt Elev 630' RWY 617'	
MISSED APCH: Climb on 066° to D3.9 at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3303')					



MR DME	3.6	3.0	2.5	1.4	0.9	0.3
ALTITUDE	2210' (1593')	2050' (1433')	1870' (1253')	1520' (903')	1360' (743')	1180' (563')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		1010' (393') or above	066°	D3.9
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAPI				

STRAIGHT-IN LANDING RWY 07R							
VOR DME		VOR					
MDA(H) 990' (373')		MDA(H) 1570' (953')					
ALS out		ALS out					
A				3200m			
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m					
C				4000m		4800m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m					

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SHEREMETYEVO

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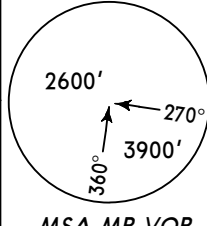
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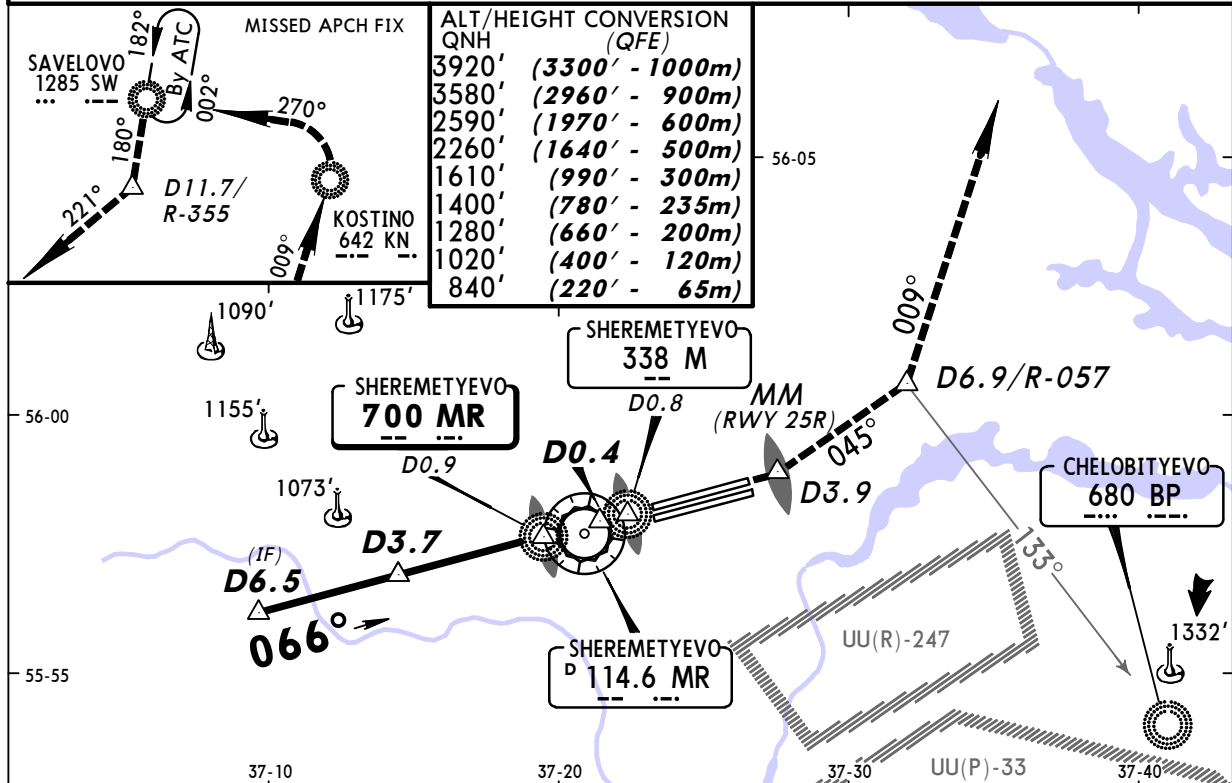
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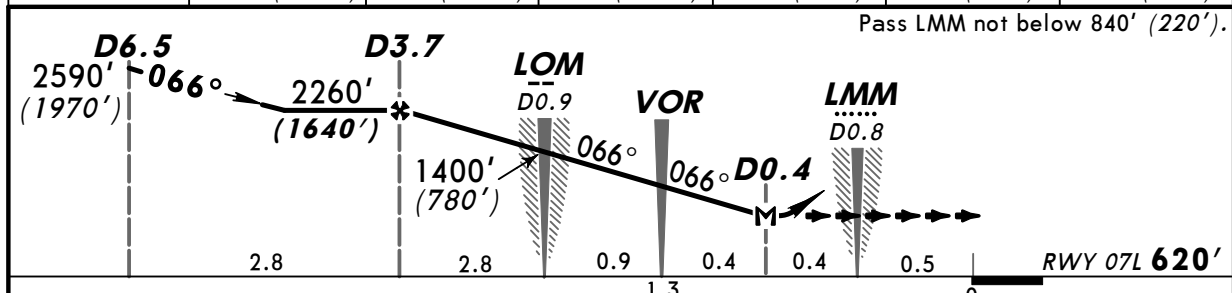
MOSCOW, RUSSIA
2 NDB Rwy 07L

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5		
Ground 119.0 121.8						
NDB MR 700	Final Apch Crs 066°	Minimum Alt D3.7 2260' (1640')	MDA(H) 970' (350')	Apt Elev 630' RWY 620'		
MISSED APCH: Climb on 066° to D3.9 at or above 1020' (400'), then immediately turn LEFT onto 045° climbing to 1610' (990') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3580' (2960') and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		
				Trans alt: 3920' (3300')		



MR DME	3.5	3.0	2.4	1.3	0.8	0.3
ALTITUDE	2220' (1600')	2050' (1430')	1870' (1250')	1530' (910')	1360' (740')	1180' (560')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D0.4 after VOR						

STRAIGHT-IN LANDING RWY 07L		MDA(H) 970' (350')		ALS out	
A					
B	1200m		RVR 1500m VIS 1600m		
C					
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m		

CHANGES: Missed apch. MHA.

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SHEREMETYEVO

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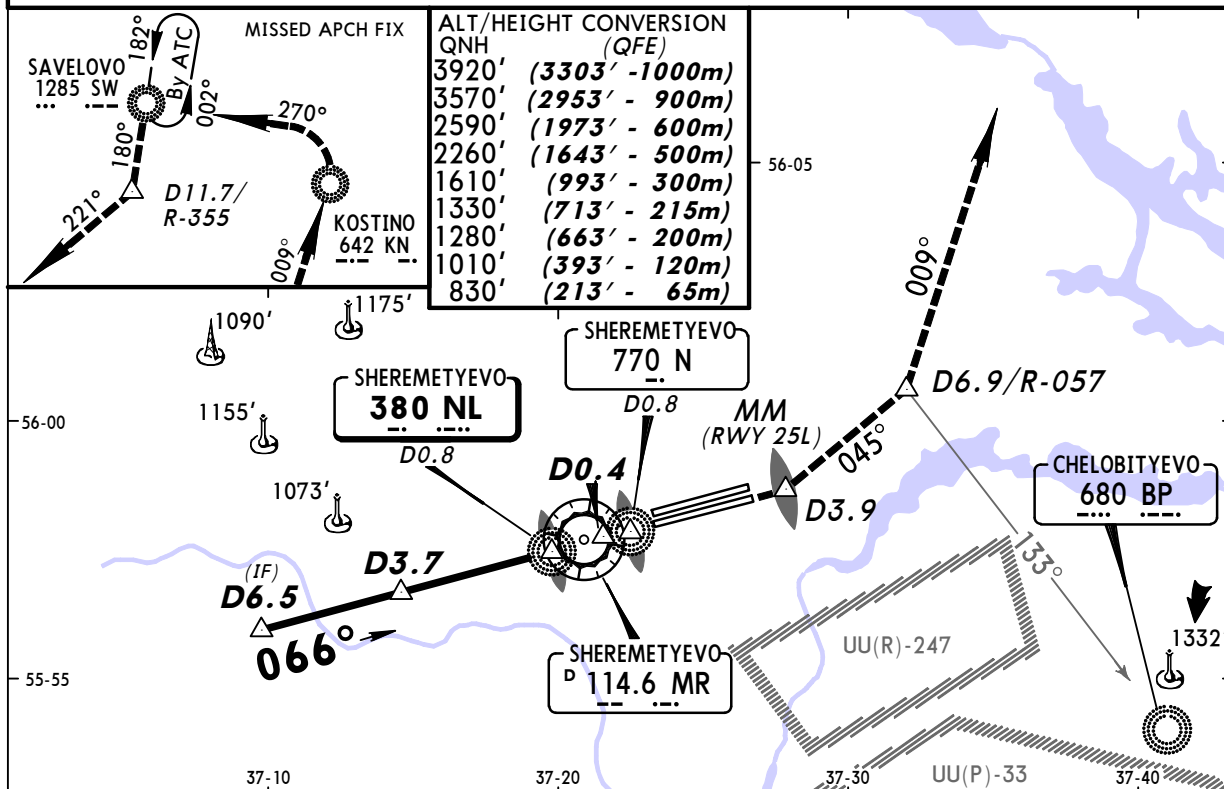
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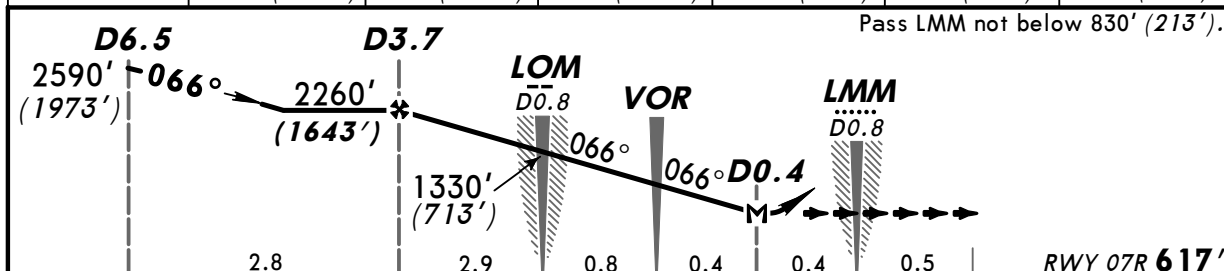
MOSCOW, RUSSIA
2 NDB Rwy 07R

BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7		
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7		
				Ground 119.0 121.8		
NDB NL 380	Final Apch Crs 066°	Minimum Alt D3.7 2260'(1643')	MDA(H) 970'(353')	Apt Elev 630' RWY 617'	2600' 270° 3900' 360° MSA MR VOR	
MISSED APCH: Climb on 066° to D3.9 at or above 1010' (393'), then immediately turn LEFT onto 045° climbing to 1610' (993') or above. At D6.9 turn LEFT onto 009° to KN NDB climbing to 3570' (2953') and as directed. When reaching 1280' (663') contact SHEREMETYEVO Radar.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		
				Trans alt: 3920'(3303')		



MR DME	3.6	3.0	2.5	1.4	0.9	0.3
ALTITUDE	2210'(1593')	2050'(1433')	1870'(1253')	1520'(903')	1360'(743')	1180'(563')



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
MAP at D0.4 after VOR						

STRAIGHT-IN LANDING RWY 07R				MDA(H) 970'(353')	
				ALS out	
A					
B	1200m		RVR 1500m VIS 1600m		
C					
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m		

CHANGES: Missed apch. MHA.

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12 OCT 07

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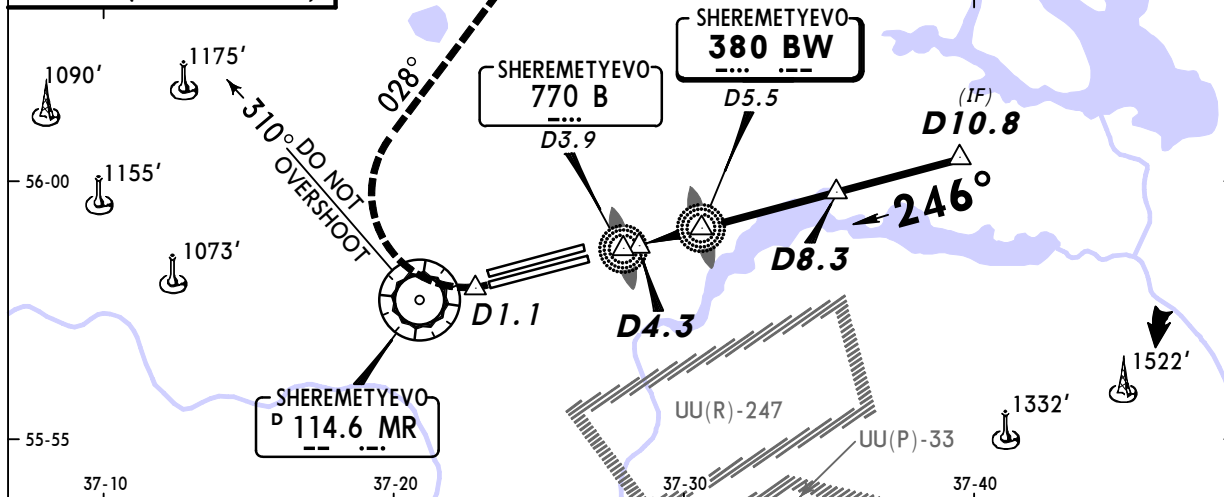
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MOSCOW, RUSSIA
2 NDB Rwy 25L

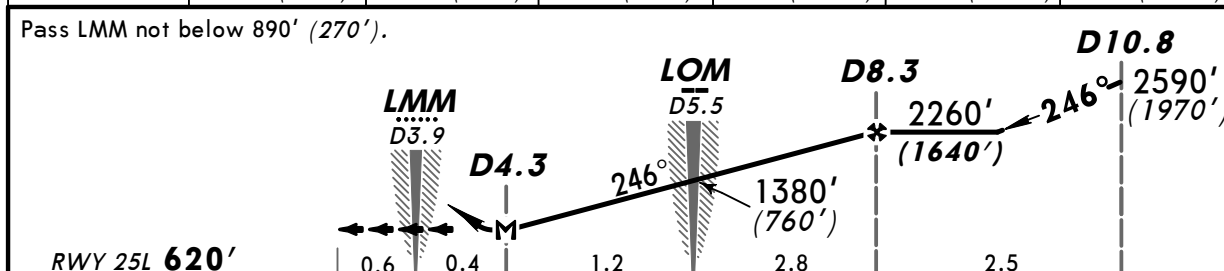
BRIEFING STRIP

ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 120.7		SHEREMETYEVO Start (TWR) 120.7	
Ground 119.0 121.8					
NDB BW 380	Final Apch Crs 246°	Minimum Alt D8.3 2260' (1640')	2 NDB MDA(H) 980' (360')	Apt Elev 630' RWY 620'	2600' 270° 3900' 360° MSA MR VOR
MISSED APCH: Climb on 246° to D1.1 at or above 1020' (400'), then immediately turn RIGHT onto 028° climbing to 3580' (2960') to KN NDB and as directed. When reaching 1280' (660') contact SHEREMETYEVO Radar.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3300')					

ALT/HEIGHT CONVERSION QNH (QFE)	
3920'	(3300' - 1000m)
3580'	(2960' - 900m)
2590'	(1970' - 600m)
2260'	(1640' - 500m)
1380'	(760' - 230m)
1280'	(660' - 200m)
1020'	(400' - 120m)
890'	(270' - 80m)



MR DME	4.4	5.0	6.0	7.1	7.7	8.2
ALTITUDE	1020' (400')	1180' (560')	1530' (910')	1870' (1250')	2050' (1430')	2220' (1600')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1020' (400') or above on 246°	D1.1
Descent Gradient 5.2%	369	474	527	632	737	843		
MAP at D4.3								

STRAIGHT-IN LANDING RWY 25L					
2 NDB		1 NDB			
MDA(H) 980' (360')		with FAF MDA(H) 990' (370')		w/o FAF MDA(H) 1400' (780')	
ALS out		ALS out		ALS out	
A				3200m	
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
C				3200m	3600m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m 4000m

PANS OPS

UUEE/SVO
SHEREMETYEVO

JEPPESEN
12 OCT 07
Eff 25 Oct (26-4)

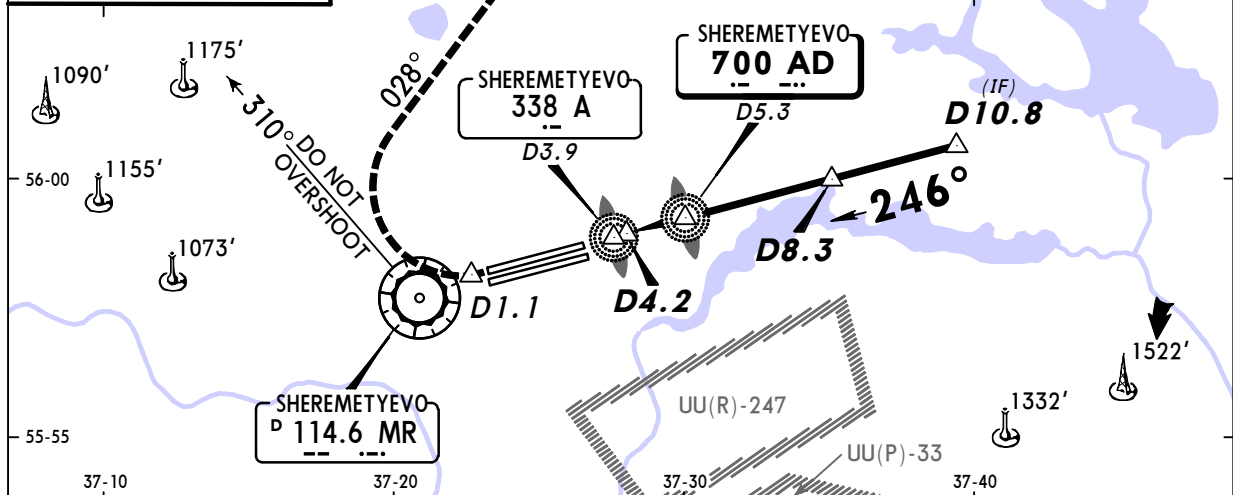
MOSCOW, RUSSIA
2 NDB Rwy 25R

BRIEFING STRIP

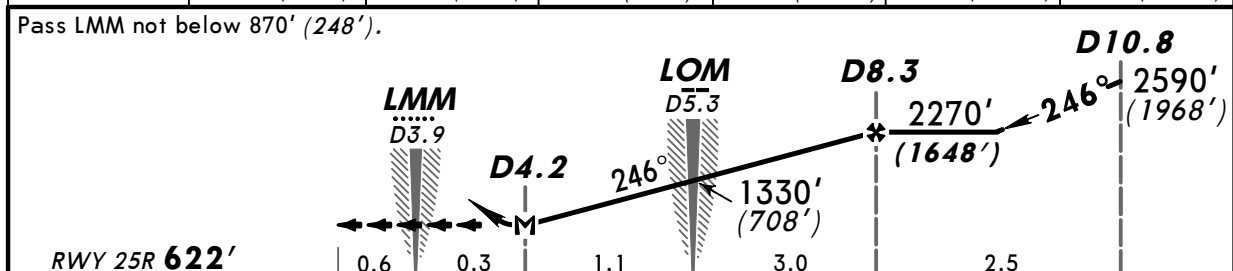
ATIS 125.12 (Russian 126.37)		SHEREMETYEVO Apch1 119.3		SHEREMETYEVO Apch2 123.7	
SHEREMETYEVO Radar 118.1		SHEREMETYEVO Tower (PAR) 131.5		SHEREMETYEVO Start (TWR) 131.5	
Ground 119.0 121.8					
NDB AD 700	Final Apch Crs 246°	Minimum Alt D8.3 2270' (1648')	2 NDB MDA(H) 980' (358')	Apt Elev 630' RWY 622'	2600' 270° 3900' 360° MSA MR VOR
MISSED APCH: Climb on 246° to D1.1 at or above 1020' (398'), then immediately turn RIGHT onto 028° climbing to 3580' (2958') to KN NDB and as directed.					
When reaching 1280' (658') contact SHEREMETYEVO Radar.					

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920' (3298')

ALT/HEIGHT CONVERSION QNH (QFE)
3920' (3298' - 1000m)
3580' (2958' - 900m)
2590' (1968' - 600m)
2270' (1648' - 500m)
1330' (708' - 215m)
1280' (658' - 200m)
1020' (398' - 120m)
870' (248' - 75m)



MR DME	4.3	4.9	5.9	6.5	7.6	8.1
ALTITUDE	1020' (398')	1180' (558')	1530' (908')	1710' (1088')	2050' (1428')	2220' (1598')



Gnd speed-Kts	70	90	100	120	140	160		D1.1
Descent Gradient 5.2%	369	474	527	632	737	843		
MAP at D4.2								

STRAIGHT-IN LANDING RWY 25R					
2 NDB		1 NDB			
MDA(H) 980' (358')		with FAF MDA(H) 990' (368')		w/o FAF MDA(H) 1400' (778')	
ALS out		ALS out		ALS out	
A				3200m	
B	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	
C				3200m	3600m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m 4000m

PANS OPS